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# FORT WORTH STAR

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SIXTY-NINTH YEAR, NO. 30.

FORT WORTH, TEXAS \*\*\* Where the West Begins \*\*\* W

# B-50 Ends 1st Non-Stop Flight: Fort Worth

## Feat Is Made Possible By Air-to-Air Refueling

BY ROBERT WEAR.

Girdling the world in 94 hours for the first non-stop global flight in aviation history, an 8th Air Force B-50 Stratobomber, "Lucky Lady II," ended its mission at Carswell Air Base at 9:22 a. m. Wednesday.

Secretary for Air Symington, on hand to congratulate the plane commander, Capt. James G. Gallagher, and his crew, told newspaper men:

"This is an epochal step in the development of air power. What it actually does is to turn our medium bombers into intercontinental bombers."

Flying the "long way around" near the equator on most of its course, the bomber covered 23,452 miles.

Gen. Hoyt S. Vandenberg, chief of the Air Force, grasped the hand of each of the 14 airmen from "Lucky Lady" as the ship taxied up to the ramp at 9:39 a. m., shut off its engines, and the weary fliers climbed out.

### LeMay Beams Proudly.

Lt. Gen. Curtis E. LeMay, Strategic Air Command chief, the man who directed the fire-bombing of Japan by B-29s and the dropping of the atomic bombs on Hiroshima and Nagasaki, beamed proudly and told interviewers:

"This means that we now can deliver an atomic bomb to any place in the world that requires an atomic bomb."

The flight was an 8th Air Force show from start to finish—the plane a standard, battle-equipped bomber of the 43d Bombardment Wing based at Tucson, Ariz., the crew a regular crew from that wing and the entire operation directed by Maj. Gen. Roger Ramey, 8th commander, from his headquarters at Carswell.

### Flight Started Saturday.

Ramey, who had paced nervously since 4 a. m., scanning frequent reports of the ship's progress, grinned and nudged LeMay as the gray bomber appeared in the early morning haze approaching Carswell from the west, escorted by three modified B-29 tanker planes which accompanied it from Tuc-

son will keep to itself as long as possible."

"The mission also was a test of security," he explained to news and radio writers in their briefing session, "to see if such a thing could be done without newspaper columnists and others finding out about it. In that respect, it was entirely successful."

### Plane's Number Changed.

Even radio stations of other nations, involving several hundred persons whose assistance was required, were kept ignorant of the fact that such a flight was in progress, he reported. The plane's number was changed at each refueling point, to prevent the real nature of the mission from becoming



LANDING FROM AROUND THE WORLD—Perfect weather conditions blessed the landing Wednesday of the 8th Air Force B-50 bomber as it completed a non-stop flight around the world. Wheels of the four-engine plane are shown here touching the runway of Carswell

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## Weary Airmen Push Aside C Fame, Ask for Coffee and 'Sac

BY JOE BELL

Fourteen airmen who made aviation history Monday with their globe-circling non-stop flight gave

More about world flight on pages 2 and 14.

