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***MALMSTROM  
AFB  
MUSEUM***



***CMSgt (Ret) Curt Shannon  
Director***

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Carri Morris / Carle. Hist'l Soc / Sept. 21  
archive material @ library

Judy Ellinghausen # 406 727-7474  
4th - 10<sup>am</sup> - archive @ library

- @ 3 to Hist'l Soc. for artifacts
- other photos of women pilots

Oct. 17

#1 Larkin / C - MT travel info, to Bowman  
546-8856 + Helena

#2 Chris Morris / GTF

1749 - a/c mechanic / P-3914 (9A) 1944-5

Billings / U.S. Court

506 652-6969

3612 Powderhorn Circle

Billings 59102

Worthy Newman  
4525 - 9485  
1600 Rocky Ct.  
Ghazals, MN.  
Aunt home  
727-2041

WASP

Martha Volkemener

Princo Return Home

# 3420

\$310 / Wayne  
pub pic

# MALMSTROM AFB



## MALMSTROM

**MUSEUM**  
**GREAT FALLS, MONTANA**



**MALMSTROM**  
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**GREAT FALLS, MONTANA**  
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## INTERIOR DISPLAYS

*Largest Military Aircraft Model Display in the Northwest*

*World War II Barracks Room*

*AIR-2A Genie Rocket*

*Semi Automated Ground Equipment (SAGE) Computer*

*MK-11 Re-Entry Vehicle*

*Minuteman II Guidance Assy.*

*Minuteman Missile Alert Facility*

*Minuteman Launch Facility  
Cut-a-way*

*USAAF and USAF Uniform Display*

## EXTERIOR DISPLAYS

*B-25 Mitchell Bomber*

*UH-1 Huey Helicopter*

*KC-97G Stratotanker*

*T-33 Shooting Star*

*EB-57 Canberra*

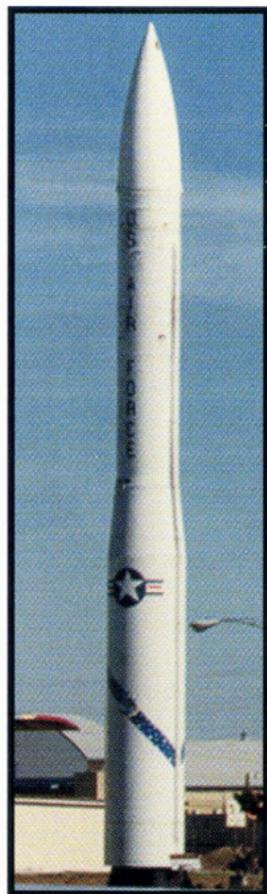
*F-101B Voodoo*

*F-84F Thunderstreak*

*1942 Ford Staff Car*

*Minuteman III ICBM*

*Minuteman Transporter Erector*



**LOCATION:** Just inside Malmstrom AFB Main Gate at East end of 2nd Ave. North, Great Falls, Montana. Civilian passes available at the gate's Visitor Center

**FREE ADMISSION**

**SCHEDULE:**

1000 - 1600 Mon. thru Fri.

For special arrangements, group tours,  
Call Museum

**Gift Shop**

**Free Parking**

**Picnic Area**

**Handicapped Access**

**Camping areas close by**

**MAILING ADDRESS:**

341 Space Wing/MU

21 77<sup>th</sup> St. North, RM 144

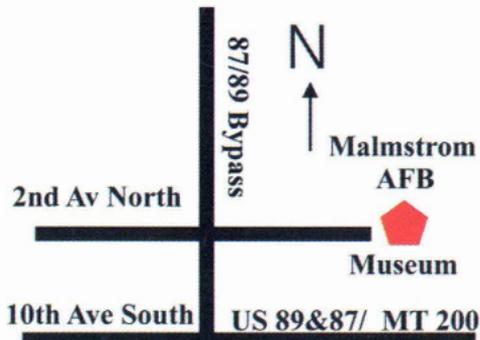
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**SUPPORTING ORGANIZATION:**

**Malmstrom Historical Foundation**

2225 9th Avenue South • Great Falls, MT 59405-2843

planes come from: Seattle  
LA (or Long Beach)  
Oklahoma city (Norman?)  
Kansas city  
Buffalo - Detroit

4  
Warplanes to Alaska - Blake W. Smith  
Hancock House: 1998

2/

P-39: small seat, non-adjustable, problem during winter.  
Pilot's bundled in parka, parachute & 3" emergency survival  
seat pack

- smallest 2nd Pts sampled out upon arrival (for P-39)
- 6' + sent to [combat]
- in rough air, head w/ tent canopy

Cascade H<sub>2</sub>O  
Sec.

Pilot's log bk: 2:45 hr ferrying B-17, Seattle - GF

GF lbs - Salmon Yn : 2:10 hr  
Edmonton - Ft Nelson : 2:30 hr } T-63C  
Ft N - Fairbanks : 4:35

GF falls - Whitehorse : 7 hr } 1:30 on instruments  
Whitehorse - Ft. Reliance : 2:35 } B-25J 1945, 5/8-9  
1 hr on instruments

barracks model: boards & tarpaper? / flimsy for GF climate

radio handset (in plane)

goggles: red (for use against snow) [No: non goggles green, fur-trimmed  
side pieces

canvas helmet

sheepskin gloves: thick brown mitts, come 5" up. wool

fur-trimmed parka hood used in Alaska: med. to dk brown, wild in appearance (C says it lk like an angry cat)

moccasins fur-trimmed boot liners worn inside of winter boots

knapsack to carry personal items

seat belt: abt width of hand, heavy buckle w/ ~~to~~ lever clasp

canvas water bucket

pinkies: gray knit

leather pilot jacket (not fleece-lined) does not have breast pocket

shoulder cord (white) worn by MPs: clasp 

winter flying suit: heavy, and hard to struggle into; or slanted cuffs,  
belt-in suspenders; fake-fur(?) lined

GF Library

East Winds

CO - Commanding Officer a Lt Col.

# Malmstrom Museum

B-25J "Mitchell" bomber

sign: 732 B-25s transitioned thru GFAAB  
en route to Russia...

40 WA #5(?) in Sqm

mechanics: rolled-up jeans/headscarf/bandanna

- short sleeves; sensible shoes & socks; some coveralls; but overall  
P-39 cockpit air opened hinges for us

Bell aircraft poster abt P-39: "no gun so large had yet been  
mounted in a single-engine plane!... We set a cannon  
in front - even built a 1st plane and it."

*Records 1 through 1 of 3 returned.*

Title: 7th Ferrying Group collection, 1942-2000.  
Description: 5 linear ft.  
Notes: The 7th Ferrying Group, Air Transport Command of the U.S. Army Air Forces primarily ferried Lend-Lease aircraft and supplies from Great Falls, Mont., to Fairbanks, Alaska. From there they were delivered by Russian pilots to the Soviet Union where they were needed to fight Hitler's invading forces during World War II. The secondary mission of the 7th was delivery of combat aircraft to U.S. domestic bases and foreign destinations in all theaters of operations throughout the world. On 7 Jan. 1942, soon after the attack on Pearl Harbor and the U.S. entry into the war, a small contingent of flight crews and administrative personnel transferred to Seattle as the nucleus of what was originally known as the Northwest Sector of the Air Corps Ferrying Command. What became the 7th Ferrying Group began ferrying B-17s from the Boeing factory in Seattle to modification centers and air bases nationwide. The decision was made in May 1942, a year after Germany attacked Russia, to move the headquarters of the 7th Ferrying Group to Gore Field, Great Falls, Mont. Gore Field, location of the existing municipal airport, was an ideal location. It was far removed from the danger of coastal attack, had a ready-made landing field with two large hangars capable of servicing large aircraft, had over 300 clear flying days a year, and was at the base of the north-west route to Alaska. On 19 June 1942, approximately 160 enlisted men, their commanders and equipment arrived in Great Falls, Mont., from Seattle. Operations began immediately for ferrying aircraft up the newly opened ALSIB route. Lend-Lease aircraft and supplies on their way to Russia were moved through Great Falls where men and women, both military and civilian, inspected, modified, repaired, serviced, and then delivered them to Ladd Field in Fairbanks over what was considered the coldest airway in the world. At the 7th Ferrying Group's air training center in Great Falls, major emphasis was placed on the training of Class 5 pilots, qualified to fly all types of aircraft. Soviet technicians, pilots, procurement officials, diplomats, and others were also assigned to Great Falls. While the airbase at the Great Falls Municipal Airport was known as Gore Field or West Base, another base sprang up just east of the city. The Great Falls Army Air Base became known informally as East Base and later was renamed Malmstrom Air Force Base. East Base served briefly as a B-17 training base and in Jan. 1944 was turned over to the Alaskan Wing of the Air Transport Command. The flow of aircraft and freight to Russia then increased. The Alaskan division at East Base processed the aircraft and then the 7th Ferrying Group ferried them over the inland route. The Ladd Field maintenance section processed them again on their arrival in Alaska. By the time the war ended, the 7th Ferrying Group had delivered 7,926 aircraft, mainly A-20s, C-47s, p-39s and P-63s to the Soviet Union by way of Alaska, losing only 68 in the process. The ALSIB route became one of the Allies most vital supply arteries of the war. The last flight out of Fairbanks was on 20 Sept. 1945. By the end of September all Russians had left Great Falls. The 7th Ferrying

Group of the Air Transport Command remained at Gore Field until it was deactivated in Nov. 1945. Early in 1983, four former members of the 7th Ferrying Group stationed at Gore Field, John Czekala, Howard Counell, Monroe Hammond, and Loren Parmelee began planning for a reunion. Other goals were to begin compiling a roster and mailing list and biographies of former members. These original reunion plans did not work out but the ground work had been laid for the first reunion which was held in Sept. 1986, in Great Falls and included all members of the 7th Ferrying Group at Gore Field. As former 7th members aged and the rigors of organizing reunions became more difficult, the last reunion was held in Aug. 2001 in Great Falls.

The collection consists of correspondence (1984-1991), newsletters (1942-2000), by-laws (1992), printed material (1918-1995), subject files (1943-1980s), writings (1980s), blueprint (1944), clippings (1940s-1990s), miscellany (1944-1980s), photographs (1943-1989), and oversize material (1942-1992). The correspondence includes mainly letters to Byrnes Ellender from Deane Brandon on 7th Ferrying Group history; John Czekala on reunion planning; Elmer T. Harshbarger; C. D. Markle on reunions and newsletter; Barbara Parmelee on mailing list; John Radiz on publicity; Rex Tanberg on organization; and Blake Smith on publishing his book. The general correspondence regards mainly newsletters and reunions. The newsletters consist of Tail Winds: Seventh Ferrying Group published 1943 to 1945 and Gore Field: The 7th Ferrying Group WWII Reunion Association published 1986 to 2001. Organizational materials include the 7th Ferrying Group Reunion Association By-laws for 1992. Printed material consists mainly of operation and maintenance manuals for various aircraft, pilots training instructions and published articles related to World War II.

Subject Files consist mainly of Operations/Special Orders arranged in chronological order; groups of papers regarding personal military history compiled and donated by individuals such as Wilhelm D. Mehlhop, Donald C. Gilbert, Paul L. Collins, Wallace H. Blackwell, Arthur C. Stipe, Robert S. Hawkins, John Yauk, Willard B. Stohry, and Lewis L. Wilhelm. Subject Files also include groups of papers compiled and labeled by Byrnes Ellender regarding various topics for research and newsletters. Writings include a history of ALSIB written by Deane Brandon, manuscripts written by Bob LeSuer and Harold J. Wollak, and writing by Byrnes Ellender. The blueprint is of Gore Airfield general cantonment area. Newspaper clippings include articles on the 7th from local newspapers, articles regarding World War II and articles regarding reunions and personal biographies. Miscellany includes mainly individual items not related to other subject groupings. Oversize Material consists of front pages of mainly Alaskan newspapers with major war related headlines and aeronautical charts for Montana, Alaska, and Canadian Provinces.

Approximately 900 photographs related to the 7th Ferrying Group are also part of the repository's Photograph Collection.

Finding aid available in the repository.

Subjects: Aeronautical charts. aat  
Manuals. aat  
Newsletters. aat

Newspapers -- Alaska. aat  
 Photographs. aat  
 Air bases -- Montana -- Great Falls.  
 Lend-lease operations (1941-1945)  
 World War, 1939-1945 -- Aerial operations,  
     American.  
 World War, 1939-1945 -- Equipment and supplies.  
 World War, 1939-1945 -- Veterans -- Societies,  
     etc.  
 World War, 1939-1945 -- Montana -- Great Falls.  
 Gore Field (Mont.)  
 Great Falls (Mont.) -- History.  
 Great Falls Army Air Base (Mont.)  
 Montana -- History, Military -- 20th century.  
 Czekala, John -- Correspondence.  
 Harshbarger, Elmer T. -- Correspondence.  
 Markle, C.D. -- Correspondence.  
 Parmelee, Barbara -- Correspondence.  
 Radiz, John -- Correspondence.  
 Tanberg, Rex -- Correspondence.  
 United States. Army Air Forces. Air Transport  
     Command. Ferrying Group, 7th -- History.  
 United States. Army Air Forces -- History --  
     World War, 1939-1945.

Other authors: Blackwell, Wallace H.  
 Branson, Deane.  
 Collins, Paul L.  
 Ellender, Byrnes.  
 Gilbert, Donald C.  
 Hawkins, Robert S.  
 LeSuer, Bob.  
 Mehlhop, Wilhelm D.  
 Smith, Blake W., 1955-  
 Stipe, Arthur C.  
 Stohry, Willard B.  
 Wilhelm, Lewis L.  
 Wollak, Harold J.  
 Yauk, John.

