



Top and left photos: Left row front to back, Hebert, Obert, Preston and Hales.
 Right row front to back, Norman, Glass, Dean, McPherson and Hunt.
 EMLc. Trexler, in charge of group.
 Center and right photos: S2c Dean, in padded suit, and sentry McPherson with "Popo" the
 dog, who shows you what happens when a gun is pointed his way.
 Lower photo, left to right, Preston, Obert, Hebert, Hales, Hunt, Norman, McPherson,
 Glass and Dean.

"HALT!-- WHO GOES THERE ?

NAS, Dallas has put on the dog since the arrival of the Coast Guard and their four-legged, tail wagging pedigrees that reported aboard from the largest dog school in the country at Fort Robinson, Nebraska.

"War dogs are made not born" said one of the dog trainers interviewed by the Sky Ranger staff. While in civilian life their only excitement was making the rounds of fire plugs and telephone poles or occasionally chasing a stray tom-cat or barking at a passing car, in their two month schooling they have been trained for the much more serious task of protecting government property.

As do students in any phase of training in the armed service, if a dog does not pass the rigorous requirements in the schedule imposed upon them while in training, they are washed out. Some of the causes are failure to obey commands, overly friendliness with everyone, refusing to bite when agitated, or gun shy.

These dogs are trained by voice commands, to sit, lay down, sit still, to attack a man off leash under gunfire 50 yards or more distant, and to hold him until his master orders him to let go.

(Continued on next page)

Published by and for the Personnel of
the Naval Air Station at Dallas, Texas.

Edited and Published by
OFFICE OF PUBLIC RELATIONS

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HALT! WHO GOES THERE? (Continued)

When a sentry walks his post at night, his vision is limited and oftentimes he cannot detect the presence of anyone close by. Not so a dog. A war dog can sense a man from 300 to 500 yards away at night and will lead the sentry in the direction of the scent of the prowler. Where a gun has been found to miss its mark, a dogs aim is always accurate. When leaping at the intruder who points a gun, the dog has been trained to go for the gun arm, and once its jaws have found their mark it is a hopeless struggle, for the dog will not release his hold until it is cal- led off by the sentry.

The Coast Guardmen will tell you that their dogs are almost human. Once you win their devotion and respect, there is nothing a dog won't do to prove his loy-

alty. As the dog trainer pointed out, a child can be spoiled with too much affection, and the same applies in training a dog. When a dog obeys he is rewarded by your encour- aging action showing that you are well pleased, and when it does the wrong thing it is punished accordingly. A repetition of these acts and you have a trained dog, just as easy as that.

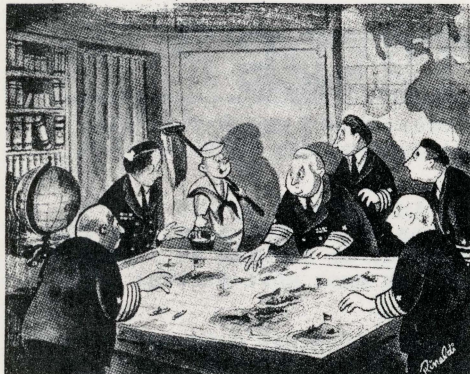
In short if there is anyone aboard who doubts the effectiveness of our war dogs, just try to rough up a sentry standing his watch, but don't say we didn't warn you.

The U.S. Coast Guard aboard NAS, Dallas is under the jurisdiction of the Security Of- fice, Lt.Comdr. G.S. Clemens in charge. Boatswain E.D.Connor, USN, is division officer of the Coast Guard detachment, with B1c, Trexler, G.U.C; Specialist 3rd class, Dickson, L.W. and Gilliland, H.H. Seaman 1st class, Henry, J.F., Seaman 2nd class, Burr, L.H., Casey, G.V., Cohen, A., Dean, H.E., Feltes, H.R., Germain, P., Glass, D.O., Hales, R.F., Hebert, W.V., Hunt, J.B., Johnson, B.F., Kopecky, A.J., Leinen, J.R., Lillidahl, G.H., Louckes, J.D., Malcolm, E.W., Mauldin, J.B., Norman, J.W., Obert, J.C., Otis, A.H., Pres- ton, C.C., Pearce, D.W., Todd, E.A., Zering, H.E.Jr., Ullner, A.W., White, P.E., and Torrence, E. Jr.

It was learned recently from a Navy department news release that the Coast Guard would discontinue its dog training program in the near future. The dog patrol which has proved to be a most effective defense measure on the Atlantic, Pacific and Gulf Coasts, will be continued.

Dogs will be obtained from the Army, which is still operating large dog training facilities. Many of the present Coast Guard dogs are Army trained.

Coast Guard dog training stations were maintained at Elkins Park, Pennsylvania, and at Hilton Head, South Carolina. A number of professional and amateur dog trainers were commissioned and enlisted to operate these stations.



"Mind if I make a suggestion?"

—San Diego Hoist.

Some of this personnel will be transferred to sea duty, the others will be assigned to caring for the health and efficiency of the dog sentries. The discontinuance was ordered as part of the Service's program for conserving manpower.

Dogs have been procured for the Coast Guard by three means: direct enlistment; from the German Shepherd Dog Club of America; and from Dogs for Defense, a civilian organization furnishing dogs to all of the armed services.

In announcing the discontinuance of its dog training program, the Coast Guard expressed its appreciation to the individual contributors and to the various dog clubs and organizations for their efforts which have contrib- uted to the success of the program.