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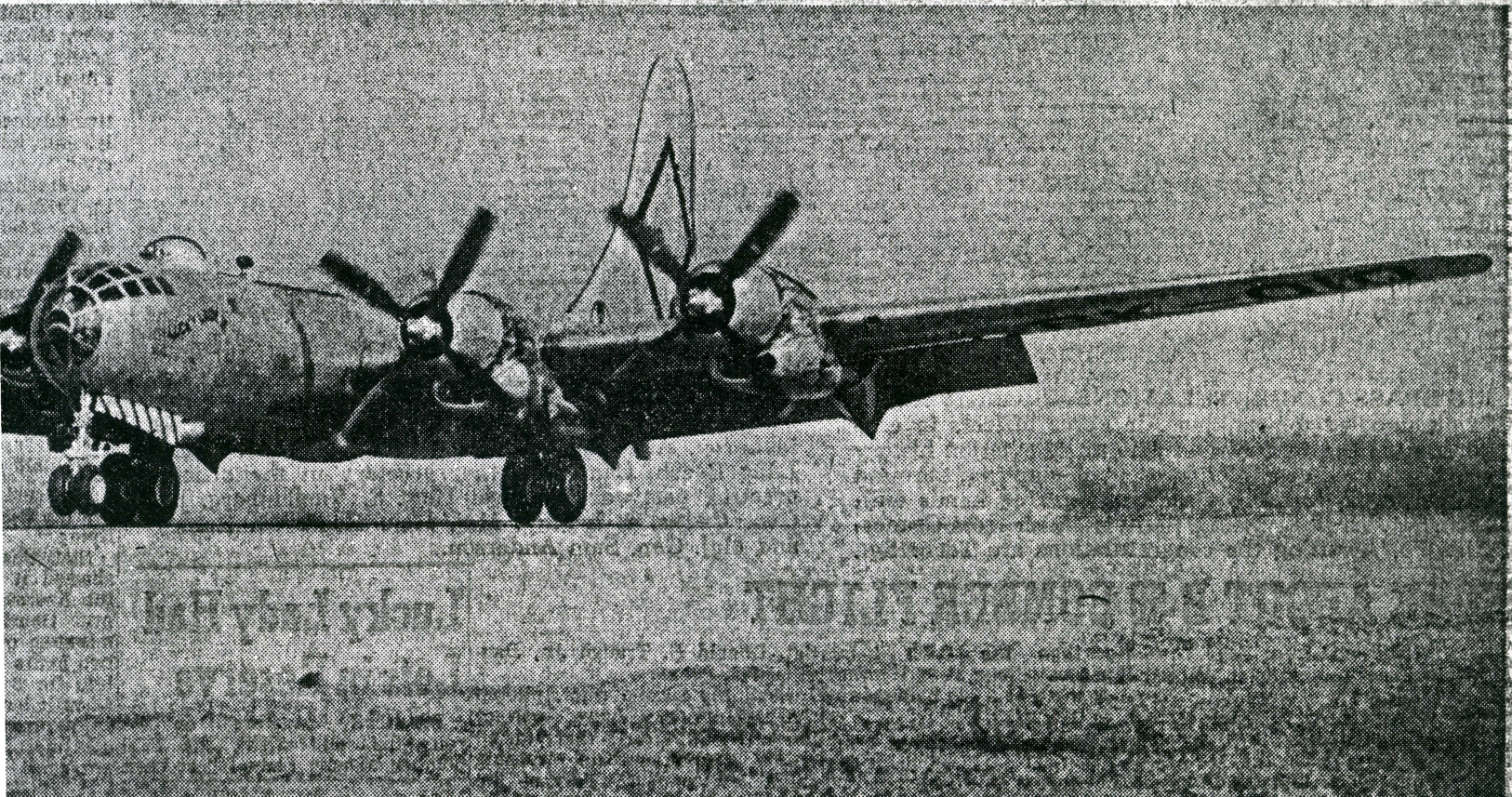
(INS)—International News Service • (NYT)—New York Times  
(AP)—Associated Press (Five Wires)

Best Begins \*\*\*WEDNESDAY, MARCH 2, 1949.

THIRTY PAGES

PRICE FIVE CENTS

# Non-Stop Global Flight to Fort Worth!



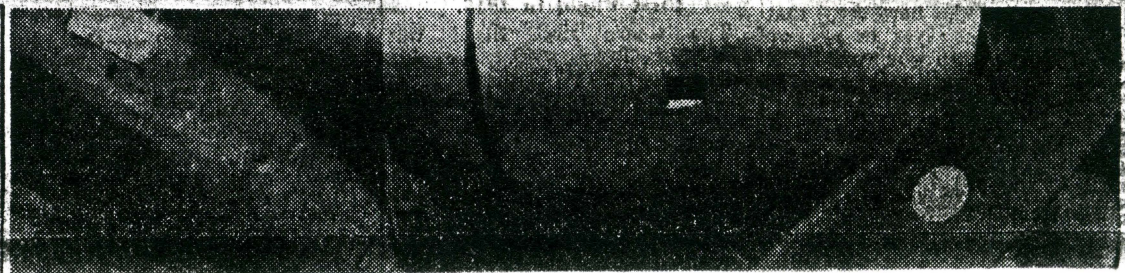
—Star-Telegram Staff Photo by Joe McAulay.

Perfect day of a non-engine rswell  
Air Base at 9:31 a. m. The silver plane passed over the control tower at 9:22 a. m., two minutes ahead of schedule. The landing ended 94 hours and 1 minute of constant flight since the plane left the base Saturday at 11:21 a. m. Three B-29 "tankers" escorted the history-

making plane to the Fort Worth field from Tucson, Ariz., but are not shown in the photo. Shortly after this picture was made, the plane's 14 crewmen were undergoing rigid physical exams to determine amount of fatigue resulting from the flight.

## Aside Claim to and 'Sack Time'

have ever seen in the Air Force." Vandenberg told the 29-year-old lean-faced pilot.



reports of the ship's progress, grinned and nudged LeMay as the gray bomber appeared in the early morning haze approaching Carswell from the west, escorted by three modified B-29 tanker planes which accompanied it from Tucson into Fort Worth.