Other authors: United States. Army Air Forces. Air Transport  
     Command. Ferrying Group, 7th.  
 7th Ferrying Group Reunion Association.

Other titles: Gore Field.  
 Tail winds.

Location: Cascade County Historical Society, Archives  
     (Great Falls, Mont.) (SC 61).

Control No.: ocm71208654

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MHS

## Patricia Brennan Taylor

Container(s)	Description	Dates
	General Correspondence	
box/folder 2 / 9	Letters from soldiers during World War II to Patricia Brennan in response to her Letters From Home articles in the Great Falls Tribune	1944-1945
	Outgoing Correspondence	
2 / 10	Letters to Montana Magazine of Western History describing her father's work in agricultural employment during the 1930s and 1940s.	1987, 1991
	Writings	
2 / 11	Articles written by Patricia Brennan for the Great Falls Tribune (including her Letters From Home series and her coverage of the Alaskan Division <b>Air Transport Command</b> )	1941-1945
2 / 12	North To Nome (re articles she wrote about the Alaskan Division <b>Air Transport Command</b> during World War II); a history of her father James P. Brennan; and a memoir of her own childhood written for Mondak, North Dakota, local history Courage Enough II	1944, 1983, n.d.
	Miscellany	
2 / 13	Prepared military statement given to reporters during trip to Nome and postcards purchased during that trip	1944

Living in a new country still close to frontier days, I had the idea there was primitive living in the far north and whenever I had thought about it I guess I saw everyone in parkas riding dog sleds or walking on snowshoes over the everlasting snow. I found government girls in Fairbanks in smart dinner clothes, lovely furs and no stockings. I found steam heat clear to Nome, but heard the boys telling of dehydrated clothes, oil tank stoves in their huts or tents, and snow higher than a jeep during their first year there. I found \$6 steaks at Fairbanks, chromium, price investigators and milk 40 cents a quart. But I saw old prospectors, and the president of the university in a flannel shirt handling a piece of pure ore.

We traveled in the underground tunnels at Ladd Field, which keeps the pipes from freezing and waited for a streamlined bus beside a water hydrant covered with its own box to protect it from the cold. We ate enormous meals of fresh food and the cafeteria there and called for a flight nurse at her quarters furnished in blonde furniture and thick rugs. We watched an excited and very young Russian pilot "break" a slot machine and drank a toast to Stalingrad and Moscow with a Russian captain who was learning English. And at Nome ran into the same man playing a difficult game of chess.

Nome was a wonderful study in contrasts. The new federal building sat alone in its new splendor down town, surrounded at a distance by tiny, shack-like buildings and old frame buildings salvaged from the last fire. Along the boardwalk were tiny, narrow stores, built that way because of lack of building materials. But at the end was the new brick hotel, facing the sea with its constant wash of cold waves.

Natives wore cotton coats over their parkas. The editor's wife wore "stadium boots" over sheer hose. The banker has a complete set of records and a gorgeous player and showed us gold dust in a glass jar, marked with the owner's name and signed "no receipt."

One roly-poly "chief" sidled up to a fluorescent-lighted bar in a narrow shack to greet the visitors as he ordered his beer and a cigar.

At the base we visited the enlisted men's club, where they had the most streamlined billiard table in the division. We saw the handwork on furnishings and the fireplace, made by the men themselves. We marveled at the hand-hewn beams and the stone fireplace, made by officers for their club. We stood in the control tower with Lt. Col. R. A. Hackford commanding officer and heard a Russian pilot call in for landing permission and heard the interpreter answer him as the bomber winged in over the sea, a modern silhouette against the timeless northern sky.

Enroute from Fairbanks to Whitehorse we rode with a load of honey dew melons. And slept on mail sacks bumpy with hard-cornered boxes. Grounded because of weather at Northway we were bunked in a modern two-bedroom home, built for a C.A.A. operator and his wife. Steam heat from a central system, tiled bathroom and an electric range--And they shoot bears from the end of the runway, the boys told us!

We saw Galena, a small installation on a river which periodically floods the air strip and where the mud is knee deep in the thaw. We rode the Alaska highway from Whitehorse to Carcross, where a railway battalion was servicing the White Pass & Yukon railway, a narrow rail line which

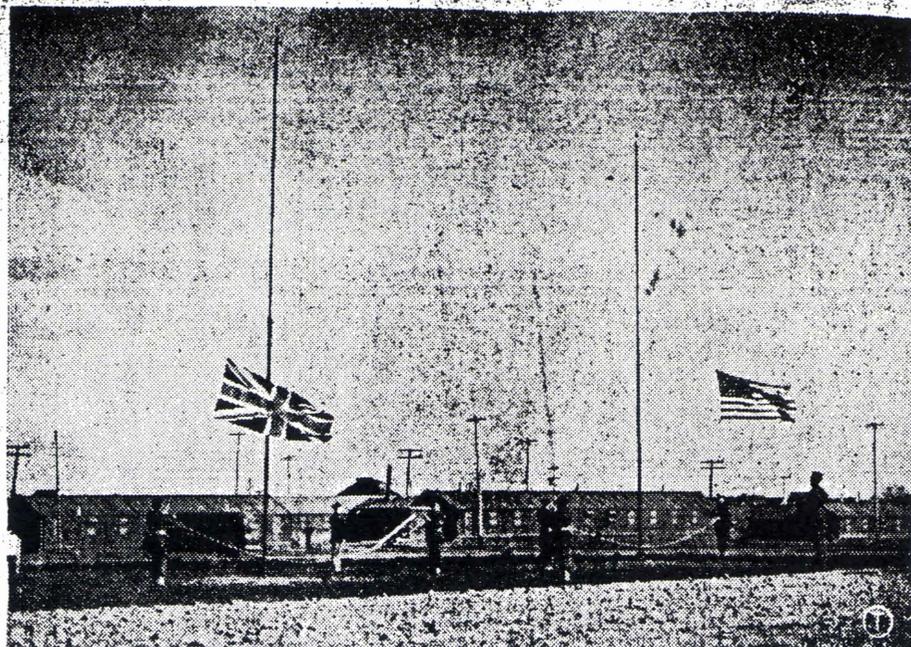
many tourists had ridden before the war to see the wonders of the mountains and the ice blue lakes. We met Canadian airmen frankly interested in postwar aviation through the north and the Oriental trade. We met civilians who were still awed by the mass influx of construction workers and who were hoping for continued prosperity and larger populations after the war. We talked with ferry pilots from Gore Field at home, who fly the lend-lease aircraft from base to base along the route to Fairbanks.

We saw how the Alaskan division had grown in two years from early installations of huts and small hangars, from tents set down in mud, to modern and huge airstrips with large hangars for the big planes flying to Russia. We heard the story of search and rescue units, based on England's experiences in rescuing pilots from the channel, who set out over the snow or mud to save a plane gone down in the wilds. We saw the vast activity of a new route sprung up from nothing until each base is complete in itself.

And we saw constant construction and improvement. We heard the constant ~~xx~~ hum of planes arriving and leaving, of the thump of hammers and the roar of bull dozers. And when we returned to Gaffney's headquarters in Edmonton our heads were buzzing with the activity. The sense of hurry had hit our typewriters and we had to race to keep up with the words tumbling out because we had caught the hurry of the A.T.C.

But in retrospect I marvel still that man could use all of his weapons against nature and still leave so much untouched. It is such a stirring challenge which has been started and the inside route can mean so much to Canada, to Alaska and the Orient, and so much to us here, in Montana and all over the United States, that it is a great temptation

not to start today for the far north to be on hand when--and if--it happens.



**ALLIED RELATIONS**—Canadian-American activities which know no boundaries are well pictured at daily retreat in front of headquarters of the Alaskan division, air transport command, United States Army Air base, Edmonton, Alta. The scene above shows American personnel at retreat ceremonies, lowering the Union Jack and the Stars and Stripes, even as other Allied workers are co-operating in all activities to get vital materiel north, where it is most needed.

## Alaskan Route Tour Reaches Edmonton Air Forces' Insistence on Getting Its Job Done Quickly Impresses Reporter

**Editor's note**—This is the first of a series of illustrated stories of the Alaskan supply route to Russia over which planes and other war materiel have funneled through Great Falls to the Soviet Union. A member of The Tribune staff at present is touring the northern supply route as guest of the Alaskan

wing, air transport command, obtaining eyewitness accounts of the tremendous wartime activities of this "lifeline" to Russia.

By **PAT BRENNAN**

EDMONTON, Alta., Oct. 18.—Second anniversary of the activation of the Alaskan division, air

transport command, was observed Tuesday, but without ceremony, because everyone was too busy "jamming it through," which Brig. Gen. Dale V. Gaffney, commander, has said is the duty of the division.

But no one was too busy today to welcome visitors, whether "G.I.P." or "W.U.P." which was the visitor's first introduction to base "language" at Edmonton as the staff eat lore through town to civilian accommodations. It is still a question whether this particular group of Great Falls visitors are "very important people" or "very unimportant people."

One felt a glow of pride over the technical accomplishment of reading that the plane was 5,600 feet up and traveling at 150 m.p.h. But, there was a twinge of uneasiness at the sight of the tiny wheel and the maze of instruments on the panel. The compass read a few points west of north; the pilot lighted a cigaret, using both hands, and the yellow and taupe-brown prairie went on and on below.

First introduction to army methods, however, was at the Great Falls base, where this trip to visit the division's bases originated. Leaving town in a hurry in a vehicle jammed with equipment, luggage and what pilgrims fondly believe will ward off any unusual weather they hope to run into, the entire party was processed early Thursday afternoon for the flight north.

Orders in army terminology were incomprehensible, but being impressively stamped and signed, apparently were official enough to pass us through the line. The line also was one of the early impressions of army procedure, because it seems to be a sure thing that what you want to do is the same thing several other fellows are due to do as well.

So, breezing up to what is known as a "staging area," two members of the party relinquished copies of orders, and then luggage was carted (by other hands) across the street to be weighed in, tagged and recorded. In the meantime there was a visit to the hospital, where the group joined a line of G.I.s worming its way past clerks who methodically filled out forms in duplicate. Being passed, the group returned to its original building and passed down a line of civilian and uniformed workers who seemingly paid little attention to the novices.

The questions on the fan emergency addressee cards were reminders that anything can happen on a flight, and the army will be prepared for emergencies, but the unhappy thoughts of plane crashes or forced landings were brushed aside by a tactful compliment on traveling clothes!

All this time there was the question of eating before takeoff time, which was answered by a hike to the PX, welcome except for the trek back across the base.

Following customs inspection to the tune of "Erin Go Bragh" because of the thick brogue, and an introduction to the safety officer, the C-47 finally left the field. These are the planes that carry cargo, returning pilots, personnel, or visitors. One or two have seats like civilian planes, the rest have benches along the side, and these same serviceable planes can be converted to hospital ships in a hurry.

At 4:45 we were taking the route north over Great Falls and the river. The last impression was of the Home Oil Co. tanks, like nickel-colored marbles dropped in square cups. Geometric design of strip farming and land convolutions became almost a nightmare before the trip was over as the plane crossed miles of prairie. Only a smoky haze kept us from looking on and on until the horizon was reached. That sensation of expanse was mild compared to the feeling of sitting on the nose of nothing in the cockpit.

Pie crust frills below; the Rockies far to the left and a roll or two of the Sweet Grass hills to the right, rising out of the haze, were all that broke the velvety feeling of the soft rug below. For the first time this prairie-bred observer felt larger than the constant land, because a township is a checker square and the farm buildings are out of joint and squashed.

At Edmonton's port, set in the midst of the sprawling capitol of Alberta, the new terminal is a streamlined affair. Only real army feeling, besides the multitude of varied uniforms, are the painted beaverboard walls.

Canadian activities are on one side; American on the other, and in the middle is the airstrip on which land every type of war plane and materiel pushed through by the Alaskan division along the northern route to Russia and the eastern front.

One of the simplest ways of explaining the Allied co-operation in carrying on this job of sending the vitals of war to where they are needed is the retreat witnessed from General Gaffney's headquarters. On the left were members of the Canadian auxiliary police bringing down the Union Jack and to the right were Americans folding the Stars and Stripes. Between the two flag poles is a flower plot, in the shape of army air forces pilot wings, the familiar silver insignia worn by men at Great Falls.

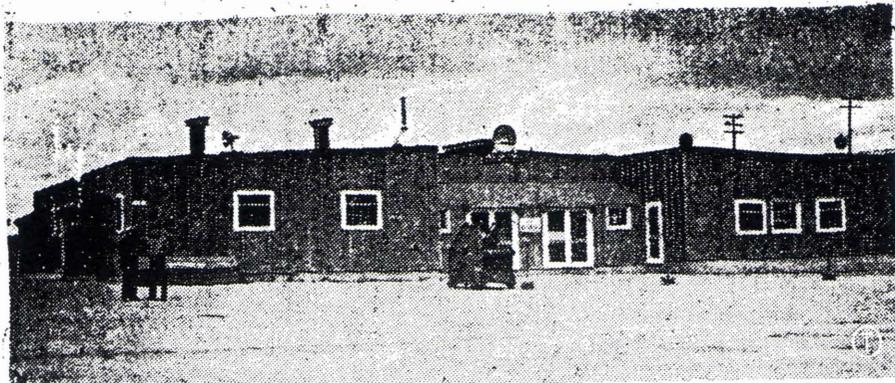
What has been seen of Edmonton so far is an appealing mixture of the old and new. Army installations are sprinkled next to residential districts which are prairie-worn; the streamlined black and white facade of the huge Hudson's Bay store carries the company's seal which stamped trading goods from 'way back, and the old world MacDonald hotel with its formal garden and paneled lobby looks out over the Saskatchewan down on an unfinished-looking residential districts.