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N.A.S. DALLAS OBSERVES FIRE PREVENTION WEEK

The President of the United States has designated the week beginning October 3, 1943 as "Fire Prevention Week." He has called upon the War and Navy Departments to initiate programs that will bring home to all our people the dangers of fire and the methods of controlling it. As a vital training activity under the Navy Department, this Station is making substantial and continuous contributions to the war effort in the form of trained pilots, and it will continue to make these contributions only as long as its various buildings and units remain intact and in operating condition. A warning is thus implied that a serious fire in one or several units of this Station could easily disrupt the entire training program for a destructively long period.

Perhaps some of us, when watching a fire, have fervently murmured, "I hope he has insurance", because in most cases full insurance coverage more than pays for the damage done. In the Navy, however, the carrying of insurance serves no logical purpose because buildings or equipment destroyed by fire are usually irreplaceable at the time when they are most needed. It is for this reason that we encounter in the Navy those attributes of fire prevention and fire control which are not encountered in civilian life, namely, Station and Departmental Fire Bills, large numbers of trained firefighting personnel, widely distributed and varied types of firefighting equipment, and regular fire drills. These attributes, are, in effect, the Navy's means of taking out insurance, with the one very important exception that the insurance goes into operation before fire damage is incurred and not afterward. Needless to say, it is our moral obligation, as intimate members of N.A.S., Dallas, to keep the premiums on this insurance policy continually up to date. To do this, we must endeavor, first, to learn and to observe those regulations which are designed to prevent fires, and second, to study and to practice the specific duties that have been assigned to us in helping control fires once they have started. As an aid in understanding what can be done toward preventing fires, there are listed below some of the principal causes of fires and the steps that can be taken to eliminate them:

1. CIGARETTES AND MATCHES -- Statistically 75% of all fires are started by the careless disposition of lighted cigarettes and matches. The danger of fire from this source is particularly applicable to Naval Air establishments where there are large quantities of high octane gasoline and where there are congested areas of highly inflammable wooden buildings. To prevent fires from occurring due to the careless use of cigarettes and matches, it is necessary to do two things; first, to observe the rules and regulations concerning areas in which smoking is prohibited, and second, to develop the habit of extinguishing matches and cigarettes before they are discarded. The latter recommendation is particularly devoted to the disposal of cigarettes by those smokers who unconsciously throw away cigarettes without extinguishing them.

2. ELECTRICAL WIRING -- Improper electrical wiring rates next to cigarettes and matches as one of the consistent causes of fire. There is little danger from fire in electrical wiring when its installation is properly done; therefore, when installing radios, electric irons, temporary light circuits, etc., don't attempt to make the connections or do the wiring yourself unless you have the proper training and equipment and unless it is your specific duty to make the installation. For such purposes, the Public Works Department maintains a highly trained and well equipped electrical shop which is ready at all times to make changes or additions to electrical circuits.

3. SPONTANEOUS COMBUSTION -- All types of rags, mops, and even clothes which may have become impregnated with oils or paints are subject to spontaneous combustion and should, when not in use, be placed in fire-proof metal containers or cabinets.

4. CARELESSNESS -- Actually, carelessness is the greatest cause of fires, and it includes the three causes listed above when an individual acquainted with the means of preventing fires fails to take the necessary precautions to do so. Fire Prevention week was inaugurated primarily to awaken our consciousness toward the potential losses we have at stake from fires and to aid us in cultivating those habits of fire prevention and control which prevent the kindling of major conflagrations.

Specifically, fires may be classified into three groups and are designated by specialists in the fire-fighting industry as Classes A, B, and C.

Class A fires are those which occur in all types of ligneous or cellulose materials such as wood, paper, textiles, coal and coke, and in nitro-cellulose materials such as photographic and motion picture film, and gun powder. The primary extinguishing agent for this type of fire is water, which on this Station is readily obtainable in the form of wall hoses, soda acid extinguishers and hand operated pump cans.

Class B fires are those which occur in mineral, vegetable and animal oils. They may be extinguished by the use of carbon dioxide (CO₂), chemical foam, carbon tetrachloride (Pyrene), or high pressure water fog. The quickest means of extinguishing Class B fires is with the use of CO₂ or a combination of water fog and CO₂.

Class C fires are those which occur in electrical equipment and must be extinguished by a medium that is a non-conductor of electricity. Fires in the insulation of motors, generators, transformers, switchboards and electrical wiring are included in this class. The only types of extinguishing agent which should be used on Class C fires are CO₂ and carbon tetrachloride.

Let us, not only during Fire Prevention week, but always, strive to develop those habits of fire prevention that we so often and so carelessly disregard. Let us further strive to develop our consciousness of the responsibility we have in preventing fires, and let us so apply ourselves to these tasks that no man will ever be able to say that one of us was delinquent in the payment of his premiums on N.A.S., Dallas.

LIEUT. COMDR. COKER AWARDED FLIGHT SURGEONS WINGS

At 1000 Saturday, 25 September 1943, Lieutenant Commander Battey B. Coker, MC-V(S), U.S.N.R. was awarded his flight surgeons wings by authority of the Bureau of Naval Personnel. His wings were presented to him with congratulations by Commander H. D. Scarney, Senior Medical Officer. Officers and enlisted personnel of the dispensary were mustered, and following personnel inspection, all hands witnessed the presentation and pinning on of the wings.