The plane, which left Fort Worth at 11:21 a. m. last Saturday and headed eastward over the Azores, passed over the Carswell control tower for the timer at 9:22 a. m. Wednesday, official ending of its mission, touched its wheels on the runway at 9:31 a. m. The original flight plan called for it to pass over the tower at 9:24 a. m. and Captain Gallagher's tired face brightened as Lt. Col. James H. Thompson, 8th Air Force operations officer, advised him he had beaten this estimated arrival time by two minutes.

**4 Refueling Contacts.**  
The historic feat was accomplished by means of four air-to-air refueling contacts, made in succession over Lagens, Azores; Dharhran, Saudi Arabia; Clark Air Base, Manila, and Hickam Air Base, Hawaii.

Flying tanker B-29s of the 43rd Wing at Tucson and the 509th Wing at Roswell, made the contacts as the bomber continued on its course involving a minimum loss of time.

Specific technique of this refueling, General LeMay stressed, "is something the United States

person whose assistance was required, were kept ignorant of the fact that such a flight was in progress, he reported. The plane's number was changed at each refueling point, to prevent the real nature of the mission from becoming known.

Gallagher and his men leaped from the forward and aft exit doors of the plane with shouts, then lined up in front of their ship to pose with Symington and Vandenberg for radio and television interviews and newsreel pictures. Afterward they were carried to the 8th Air Force war room for a five-minute question-and-answer period and more photographs, then to the base hospital for a thorough, post-flight physical checkup. Thereafter they were promised 12 hours of uninterrupted "sack time" to catch up on sleep.

**Carefully Planned Mission.**  
General LeMay emphasized that the flight was in no way a "stunt" but a carefully planned training mission as a sort of "graduation exercise" for the air-to-air refueling technique under study for many months.

"We could have done the job with a B-36," he pointed out, "but Turn to Bomber on Page 2.

**BY JOE BELL**

Fourteen airmen who made aviation history Monday with their globe circling non-stop flight gave their claim to fame a nudge of the shoulder and asked for coffee and sleep.

They figured a lengthy snooze under Air Force "sack duty" was better pay for their 94 hours and one minute flight than a barrage of newspaper, television, radio and newspaper glamour.

"We are all pretty tired," declared Capt. James G. Gallagher, pilot of the B-50 Lucky Lady II, "for the last leg of the flight was the longest."

**THINK IT OVER**

**BY H. M. STANSIFER.**  
No one has all the virtues and all of us have some weaknesses.

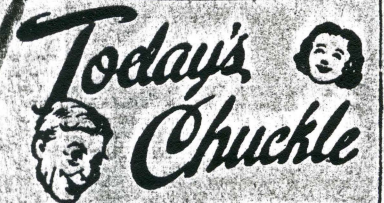
**Metropolitan Area Population 339,842**

Fort Worth's city area had an estimated population of 271,256 on March 1, and the metropolitan area 339,842, it was announced Wednesday by the Chamber of Commerce research department.

The figures represent an increase of 286 persons in the city and an increase of 476 in the metropolitan area during February.

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**Today's Chuckle**  
"The life of a lecturer must be quite trying," the toast-mistress said to the man she was to introduce presently. "What do you find most difficult?"  
"I think," replied the speaker, "that my most difficult problem is to wake up my audience following the remarks of introduction."  
—The Furrow.

**WORLD FLIGHT LOG**

Takeoff: Carswell Air Base, 11:21 a. m. last Saturday.  
Refueled in Air: At Azores, 2:55 a. m. Sunday; at Dharhran, Saudi Arabia, 10:30 p. m. Sunday; at Manila, 7 p. m. Monday; at Honolulu, 6:15 p. m. Tuesday.  
Landed at Carswell: 9:31 a. m. Wednesday.  
Elapsed time of flight: 94 hours, 1 minute.  
Mileage flown: 23,452 statute miles.  
Average speed: 239 statute miles per hour.  
Weather: "Uniformly good" for most of the flight.  
Longest section of flight: Between converted B-29 tanker planes at Manila and Honolulu, about 5,300 miles.  
Performance of plane: "Quite normal," said the pilot, Capt. James G. Gallagher, 28, Melrose, Minn.  
Gas consumption and other operational details of the flight were withheld Wednesday by the Air Force.



**TIRED PILOT**—Here is Capt. James G. Gallagher of Melrose, Minn., 29-year-old airman who piloted the Air Force plane on its globe-circling flight. Gallagher, who said "we are all pretty tired," added, it "seems to me we can just go anywhere in the world anytime."