These are first impressions, but hurried trips through parts of the city bear out the feeling that the prairie settlers, whose town grew and grew along the river, had brought their eastern Canada and European backgrounds with them.

Officers formerly based in Great Falls say there is twice as much activity and "excitement" there in one-third the space and population than in this town of 130,000, which has been jammed the past few years with an amazing variety of army installations.

Service command, ferrying group activities, Alaskan division headquarters, lend-lease, Canadian and American training, engineers, air forces, terminal for war, navy and governmental officials—all have left their mark.

But Canada is geared to a different speed than ours, and then too, their war has been going on longer than ours, and perhaps they are just a little tired.



**BEGINNING AND END**—First sight of the United States Army Air base at Edmonton, Alta., headquarters of the Alaskan division, air transport command, is the passenger terminal. The pictures above show view from landing strip and inside the information booth in the center, where visiting personnel, enroute north or south, or men and women transferred here are directed. Billet lunches are furnished; there is a cafeteria in the terminal and it is the headquarters for priorities and traffic officers who direct all shipments, cargo of passenger.

## Warm Welcome for Wacs Arriving at Northern Base

Editor's note—This is the second of a series of illustrated stories of the Alaskan supply route to Russia, over which planes and other war materiel have funneled through Great Falls to the Soviet Union. A member of The Tribune staff at present is touring the northern supply route as guest of the Alaskan wing, air transport command, obtaining eyewitness accounts of the tremendous wartime activities of this "lifeline" to Russia.

By PAT BRENNAN

WHITEHORSE, Y.T., Oct. 16.—(Delayed)—First contingent of the Woman's Army corps to be sent north by the Alaskan division, air transport command, has arrived at the Whitehorse army air base. The final flight arrived here at 2 p.m. Monday and was met by Lt. Col. Ralph J. Gibbons of Portland, Ore., base commander, and Lt. Comdr. Gordon T. Steves, wing commander of the R.C.A.F. base here.

All along the route north from Edmonton we were greeted with the word that the "Wacs were here" and there was every evidence of delight that they had arrived. Some found the 1,300-mile journey from their former base at Great Falls a bit rugged, but others came through in fine shape, stepping from the plane in their northern issue clothing and wearing happy grins.

Lt. Gladys Bauer of Chicago, commanding officer of the contingent, presented the detachment at the plane today to the two commanders as the girls piled out of their C-47 sky train.

Unofficial greetings at the field this afternoon was first given by one of the base mascots, a Husky who hangs around the field. He climbed the ramp to poke his nose into the plane. Another group of enthusiastic welcomers who poured down to the field for the last flight from Great Falls was a team of dogs hitched to their summer training "sled on wheels."

Pvt. Jennie Milosevich of St. Louis, one of the earlier arrivals who had spent the morning orientating themselves around the base, was on hand to greet her fellow "G.I. Janes" and rushed to one at the ramp to say, "Gee, we have swell quarters!"

The Wac quarters are "swell," much fancier than the girls thought they would be after listening to tales of the far north filtering through the division to Great Falls. Four oil heaters in the one we inspected threw too much heat, and a bright sun beating down on the roof added to the warmth. The Wacs, most of them in their alpaca-lined fatigue pants and jackets, wool shirts, stocking caps and heavy sox and shoes, were busy unpacking and settling their belongings.

First to be unpacked, of course, was writing paper, and Wac reports on the warm welcome received in this "cold" country will be on their way home soon, just as this report of their arrival is flying down to Great Falls, their former army home.

Many of the girls are southern, and Georgia, Tennessee, Virginia and Missouri accents mingled with the greetings and exclamations.

An elaborate program of welcome is planned, including a circus carnival and dance Thursday night at the theater-recreation hall. There will be special decorations and a "merry-go-round" bar in the center of the floor will serve soft drinks. Music for dancing will be by the Whitehorse Alrmen, the base's own orchestra. A considerate gesture, one which shows how complete the base is in its plans for Wac comfort, is a tea Friday to which civilian women in Whitehorse are invited to meet the Wacs. Special service is being assisted at the tea to be held at the Air Base club, by Betty Cooper, Red Cross worker, who assists in recreational activities at the base. Her staff of volunteer workers from the town will be on hand to help the Wacs.

Wacs will have the same privileges at the club as the first three graders among the men. Their quarters will include two-day rooms, one for women alone and one in which to greet dates. Another evidence of the delight at their arrival was noted at the mess hall, where the news bulletin led off, in capital letters, "WELCOME WACS!"

This first contingent of Wacs, assignment of which is still another proof that the division is licking the far north, includes the first group to be assigned outside the United States with the army airways communication system.

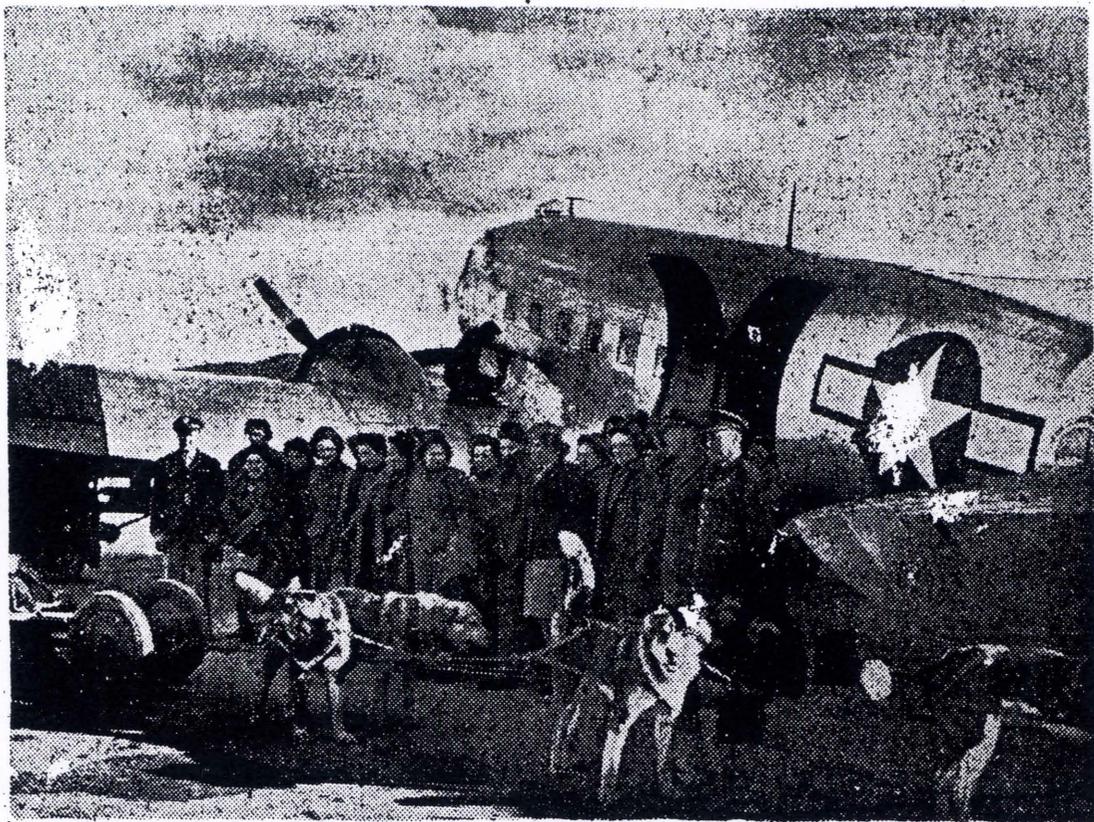
Duties of the Wacs at Whitehorse will include assignment as clerk typists, radio operators, teletype operators, telephone operators, postal clerks, car drivers, Link trainer operators and air operations specialists.

If they were at all worried about their welcome to this base, the greeting at the plane this afternoon soon must have dispelled it. Photographers were on hand to record their arrival in the base's history; informal salutes and big grins met them as they made their way to barracks; departments in which they have worked before are explained to them here, and every means possible has been taken to add to their comfort.

LeRoy Stahl, Great Falls' KFB radioman on this trip, stuck the microphone at one as she stumbled down the steps with all her gear, but she backed away in alarm, saying into the live mike, "Oh, no, I've got false teeth!" The informality of the arrival is indicative of the feeling on this base, which some of the men who have been here some time have termed the "summer resort" of the division. But if cold weather comes the Wacs will be prepared for it as their northern issue equipment is of the best, and has been proven as the most efficient for this country.

The Whitehorse civilians are as eager to meet the Wacs as base personnel all the way from Edmonton were. And this community, packed with atmosphere held over from the famous Yukon gold rush days, will give them an old-time welcome, which will be added to by the welcome of a community which is now the center of war emergency activities.

The wonders of the Canadian Rockies; the swiftness of the Lewes river, main tributary of the Yukon; the colorful Mounties, and the river boats banked for the winter, the mysteries of the Alaskan highway unfolded in front of them—all are waiting for this contingent of Wacs whose arrival here is just another chapter in the story of the Alaskan division's conquest over operational difficulties.



**FIRST GROUP OF WACS ASSIGNED TO WHITEHORSE**—An eagerly awaited and historic day at the air transport command's Alaskan division base at Whitehorse was the arrival of a contingent of Wacs from the Great Falls Army Air base. Flown north in C-47 Skytrains, the detachment was the first group ever assigned to foreign service in the Alaskan division. Here they are greeted by high ranking United States and R.C.A.F. officers. The sled team in the foreground used by the division search and rescue squadron, was being trained in the vicinity when the C-47 taxied up to the ramp and the huskies dashed up to bark a welcome to the Wacs. Note the summer wheeled rig used for training purposes. Other pictures of the arrival may be found on page 8 of this issue. (U.S.A.-A.F. Photo)



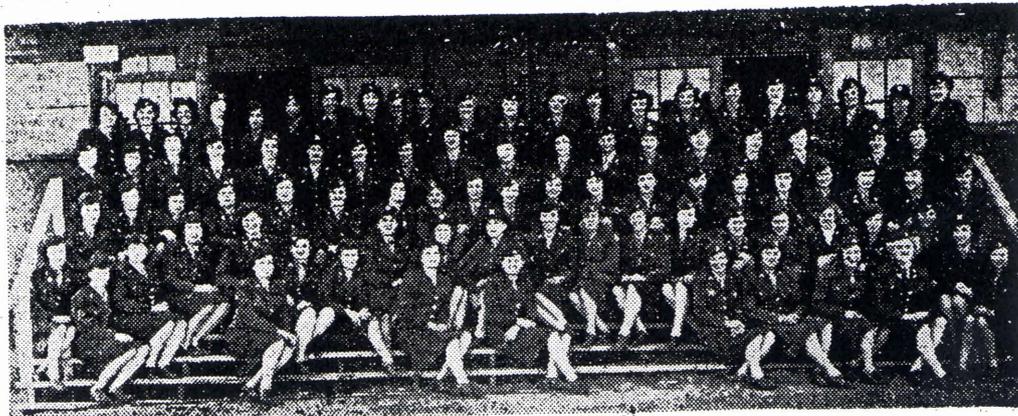
**HEADED NORTH**—Here is an interior view of one of the C-47 Skytrains that carried a contingent of Wacs north to a base of the Alaskan division, air transport command, at Whitehorse. Outfitted in winter clothing, these "G. I. Janes," baggage and all, head north in the transport plane. (U.S.A.A.F. Photo)



**WAITING FOR DEPARTURE**—Nothing to do but "sweat it out" until plane time, these Wacs relax outside their barracks at the local base before heading north.



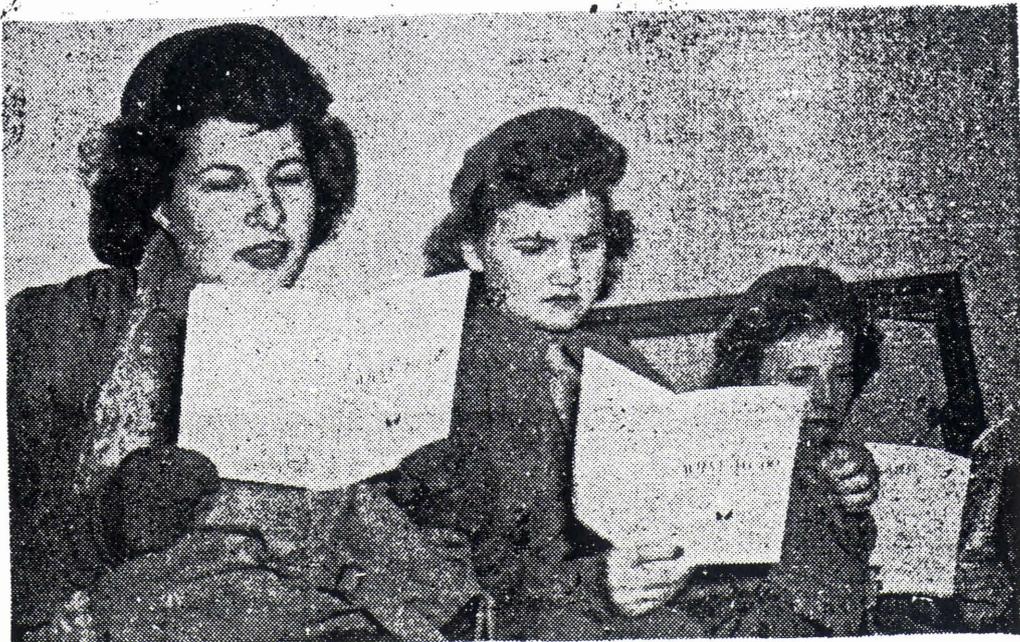
**NEW QUARTERS IN NORTH**—Installed in well lighted, warm quarters, the first detachment of Wacs ever assigned to foreign duty in the A.T.C.'s Alaskan division immediately set about making themselves at home at the Whitehorse Army Air Base. (U.S.A.A.F. Photo)



**WAC CONTINGENT GOES NORTH FROM LOCAL BASE**—Their preparations completed, this contingent of Wacs take time out for a picture on the steps of the recreation hall of the Great Falls Army Air base before embarking on transport planes for new assignments in the Alaskan division. (U.S.A.A.F. Photo)



**ROLLCALL**—First Sgt. Janie L. Rowland supervises final rollcall of the Wac contingent before the group left the Great Falls Army Air base. (U.S.A.A.F. Photo)



**WHAT TO DO**—The booklet so earnestly studied by these Wacs will be their bible until they become familiar with regulations at their new station in the Alaskan division. (U.S.A.A.F. Photo)

# Alaskan Air Service Route Transformed Great Areas

Editor's note—This is the third of a series of illustrated stories of the Alaskan supply route to Russia over which planes and other war material have funneled through Great Falls to the Soviet Union. A member of The Tribune staff has just returned from a tour of the northern supply route as guest of the Alaskan wing, air transport command, obtaining eyewitness accounts of the tremendous wartime activities of this "lifeline" to Russia.