The Naval requirements which were met by Lieut. Comdr. Coker to become a flight surgeon were, that he be a graduate from the Naval School of Aviation Medicine with the designation of Aviation Medical Examiner, complete six months active duty with an operating squadron, and since graduation have logged 60 or more hours of flight time in various types of Naval Aircraft. In addition he must agree not to request change of duty.

The principal duty of flight surgeons is the "care of the flyer." That airplane pilots required special medical supervision first became apparent in 1917 and was a direct cause of the "flight surgeon" being created. When the American Aviation Medical Mission went to visit Europe in 1917-1918 to study aviation medicine at the Allied Fronts, they were at once struck by the care, or rather the lack of care, of flying personnel. They noted that pilots who were active at the front deteriorated very rapidly and that nothing was being done to investigate this condition or to prevent it. They soon became convinced that pilots in the various air services were being subjected to stresses and deleterious environmental influences which were not properly understood or fully appreciated. They also reached the conclusion that flying personnel were reluctant to seek medical attention for fear of being considered lacking in courage. On returning to the United States, the Mission recommended that selected medical officers be given a course in aviation medicine and assigned to American flying units. These specially trained officers were to study the effect of flight on the pilot, act as his confidant and advisor, and also act as an intermediary in medical matters between the flyer, his Commanding Officer, and higher medical authority.

This recommendation was put into practice and immediately became a decided success raising the morale and efficiency of the flying personnel and at the same time markedly reducing the accident rate. Since that time this practice has been continued and is today the essence of aviation medicine.

The inspection was conducted by Commander Scarney, Lieut. Botsch, and Lieut.(jg), Terrill. Your reporter, who accompanied the inspection party through the wards, surgery, X-Ray, Dental Offices, Record Office, Pharmacy, Eye Ear Nose and Throat Clinic, can say without hesitation that the dispensary received a 4.0 rating. The secret of the lack of mirrors in the sick bay is finally out, -- you can see yourself just as well by the reflection from the decks. -- Don't take our word for it, look at the photographs on the opposite page. Now you know why NAS, Dallas boasts one of the best equipped and best staffed dispensaries to be found anywhere in the country.

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-- B I R T H S --

MILBURN, D. O. F3c	Sept. 16, 1943 Girl
DAVIS, C. V. S1c	Sept. 19, 1943 Girl
MC KENZIE, Barney A. RM3c	Sept. 20, 1943 Girl
CASSELL, G. L. Lt.(jg)	Sept. 28, 1943 Girl
REGAN, W. C. Lt.(jg)	Sept. 29, 1943 Boy
HOWARD, Clyde S2c	Oct. 1, 1943 Boy
DUFFEY, H.T.J. Ens	Oct. 1, 1943 Boy
MC CLURE, R. L. Ens	Oct. 2, 1943 Boy
WALLACE, V. T. Ens	Oct. 6, 1943 Girl
HUDGENS, R. W. S2c	Oct. 7, 1943 Girl
FAULKNER, N.M. Ens	Oct. 8, 1943 Boy
COULTER, J. F. Ens.	Oct. 8, 1943 Boy
TOMPKINS, R. E. S1c	Oct. 10, 1943 Girl

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-- LOST AND FOUND --

Found -- Campaign Ribbon, 3-engagements. -- Wristwatch. -- Pair of Glasses
(OWNERS MAY IDENTIFY SAME BY CONTACTING MISS KEATING AT CENTRAL OFFICE).



Left row, top to bottom: C.Allen, PhMlc, Lt.Eberle, Ens.Nichols, Lt.Botsch, Lt.(jg), Terrill, Comdr. Scarney, Ens. Winter; Inspection party led by Comdr.Scarney passing through ward; Personnel Inspection; Lieut.Comdr.Coker steps forward for presentation.

Center row, top to bottom: G.D.Jones, PhM2c, Lt.Comdr.B.B.Coker, Lt.Comdr.J.R.Martin, B.E.Harris, PhM2c; Comdr.Scarney pins Flight Surgeons wings on Lt.Comdr.Coker; Lt.Comdr.Taylor, E.H.Moshos, PhM3c, E.B.Simon, PhM3c, M.S.Wilbur, PhM3c, Lt.Lackey, Lt.Cunningham, J.A.Lager, PhM2c; Ens.J.R.Nichols; Lt.Botsch, M.V.Peach, PhM3c.

Right row, top to bottom: 4-th row, Navy Nurses, Lt.(jg), S.Terrill, Ens.E.C.Harrell, Ens L.M.Angove, Ens.M.C.Winter; 3rd-row, Lt.H.B.Lackey, Lt.W.P.Cunningham, Ens.J.R. Nichols; 2nd-row, Lt.B.Botsch, Lt.H.J.Eberle, Lt.(jg), C.E.Cook; 1st-row, Lt. Comdr. M.Taylor, Lt.Comdr.J.R.Martin, Comdr.H.D.Scarney, Senior Medical Officer, and Lt.Comdr.B.B.Coker; E.M.James, PhM3c, O.A.Frantzich, PhM2c, R.E.Halden, PhM2c; E.F.Schwendler, PhM3c, R.Schoske, HA1c, N.Reeves, M.L.Coker, Slc, L.P.Buster; Personnel Inspection.