More about world flight on pages 2 and 14.

His statement was to Gen. Hoyt S. Vandenberg, chief of the Air Force, as the crew lined up in front of their plane on the Carswell Air Base ramp.

General Vandenberg, Secretary for Air Symington, Lt. Gen. Curtis E. LeMay, Maj. Gen. Roger M. Ramey and Maj. Gen. Sam Anderson shook hands with the crew and congratulated them for their accomplishment. Then they turned the crew over briefly to the crowd of reporters and photographers.

Within 30 minutes after the four-engine bomber landed at the base, the crew was whisked away in buses for a thorough physical examination and then plenty of sleep.

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—Star-Telegram Staff Photo.

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have ever seen in the Air Force," Vandenberg told the 29-year-old lean-faced pilot.

"Thank you, sir, everything worked out pretty well," the pilot answered.

Like the rest of his tired crew, the pilot was unprepared for the flare of fame. A public information officer came quickly to his aid before newsreel microphones and handed Gallagher a short speech typed on paper.

"We've been across four continents, seven oceans and seas," he spoke into the microphones.

A few minutes later in the briefing room where news and radio men interviewed the airmen Gallagher praised the planning phase of the flight and declared "everything worked out very well."

There was no engine trouble, not a flaw in the refueling technique that was used four times in the trip.

What was the most important aspect of the flight?

"Seems to me that you can just fly anywhere in the world anytime," Gallagher replied.

Excellent weather aided the clock-work timing of the flight, he explained. The plane was on instruments for only about four hours during the entire 23,000 miles-plus trip.

"And most of that was on the West Coast coming in and around Fort Worth just after the takeoff."

Altitude of the plane ranged from sea level up to 10,000 and 20,000 feet, Gallagher said.

Tech. Sgt. Burgess G. Cantrell, radio operator from Pound, Va., was quizzed about his radio procedure during the flight, but he cut it short with:

"I'd like to have a cup of coffee."

What is uppermost in your mind?

Turn to 'Sack Time' on Page 2.

## THE WEATHER

(By United States Weather Bureau.)

Sun sets Wednesday at 6:27.  
Sun rises Thursday at 6:54.  
Highest temperature Tuesday 45; highest a year ago 72. Lowest temperature Wednesday 34; lowest a year ago 37. Barometer 30.35, rising.

Fort Worth and Vicinity—Fair and warmer Wednesday afternoon and night, highest temperature in the afternoon in upper 50s, lowest during the night in upper 30s. Warmer with increasing cloudiness Thursday, highest temperature in lower 60s.

West Texas (West of the 100th Meridian) — Partly cloudy Wednesday afternoon, night and Thursday. Not quite so cold Wednesday night and Thursday.

East Texas (East of the 100th Meridian) — Partly cloudy in north, occasional rain south portion Wednesday afternoon and night. Thursday partly cloudy, not quite so cold in the afternoon.

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—Star-Telegram Staff Photo by Al Panzera.

**HAPPY ENDING**—Crew members of "Lucky Lady II" danced and laughed with joy Wednesday as they left their B-50 bomber, ending the first non-stop flight around the world. The spontaneous display of glee was as much for being back on the ground after 94 hours in the air as for the fame in sharing a milestone of aviation history.

# CITY COUNCIL DEFERS BOND SALE FOR OUTDOOR THEATER

Immediate issuance of \$500,000 in bonds, voted in 1945, for a Casa Manana-type outdoor summer theater during this fiscal year was deferred by the City Council Wednesday on recommendation of City Manager Jones. He recommended against issuance of the bonds this fiscal year.

Whether the bonds will be issued at start of the city's new fiscal year, Oct. 1, was pegged by Jones "to our ability to finance" them.

Jones said there was a question how many bonds the city can issue after Oct. 1 and the problem

hinged on "our success in unearthing additional revenues for the next budget" and "the policy of the council on future purchases of rights of way for the expressways."

### Berry Makes Motion.

Councilman Berry made a motion, which was passed, that architects (who were commissioned in 1946) be instructed to go ahead with preliminary plans for the summer show, for submission to the council.