By PAT BRENNAN

First impression of the route of the Alaskan division, air transport command, after leaving headquarters at Edmonton, Alta., was of expanse and loneliness as the "milk run" mail and passenger C-47 winged its way through the dark to Whitehorse in gold-plated Yukon territory.

The return trip, made in daylight reaffirmed that first feeling as the plane sped over vast areas of undeveloped acres between the settlements of the Peace river country and British Columbia. From the air, the land was a soft, ur-brown, broken only by dark shadings of fir stands, narrow ribbons of rivers and creeks and small lakes like thumb prints in the flat

terrain. Off to our right were rangy mountains, spreading out and up as far as the eye could see.

Canada has established commercial and military air service along the same route and moved over to allow American military installations for servicing of A.T.C. aircraft and Russia-bound material.

First stop on the route is Grande Prairie, where the line men met the plane with the immediate demand for the mail and "how much is there"? Mail is important, of first concern to all at these smaller bases where isolated communities have little to offer in entertainment for men.

At every post the planes are met by base pets and the group's first introduction to this domestic touch was at Fort St. John, where a plump, slow-moving German police dog ambled from the hangar to wag his tail, then lay down for a rest.

It was at St. John that the first of many continuous construction jobs loomed up. A cartoon in an army paper, picked up at one of the division's bases, showing a bulldozer followed by a steam roller, followed by an airplane told the story of air force operation in one picture more clearly than these words can.

Before leaving Edmonton headquarters Oct. 15 this guest of the division attended mass in the army chapel, a new building for which sisters at Edmonton had made the altar cloths. Air corps insignia made by them decorated the altar railing and the maroon covering of the altar.

But the most interesting part of that visit to an army service was the fact that celebrant of the mass was Archbishop John H. MacDonald of Edmonton who had offered to substitute as an auxiliary chaplain for Capt. John Glennon, formerly stationed at Great Falls, who was then in Fairbanks. His grace, who had told few persons in Edmonton of his military duties, said he enjoyed coming out to headquarters and had done so because Father Glennon had been unable to find a local priest available for three services each Sunday. He said he had asked to serve as a military chaplain in World War I, but was not released by his bishop. He first came to western Canada to serve at Victoria, B.C.

His sermon was simple and straightforward, and that is characteristic of this 63-year-old church official, who has spent most of his

Another churchman closely associated with the A.T.C. is Bishop Walter J. Fitzgerald, S.J., of Fairbanks, who is co-adjutor-bishop and vicar of Alaska and military vicar for the military in Alaska. He visits military installations in Alaska and on the chain flying with priority on A.T.C. ships.

From Dawson Creek, railhead of freight distribution for construction of A.T.C. bases at St. John and Fort Nelson and the Alaska highway, the route follows the highway across northern British Columbia into the Yukon territory and Whitehorse.

The field at Whitehorse is a "natural," set in a valley with high mountains around, which Canadian commercial and military planes have used for years. Canadian Pacific airlines has used it for 15 years and R.C.A.F. planes have been serviced there for several years when the air force made a map survey of the northwest country. Among pioneer R.C.A.F. personnel who used facilities at the Whitehorse base during the mapping period is Air Vice Marshal T. A. Lawrence, commandant of the air force.

Radio control is operated by the Canadians, who at the time we visited Whitehorse were constructing a new military control tower. Canada's department of transport is in charge of the weather station and operates stations along the air force's feeder routes. The personnel at Whitehorse also files supplies to R.C.A.F. satellite fields, as does flying personnel on the American side.

Morale at the Whitehorse base seemed excellent, some of it due of course to the arrival of the first detachment of the Wac to serve with the Alaskan division outside the United States.

Enlisted men built their own service club under the direction of Lt. Stanley Dickens, special service and public relations officer, as did the officers. Each has stained, paneled walls, reading and writing rooms. The service men's club has a music room, a snack bar (most popular place on the base during afternoon coffee hours), headquarters for the post paper, pool and ping pong room and a library.

The post paper of a recent date carried a story of officers' "K.P.," when the enlisted men were entertained by their officers. A steak dinner was served, a dance and entertainment offered and the officers

commanding officer, and Maj. Frank Williamson, executive officer, on down cooked, served and cleaned up. The officers built their club from salvaged material across the highway and on a hill overlooking the base.

The American Red Cross has assigned one recreation worker to the field who operates the service club under the direction of special service. The Red Cross club in town is a picturesque two-story log building, worn and beaten by the weather but with a fresh white Red Cross flag flying over the door.

The officers, according to Lieutenant Dickens, have volunteered to build the new chapel and receive physical training credit for this construction work. Using a Nissen hut for their foundation, the officers are making an attractive and typically northern army chapel. The residents of Whitehorse uncovered imported stained windows, meant for the unfinished church at Bennett, which had never been used, and donated them to the chapel.

The PX, offering the latest magazines from home and varied assortments of luxuries, including watches and fountain pens, contains a "Gold Brick" room, another innovation of special service, which is being remodeled by the boys themselves. The consolidated mess is embellished with fine prints of Canada's wonder scenery from Canadian national galleries; with colorful curtains and oilcloth table covers; a news bulletin and a public address system for music during meals.

Present commanding officer of the Whitehorse base is Col. Ralph J. Gibbons, graduate of Kelly Field, Tex., and a veteran commercial airlines pilot. He is one of the leading pilots of the A.T.C., who had over 5,000 hours of flying time in civilian life before returning to active duty. It was he who piloted this group through the only bad weather encountered. He was among 150 airlines fliers who held reserve commissions and who were returned to active duty for the emergency.

He was at one time a group commander of the First troop carrier command which trained at Stout Field, Ind., and was later executive officer at Ladd Field, Fairbanks, before coming to Whitehorse, which he terms a "most comfortable base." His fellow commanding officer there is Wing Comdr. Gordon T. Steves of the R.C.A.F., who cooperates in determining field

His executive officer, Major Williamson, is one of the officers who has been with the division for the longest time. He formerly was at Seattle and on a visit with him there he jokingly told Colonel Gibbons that they both would probably "land" at Whitehorse when their transfers came through.

"From every window looks a picture out" at Colonel Gibbons headquarters. The field is surrounded by high, stern mountains and it has been cut out of a wooded plateau above Whitehorse. The Lewes river which circles the town is directly behind the field and is used for search and rescue float planes. Construction installations, army engineer headquarters, the refinery, transportation pool quarters and the military police quarters line the highway between Whitehorse and the base.

Across the yellow strip which is the Alaska highway are tall, thin northern fir trees. Down among the trees to one side of the field are quartered search and rescue dog teams whose home looked like Rimini in the snow which greeted us on our return from the tour.

Aside from military installations, another eye-opening scene of normal operations under unusual conditions, is the town of Whitehorse, which still holds the romance of the trail of 1898, its honored citizen Robert W. Service and his stories of the Yukon. But that is another story.

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By PAT BRENNAN

Beginning and end of the tour of Alaskan Division bases of the Air Transport command is at division headquarters, Edmonton, Alta., where Brig. Gen. Dale V. Gaffney, commanding general, maintains his direction of the northern route over which flows a constant stream of aircraft to Russia.

Scope of the 2,600-mile route north across Canada's historic northwest and Yukon territories and Alaska's mountains and valleys began to make its impression at headquarters, an installation which spreads out across the prairie with little regard for space.

The route had its origination in 1940, when General Arnold established a cold weather test unit at Ladd Field, Fairbanks, under the command of General Gaffney. That story of the battle from 1940-42 to improve aircraft and equipment for winter flying is an exciting one to be told later, as only after the tests were proven could the interior route be used to best advantage.

The winter of 1942 is the first year that the Air Transport command saw definite ferrying operations—with the fewest interruptions possible. What we saw of the route was a co-ordinated operation of traffic over what General Gaffney says is the "toughest route in the world."

Co-operation of Canadian and Alaskan bush pilots, who with their trial and error methods had accomplished the pioneering of northern aviation, and of the Canadian government has brought about a nearly completed route. Improvements are being made at principal bases and at the auxiliary fields. The division, however, in three work-packed years has become a B.T.O. (Big Time Operator).

General Gaffney came to the north a seasoned air force officer. He served with the Massachusetts Guard as an infantry private in the Mexican war and was a flyer in World war I. At the time General Arnold assigned him to the cold weather test unit he was a lieutenant-colonel. That important ground and aerial work under winter conditions proved the efficacy of the northern route.

Gaffney has been rewarded with the command of a route which has

involved more than ferrying aircraft.

The route was meshed with the Alaskan highway, carrying equipment and men when necessary to push the road construction through. The A.T.C. carried hospitals, machine shops, automotive repair shops, pipes, drilling rigs, into the far north where the Canol project was frantically being completed to furnish vital fuel for Alaskan defense and northern offense.

It opened a new frontier for the visionary who see the possibility of unlimited air and sea travel across the north. It brought people into an unpopulated country, many of whom will stay when postwar plans materialize.

At his headquarters, General Gaffney paid tribute to the bush pilots who offered their "know-how" to the A.T.C. and the service groups who went north to build the route faster than they thought they could. He thanked Joe Crosson, the Wein brothers, Frank Pollack, Hans Mirrow, Bill Lavery, and the civilian pilots who today are continuing to fly over the country which they know without maps. And in turn these pilots are learning from A.T.C. operations so that when the peace-time commercial aviation surge which is expected arrives, they will be prepared.

He thanked the Alaskan old-timers whose knowledge of the terrain, the tricky weather and rivers, the native's methods of self-preservation in the winter was used

in construction and protection of military and civilian personnel.

That the route is not complete was testified by the commanding general who said that for worldwide coverage in postwar days the northwest route would need more weather stations; more radio stations and experienced personnel. The route is constantly being improved as the past two years' experiences have brought about the need. For instance, the headquarters' auxiliary field at Namao, 12 miles from Edmonton, was constructed to relieve pressure of the airport and to provide operational facilities when the Edmonton port is blocked.

That construction was still another instance of the toughness of the route, for the general brought out the fact that frost fogs, due to emanations from buildings and railroads

that give off warm air and vapor, could close the airport at Edmonton but the weather would give no operational hazards only 12 miles away.

The bases now belong to Canada, and the R.C.A.F. operates the radio stations. What they do with them after the war is up to Canada, the general said, but only through the Canadian co-operation could the route have been built up as it is. He stated that such assistance given the army air force in its time of need was only another evidence of close relations between the two countries.

He was justly proud in the accomplishments of the division, which was activated in October, 1942, but this observer starting out from headquarters was prepared for skepticism. Each base, however, was proof that the A.T.C. was operating on schedule and had accomplished wonders in the four years of activity in the north.

Returning to Great Falls Sunday with a book of notes; loot from each of the bases where officers and men were ever willing to tell their stories, and with minds jammed with volumes, the local group can testify that General Gaffney and his division are doing the job assigned them.

# Visit to G.I. Railroaders Included In Alaskan Route Inspection Trip

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By PAT BRENNAN

The boys in the maintenance crew of the 770th railway battalion, Northwest Service command, stationed at Carcross entertained the Great Falls press-radio group at dinner one night when the visitors dropped in unexpectedly.

Their greeting was warm and their hospitality was appreciated by the travelers who were being conducted on a trip down the Alaska highway by W.O. Fred Ayer, public relations officer for the command at Whitehorse.

The command's maintenance crews are servicing the White Pass & Yukon railroad, a narrow-gauge line whose importance in solving the supply problem for army construction in the north has surpassed prewar hauling freight and passengers over the White pass, one of the trails used in the gold rush days of '98. In recent years the railroad had run only in the summer months and was used primarily as a scenic route and tourist attraction.

When the Canol project was planned the army engineers leased the line, and by August, 1943, had increased its tonnage to a peak of 46,000 tons per month.

Our hosts were just finishing dinner when we found our way to their quarters. Because the line had been closed by slides supplies into the tiny town of Carcross on Bennett lake were limited and we were unable to buy a meal in the town. They welcomed their visitors from "outside" with smiles and conversation. They were hungry for company because several of the few residents of Carcross had left for the winter and the girls had gone away to school.

We could understand their pleasure at seeing new faces because when we drove into the little town, an early post and at one time a point on the railway's summer tour, not a soul was on the street. The depot was lighted and open but the agent had gone home to dinner, apparently, and all the stores (both of them) were closed. The postoffice was typical of the north country's buildings. It was a tiny, narrow frame

building. No one ever explained why they were built that way, but it can be guessed that reasons are lacking of construction material, difficulties in keeping a large building warm and limited use because of the population. Built on the sand of the lake's beach, the town was a small triangle of civilization cut out of the timber and facing the abrupt ranges across the narrow lake.