Waves On the Lake

October 27 will be the first Navy Day for the WAVES and preparation for this celebration is in full swing. The girls will be seen "hopping" enthusiastically over the drill field getting in step for that day. It takes us back to our "boot"

days when we marched down the field proudly singing: "North and South and East and West, We're marching as one, We are here to serve our country, till the war is won. Heads up-lifted proudly - For the Navy Blue and Gold. We cannot do the fighting, but tradition we uphold. As we march along with purpose strong, Bearing the ensign high - To oppressors now our challenge We have hurled, We will free our Navy's men Who will free the world."

The WAVES are enthusiastically using the drill hall with its steam bath and rub downs, and the swimming pool. The gay swim suits, so eagerly purchased by the girls at the beginning of the season, have up to now been enjoyed only by the moths and other members of the Lepidoptera family, but we have finally put them to better use.

With trigger fingers itching, Lieutenant Smith in charge of gunnery, has promised to take the girls under his wing and make them real "pistol packin' mammas." It is possible to see, at some future date, WAVES standing watch on the Seaman guard posts -- can't you hear some sailor begging, "Put that pistol down WAVE, put that pistol down"

The girls at Supply enjoyed the party at the "Diamond Inn" given in honor of the advancement in rates of the men of that department. Maybe some day, in the not too distant future, some of the WAVES will "rate".

A recent inspection of the A&R girls found them so neat in appearance that it was difficult for the officers to choose the neatest among them. After lengthy deliberation,

Ellen Messer, AMM3c, won the special day of liberty. The dungarees, that are now the working uniform for the mechs, give them a much trimmer appearance than the original faded blue jeans. The arrival of the new mechs has enlarged the territory in which WAVES on this station are working. They have spread from A&R to Operations. The ten new girls arriving here from Norman, Oklahoma are: Agnes Warhurst, AMM3c, Mildred Potter, Slc, Hetha Brown, Slc, Constance Neuberg, S2c, Virginia Tynes, Slc, Agnes Phillips, AMM3c, Virginia Hamilton, AMM3c, Elsie Watts, AMM3c, Sally Gerstein, Slc, and Bonnie Graham, AMM3c.

Ensign Virginia Hester of Long Beach, California is the newest WAVES officer to come aboard this station, having reported here from Los Alamitos after it was decommissioned as a primary air station.

Brought up among Navy surroundings as the daughter of a Navy chaplain, Miss Hester has lived in many sections of this country and for a brief time in Hawaii and on the Samoan Islands. It is quite interesting to note that Lt.(jg), Terrill, chief nurse on this station was stationed on the Islands at the same time Miss Hester's home was there. After receiving her B.A. degree from Scripps College, Claremont, California, she attended Tobe-Corburn School for Fashion careers in New York City. She was commissioned as Ensign in Northampton, Massachusetts, July 27. Miss Hester's assignment here is Assistant to the Communications Officer. Her hobbies consist of painting, swimming and riding.

Cinderella in all her splendor had nothing on WAVES Ruth Phillips, Sp(S)3c, Gwen Smith, S2c, Jeanne Moryl, Y3c, Clarice Gates, Sp(T)3c, Margaret Strickler, RM3c and Mary Bishop, RM3c as they were escorted to the Baker Hotel one Saturday by handsome cadets from this station to enjoy an evening of fun at the Mural Room. The girls participated in the selling of war bonds, bringing in \$45,000 on their own. They enjoyed a bountiful dinner and danced the night away.

Service women were special guests at the YWCA Business Women's Tea, Sunday 26 September. The officers and directors of the board of YWCA, greeted the WAVES, WACS and Marines as they arrived while the Y members proceeded to entertain them with refreshments and pleasant chatter. The members of the YWCA invited Dorothy Blackall, Dorothy Brumbach, Gladys Chapman, Lee Cochran, Pauline Filios, Rose Groch, Tony Latronica, Margie Newell, Mary Petitto, Agnes Phillips, Millicent Polley, Mary Queeney, Marjorie Schroeder, Marjorie Stevens and Sylvia Strull to Camp Howze in Gainsville, Texas to entertain and be entertained by the soldiers stationed there. Needless to say a good time was had by all.

"Scuttlebut" has it that a certain WAVE has obtained permission from the Commanding Officer to wear a white satin dress and veil for a very special occasion in the near future.

Congratulations to the group of girls that have just received their ratings: Phillis Blood, SK3c, Lorene Clayton, RM3c, Mary Howard, SK3c, Severa Hutto, SK3c, Millicent Polley, RM3c, Eunice Rome, SK3c, Margaret Strickler, RM3c, Eppie Moshos, PHM3c, and Elizabeth Simon, PHM3c.



Lieut. Peterson, NEW PERSONNEL OFFICER

Lieut. Frank R. Peterson, USNR, our new personnel officer succeeded Lieut. Frank Hilton who was detached for sea duty. Prior to taking over his new duty, he was Senior Shore Patrol officer in downtown Dallas. He organized the present efficient Shore Patrol in Dallas and Fort Worth.

Entering the Navy, 1 June 1942, at Corpus Christi, Texas, his former home, Lieut. Peterson was assigned to indoctrinal training at Quonset Point, Rhode Island, and then transferred to NAS, Dallas in October to take over his new duty as Shore Patrol Officer. He and the Army Provost Marshall played a prominent part in cleaning up the city's restaurants, cafe's, honkey-tonk's, and every public place frequented by service men. If the establishments did not meet with the standards of the Shore Patrol and the Military Police, they were labeled, "Off Limits to all Military personnel." Since most of the business from the after dark merchandisers came from Service men, it wasn't long before house cleaning went into effect, and as they were opened again, these establishments are under the watchful eye of the Shore Patrol.