The Jones recommendation was called for after City Secretary Birdsong read two letters urging sale of the bonds so that a suit-

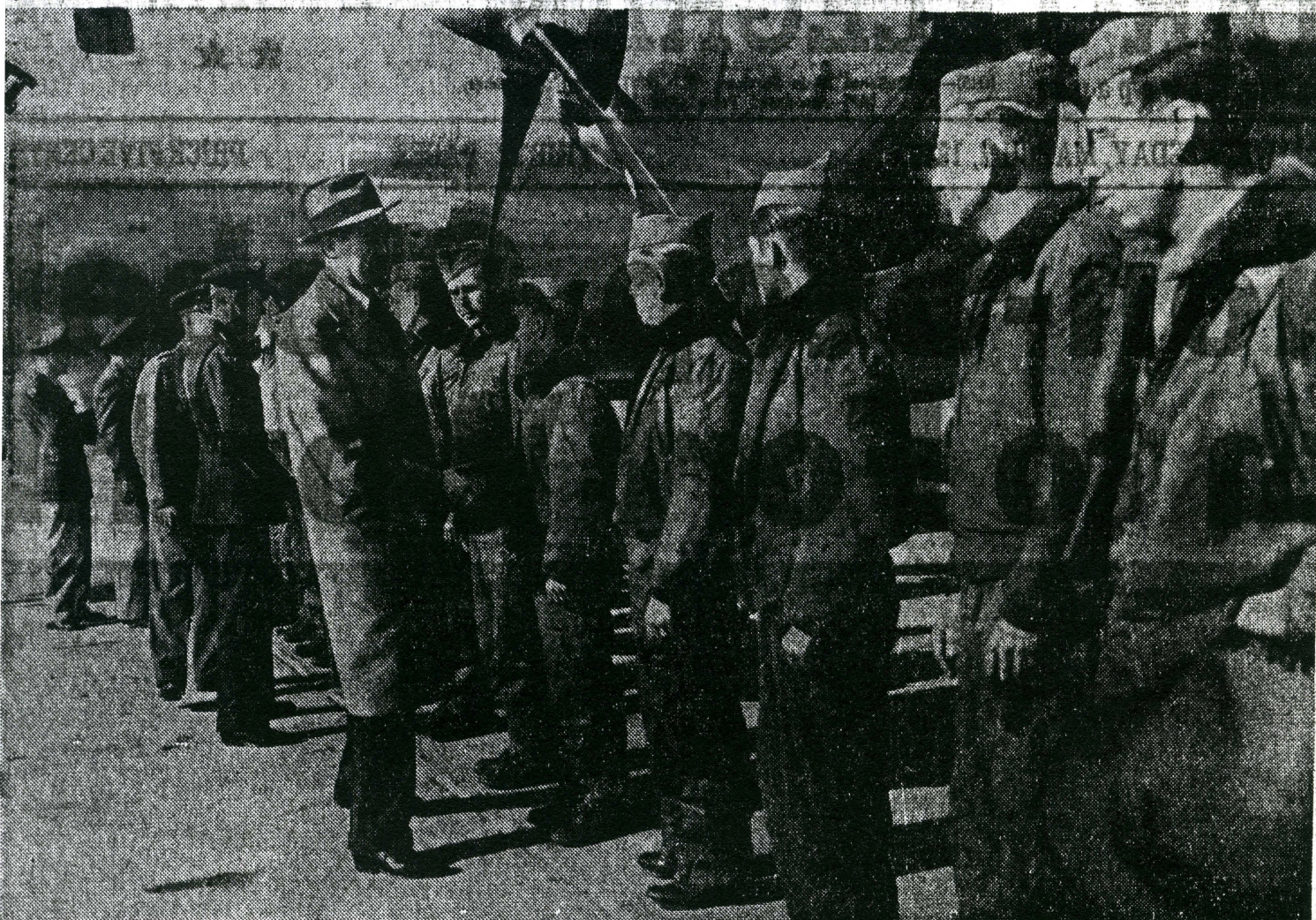
able site be provided for this summer's observance of Fort Worth's 100th anniversary.

Miss Margaret McLean, who has headed a group of women working for the project, wrote that Casa Manana "is needed and wanted by the citizens" and asked an early sale of the bonds.

### C. of C. Backs Sale.

Chamber of Commerce directors and that organization's centennial plans committee made the same request in a letter signed by T. J. Harrell, committee chairman; Web Maddox, chamber president; and William Holden, executive

Turn to Council on Page 2



-Star-Telegram Staff Photo.

**BIG BRASS CONGRATULATIONS**—Secretary for Air Symington led top-ranking Air Force officers in congratulating the 14 crewmen who made aviation history Wednesday with completion of a non-stop flight around the world. Symington is showing shaking hands with Tech. Sgt. Virgil L. Young, flight engineer from Cranesville, Pa. Awaiting the congratulations are Tech. Sgt.