But it boasts an airfield, a one-direction gravel runway on the beach, a small hangar and a lone plane was beached and tied down. It boasts a railway—the narrow gauge line which our hosts are servicing—and it boasts river facilities, for the railway ran tourist boats and freight before the war, and gold-seekers in the old days used its water facilities on the trail through the pass.

The Caribou hotel, where Jack London lived and wrote of the Yukon, still stands across the street from the depot and the Bechtel-Price Callahan Construction Co. had an office there during the building of the Canol pipeline.

The town boasts a highway, as well, as a spur of the Alaska highway was built into this little town on the lake to supply and carry materials in for the railway and the construction company.

Seating us at the mess table, the boys brought from the kitchen a roast chicken dinner for their guests. Chicken and dressing, jelly and bread, two vegetables, salad and dessert and big mugs of hot coffee loaded the table as the boys stood around and grinned.

But the pleasant surprise was that these railway men, stationed for many months at a lonely outpost keeping the little railway in operating condition to carry supplies, were from Montana!

There was George Lendway of St. Paul, who had worked for the Northern Pacific at Billings, Missoula and Livingston and had worked on a ranch in southern Montana. It was he who had cooked our dinner, and has spent two years in the north with the engineers. There was Albert W. Fowler of Earlington, Ky., who as a kid had come to Montana to work for the N.P. He recalled that he had been on a maintenance crew at White Sulphur Springs and Paradise during the "big freeze" of 1936-37, when temperatures in western Montana fell to 54 and stayed there. He has spent two years in the territory. We met John Mikkola of Atlantic Mine, Mich., who had been on the Great Northern at Fort Peck, Hinsdale and Saco in 1942 and had been in the Yukon for over a year.

"Mick," as his friends call him, played his harmonica for the group.

We asked the fellows what they did in their free time and they told of hunting expeditions for grouse and small game and for the big game that abounded on the timber line above Carcross. They had a G.I. radio and were listening to a newscast when we came in. They have a phonograph but the records are getting a little worn. They read and wait for letters from home so that they can answer them.

One fellow, who had been there for about two years, has mastered eight trades. He installed the plumbing throughout the barracks and kitchen. He leveled doorways and floors of the old section house in which they live; installed additional electrical facilities; welded and repaired the kitchen stove; fixed the windows; installed the showers. And before the guest's car left for Whitehorse he had fixed the lights. The other fellows said that whenever anything went wrong, "Allen" was the guy they called.

And just before the party embarked on its return trip to Whitehorse, Mick brought out candy bars "because they are so hard to get outside" and Fowler donated a pack of cigarets.

Only the lights of their barracks shown as we looked back and the town stood still beside the lake unaware of any strange ripples in its calm pool of existence.

# Bustle Is the Word to Describe Alaska's Ladd Field Where America and Russia 'Meet' on Military Skyway

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By PAT BRENNAN

The thousands of light and heavy aircraft arriving from Great Falls and leaving for the Russian front via Nome and Siberia no longer make Fairbanks residents pause, for after four years of rushed army activity they are old stuff to them. Split at the seams by the population boom forced by army construction, Fairbanks asks only that it be allowed to catch a breath before the much-talked-of postwar rush north begins.

At General Arnold's insistence, a cold weather test unit of the army air forces was installed at Ladd Field in 1940 by Brig. Gen. Dale Gaffney, now commander of the Alaskan division, whose men braved Alaska's bitter winter weather to test ground and air equipment so that planes could fly without interruption. The Alaska highway soon found its way to Fairbanks, so that construction material and personnel could be brought in. Barges of fuel and materials were floated on the Tanana river and a pipeline was laid from the refinery at Whitehorse over the mountains and far away to Fairbanks.

The peace-time town of 3,500 gasped when army and civilians poured in to tax facilities, but after the Dutch Harbor attack they realized the importance and necessity of army defense of Alaska.

The free and easy-going Alaskans resented civilian censorship, but that is over and done with and now they can tell their story, except where military safety is concerned.

Like Elmendorf Field at Anchorage, Ladd Field is a permanent installation. While Fairbanks was in a theater of operations the field was being expanded and so installations are scattered between the field and town. Roads wind in and out of wooded sections, left standing for protection. Buildings were camouflaged and those were tense days in town and at the field, where construction was still going full-speed, when enemy aircraft and naval craft were threatening American and Canadian northern defense lines.

Hangars line the field for repair, maintenance and modification of lend-lease aircraft; for search and rescue equipment and for cold weather testing unit installations. Quarters for Russian pilots and mechanics are next to those for American officers and enlisted men.

The cafeteria, where military and civilians have their meals at cost, is jammed daily as down the line pass young Americans brought to Ladd Field by the army as office help; Russian women, who are interpreters or office assistants at United Nations offices; Russian pilots in their black shiny boots and khaki tunics; Russian mechanics and American mechanics in their fatigue suits and caps, greasestained from work on the line; American officers and Red Cross workers; construction employes; motor pool drivers and ferrying pilots.

The division's flight nurses in their natty blue uniforms and fur parkas mingle with the regular army nurses in their neat uniforms. Russian and American pilots exchange experiences by means of a few Russian and American words, many gestures and much laughter. The swankiest service club in the

division is at Ladd Field, recently opened for business to the servicemen who are so proud of it they pop over with enthusiasm when they talk about it.

It boasts hand-painted walls, over-stuffed furniture and modern facilities; a writing room, a restaurant, fountain and bar. A special bus carries N.C.O. members to and from the club.

The field has gone a long way since that first winter in 1940 when the cold weather test detachment flew their seven aircraft in all kinds of weather, without hangars or other facilities. The permanent buildings are all painted, and curtains hang in day rooms and quarters. A graveled street circles the parade ground and cement walks lead from building to building. Grass is growing on the boulevards. The central heating plant sends steam heat to all the buildings through utiladors, underground passages which connect all the buildings on the field.

And as demands on the air forces and army branches servicing it expanded, the field has grown.

At Edmonton Col. Harry J. Kieling, deputy commander of the Alaskan division, now assigned to headquarters, recalled the early days at Ladd Field. He was a first lieutenant with five army jobs when assigned to Fairbanks in December, 1940. The personnel moved to the post in the spring of 1941. He said there were 11 army families in Fairbanks in 1940 and the city took them in. The social life was wonderful and his daughter, Mary Catherine, was born in Fairbanks.

The flight from Whitehorse to Fairbanks is especially beautiful. Leaving the Yukon early in the morning gives an opportunity to watch the Rockies change in the sunrise. Strawberry pink clouds, shading into

cerise and orange, stood out from the ice clear sky above the snowcapped range to the left. The false horizon effect of flying about 8,000 feet brought the highest range of mountains into focus, reaching white and sharp up to the light sky, with clouds swirling like ruffs around their sides.

Twenty-five air miles from the Yukon-Alaskan boundary is Northway, a C.A.A. field expanded to meet army air force needs. There C.A.A. personnel operate the radio control and weather stations. The field was carved out of a heavily wooded section, and the line boys meeting the A.T.C. planes boast of the big game at the end of the runway.

At Big Delta the center of activity was the PX, where they sold cigarets by the carton as long as they lasted; where magazines and books and film were available for the men stationed there. The little settlement, listed as a postoffice on peacetime maps, now has the air base and the Alaska highway.

Bustle is the word for activity at Ladd Field, with the constant stream of Russian front-bound planes arriving and leaving; continued operations of the cold weather test unit, which in four years has made important contributions to the safety of northern flying to insure uninterrupted operations, and the large scale operations of one of the division's more important stations. And bustle is the word for Fairbanks, whose own story can be told separately.

# Road North Is Quantity X Of Postwar

Editor's note: This is the ninth of a series of illustrated stories of the Alaskan supply route to Russia, over which planes and other war material have funneled through Great Falls to the Soviet Union. This particular article concerns the Alaska highway, maintained by the northwest service command, which was built to carry construction material, supplies and men to installations of the Alaskan division, air transport command, as whose guest The Tribune staff member made the trip north. It is a part of the tremendous wartime activities of the "lifeline" to Russia.

By PAT BRENNAN

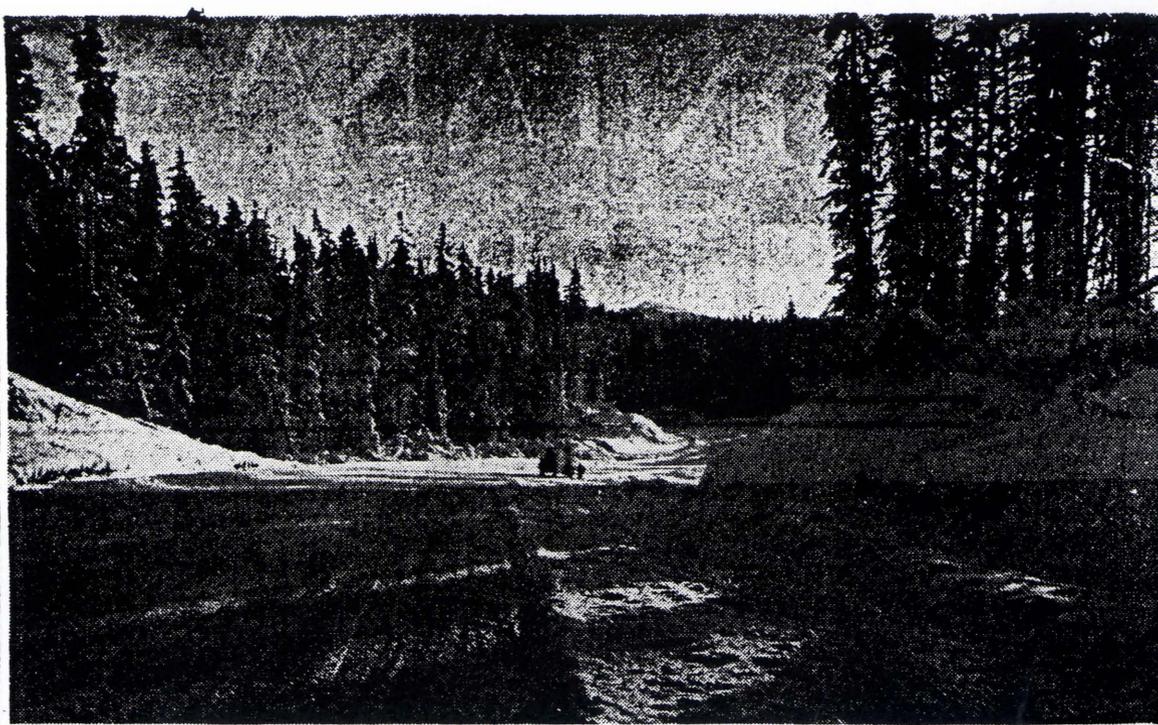
Much has been written of the Alaska highway, since its story has been released from military secrecy, of its future and of its use as a military road. This observer, being neither an economist, a military strategist nor an engineer, would be unable to write of it on any of these counts.

The story of the hardships encountered in throwing this lifeline across the great northwest of Canada and into Alaska has been told. The bitter cold, the mud and dangers of mountain, ice and forest which civilian workers, army engineers, service command and personnel conquered in record time have been read before.

But, having followed the air route of the Alaskan division, air transport command, from Edmonton to Fairbanks, the glimpses seen from the plane of the long yellow ribbon north were tantalizing reminders of this highway linked home and the exciting horizon of a new land.

Following the dimmed out trail of Hudson's bay trappers and explorers; of Dr. A. M. Dawson, the naturalist of the North American boundary commission of 1873; of miners who on their own, and of those few unknowns who were called by the wilderness to see and know what was there, army engineers in February, 1942, began their survey plans.

Spreading out, between the two construction sectors, with headquarters at Whitehorse in the north and Fort St. John to the south, the United States army forces battled to put this road, meant only to be an all-weather military highway? Will Dominion money develop the country between St. John, Nelson, Watson, Whitehorse and the western boundary of the territory? Will she be financially able to maintain that part of the 1,600 miles which fall in her territory? How many Canadians are thinking the same



**ROAD CONSTRUCTION IN WINTER** is not the easiest job, testified by the hazardous experiences of army engineers and construction crews, civilian contractors and their workers who pushed the Alaskan highway through in 1942-43 when the haunt of enemy invasion to the north was blowing its cold breath down America's neck. But once the all-weather highway was completed winter was welcome to maintenance men because frozen earth and smoothly packed snow keeps a road even. This scene above, taken by the signal corps for the Northwest Service Command, looks like any highway in Montana mountains.

thoughts Americans are? How many see a new frontier opening to them?

All of these questions flashed through the mind of this guest of the Alaskan division, air transport command, flying in supply planes across the north. This highway has served its military purpose. It had carried war items and construction materials to air bases being built on the inside route. It had joined forces with other means of transportation, water, railway and air, to bring the vast Canol oil project in readiness for its part in the war. It had pushed on into Alaska to enable the army to carry war materials there.

What are its practical purposes, they ask? Today or tomorrow, when the war is over? Today, and in the past two years, the Alaska highway is serving its purpose of joining and supplying army installations. For tomorrow there is only conjecture. Maintaining 1,600 miles over swamp, water, ice and mountains is not easy. Nor is the settling of the land in between. But the law of supply and demand brings about many things first considered unfeasible.

to maintain the road until the war is over, and for six months. Then it reverts to Canada's ownership and under diplomatic agreement, reached before the surveys were made, there would be no discrimination in its use against the citizens of Canada or the United States.

What does this road mean to Alaska where it terminates at Fairbanks? It will be another tie to the "outside" if it is maintained. It could bring a stream of settlers into the northland, if a program of planned development assures a healthy economic development. It, like the long air route from Montana and the United States, is another means of communication.

Several times this article has likened the Alaskan highway to a line, and that is what it can be—a long stout rope thrown across the mountains and the plains. Planning now for future use of it would shorten the time it will take to make it usable by Mr. and Mrs. America on tour or on the trail toward the frontier.