When asked about his change of type of duty, Mr. Peterson said, -- "The door of my office is always open to the enlisted personnel. My job here is as the name implies, Personnel Officer, and I am here to act as your go-between. If it's advice you want on changing your rate, preparing yourself for advancement, or any number of things that might be holding you back, this is the office to visit."

All hands welcome the opportunity to better acquaint themselves with Lieut. Peterson. He, perhaps more than any other person, has helped the enlisted men in Dallas and Fort Worth while on liberty through his efficient Shore Patrol organization. His creed, "Only dignified people wear the Navy uniform" in great measure is the cause for the admiration and respect the citizens in our nearby cities pay Naval personnel.

Lieut. Peterson has a B.A. degree from Holy Cross University, and an L.L.B. degree from Fordham University. He practiced law in New York from 1930 to 1935, and was an independent oil producer from 1935 until his commission in the Navy. His brother, Comdr. John R. Peterson, USN(Ret.) is a graduate of the Academy Class of 1911.

Lieut. Peterson is married and has a son Robert, 9. His wife and family reside at 4628 Southern, Dallas.

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-- AIRCRAFT INSIGNIA CHANGED AGAIN --

The new insignia adopted recently for United States military airplanes is to be changed again. The War Department decided that the red border sometimes resembled the Japanese insignia when seen at a flash in air action. The red rectangular border which was recently placed on planes insignia will be repainted blue.

Chaplain's Page

Almost every day someone wants to know how he may negotiate a loan through the Navy Relief Society. Headquarters for the Texas Auxiliary are in Corpus Christi, Texas, and the Executive Secretary is Lieut. Comdr. L.P. Johnson. It takes a week or ten days at least to complete the negotiations for a loan. The Chaplain has application blanks.

NAVY RELIEF SOCIETY'S LOAN POLICY: The following is quoted from BuPers Bulletin of September 1943 for the information of all hands:

"As of 14 August 1943, the Navy Relief Society has announced its loan policy as follows: Loans may be made for the following reasons:

- (a) Hospitalization, medical or surgical care of dependents.
- (b) Death of a dependent (the cost of burial should be held to a reasonable figure).
- (c) Nonreceipt of pay accounts.
- (d) Delay in receipt of family allowance or allotment.
- (e) Travel in special cases such as critical illness or death of a wife or child, where circumstances warrant.



CHAPLAIN: "NOW, FOR ONCE, YOU LISTEN TO MY TROUBLES!"

BY THE GRACE OF GOD IT'LL NOT HAPPEN HERE, BUT -- SOMETIMES YOUR CHAPLAIN WANTS TO TELL HIS TROUBLES TO SOMEONE TOO. EVER THINK OF THAT?

(f) Travel and subsistence expenses, not exceeding the cost of transportation plus a reasonable amount for incidentals when leave is granted to a man who has returned to the continental limits of the United States from duty overseas or other duty at sea, provided the loan is recommended by the man's commanding officer, who shall state that the man has inadequate funds for leave due to valid causes beyond the man's control. Where it is not possible to do so, auxiliaries will require the registration of an allotment to cover the repayment of a loan granted for any purpose. In the case of loans for travel, the repayment must not extend over a long period. Loans should not be made to active personnel or their dependents:

- (a) To purchase automobiles or any nonessentials.
- (b) To lay in the winter's supply of coal.
- (c) To pay taxes, or interest on mortgage or on house or land.
- (d) To pay debts created for nonessentials.

Loans shall not be granted for any purpose to men, without dependents, whose lack of funds arises from disciplinary action."

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Hopes for a Chapel on this station in the near future went glimmering a few days ago when the Navy said it could not be done at this time. Worshipping in a large room in which dancing was engaged but a few hours before may not be the most conducive to worship, yet we have a place well suited for holding services compared to

the men on board ship where the bulkheads are cold steel, the ceiling about one foot above their heads, and the noises constantly drowning out the softness of song. Also, the place we have is far better than the cold ravine where soldiers gather in the misting rain to hear their chaplain read and pray. Let us remember then that what we have is far better than most of the men who have gone out from our station to foreign stations and to sea duty.

Each Sunday at 0645 a Catholic Priest comes to our station to lead in worship those of the Catholic faith and any others who want to come with them. At 0930 the station Chaplain holds General Protestant Service. All hands are urged to attend worship somewhere every Sunday.

