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WEEKLY NEWS ANALYSIS

U. S. Heavy Bombers Blast Balkans, Hammer German Industries in France; Jap Forces Advance in India Theater; Congress Studies New Draft Problems

(EDITOR'S NOTE: When opinions are expressed in these columns, they are those of Western Newspaper Union's news analysis and not necessarily of this newspaper.)
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EUROPE:

Aid Russ

With Allied troops in Great Britain poised for the jump into western Europe, U. S. bombers took to the air to blast the Balkans in conjunction with the Russian armies' advance into Rumania.

In the English Isles, an electrical tenseness was reported as Gen. Dwight D. Eisenhower's high command was said to have set the zero hour, and Allied planes continued to roar over the channel to blast Nazi defenses and industries in France and Germany.

As the Russians edged toward the vital Rumanian oil fields of Ploesti, U. S. bombers thundered over the city from the south to blast railway tank cars filled for the long haul to western Europe. U. S. bombers also dropped explosives on aircraft factories and railroad yards of the Hungarian capital of Budapest.

In Italy, heavy artillery bombardments punctuated bitter ground sapping below Rome at Anzio and Cassino.

Psychological War

Leaving no stone unturned, the Allies have been showering Axis Europe with propaganda leaflets as well as bombs in an effort to undermine German morale and encourage underground resistance in occupied countries.

Flashy leaflets have told the Germans that their surrender during the last war left most of their industries intact, while continued resistance in this war will only result in the complete demolition of their factories. Other leaflets have condemned Nazi officials for failing to provide for evacuation of the civilian population from bombed areas.

Small newspapers dropped in France have informed the people of guerrilla activity, and of the Allied objectives in bombing Nazi targets in the country, while similar publications dumped over Holland have pointed up America's war effort and the heavy assaults on Berlin.

AGRICULTURE:

Egg Supports

To bolster sagging egg markets, War Food Administrator Marvin Jones told a group

of mid-western senators led by Senator Wherry (Neb.), that WFA planned to support prices by purchases of from 27 to 32 cents per dozen in distressed areas where handlers paid producers a minimum of 26 cents a dozen.

Declaring that the WFA's biggest problem was disposal of the eggs, Jones called upon the congressmen to support legislation for sale of perishable commodities below parity levels. At present, perishables cannot be sold at such prices until they evidence deterioration, with the result that rot often sets in, Jones said. If the civilian population would eat one more egg per week per person, the surplus egg problem would be largely solved, Jones added.

Although adequate storage space has been found for frozen eggs, Jones said, production has been influenced by manpower problems. Wherever possible, the government has increased its contracts for the product, he said.

Canadian Oats

Seeking to relieve the tight feed situation, the War Food administration has arranged for the importation of 20,000,000 bushels of Canadian oats by May 15 via rail and the Great Lakes.

Under the plan, U. S. railroads would immediately send 75 cars daily into the Canadian interior for the grain, with 25 more to be sent later, if domestic needs for the cars are not pressing. The rails would carry the oats to Duluth, whence they would be routed to Chicago and Toledo by boat. From 15 to 20 days generally would be required for the round trip, officials estimated.

Because competitive bidding between the two cities would bring Canadian grain above the U. S. price ceiling, the Commodity Credit Corporation might purchase the oats directly from Canada for resale at lower prices in the U. S.



GOP Favorite—Republican boom Gov. Tom Dewey (left) as Wendell Willkie steps out.

GOP:

Willkie Quits

Stormy petrel of the Republican party since 1940, big, blustery Wendell Willkie withdrew his bid for leadership of the GOP, while New York's Gov. Thomas E. Dewey was assuming the position through a popular draft.

Willkie's sudden demise and Dewey's ascension were occasioned by progressive Wisconsin's elections for delegates to the Republican national convention in Chicago, June 28. Although Willkie actively campaigned through the state, he failed to win even one delegate, while Dewey, who had asked that his name be withdrawn from the election, won 18.

Since Wisconsin has long been noted for its liberalism, Willkie deliberately selected it as the grounds for a test of Republican sentiment, basing his bid for delegates on a program for heavier war sacrifices and extensive U. S. cooperation in world affairs.

DRAFT:

26-29 Next

Both selective service and congress struggled over the problem of supplying the military services with younger men and maintaining record war production, with continued emphasis on shifting 4-Fs in unimportant work to essential occupations.