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Rommel's retreat was in progress, a quarters stating, "The situation de- at El Amamein be held to the Last e question, victory or death! Heil is signed by Hitler.

the U.S.S. Juneau was sunk off the llivan brothers went down with the in the Navy shortly after Pearl Har- allowed to serve together. The Navy v after the Sullivan deaths.

### ates of a planes in a Giance

AP Features  
**H**ERE are silhouettes of the U. S. warplanes—Army, Navy and Marine—that will help you to recognize them at a distance. Shown are three views of the planes—when flying head on, when directly above in the sky, and as they look from the side. Given are the company names for the planes and the popular names for them which are now used in Army and Navy commu- niques.

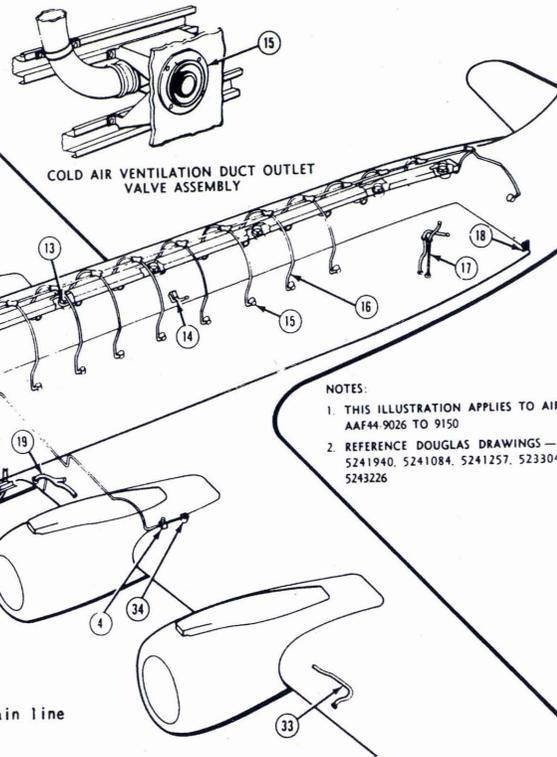
<p><b>TORPEDO BOMBER</b></p> <p>Brewster SB2A "Bycconeer"</p> <p>Grumman TBF "Avenger"</p>		<p><b>MEDIUM BOMBERS</b></p> <p>North American B-25 "Mitchell"</p> <p>Martin A-30 "Baltimore"</p> <p>Martin B-26 "Marauder"</p> <p>Lockheed A-29 "Hudson"</p>		
<p><b>NAVY PATROL BOMBERS</b></p> <p>Martin PBM "Mariner"</p> <p>Consolidated PB4Y "Catalina"</p>		<p><b>SCOUT BOMBER</b></p> <p>Consolidated PB2Y "Coronado"</p>		<p><b>LIGHT ATTACK BOMBER</b></p> <p>Douglas A-20 "Havo."</p>
<p><b>CHIEF-PURSUIT</b></p> <p>Light Pursuit F4U</p>		<p><b>FIGHTERS</b></p> <p>Bell P-39</p> <p>Brewster F2A</p> <p>Grumman F41</p>		
<p><b>HEAVY BOMBER</b></p> <p>B-17 "Flying Fortress"</p> <p>Consolidated B-24 "Liberator"</p>		<p><b>PURSUIT</b></p> <p>Lightning Pursuit</p>		
<p><b>DIVE BOMBERS</b></p>		<p><b>PURSUIT</b></p>		

ITEM LIST FOR FIGURE BELOW

1. Blower
2. Ram air pressure switch
3. Pilot's heater
4. Solenoid fuel valve
5. Pilot's heater blower control
6. Spot defrosting duct
7. Nav & Radio operators cold air outlet
8. Navigator's turret defrosting duct
9. Trap door for fire exting'r
10. Exhaust clamshells
11. Main cabin heaters
12. Main cabin hot air damper
13. Anemostat
14. Main cabinstat
15. Ventilation valve assembly
16. Cold air vent ducts
17. Portable heater ex. and drain
18. Toilet exhaust
19. Center wing vent
20. Main cabin ex air outlet
21. Fuselage fuel tank compt air outlet
22. Lavatory exhaust
23. Crew compt anemostat
24. Crew cabinstat
25. Cold air damper
26. Main heater drain line
27. Cold air duct drain line
28. Windshield defroster
29. Cold air outlet
30. Pilot's foot warmer
31. Filter

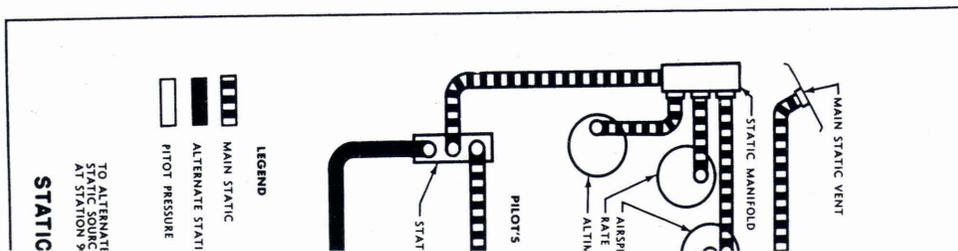
32. Aux. heater drain line
33. Wing tank vent
34. Fuel pump
35. Windshield defroster valve

Figure 48. Heating and ventilating system.



NOTES:

1. THIS ILLUSTRATION APPLIES TO AIRPLANES AAF44-9026 TO 9150
2. REFERENCE DOUGLAS DRAWINGS — 5241825, 5241940, 5241084, 5241257, 5233047, AND 5243226



# Message Center Vital Part of Ferrying Group

## Grew From Cloak Room To Present Location

"Neither storm nor fire nor flood will hinder these couriers from making their daily rounds." This may very well be the motto of the message center, that important unit whose responsibility it is that all communications reach their destination as soon as possible. This is the story of that center.

The original message center was located in the Cloak Room of the Administration Building at Boeing Field, Seattle, Wash. It started to operate January 13, 1942.

The equipment consisted of a teletype machine and the furniture was an empty typewriter box which was used as a desk and a roll of regional charts which was used as the chair, the only one they had.

The original postoffice was a cardboard carton with the label on it stamped Campbell's Soups. The official incoming mail on a heavy day averaged about four letters and sometimes it was even less than that.

The original filing cabinets were the pockets in the blouse of Maj. Lloyd W. Earle, the original Commanding Officer of the 7th Ferrying Group.

The suspense and dead file was in the breast pockets of Major Earle's blouse. At the beginning of the message center, the TWX messages averaged six to eight per day.

From Boeing Field they moved to Seattle, at which time the message center burst forth in full bloom with a complement of two

telephone and message chief operators, two messengers, and three teletype operators. Today the personnel consists of two headquarters messengers, two outside messengers using jeeps, six in the distribution center, and that also includes the printing room.

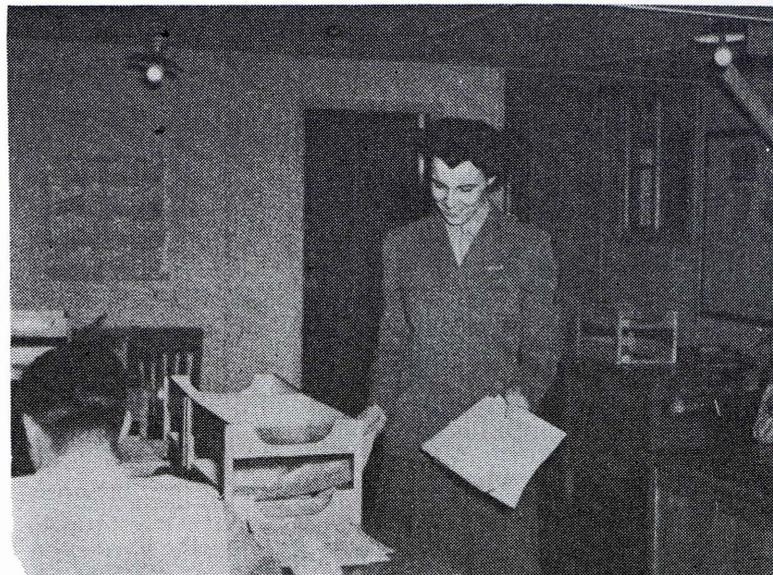
The teletype center has grown to such an extent and importance that they have made it into a separate unit, under the supervision of Capt. Orval Easley.

Today the incoming mail runs into hundreds of letters and packages a day and the same goes for the outgoing mail.

From downtown Seattle, they moved to the Civic Center in Great Falls. While in Seattle, the message center worked on twelve hour service, but as soon as they hit the Civic Center, they went on twenty-four hour service. There was no time lost in service at all when they were moving from Seattle to Great Falls. The operators on duty were given army cots to sleep on, but before that for a short time, they had to use chairs. They would use two of them and convert them into a crude sort of bed.

When they moved to the Civic Center they had three separate units, which were the Telephone, Teletype, and the Mail.

At that time, Mrs. Florence Webb was the chief telephone operator, Pfc. Joe Eicas was the mail clerk for the enlisted men, and Tech Sergeant Bill Shepard was the mail clerk for the officers.



—7th Ferrying Group Photo.

**Cpl. Kay Radosevich makes continual rounds distributing and collecting correspondence from the baskets in Headquarters.**

The postoffice at that time was located in the ticket booths at the entrance to the Civic Center Ice Arena. Staff Sergeant Lewis Mourer followed here, and took over the activities as chief mail clerk.

Early in October, 1942, all activities for the 7th Ferrying Group moved from the Civic Center to Gore Field.

The teletype has remained where it is now. The message center was located where the refreshment room now stands. In March, 1943, the message center grew again and they moved to their present location.

Cpl. Leslie L. Everett and Cpl. Stanley M. Bialas now operate two of the most modern mimeograph machines available. They also have a multigraph and multilith printing machines in the printing room. All special orders, operation orders, various forms, and letter heads are printed in this department.

The following names are the personnel working with the message center today:

Sgt. Imogene F. Stamps is a typist.

Pfc. Betty Darling is logging clerk.

Cpl. Leslie Losseff works the dewey decimal file numbers which is examining the correspondence to determine the correct filing.

Cpl. Kay Radosevich is combination clerk and messenger.

Pfc. Paul DuPriest is combination messenger and clerk.

The outside messengers are Pvt. Evelyn Younghans and Pfc. Levina "Lee" Barnes, and they are known as the "Jeep Jockeys."

Tech Sergeant John C. Vieg is the NCO in charge and assistant message center chief.

2nd Lt. Calvin E. Schorer is the officer in charge of the whole group.

The message center has been and continues to be the pulse of the 7th Ferrying Group.

### Two Wacs Promoted

Under orders published by the 880th Wac Co., the following enlisted personnel were promoted to grade of Sergeant this week:

Lynn V. Ladner and Mildred K. Mahoney.

### Recreation Schedule

#### THEATER PROGRAM

SUNDAY — 1500 2030—"Korvette K-25" with Randolph Scott, Andy Devine, Merrie Melodies, Universal Newsreel.

MONDAY—1800 2000—Same as Sunday.

TUESDAY—1800 to 2000—"Top Man" with Donald O'Connor, Susanna Foster, Richard Dix, Count Basie & Band, Color Cartoon, Technicolor Featurette.

WEDNESDAY—2030—"The Dangerous Blondes" with Edmund Lowe, Allyn Joslyn, Evelyn Keyes, Walt Disney Cartoon, Glen Gray and Orchestra.

THURSDAY — 1800 2000 — "Girl Crazy" with Mickey Rooney, Judy Garland, Tommy Dorsey & Orchestra. March of Time, Universal News.

FRIDAY — 1800 2000 — Same as Thursday.

SATURDAY—1800 2000—"Hi Ya Sailor" with Donald Woods, Eddie Quillion; "Texas Kid" with Johnny Mack Brown, Raymond Hatton.

SUNDAY—1500 2030—"Flesh and Fantasy" with Charles Boyer, Barbara Stanwyck, Edward G. Robinson, Army-Navy Magazine, Universal Newsreel.

MONDAY — 1800 2000 — Same as Sunday.

#### RECREATION HALL

FRIDAY — Radio Show — Dance Music featuring the 7th Ferrying Group Dance Band, to be broadcast over station KFBB, 1900 to 1930.

Hallowe'en Dance—With Junior Hostesses and Wacs with 7th Ferrying Group Dance Band furnishing the music, starting at 2015

#### OFFICERS WIVES CLUB

SATURDAY — Hallowe'en Barn Dance.



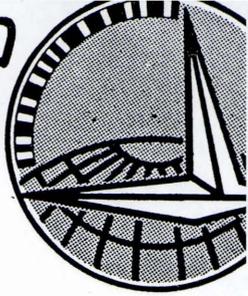
—7th Ferrying Group Photo.

Pfc. P. Du Priest pigeon-holes letters and other material while Pfc. "Lee" Barnes, jeep driver and messenger, collects correspondence for other points on the field.

# TAIL WINDS

## SEVENTH FERRYING GROUP

Ferrying Division - ATC



Vol. 2

GORE FIELD, GREAT FALLS, MONTANA, JANUARY 14, 1944

### New USO Show, 'Clear the Way' Due Jan. 24

A beautifully - costumed and colorful oriental magic act is one of the high spots of the new musical revue "Clear the Way," which is scheduled to appear at Gore Field on Monday, January 24. One of the newest and most elaborate of Camp Shows, this production will be staged here admission free.

While the mysteries of the Orient will doubtless keep service men on the edge of their chairs in tense attention, the other acts will make them sway with rhythm or shake with laughter. As a revue, "Clear the Way" provides chatter sessions by smart comedians, trick hoofery by song and dance funsters, a trio of teen-age girls who sing in Dixieland style and a novelty act new to Camp Shows. Straight from Broadway is this parade of musi-comedy and magic.