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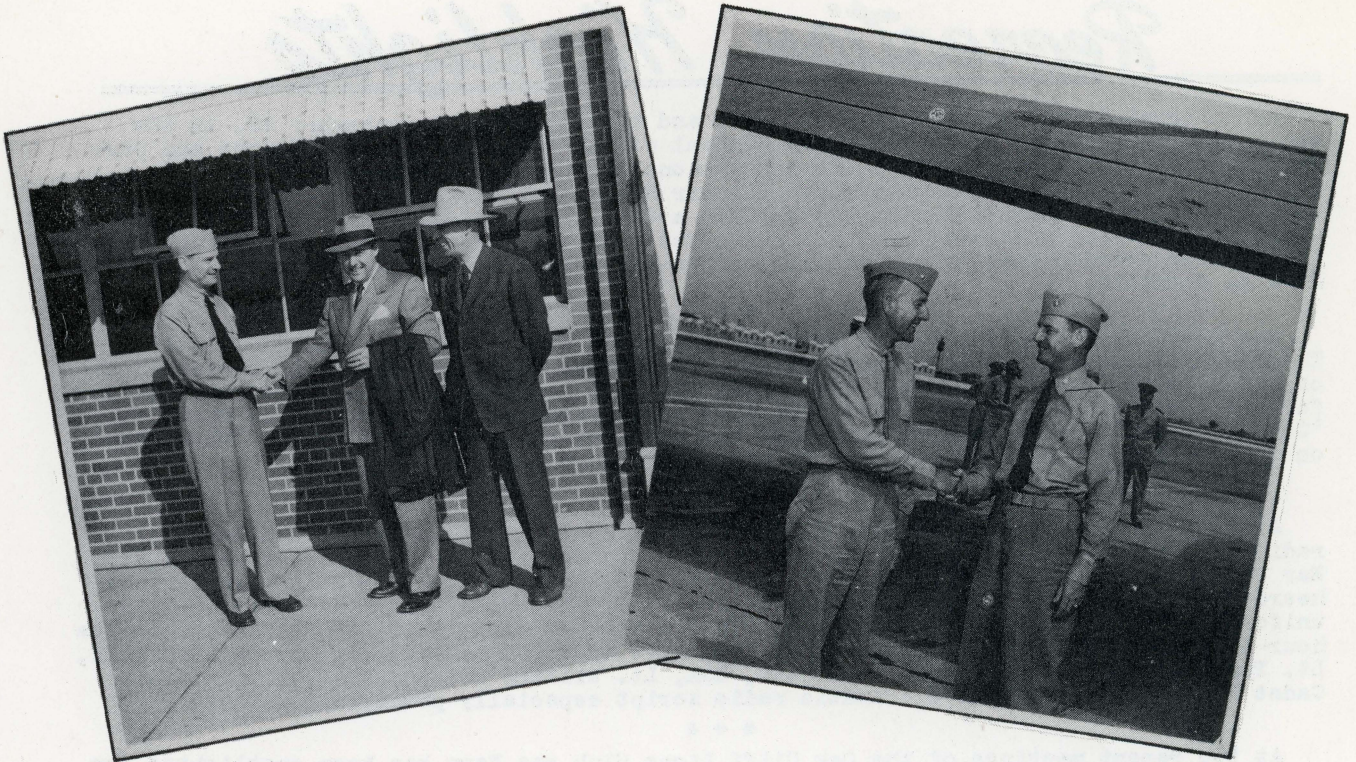
Lieut.(jg), Dudley T. Rugeley who was a flight instructor at NAS, Dallas, and Radio Electrician Joseph J. Rippert, USN, student pilot, lost their lives in a plane crash September 19, 1943. They joined the list of Naval heroes who have made the supreme sacrifice. -- The Wife of Lieut.(jg), Rugeley writes:

"To the Officers, Cadets and Enlisted Personnel of NAS."

I do most sincerely appreciate the kindness and sympathy you extended to me during my sorrow.

The floral tribute was beautiful and I am grateful to you for this expression of sympathy.

Sincerely, Virginia Rugeley



Distinguished Visitors

Left: Our Captain greets Congressmen Magnuson of Washington, and Anderson of California, Members of the House Naval Affairs Committee.
 Right: Brigadier General L. G. Merritt, U.S.M.C., Commander, Marine Fleet Air, West Coast, welcomed aboard by Commander J. R. Ruhsenberger.

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-- CHRISTMAS MAIL FOR ARMED FORCES OVERSEAS --

Time: ARMY -- September 15 to October 15.
 NAVY (MARINE & COAST GUARD) -- Not later than November 1st.

The term "overseas" is regarded as covering personnel of our Armed Forces who receive their mail through an Army Post Office or Fleet Post Office.

Size and weight: In view of the urgent need for shipping space to transport materials directly essential to the war effort, Christmas parcels shall not exceed the present limits of 5 pounds in weight or 15 inches in length or 36 inches in length and girth combined.

Perishable matter of any nature will not be accepted for mailing overseas. The War and Navy Departments have advised the Post Office Department that all men in the Armed Forces are amply provided with food and clothing and the public is urged not to include such matter in gift parcels. Not more than one gift will be accepted for mailing in any one week when sent by or on behalf of the same person or concern to or for the same addressee. For information on the preparation of parcels for mailing, we suggest that you contact your nearest post office (either on the station or in town) for full particulars.

Letters to Naval personnel overseas may be speeded to their destinations by many days if the address is complete and correct. Letters incorrectly addressed due to the omission of a man's specific unit or his Navy number, a misspelled name, or the use of nicknames or initials often must be relayed to Washington for a tedious search through personnel files before delivery can be made.

Therefore families and friends of men in the Navy, Marine Corps and Coast Guard are reminded that the essentials of a correct mailing address for any person in the Naval Service include his full name with rank or rating, the ship or unit to which he is attached if at sea, or if ashore, the name of the station or Navy number, and the Fleet Post Office. It is considered important for clarity that numerals designating Naval stations be spelled out.

The increase in volume of mail now being received and the increase that is sure to come with the holidays makes it urgent that all personnel attached to this station who have changed their address to contact the Navy Mail Clerk and leave a correct address. Compliance to this request will expedite delivery of all Holiday mail.