Burgess G. Cantrell, Pound, Va.; Staff Sgt. Robert R. McLeroy, Alvarado, and Tech. Sgt. Melvin G. Davis, Long Beach, Cal. With the secretary in the official greeting party are General Hoyt S. Vandenberg, Lt. Gen. Curtis E. LeMay, Maj. Gen. Roger M. Ramey and Maj. Gen. Sam Anderson.

**MORE ABOUT B-50 BOMBER FLIGHT**

Continued from Page 1, requires no refueling in the air for a normal wartime mission we would expect of it. All of our refueling studies thus far have been done with the B-50, which is the plane that requires the only limit to refueling is the number of tankers and bombers that can congregate safely in one locality at a given time. We can put bombers and tankers any place in the world where there is a job we're called on to do." He cautioned, however, that we're not ready yet to say we can dispense with our worldwide bases — not until we get the proper equipment."

plants than the B-29, being equipped with four Pratt-Whitney engines rated at 3,000 horsepower each at takeoff.

The B-50's top speed "approaches" 400 miles an hour and it can cruise at approximately 300 miles an hour. The battleplane has a combat radius of more than 2,300 miles but it can carry 10,000 pounds of bombs 6,000 miles. The B-50's service ceiling is more than 30,000 feet and its maximum bomb load is 10 tons.

**First Flight in 1946.**

The B-50's first flight was made in June 1946. The Air Force now has 390 of these planes on order but the exact number that have been delivered from the factories is a military secret. The plane has a wingspread of 141 feet, and is 99 feet long. When the plane is parked, the tip of its vertical fin is 33 feet above the ground. Captain Gallagher, the pilot is

Sgt. Donald G. Traugh Jr., Danville, Pa., gunners.

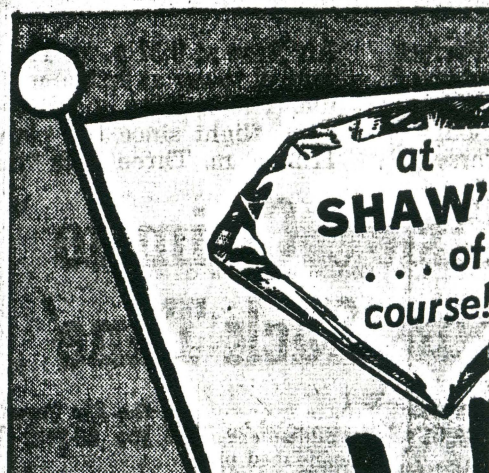
Neal, the second pilot, piloted the B-29 "Lucky Lady," one of the three Superforts that started on a round-the-world training flight last July 22. Two of the planes made the flight successfully and returned to their takeoff point, Davis Monthan Air Base, Tucson, Aug. 6.

Co-ordinating officers were stationed at each of the refueling points. In the Azores was Col. William Kingsbury of 8th Air Force plans section. Col. Dalene Bailey, deputy commander of the 43rd Wing at Tucson, was at Dharhan. Col. William E. Blanchard, the 8th's operations officer, was in the Philippines and Col. James C. Selsler Jr., commanding officer at the Tucson base, was in Hawaii.

**COUNCIL**

**Lucky Lady Had Lots in Reserve**

Practically "loafing" on its round-the-world flight, the B-50 bomber "Lucky Lady II" at each



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# Pilot's Wife Had to 'Solo' To Mardi Gras

Mrs. Mary Gallagher celebrated Mardi Gras in New Orleans alone while her husband flew around the world.

New Orleans newspapers were trying Wednesday to locate Mrs. Gallagher, a visitor from Tucson, Ariz., to tell her that the "secret mission" that spoiled the vacation she and Capt. James Gallagher had planned was the first non-stop round-the-world flight in history.

Although Mrs. Gallagher didn't know it, her husband was in the air piloting the B-50, "Lucky Lady II," the whole time the Mardi Gras was in progress.

The young pilot's father, Cornelius Gallagher, notified of his son's flight, at his home in Melrose, Minn., remarked, "Well, it's pretty nice. That's a long trip and I'm glad he made it."

The 73-year-old retired locomotive engineer took the news calmly, but he said, "Ma's very excited."

Gallagher joined the Air Force in 1942 after he graduated from high school in Melrose. He flew 35 missions "over the hump" in the China-Burma-India theater during the war and was awarded the Distinguished Flying Cross, Air Medal with three clusters, and a distinguished unit citation with two clusters. After the war, he took part in Operation Crossroads, the atomic bomb experiment. The Gallaghers are parents of a seven-month-old daughter, Katherine.

of its aerial refueling points had a wide fuel margin for further flying.