The players as they will appear here are listed below:

Milton Douglas — Master of Ceremonies.

Harry Hines—Comedy bit.

Darlene Walders—Sensational Acro-dancer.

Nancy Andrews — Comedy Songs, Parody and Piano.

Milton Douglas and Company —Stellar Comedy Act (Douglas, Hines and Priscilla).

Two Sharps—Jitterbug Dancing.

Rudy Carleton—Pianist and Musical Conductor.

Rodney Bell—Impersonator.

### Boxing Matches Scheduled for Wednesday, January 26

"The intersquadron boxing tournament resumes on Wednesday, the 26th of January," Lt. Edward Margolis stated today.

The squadrons participating are the 25th and the 7th. Ten matches are going to be slated and it is expected that the show will be one of the best ever put on in this field.

### Openings Available in Judge Advocate General OC School

Any Warrant Officer or EM in active service with an AGCT score of over 110, who is physically qualified may apply for acceptance and selection to attend the Judge Advocate General Officer Candidate School, Lt. Paul J. Kohanik, Schools and Classification Officer, announced this week.

An applicant must have leadership ability, alertness, voice, physique, personality, poise and force. He must also have had such education or civil or military experience as will reasonably insure his satisfactory completion of the course.

All applicants must have attained their 28th birthday and must be graduates of a law school. At least four years practice of law is desirable but not essential. All applicants, qualified, will first be rated by the Officer Candidate Board of Gore Field.

### Officers Urged To Fill Out 66-2 Personnel Forms

"The first step in the elimination of arms and services branch distinctions within the Army Air Forces is the filling out of the new WDAGO 66-2 cards," Lt. Paul Kohanik, Schools and Classification officer announced this week.

"Commenting on the recent message by General H. H. Arnold, Commanding General, Army Air Forces, which explained the purpose of converting all personnel to Air Corps and integrating the arms and services organizations into functionalized Army Air Forces organizations, Lt. Kohanik stated that before this change can be put into effect, all officers must be interviewed so that the cards can be properly filled.

All officers who have been interviewed but who have not signed the triplicate copies of the new forms are urged to do so immediately, Lt. Kohanik concluded.

### 'Tail Winds' to Carry Soldier Balloting News

WASHINGTON, (CNS) — Information to aid service men in the methods of voting in primary and general elections during 1944 will be provided "Tail Winds" by the War Department through Camp Newspaper Service, according to Col. Robert Cutler, GSC, who is in charge of soldier balloting.

It has been emphasized that the War Department is not concerned with candidates and platforms but it does wish to make sure that every effort is made to provide all necessary information as to when and how to vote. The information will be directed to all officers and enlisted men regardless of whether they are stationed in the continental United States or overseas.

Many plans to expedite soldier voting, including several ideas

involving the use of V-Mail, have been considered. At present the only means by which service men can vote is through the use of absentee ballots. However, congress has given attention to the problem in the past and may do so again.

It is the duty of every camp editor, according to Col. Cutler, to see that his readers have the necessary knowledge of what to do to secure absentee ballots. Many are now available and others may become available.

Under present circumstances service men may vote by means of absentee ballots in nearly all states. Kentucky and New Mexico do not permit absentee voting. New Hampshire and New York do not allow absentee balloting in primaries but do permit it in general elections.

Dates on which primaries are scheduled will be carried in "Tail Winds" at appropriate times.

### 4th Bond Drive Opens Jan. On Gore Fi

War bond officers of the Ferrying Group are intensifying their efforts to procure increased bond sales from military and civilian personnel of this group with the opening of the Fourth War Loan Drive only a few days away.

Even though the Fourth War Loan Drive will stress cash purchases, the emphasis will be on the systematic savings plan with the systematic savings pay reservations for the war bonds.

"All bond officers have been urged to follow this plan for cash sale may only be a time sale," said Lt. Joseph Burke, Personal Affairs Officer. "whereas a sale through reservation plan is a continuous one and produces more money for the individual and the war.

"When we buy bonds within the limit," added Lt. Burke, "these things: (1) We provide for the prevention of war never increasing volume; (2) we resist the threat of deflation; (3) we provide for the use of resources for activity; (4) we provide for our own individual future security; (5) we provide for the greatest possible safety funds and, (6) we obtain the best rates of return investment available to us."

### Bowling Bits

The mighty 385th went along, snowing under the 1st's by 313 pins only. The 1st's were able and fall when the 385th took them by 16 pins in an exciting close match.

This defeat was the first since the record of Sgt. and Co.

### Lost—One Parachute

One parachute, serial 42-84769, lost on one of the 1st's. Anyone knowing whereabouts please contact S/Sgt. McHugh of the 7th Squadron.

## SQUADRONS

(Continued From Page 6)

above-mentioned items be submitted to the QM Office, this station, at the earliest possible date.

QM KIDS,  
7th Ferrying Group.

## Communications

By CPL. RALPH ALBANO

Action aplenty is now going on over at the old sub-depot Hangar. Hammers are pounding, saws are buzzing and hot soldering irons are actually flying around. Group communications is moving in and not a moment is being wasted. The "Big Three" are now united into one. The Radio School, Radio Maintenance and Ground Station U-88 are now together under one roof. This past week has been a very momentous one for all of Group Communications. A long lasting ambition has finally been realized. We are certain that the "Big Three" shall get along fine just like one big happy family.

Word comes to us that the Dot and Dash boys from the Code School have had a grand time smoking cigars lately. M/Sgt. Chew now is the proud papa of a baby boy and M/Sgt. Hammond the proud papa of a baby girl. This section seems to be increasing steadily the ranks of proud fathers.

Pfc. Kahle is off for a furlough to the Windy City. With all his boosts for Chicago they should have a band at the station to greet him.

Here's some sad news for all the Great Falls beauties. Smiling Charles Turcin has now handcuffed himself to his one and only. A certain Milwaukee beauty is now strutting around with a beautiful sparkler on that second finger-left-hand.

The other night M/Sgt. Smith was seen working in his office in the wee hours of the morning. Could it be that Smitty has taken such a great liking to the new place that he hates to leave it?

Any of you guys and gals who want to see some real short-snorter bills stop around to see some of our ranking radio operators.

That chief of all static chasers, Warrant Officer Warrant, has left for a fifteen-day furlough which happens to be one of the few he has had in his fifteen years of service. Anyone seeing the above named W/O kindly direct him to the New Communication section because his office has been moved since his departure.

M/Sgt. Jack Welsh has just returned from Long Beach after showing the Hollywood Commandos down there how a real radio man acts.

What corporal amongst the Static Chasers has gained the title of USO Commando? Oh, Oh, did I see myself blush then?

Time to sign off—So long until next week and to all a Very Merry Christmas and a Very, Very Happy New Year from all the boys.

## Christmas to Be a Holiday at Gore Field

(Continued from Page 1)

Club for men and women in uniform who plan to spend the holiday in town. Dancing and the singing of carols, in addition to the exchanging of gifts by buddies in the service, will round out the evening's entertainment.

Christmas Day, a buffet dinner will be served by hostesses of the USO Club from 1430 to 1930, with the usual Saturday night jamboree beginning at 2030.

As an added attraction, a variety show is scheduled for Sunday afternoon, December 26, from 1600-1700.

Service men and women will rhumba out the old year and

jitterbug in the new at "Snowball and Snows" dance at the USO Club Year's Eve. The dance is and a floor show will sented in true night club

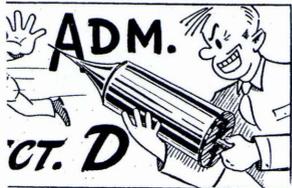
Fred Waring will dedicate national radio program January 3 to the personnel activities of the 20th Ferrying Group, Nashville, Tenn.

SOMEHOW, LACE DOESN'T FEEL SO ALONE THIS CHRISTMAS EVE!

A NEAT PACKAGE FOR ALL YOU G. I. GENERALS — from MALE CALL, CAMP NEWSPAPER SERVICE and MILTON CANIFF

Copyright 1943 by Milton Caniff, distributed by Camp Newspaper Service

substantiating this claim, a fond eye to our two all teams, the Bombers, ne out first-best in two l the Engineers, who out- ed their opponents in ly contest so far.



**VT. JOANNE ALTON**

Earl, Sully, Lee and all

s a letter to those of our io have temporarily left on a furlough. We hope are having the world's nderful time while you e, and that you are sleep- 1:30 A. M., if so inclined, what and when you in short, doing all the hat you dreamed about all the months here.

ubt you hope that you ear the words "Medic" re Field" again, but still, k that you might be a terested in what's hap-

ohen is now Sgt. Cohen, lease. Came through yes- and we're sure he de- it, after sweating out r something like two

**Twosome**

and Bea had a slight dif- of opinion Saturday ut are back on the ball hat's beginning to look rious, I'd say. When a orporal will put in a vening in the Wac day aking Wac Christmas ne would be tempted to something more than Christmas spirit at work! ay room is open now and r business, and orchids ue to the men who put any hours of hard work 's a beauty, too! very serious affair be- certain Wac in the Sick unded office and a cor- l Flight Surgeon's cul- in what we would call

met Stan Heneka's wife down- town this noon, quite by acci- dent, and he is certainly to be congratulated! She's as nice as she is pretty, and that's a lot to say. Stan must be glad that he yielded to the force brought to bear by yours truly and Owen Conley.

**One-Armed**

Though threatened with the direst of consequences, we feel that journalistic accuracy necessitates the comment that the temporary disablement of one arm certainly doesn't seem to put anything like a crimp in Pvt. Jackson's style!

Sgt. Mikeska received a letter from one of our "has beens," Cpl. Greg Zuniga. He is now in India, and sends his best. And Bette Gallipeau has a communique from Cpl. Bill Guild. Seems that he's in England now, and, quite by accident, ran across none other than S/Sgt. Ernie Trewitt, of all people! Which brings to mind the old saying about it's being a small world after all.

I guess that about covers the foreign front, so I'll sign off. Have a super time, but come back to us—we miss you all, and it's sure not the same without you.

—As ever, Jo.



**By JERE JARVIS And TORCHY FORKER**

This is Red and Red coming to you from the day room of the Wac detachment, Gore Field, Montana.

**Romance, Inc.**

Flash! Holiday season has inspired quite a few new romances, and by the look in T/Sgt. Bob Carr's eyes, our "Joe" Scyincinski's romance will outlive 1944. Sgt. Bill Gymoure of WX, dances with no one but Dorothy Moody these days. Ah love, ah life, ah beautiful Wacs. But there are snags—it seems there is a civilian redhead in this romance, too.

there will be a wedding, or so reports our underground system —Lorenza Martinez and M/Sgt. Martin Glazner. Hey, "Marties," who's trading who in or what? Don't leave your public in the dark.

"Parting is such sweet sorrow" —Pete and Brad. We're happy for you, but miss you we will. And Don Faulkner, be true to the blond stressed Pvt. who left you her heart.

This is a memo to Sgt. Ruth McCline and Sgt. Marcella Fralic. The Wac BOQ is plainly labeled and is directly across the street from the Wac orderly room, but if you do need a guide, advertise.

To Pvt. Minnie Hall goes our thanks for being so sweet, cute, and for wearing khaki. Your charming ways have completely captured the heart of T/Sgt. Robert Soven, from the mess hall. The first and only Wac to do it.

**Paging Hawkshaw**

Pfc. Frances Ellard doesn't want to leave Gore Hill for California. Hummm—who, what or why? The underground's latest assignment.

When three M/Sgts. came into the PX a couple of days ago and one was especially . . . no other words, but handsome, rugged, devastating describe him. We knew we must get his name. We Wacs must be "in the know." And so, with our pen and little black book (scandal book in this case) in hand, we waltzed gaily up to him. And the name? Must we share? One of the Jones boys, no less—Robert Jones. We got a little more information, but it is strictly on the QT, and so the line forms to the right.

Who is the mystery man—tall, blond, blue eyes—who was heard to have said about "Tommy" Umberger, in the course of a recent basketball game: "All that and a southern accent, too."

The black eye Ethel Moore has or almost had is from PT, no kidding, she has witnesses, it says here in small fine print, which no one will bother reading.

Shirley Brennen is said to have sat for all of five minutes with her mouth open when she turned completely around in a jeep; now we know who not to thumb a ride with.

Pvt. Jean Peronto is still "The Topic" of discussion—men five deep around her, the night she was so glamorously arrayed in a black and white formal. Her date, Willie, from Alert, said: "I felt like a sub-player on a football team—in for three seconds and out." Oh, for a smile like that!

The voice of the week belongs to Sgt. "Zip," when she talked long distance to her man, Sgt. "Red" Ryan in Los Angeles.

Sgt. Doris Hettiger is one of us again, looking happy and content and radiating her usual brand of special sunshine.

**Air Gauge Available**

An air station complete with air gauge has been made available at the Quartermaster Gas Station on a self-service basis. All personnel are requested to make use of this convenience.



**By ANN BOLLA**

Now if I can persuade this pen to take a nose dive into the inkwell this "Nosey News" will endeavor to enlighten you on some of the happenings about the warehouse.

Jingle Bells! Jingle Bells! Santa is coming to "201"! A Christmas Party is now under way. Full particulars will follow.

Wedding bells are ringing as far as the 34th A/C Supply is concerned. Wanda Fleet married Pfc. Frank Potter, Arlene Parker, a former employee, to T/Sgt. Burnell Henderson and Bonnie Olson to Lawrence Hortick. Congratulations and loads of happiness.

**Bowling Highlights**

Occasionally one of the teams really gets red hot and knocks those wooden pins for a loop. 201 Whse. team hit a high team game to total 701—and incidentally taking two games from Post Maintenance.