Referring to the decision to only defer key industrial and agricultural workers in the 18 to 25 age group, Draft Director Lewis B. Hershey declared that the same policy would next be extended to the 26 to 29 class.

In seeking to channel 4-Fs into necessary work, the house military affairs committee called upon selective service to obtain a list of essential occupations and manpower shortage areas for use in guiding the employment of 4Fs, who would face induction into a labor battalion if failing to take vital jobs.

State Inductions

With 1,265,000 men, New York is scheduled to lead the states in the number of soldiers and sailors to be inducted by July 1, with Pennsylvania with 904,000, and Illinois with 700,000, ranking second and third.

Other states with high totals include California with 667,000; Ohio with 610,000; Texas with 554,000, and Michigan with 452,000.

Nevada with 11,000 is scheduled to contribute the smallest amount of men, with Wyoming and Delaware with 23,000, the next lowest.

PACIFIC:

Eye Stilwell

While U. S. bombers continued to pummel Jap defense outposts in the Pacific, British troops strived desperately to check the enemy's stubborn advance toward the American operated Bengal-Assam railroad, 80 miles within India.

Working over the whole Jap outpost system in the Pacific, navy fliers pounded the enemy's storage and defense installations on Truk in the Carolines, while army airmen repeated heavy attacks on the Nips' supply base of Hollandia in New Guinea, feeder point for barges operating along the coastline.

Seeking to cut the Assam-Bengal railway feeding Lieut. Gen. Joseph Stilwell's U. S.-Chinese troops fighting to carve out a new supply road to China in northern Burma, the Jap attack in India was concentrated in the rugged hills above Imphal.

SOUTH AMERICA:

'Money to Burn'

South America's huge accumulation of gold and foreign exchange, of which dollars form the greatest part, looms as another factor in the promotion of economic activity in the postwar world.

Because South American countries have been sending the U. S. and other nations more goods than they have been able to buy back, the U. S. department of commerce reported they have built up a cash balance of over 2 billion dollars, which will be available for foreign trade when warring powers return to civilian production.

In 1943, the department reported, the U. S. bought \$1,300,000,000 worth of goods in South America, while selling only approximately \$800,000,000, thus leaving the Latin countries with a cash balance of nearly \$500,000,000.

PENICILLIN:

New Plants

Costing \$20,000,000, 21 new penicillin plants in the U. S. and Canada soon will go into the production of sufficient quantities of the magic drug to meet the needs of 250,000 severe cases and 2,500,000 milder ones of the armed forces.

Despite the increase in production, penicillin only will be available to civilians who cannot be treated with the sulfa drugs.

New methods have been developed for making penicillin and costs have dropped 84 per cent within a year, but because the drug is derived from a mold which still must be grown and only small quantities can be refined at a time, demands continue to surpass supplies.

GREAT BRITAIN:

Act Against Strikes

Plagued by strikes which resulted in a loss of 1,000,000 working days in March, the British government drafted an order under which incitement of labor unrest would be a criminal offense.

Even as the government considered drastic action, 70,000 miners in Yorkshire remained idle over deductions from their wages for coal for their homes, and over 20,000 shipyard workers were on strike in Belfast in protest of the jailing of aircraft shop stewards for participating in unauthorized walkouts.

While the government moved to check the strike wave, the Trades Union Congress warned British labor that continuance of work stoppages would imperil an Allied victory.

TELEFACT



Nine of 16 British women in the armed forces or war work.

ITALY:

Political Unanimity

Liberated Italy's six anti-Fascist parties were prepared to participate in a new government when King Victor Emmanuel abided by his reported decision of retiring as actual ruler and designating his son, Prince Humbert, as his lieutenant to represent his interests.

In settling this knotty problem of at least temporarily preserving the institution of the monarchy while still satisfying the demands of the anti-Fascists that the king get out, the king's advisors fell back on an old precedent in Italian history.

Although the Communists who are reportedly vying for control of the defense and police ministries in any new Italian government, recently declared their intention of cooperating with the king, other anti-Fascist elements held fast to their contention that his removal was requisite to the establishment of a strong democratic administration in the state.

U. S. TREASURY:

Record Receipts

Boosted by receipts of \$5,161,000,000 for quarterly income tax payments, the treasury collected \$6,573,000,000 in March, but expenditures also were at a record level of \$8,525,000,000, leaving a deficit of \$1,952,000,000.