Statistics at the flight's end showed it had fuel enough over the Azores for seven hours more; over Dharhan for five hours 45 minutes; over the Philippines for two hours 30 minutes; over Honolulu for 3 hours 15 minutes, and when it landed in Fort Worth, for approximately seven hours 30 minutes more, besides a reserve of 1 per cent.

# Mission Was Top Secret

# Wife of Globe-Girdling Flier Is Both Disappointed and Amazed

Mrs. Glenn E. Hacker in Tucson, Ariz., was disappointed Wednesday morning when a call from Fort Worth was not from her husband, but her disappointment quickly changed to excitement.

"I'll be doggoned, I'll just be doggoned," she said in amazement when a Star-Telegram reporter told her that he husband, Capt. Glenn E. Hacker, was flying first navigator on the globe-circling B-50.

"He left here Tuesday of last week and couldn't tell me a thing," Mrs. Hacker explained. "It was a very secret mission and I've just been sitting here, scared to death, wondering what it was."

Thinking of the flight, Mrs. Hacker exclaimed, "Oh, my, isn't it wonderful. I'm thrilled to death. You know, I'm mighty crazy about that husband of mine."

W. R. McLeroy of Alvarado, father of Staff Sgt. Robert R. McLeroy, a radio operator on the flight, was "quite thrilled" when he was told of the trip.

"I'm really proud of him and glad to know that he got to go on the trip," McLeroy, a house moving contractor, said.

Staff Sgt. McLeroy, who is 25, was born and went to school in Alvarado. His wife and 4-month-old son live in Tucson. His aunt, Mrs. H. O. Shelton, lives at 1116 E. Tucker.

Another Texan, Capt. James H. Morris, son of Mr. and Mrs. J. A.

## Prison System Talk Set

A report on the Texas Prison System will be given by Al Boyd, a member of the Community Betterment Committee, at the Thursday noon meeting of the East Side Lions Club at the Polytechnic Methodist Church. Boyd recently made an inspection trip through the system.



CAPT. JAMES H. MORRIS.

Morris of San Antonio, was third pilot on the B-50. During the war, he was awarded the Air Medal in England after flying 13 missions as a pilot on a Flying Fortress.

"I'm glad I didn't know beforehand, I'd have had a storming tizzy if I had," Mrs. Arthur M. Neal, wife of the second pilot, 1st Lt. Neal, said from her home in Tucson.

"It's his second trip, you know. He was on the B-29 flight last summer," Mrs. Neal said. "I had a feeling this mission might be another round-the-world trip, but I didn't know."

Told that the plane landed smoothly at Carswell Air Base, Mrs. Neal said laughingly: "That's Art, all right. He lands 'em pretty when someone's watching."

Mrs. Esther Davis, Tucson, wife of Staff Sgt. Robert G. Davis, said: "I just about hit the ceiling when I heard about the flight. It was



SGT. ROBERT R. McLERROY.

news to me, but pretty wonderful news."

Mrs. Davis gave credit to the ground crews as well as the men who made the actual flight.

"You have to have a wonderful ground crew to put a plane in shape to stay up that long" she said. "Of course, the fliers are marvelous, too."

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ACCEPT NO IMITATION

**DR. T. J. PETTY**  
OPTOMETRIST  
117 Houston Street  
Telephone 2-7359

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*Sensational*

**Value!**

TO CELEBRATE  
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Maj. Gen. Sam Anderson, Air staff deputy in charge of planning, flew to Fort Worth with Wilmington and Vandenberg to welcome the "Lucky Lady's" crew home. The group left before noon for the return flight to Washington.

The average ground speed for the flight was 239 statute miles per hour. The B-50 made a false start 24 hours before the actual beginning of the epochal flight. It took off on Friday, but was forced back to the base here by an engine fire. General Ramey revealed at the briefing session for newspapermen Wednesday.

Following the "long way round" close to the Equator on most of its route, the B-50 Stratofortress was believed to have covered greater distance than comparable flights, all of which hugged the northern latitudes closer to the Pole. Its last refueling contact was made Tuesday near Honolulu.

The plane, a postwar successor to the B-29 but having greater speed and range, was fitted out by the 43rd Bombardment Wing at Davis-Monthan Air Base, Tucson, where Captain Gallagher is based. Close Secrecy Observed.

The takeoff from Fort Worth last Saturday and all arrangements during the flight were guarded by the Air Force with closest secrecy.