Recreation Highlights

An informal dance was given for the Crew and their guests on September 25, in the Auditorium. The first dance since the removal of the order prohibiting dances and parties on the Station because of polio precautions, it brought out one of the largest crowds on record for a Station party. The Air Rangers, the Station's dance band, made their first appearance on the band stand for a Crews dance and received everyone's full approval. Playing both sweet and hot music the band made it easy dancing and kept the large floor crowded most of the evening. Free refreshments were served in the Ship's Service fountain.

* * *

The USO-Camp Shows Inc. sent a group of talented, attractive women to the Station Theater on September 30, in a revue called, "Come What May", and the girls presented one of the best USO shows seen here. Supplying the usual musical and comedy acts the performers gave each turn a new twist, one that lent freshness and color to the show. -- "Come What May" was so entertaining that the prospect of another USO revue, "What Next", on October 25, brings the hope that it will be as good a show.

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After making a guest appearance on a broadcast of "What's Your Name, Soldier?" at radio station WFAA on September 11, the Station Quartet was invited to sing on the big War Bond show the following Saturday, September 18, when the Army produced program was heard from the stage of the Melba Theater featuring five Hollywood movie stars now in uniform. The Quartet sang two numbers, "We Saw the Sea" and "Wait for Me, Mary", on the hour-long stage show which preceded the broadcast on which Lt.(jg), Robert Taylor, USNR, Lt. Tyrone Power, USMCR, Capt. Jack Holt, USA, Lt. William Holden, USAC, and Aviation Cadet Robert Sterling read a dramatic radio script especially prepared for them.

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At two recent meetings of the Oak Cliff Lions Club the Navy has been spotlighted for guest appearances. On September 22, Comdr. J. R. Ruhsenberger and Comdr. R. C. Corley addressed the civic group at their weekly luncheon in the Cliff Tower Hotel. Appearing at the same meeting were Marie Antoinette Davidsavor, SK3c, and Marion Snider, Sp(W)lc, who furnished the musical portion of the program. The following week the Station Quartet were the guests of the Lions Club and presented a full program of songs and novelties.

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-- A. & R. DEPARTMENT ON THE JOB --

Enthusiastic Artists - No one can say that the Paint and Dope crew in A&R lacks for enthusiasm and interest in their work, and woe to the individual who happens to be in their path when those sailors are armed with their weapons, masking tape, stencils, spray guns and ideas. That individual will find himself furnished with a beautiful block station number and a colorful insignia, and a type designation on his tail.

The evidence of the crew's unbounded eagerness was shown recently when they were given orders to change the station numbers on a number of N2S planes ferried here from NAS, Norman, Oklahoma. This prize crew, fired with ambition and artistic fervor and inspired by the beauty of the Texas daybreak, threw themselves to their task.

Unsuspecting of the danger involved now that these men were on the job, Operations failed to remove the Skipper's own N2S from the scene. Too late -- the Skipper's ship fell prey to the zealous artists -- her side markings were blotted out to be replaced by a masterpiece in station numbers.

A sheepish lot, the crew, next day, removing their numerals and replacing the old -- on the Captain's own!

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-- AIRCRAFT DELIVERY UNIT --

Lieut. Wyman Ellis, Jr. who has detached recently, was ordered to report to Chief of Naval Operations, Bureau of Aeronautics, Washington, D. C. While at this station, he was Officer in Charge of Aircraft Delivery Unit, handling the acceptance, testing and delivery of all SNJ aircraft for the Navy. This unit also trains ferry pilots after completing their advanced training. Lieut. Ellis has been succeeded by Lieut. Walker Boggs, who reported here on 20 May 1943 from the New York Delivery Unit. He resides with his wife, Ruth Elizabeth Boggs and 2 year old daughter Evelyn Madeline, at 848 North Clinton, Dallas.

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"But I thought you said to cut out two cylinders and turn 'er over!"

—The Dearborn Navy News.



Center, front to back: Frances Erdos, Clarice Gates, Marjorie Newell, Pearl Mashour, Edna Wersoski, Gladys Chapman, Pauline Warren, Tony Latronica, Ethel Teague, Alfreda Scholes, Edna Rosen, Betty Risberg, Julia Baker, Marjorie Stevens, Lorraine Friedman.

The following schedule will apply for the use of the Swimming Pool by enlisted personnel and WAVES:

1830 - 2030	Tuesday evening	Enlisted Personnel and Cadets
1830 - 2030	Wednesday evening	WAVES
1830 - 2030	Thursday evening	Mess Attendants
1430 - 1630	Sunday afternoon	Enlisted Personnel and Cadets

At these hours, the individuals must furnish their own bathing suits and towels. Dressing rooms and shower facilities will be available at the Pool for everyone. The Athletic Officer on hand at the above listed hours will outline certain rules of safety and sanitation that must be observed by all personnel.

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---BOXING TEAM BEING FORMED---

Plans for a Station Boxing Team under the supervision of Ensign F. W. Griffin are now being made. It is anticipated that the Team will be matched against various other Service Teams in the vicinity, and will participate in Station Smokers for the entertainment of personnel.

All men interested in this Sport and who desire to participate in work-outs for the Team are invited to contact Ensign Griffin, Station Telephone #51, or personally at the Drill Hall, relative to convenient hours for work-outs.

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GRAY WORKING UNIFORM ADOPTED FOR ENLISTED PERSONNEL SERVING AT SEA.