Of the heavy expenditures in March, \$7,726,000,000 went directly for war activities, topping the November, 1943, peak of \$7,541,000,000.

During March, \$268,000,000 in war bonds was redeemed, representing 38 per cent of the month's sale of \$708,000,000.

Plans for the Fifth War Loan drive to get under way June 12 call for a goal of \$16,000,000,000, about \$730,000,000 less than was actually raised during the Fourth campaign. Of the total, individuals will be asked to purchase \$6,000,000,000 worth of bonds, more than they bought during the last drive.



Springtime in Manhattan

Streets coated with glistening rain while puddles are polka-dotted with raindrops . . . Baseball gab invading war dialogues . . . The well-sharpened notes of warbling birds giving happiness a sound track . . . Islands of defeat scattered around town where sunshine only magnifies its poverty . . . A gray-eyed sky clearing the thunder in its throat and displaying its white-fanged lightning . . . Playful breezes juggling the ancient weathervane atop St. Paul's Cathedral . . . The shy rustle of balmy winds caressing faces with invisible baby fingers.

The Hudson River cobwebbed with streaks of gleaming sunlight . . . Shop windows glowing with Spring finery composing visual poetry of vivid hues . . . Sunrise lighting a fiery dawn on the stub of a warm night . . . Brisk winds brushing the last few dead leaves from trees as nature weaves its annual green gown around them . . . Relaxed humans anchored to park benches allowing contentment to find a home in their spirits . . . A soldier strolling with his girl . . . Workers eagerly sipping lungs full of anti-septic air before plunging into subway dungeons . . . The everlasting beauty of twilight balanced on the fingertips of a departing day.

The Magic Lanterns: "See Here, Private Hargrove" is loaded with familiar comedy gags, but it's got so doggone much good feeling that you skip the stencils. Besides, it's got a pair of likable lads—Robert Walker and Keenan Wynn—as the rookies, and Donna Reed as the lookie . . . "The Fighting Seabees," means to be a back-slap for that useful arm of the military, but sometimes the praise gets gibberish. The thing is too Hollywood-flavored to look like war . . . "The Heavenly Body" does not refer to Hedy Lamarr, who's in it. The title comes from Wm. Powell's monkeying with the stars. Sometimes the going gets funny, but too often you can almost hear Powell's suspenders give from the strain of carrying the frail tale . . . "Tunisian Victory," action shots by the USA and British cameras, records some lovely shots of the Rais on the run, than which there is nothing more entertaining.

It's simple to spot a debater on a radio forum who has lost the argument . . . He's the first to lose his temper . . . Have a nifty innovation: The recordings of Dorothy Parker's witty monologues—by stage stars . . . Some critics objected to a fine film, "The Purple Heart," because, they complained, it made us hate Japs . . . All right, doctor. I'll go quietly . . . Add invitations to murder: Swingers who mangle the gay "Oklahoma" lilt . . . The war film, "Tunisian Victory," is the best yet. Keeps you sitting on the edge of your suspense . . . Variety reports that Movieburg is losing interest in handleaders "because they lack acting ability" . . . Sure took H'wood a long time to find it out . . . If the film biz depended on acting ability—Hollywood would have only one actor—Spencer T.

Good to see Fred Allen climbing in the popularity surveys . . . He's one radio jester who makes an honest stab at trying something original . . . Gamblers about midtown are wagering the war'll be over in Yurp by July 4th . . . Might be a good way to win the bet—by getting into the fracas and helping fight it . . . Here's a repeat boost for Ben Hecht's exciting book: "A Guide for the Bedevilled" . . . Don't miss it—it'll make you a better American . . . The jokes that helped kill vaudeville are now making radio writers wealthy and famous.

Elastic fingers of sunlight reaching into shadowy skyscraper canyons . . . Children bubbling with happiness—finding thrilling adventures in the fairyland of youth . . . Fresh air fiends draped across park lawns getting a kick out of breathing . . . Romancers driving out fears of insecurity around them with a personal fortress of blue skies and rainbows . . . The cool kindness of Spring mornings that drain the ache from people's souls and inspire them to attack problems of the day like a conquering hero . . . Spring busily nursing the trees and flowers that patiently waited for her during the bitter Winter months . . . The forest fire of noise that blazes along the Main Stem, destroying the silky calm the season brings . . . Lovely stenogs discussing their sweethearts during lunch hour, putting a period at the end of each sentence with a dimple.