Newspaper and radio writers and photographers were not alerted until late Tuesday that something big—one of the biggest things that has ever happened in aviation history—was about to break. They were not told then specifically what to expect.

After a pre-dawn breakfast Wednesday at Carswell, they were taken to the 8th Air Force war room for briefing and learned for the first time details of the spectacular mission then approaching its finish.

23,452 Statute Miles. In circling the globe, "Lucky Lady II" flew an estimated 23,452 statute miles. This figure was based entirely on latitude and longitude co-ordinates.

"Lucky Lady II" carried its normal complement of a dozen 50-lb machine guns but it did not carry ammunition or bombs. Bomb-bay fuel tanks were installed for an additional margin of safety.

The plane headed out over Carswell to the Azores, and its course then was to Dharhan, the Philippines, Hawaii and back to Fort Worth.

**Times of Arrival.** "Lucky Lady II" arrived at the Azores at 2:55 a. m. Sunday, at Dharhan at 10:30 p. m. Sunday and was over the Philippines at 11 p. m. Monday. The big plane arrived in Hawaii at 6:15 p. m. Tuesday and began the last lap home.

"Lucky Lady II" is classed as "medium bomber" by the Air Force, and was developed from the World War II version of the B-29. It has more powerful power

factories is a military secret. The plane has a wingspread of 141 feet, and is 99 feet long. When the plane is parked, the tip of its vertical fin is 33 feet above the ground.

Captain Gallagher, the pilot, is from Melrose, Minn. Two Texans were in his crew—Capt. James H. Morris of San Antonio, third pilot, and Staff Sgt. Robert R. McLeroy of Alvarado, radio operator.

**Other Crew Members.**

Other members of the history-making crew were:

Lt. Arthur M. Neal, Visalia, Cal., second pilot; Capt. Glenn E. Hacker, Eldorado, Kan., first navigator; Lt. Earl L. Rigor, Corvallis, Ore., second navigator; Lt. Roland B. Bonner, Bakersfield, Cal., and Lt. William F. Caffrey, Boston, radar officers; Capt. David B. Parmelee, Guilford, Conn., Staff Sgt. Robert G. Davis, Niles, Mich., and Technical Sgt. Virgil L. Young, Cranesville, Pa., flight engineers; Technical Sgt. Burgess G. Cantrell, Pound, Va., radio operator; Technical Sgt. Melvin G. Davis, Long Beach, Cal., and Staff

**'SACK TIME'**

Continued from Page 1, minds now? a reporter asked.

"Sleep," came the trigger-like reply from Staff Sgt. Robert G. Davis, flight engineer from Niles, Mich.

There was a chorus of the same down the line of the weary crew which had been on duty in four and six-hour stretches since Saturday.

Bearded Robert R. McLeroy, 26-year-old sergeant and son of W. R. McLeroy of Alvarado, made it unanimous.

"I'm tired," he declared. "I want some sleep."

The reporters didn't have the heart to go on with any more questions. They stood and applauded as the airmen, still wearing their flight suits, walked wearily to the bus that was to take them away to privacy.

"They will get at least 12 hours of sack time," explained an Air Force officer. And that is what they wanted.

**TEXAS LADY LOSES 47 POUNDS**

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C. Selser Jr., commanding officer at the Tucson base, was in Hawaii.

**COUNCIL**

Continued from Page 1,

vice president of the organization. The chamber's letter suggested bonds for building an art museum and children's museum also be sold as soon as practicable.

"A great majority" of those contacted were interested in a summer show and felt an outdoor theater was needed, the chamber letter said. It pointed out many community uses the project would have.

Jones was asked for his recommendation after the letters were read. He said issuance after this fiscal year "would be all right" but would be "subject to our ability to finance them." He said he would be pleased for the bonds to be sold after Oct. 1 "if it is possible."

**City Attorney Speaks.**

Clarence Farmer in an address before the council, before the matter came up, spoke strongly against issuing the bonds before plans for the building and its operation were made.

City Attorney Rouer told the council it is a rule of thumb not to offer additional bonds for sale within 90 days after a sale and that water bonds must be disposed of in the near future.

Berry observed he "would hate to see the thing postponed for 20 years like the sale of the Rose-dale bonds."

Councilman Edwards said the people definitely want the project but the fiscal policy now prevents it. He said there had been many emergencies, such as the water and sewage situation, since the people voted the bonds.

Councilman Eagle said the whole thing hinged on "our ability to issue the bonds and properly retire them without impairing the city's credit." He said fine people, who have built the city, are back of the project "but they don't get the picture the way we do."

The University of Alaska is only 115 miles south of the Arctic Circle.



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