Enlisted men of the Navy soon will wear gray undress, or working, uniforms aboard ship under a change in uniform regulations. The gray working uniform will differ from the present, white undress uniform only in color. Design and fabric will not be changed, but the trousers, jumpers and hat will be slate gray, blending into the color of vessels to afford a protective coloration for personnel.

Specifications for the new undress gray uniforms now are being drawn by the Clothing Division of the Bureau of Supplies and Accounts. Large quantities of gray cotton twill are being purchased, but it will be several months before the new uniform will be available for issue. Recognizing the necessity for conservation of clothing, the Navy plans to make a gradual replacement of the white uniforms with the gray working uniform. The whites will be retained to be worn on dress occasions and on liberty.

Blue dungarees will continue to be worn for work aboard ship and ashore, but issuance of the gray working uniform is expected to ease the wear to which the dungarees are subjected and correspondingly reduce the replacement requirements for that clothing item.

In another move to provide inconspicuous clothing for Navy men in combat areas, the Navy has authorized enlisted men serving with Army detachments ashore to wear Army uniforms. Navy men will wear their own service insignia on the Army clothing issued to them, but otherwise they will be indistinguishable from the other men in the unit. -- The wearing of officers' cap devices made of plastic also has been authorized by the Navy. The plastic devices now are available in regular size and in miniature for the garrison cap. Use of the plastic cap device is optional with officers.

SHIP'S SERVICE

WRIST WATCHES -- Royce Waterproof 17 Jewel Movement (Sweep second hand! Bureau Approved! -- All personnel that require watches in the line of duty are eligible to make purchase). \$22.50
Movado Waterproof 15 Jewel Movement (Small second hand!) ... 33.00

Arrow Shirts -- Khaki, 60-dozen just received \$2.20 -- Men's Wallets \$1.50 to 6.50
Navy Rings \$1.75 to 27.95 -- Men's Shaving Sets 95¢

TAILOR SHOP -- Officer's Service Dress Blues \$32.50
Officer's Aviation Green Uniforms 40.00

BARBER SHOP -- Five (5) Expert Barbers! NO WAITING!

* * * *

BEER -- Schlitz, Budweiser, Pabst, and Hamm's
Per Case 2.75
Falstaff, Southern Select, Grand Prize,
Per Case 2.40

(DEPOSIT OF \$1.00 ON ALL BEER BOTTLES. -- ALL SODA WATER 95¢ PER CASE, 60¢ DEPOSIT ON BOTTLES.)

Ship's Service has a complete line of mixers, such as Syfo Water, Ginger Ale, White Soda, Sparkling Water, in pints, quarts and splits. Regular hours for sale of case goods from 1500 to 1800 in basement rear of Ship's Service. -- Officers or men who are not aboard during the above hours may be served at Soda Fountain.

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-- NEW GUNNERY OFFICER REPORTS ABOARD --

Ensign W. E. Everitt, U.S.N.R. Gunnery training officer, reported aboard 2 September to further the new program of aerial gunnery established by the Naval Air Primary Training Command and to be put into operation shortly at all primary stations.

Many synthetic devices such as, deflection trainers, free gunnery trainers, range and speed estimators, training turrets, training films covering both the theoretical and operational uses of naval aviation ordnance equipment constitutes the basic training of the Naval Aviator in gunnery.

Along with synthetic training, actual shooting of guns is effected on the machine gun, pistol, skeet and shot-gun sighting ranges. There is also available an auxiliary indoor small-bore range to familiarize the naval aviator with the use of small arms. In addition a basic course in the theory of dive bombing and minimum altitude bombing is included in this new program of aerial gunnery.

Lieut. Emory Smith, head of the gunnery department stated that Ensign Everitt is well qualified in this new duty. He has attended the gunnery indoctrination school at Hollywood, Florida, the aviation gunnery officer's school at Jacksonville, free-gunnery instruction school at Pensacola, aerial mine warfare school, and an aviation operational indoctrinal course conducted at several bases.

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-- NAVY TO AWARD DECORATIONS TO MERCHANT MARINE PERSONNEL --

The Navy will in the future award decorations, which heretofore have been restricted to Naval personnel, to members of the United States Merchant Marine.

In appropriate cases, the Silver Star Medal and the Navy and Marine Corps Medal will be awarded to officers and men of the Merchant Marine serving aboard ships which are operating with the Navy. Such awards will be made only when direct combat with the enemy is involved, or in the case of especially meritorious service under combat conditions when members of a Naval expedition, such as the transportation of troops and equipment during the invasion of Sicily. Normal overseas convoy operations will not be considered as being "under combat conditions."

When awarded to Navy personnel, the Silver Star Medal is given for "conspicuous gallantry and intrepidity in action," the Navy and Marine Corps Medal for "heroism not involving actual conflict with an enemy."



The Indoctrinee's Dilemma

Oh I'm a salty sailor man
That's never been to sea,
But there's no one here can tell it
Just by hearing me.

For I'm up on all the "scuttlebutt"
And I'm darned well "squared away";
I've got my feet dead on the deck
And I know when to belay.

There's a load of salty chatter
That's awash inside my bean,
But I couldn't tell a ferryboat
From a Nazi submarine.

I've been assigned to the starboard watch
And the skipper raised a row
If I didn't belay until "two bells"
Ere I "secured for chow."

We're the roughest, toughest, saltiest crew
That ever you did see,
But if ever our "ship" were to leave the dock,
What a helluva mess there'd be!

—The Tucson Desert Log.