Performance of U. S. Fighting Planes Best in World, Thanks to Advisory Committee for Aeronautics

Tests and Research Keep America Ahead In Grim Competition

By BARROW LYONS
WNU Washington Correspondent

American facilities for developing new models of military airplanes are being enlarged, and new personnel is being added to avoid a tragic thing that has happened on several occasions. New models of planes have been sent into battle before they were thoroughly tested in the laboratories of the national advisory committee for aeronautics, one of the government agencies least known because most of its work has been secret, but one which has made as great a contribution toward winning the war as any civilian agency.

In a determined effort to gain mastery of the air and save thousands of lives by hastening victory, by further improving the performance of American aircraft the NACA soon will increase its present staff of about 5,000 technicians by 1,500 additional men and women. The staff at Langley Field, Va., which has the largest staff, will be increased by about 750. The Cleveland laboratory will get about 550 new employees, and the research staff at Moffett Field, Calif., near Palo Alto, will be increased by about 250 more technicians.

The nation depends upon the men and women who staff these laboratories more than any others to keep ahead of the Nazi scientists in designing aircraft that will take and hold control of the skies. If the Germans were to design aircraft that could outfly and outshoot our own—and those responsible for American aircraft design declare that possibility exists—the war in the air over Europe might come to a stalemate.

The army and navy have recognized the supreme importance of these laboratories by giving their employees special draft consideration. They are inducted into the army, and then transferred as inactive reservists. They are always on call for active duty; but they do not wear uniforms and they receive civilian pay and United States Civil Service status.

Junior Engineers Needed.

At present there are needed aeronautical, mechanical and electrical engineers of junior grade. They receive \$2,400 a year. Physicists, mathematicians and naval architects of the same grade are needed. Craftsmen, such as instrument makers, tool makers, electricians, metallurgists, pattern makers and airplane mechanics are needed. They receive prevailing rates of government pay on an annual basis.

Women may qualify for a variety of positions. Those with skill in mathematics and physics are assigned to research projects, while those with training as stenographers, typists and clerks are also needed.

But the committee is not looking today for just ordinary help. The projects which these people are working on are among the most vital to war success, and the committee is looking only for unusual young men and women, who can be advanced as vacancies occur—people whose loyalty and intelligence and ability can be depended upon.

The committee was born in the last war from the necessity of our armed services for airplanes that could compete with those of the enemy. When war broke out in Europe in 1914, leadership in aircraft development had passed from American hands. In March, 1915, congress authorized an advisory body to be appointed by the President and to serve without compensation.

Membership, increased from 12 to 15 in 1929, included heads of military, naval and civil aeronautical organizations of the government, of the bureau of standards, the weather bureau, and the Smithsonian Institution, and specially qualified members from civil life. The chairman is elected annually. The paid staff is headed by Dr. George W. Lewis, director of aeronautical research, and by John F. Victory, secretary of the committee, who directs its administrative work.

The first appropriation was \$5,000 a year for five years. With that meager start the committee set about regaining for America a position of leadership in military flying. The NACA emerged from World War I with a research laboratory building at Langley Field, and with its first wind tunnel under construction. With appropriations of about \$200,000 a year in the era of disarmament

and peace treaties, this laboratory laid the foundation for the new science of aeronautics, which again brought leadership to America.

Nazi Research Expanded.

But when Hitler came to power in 1933, he recognized that he must have the strongest air force in the world if he was to subdue the world. With foresight and intelligence, Germany began by concentrating upon scientific research. German laboratories were expanded and multiplied, until at the time of the Pact of Munich the German aeronautical research establishment had become

army and to the manufacturer, and is used to correct the design.

A second model is prepared with similar care and is tested in the free-flight tunnel. That is a wind tunnel 12 feet in diameter inclined at an angle which will permit the model to glide forward through a moving stream of air. The model is equipped with delicate electrical mechanisms which operate the controls, and which enable the research staff to determine what changes are necessary to assure, in advance of production, that the new design will be easily maneuvered and controlled and will have stability.



A FIGHTER PLANE, the Brewster XF2A-1, is shown mounted on struts in the full scale wind tunnel, ready for testing. The struts are connected to instruments in the room below the platform, which record the various stresses which the plane undergoes in this largest wind tunnel in the world. (All pictures are official photographs released by the National Advisory Committee for Aeronautics.)

five times the size of that of the United States. But not until Germany was convinced that it could make aircraft superior to that of any other nation did it go into mass production.

The NACA recognized the menace, and in 1937 started a study of the relation of its organization to national defense in time of war. The result was a doubling of the research facilities at Langley Field, and the authorization by congress of two additional major research centers—the Ames Aeronautical laboratory at Moffett Field in 1939 and the Aircraft Engine Research laboratory at Cleveland in 1940.

These are operated in close teamwork with the military services and the aircraft industry. It works like this: Suppose the army air forces want a certain aircraft manufacturer to produce a new type of pursuit plane. The design engineers at the factory confer with experts of the materiel command of the air forces at Dayton, Ohio, and agree tentatively upon general design and specifications. Both groups then confer with NACA experts at Langley Field to incorporate the latest knowledge gained through research.

NACA Checks New Models.

The program calls for the factory to go into production by a certain date. The manufacturer assembles tools and material and makes contracts for sub-assemblies. The army materiel command plans and provides the military equipment, including instruments, armor and armament. The NACA responsibility involves, first, making of dynamically balanced small flying models for experimentation in its free-spinning wind tunnel and in the free-flight wind tunnel.

The free spinning wind tunnel is a vertical tube 20 feet wide with a propeller mounted on the top and



IN THE SMALL wind tunnel, testing are made on new models, many of them highly secret.

drawing air upward. Into the middle of this ascending column of air the airplane model is tossed with its controls set to continue to spin. The controls operated by remote electromagnetic force, are moved just as a pilot would move them to bring the plane out of the spin.

If the controls are effective, the airplane recovers by going into a dive and is caught in a net. If the controls are not effective, the model continues spinning. Adjustments are made in the control surfaces until satisfactory control is attained. Information to revise the design of the controls is relayed at once to the

When these tests have been made, and the necessary information obtained, the NACA makes larger and sturdier models with solid steel cores to be firmly mounted on recording balances in wind tunnels operating at air speeds up to 600 miles an hour. These tunnels measure the lift and drag, as well as the pitching, rolling and yawing movements of the plane at various angles of attack.

Add 20 Miles Per Hour.

When the first full-sized plane is produced, it is placed on the NACA full-scale wind tunnel to determine how to increase further its speed by reducing the drag through better streamlining, or removing, or reshaping protruberances. In such full-scale tunnel tests, the NACA has never failed to add at least 20 additional miles per hour to the speed of a plane about to go into production.

Special tests are provided for particular types of planes. For high speed fighters, aerodynamic experiments are conducted in low air pressures, such as are encountered at high altitudes. In a huge domed structure, pressures are created to simulate air conditions at altitudes up to 12,000 feet.

Taking off and landing abilities of seaplanes are tried out in a basin 600 feet long, containing seawater. A large scale model of a seaplane, or of the floats only, is towed behind an electrically powered crane, at speeds up to 80 miles per hour.

Experimental planes are flight tested under carefully controlled conditions, and a record is made of its performance on movie film. The test pilot is given orders by radio telephone from the ground, and he performs the turns, loops, dives, climbs, and other maneuvers.

One of the recent outstanding contributions of the Ames laboratory has been the use of exhaust heat from airplane engines to heat the leading edges, wings, tail surfaces, and windshields of airplanes to prevent the formation of ice. This has permitted safe flight under conditions that otherwise would have grounded planes. The ice hazard has been eliminated.

But the list of advances which have been made applies to virtually every component of the airplane. More than once the NACA laboratories have saved the commercial life of some aircraft company by giving it the necessary scientific information to bring into practical use advances in design the company had made, but which fell short of military requirements. The success of the Flying Fortress design was made possible by scientific knowledge developed in NACA laboratories.

After the war, when America enters an era of great commercial aviation expansion, the NACA laboratories expect to continue to provide the basic scientific research upon which American air supremacy is based. It now has a plant worth some \$70,000,000, which at least equals the research facilities of the Germans. It probably will continue to be in competition with German scientists and facilities, but our armed forces hope congress never again will let it fall behind in staff and equipment.