Inez seems to have a secret admirer in "202." All information we can obtain thus far is that he's "Pfc. Pat," commonly referred to as "Yoo-hoo" Pat.

**Christmas Presents Wanted:**

Betty Dilbeck—a jumping jack. Joe Kelly—another warehouse. Jean Kind—just a "metal" frying pan.

And as for me, just a piece of motorized equipment that will get me to work on time.

**A Plea:**

To the Personnel of 201, 202 and 203: There is a box labeled "Tail Winds" in Whse. 201. Won't you please put any newsy item therein? Remember this is your column.

**Song by Members of the Wacs**

(To the tune of "Daring Young Man On the Flying Trapeze")

Oh, once I was happy  
But now I'm forlorn,  
For all of the Wackies  
Have packed up and gone.  
The Barracks are empty  
With just we who mourn  
That our Furloughs are far, far away!

And now for the latest  
An item that wows!  
Jean Hedemark and Al  
Have exchanged solemn vows  
To love and to honor  
To share a small house  
And our Furloughs are far, far away!

Now, who was the person  
Who lives in Wing II  
Who wakes people up  
And at 12:30, who?  
To tell them that  
Her love was still true?  
And our Furloughs are far, far away!

Oh, that is the story  
Of woe-begone Wacs  
Left here at Gore Field—  
Oh, "our achin' backs!"  
Envyng others  
Returned to their shacks  
But OUR Furloughs are far, far away!

The football season is the only time of year you can walk down the street with a blanket on one arm and a woman on the other, without having people ask too many questions.

**GOOD CONDUCT**

**AO (ALL OUT) SHE'LL GET DIRTY WITH YOU IF YOU DON'T FEND HER OFF**

**AR (ALWAYS RELIABLE) SHE'S THE MOTHERLY SORT — NOT GLAMOROUS, BUT NICE TO TURN TO WHEN YOU NEED SYMPATHY**

**CV (CHARMING VIXEN) SHE LIKES TO TOSS OFF A FEW NOW AND THEN... NO MATTER HOW OFTEN YOU RUN OUT ON HER, SHE'S ALWAYS WILLING TO TAKE YOU BACK...**

**FOR LUBBERS ONLY**

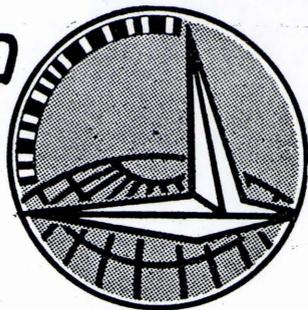
- DD - DESTROYER
- PT - PATROL TORPEDO BOAT
- SS - SUBMARINE
- BB - BATTLESHIP
- AO - OILER
- CV - AIRCRAFT CARRIER
- AR - REPAIR SHIP

**HE'S 'A IN**

# TAIL WINDS

## SEVENTH FERRYING GROUP

Ferrying Division - ATC



3

June 2

557th AAF Base Unit, Gore Field, Great Falls, Montana, December 15, 1944

Number 1

### Housing Units for Returnees

In reply to a plea by Lt. Col. R. Hatt, Commanding Officer of the 7th Ferrying Group, for better housing facilities for personnel returning from overseas, occupancy restrictions of all housing except the general Housing projects, which are government owned, has been eased, according to information received from the Regional Administrator for National Housing in Seattle.

This means that all housing in metropolitan area of Great Falls, built under priority or war government loans, and which were formerly for the use of essential war workers only, now available to overseas returnees upon certification of eligibility from the Commanding Officer and the Gore Field Housing Committee.

Requests for houses, apartments and other units can be made by authorized personnel through the Gore Field Housing Office, English Realty Co., J. Pappin & Son, H. H. Stan Co., and H. Earl Clack Co.

### Christmas Party for Children

A Christmas party for the children of all military personnel of the 7th Ferrying Group and thephans home of Great Falls will be held in the Officers' Club on December 24, at 1500, it was announced this week. Special entertainment is being planned for the afternoon, and gifts will be sent free to all children who attend.

The party is being sponsored by the Officers' Club.

In addition to the presentation of a gift to each in attendance, refreshments will also be served to the children.

A list of all children is now being compiled. Parents have been asked to notify their section orderly room or the Officers' Club as soon as possible if their children will attend.

### Passes Turned in at Gate

Effective this week, Class A passes are not picked up at the gate except in instances where individual is late, or where there is some question as to the identity of the pass.

### Flash!

A shipment of films and Kleenex has been received by the Post Exchange, and will go on sale at the PX tomorrow, Saturday, December 16, at 1400. The films are available in all the popular sizes and sales will continue until the supply is exhausted, announced the Post Exchange. Sales will be restricted to military personnel only.

### Decorate Field For Christmas

Gore Field has already started to be "dressed up" for Christmas with 7th Ferrying Group Sections appropriately decorated with lighted Christmas trees, wreaths, figures of old St. Nick, reindeer in conspicuous places outside and inside orderly and day rooms, between buildings and around their areas. The Rec Hall is also being decorated in traditional holiday style.

Sections are competing for the beautiful trophy which the Special Service department will award to the unit with the most striking and novel outdoor trimmings.

The Units that are decorating their respective areas are Sections A, B, C, D (Medics), E (Wacs), and M. A. T.

### Christmas Dinner For GIs, Relatives

Relatives and friends of enlisted personnel are invited to attend the Christmas dinner at the Mess Hall, it was announced by the Consolidated Mess Officer. It will be the same setup as Thanksgiving, only on a larger scale.

A special dinner is planned and will include Turkey and all the trimmings. With the Mess Hall decorated in the true Christmas spirit, a large crowd is expected.

### "Tail Winds" Presents Personality-of-Week

Pvt. Evelyn M. Nelson, Wac detachment, will be the "Tail Winds" Personality-of-the-Week on radio station KFBB tonight at 2030.

Pvt. Nelson, from Tullake, Calif., was a bank teller in civilian life and is currently attached to the Finance department, where she serves as cashier.

### PX Profits Are New Courses Given to Fund In G. I. College

A substantial dividend for the month of November, one of the largest ever announced, was declared by the Gore Field Post Exchange. This follows a smaller dividend, which was announced last month.

A large portion of this amount was immediately turned over to the Central Post Fund, which goes in part to the Special Service department and the Chaplain's office—to provide for the mental, physical and spiritual benefits of military personnel.

Responsible largely for the generous dividend is the improved operation, resulting from a more favorable inventory balance and reduced overhead. For the second time since the PX opened, food operations showed a profit instead of being in the red.

This improvement in overhead may mean further downward adjustments in prices, Capt. Gilbert J. Howard, Post Exchange Officer, disclosed.

### Costume Party For Officers

A Sadie Hawkins party for officers, their wives, and friends, will be held at the Officers' Club tomorrow (Saturday) at 2000. A buffet dinner will be served from 1930 to 2130.

No one will be admitted without appropriate costume and suitable prizes will be awarded the most original and novel garb.

A Sadie Hawkins chase will be conducted during the affair and the winners will be designated as 'Lil Abner and Daisy Mae, made famous in the celebrated comic strip.

A floor show and dancing to the music of the Gore Field show band will make up the evening's entertainment. F/O Johnny Fielder will be the master of ceremonies.

### Illustrated Story To Appear Next Week

A complete illustrated story of ITSUPTU U, your GI College, will be included in next week's issue of "Tail Winds."

Two new classes, Physics and Chemistry, and Expressive Written English, have been added to the GI College curriculum, filling an urgent need for these courses.

The first of a series of classes in Physics and Chemistry will be initiated tonight at 1800 in the GI College, Bldg. T-372. Capt. S. E. Umans, Base Chemical Warfare Officer, who has had a civilian background as a teacher in science, will be the instructor.

A preliminary survey will be held in the class tonight for all those interested in either or both subjects, and discussion will be based on a program of study for the classes. Capt. Umans will construct laboratory equipment necessary for experiments and demonstrations.

### Written English Begins Tuesday

Lt. Morton M. Waisman will begin classes in Expressive Written English Tuesday night, December 19, at 1800.

This course is designed to put to use through written exercises the ability of expression in a convincing style that is individual and interesting. Through constant training this style will be encouraged and developed. Outstanding efforts will be published in "Tail Winds."

Classes will be informal and frequent discussion will be encouraged. Typical class topics will include "Training the Imagination to Work for You," "Enjoyment of Humor," and "Drama and Comedy in Life."

### Civilians to View 'Japan, the Enemy'

An Information-Education motion picture, "Japan, the Enemy," will be shown to civilian personnel at 1220 tomorrow (Saturday) in the Post Theater. This is the first of a series of War Department movies to be made available to civilian personnel.

"Japan, the Enemy", 50 minutes in length, and three pictures in one, deals with separate phases of Nipponese life, "The Land," "The People," and "Her Dream of Empire."

Civilian personnel who attend will be excused from duty until completion of the film.

Announcements of showings of other Information-Education pictures will be made in the Daily Bulletin.

## Uniform For Now Effect

Uniforms became effective, 19 September 43, under issued by Headquarters the 7th Ferrying

for officers and enlisted will be as follows: during duty hours, slacks, with headgear below. Colors of shirt will match; that is, slacks are worn, the only will be worn, and green materials interchangeably.

Service coat (blouse) is optional khaki shirt may be worn without the service

retreat: Shirts and slacks worn above and service are two exceptions to on duty either on or off or when traveling to duty, the service coat is worn and the service coat is worn in the Officers' Club 1930.

Service cap or the garrison cap at all times.

Officers, during duty wear a drab shirt and slacks with the service coat as

retreat: olive drab shirt. The service coat is optional until 1 November 43; after that date, obligatory. The service coat is also optional when either on or off the duty when traveling to or from duty. Only the garrison cap worn.

Officers and enlisted personnel wear uniform as prescribed in the Army Regulations, with the provision that the garrison cap be worn during duty hours. A service cap may be worn during retreat.

Wearing of all types of insignia in the winter uniform in accordance with Army Regulations.

## Men To Hold Wednesday

Enlisted Men of Gore will hold a dance in the mess building, Wednesday, 24 September. The Special Service detachment announced yesterday. Invited Enlisted Men and Officers are invited to attend, which will be exclusive. The 7th Ferrying Band will play.

Rock Springs, Cal. (CNS)—Shirley Temple came an aunt recently. She was born to Cpl. and Mrs. Temple here. Cpl. Shirley's brother.

## Eyes Right

(Editor's Note: We are inaugurating a series of thumbnail sketches giving a few facts about the Section Heads of the Ferrying Division. Today we present Lt. Col. Coates; next week, Maj. Rust.)



LT. COL. FRANCIS M. COATES

Colonel Coates, a native of Little Rock, Arkansas, was in the insurance business before he turned to matters more military. He enlisted as a private in the 15th Observation Squadron, Arkansas National Guard in May, 1935, and was commissioned as a 2nd Lt. in less than a year.

In September, 1941, he went to the Air Corps Ferry Command at Long Beach. From there he moved to Ferry Command Headquarters in Washington.

Colonel Coates is now Director of Personnel, formerly A-1 in Ferrying Division Headquarters.

Rated as a Service Pilot and Senior Aircraft Observer, he has two sons, of whom he is very proud, attending school in Exeter, New Hampshire.

—BUY ANOTHER BOND—

## SOLDIER— Do You Know?

It is a custom of the service to ask permission of an officer before smoking in his presence.

To deliberately avoid saluting is a most serious mark of disrespect to the rank or colors.

It is customary for officers of even grade to exchange the military salute.

When in Doubt—Salute!

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## “H. Q.”

Ferrying Division  
Cincinnati, O.

Grig. Gen. William H. Turner, Commanding General of the Ferrying Division, presented the Soldier's Medal, awarded posthumously to 1st Lt. Max H. Demorest, a widely-known geologist and Arctic explorer, who lost his life last November in an attempt to rescue a Ferrying Division crew stranded on the Greenland Ice Cap.

Bob Hope, returning from a 20,000 mile trip of entertaining Allied troops in Africa, Britain, and Sicily, stopped off at the 20th Ferrying Group Municipal Airport recently on his way to Hollywood. Commenting on the work of the Ferrying Division, the comedian said, “The ships and supplies they are flying over there are unbelievable. At the rate they are going, they will be flying buildings before long.”

To emphasize the importance of airplane maintenance, the 4th Ferrying Group is initiating squadron engineering competition. Inspectors will rate the squadrons on maintenance of forms, compliance with general tech orders, maintenance of aircraft, maintenance of squadron flight line, compliance with safety rules, and fire prevention. At the beginning of the month, each squadron will be given 100 points. For every violation of good engineering practice, points will be deducted. The winner will be awarded a guidon which will be retained until the next winner is announced.

A dinner-dance, with music by 1st Sgt. Les Lester and his celebrated dance band, will be the feature attraction at the formal opening of the new Non-Commissioned Officers' Club at the 5th Ferrying Group. The clubhouse and recreational facilities on the 17 acres of ground were donated for use by the Non-Coms by the Salesmanship Club of Dallas, Texas.

The USO-Camp musical comedy, “High Jinks,” will play at the 2nd Ferrying Group, September 18. The cast of the show is composed of dancing girls and comedy stars direct from Broadway musicals who are taking the show on tour of the country's camps.

Staging a musical revue in the Recreational Hall at the 3rd Ferrying Group, the Camel Caravan entertained personnel at that station recently. Performers included the Morgan Sisters trio, Charlie Masters, comic drummer, Comedian Clyde Hagar, and Michael Harmon, M. C.

## Gen. Arnold Praises ATC In Article

The ability of the United States to maintain highly effective air forces on 10 fighting fronts is “very largely due” to the Air Transport Command, says Gen. Henry H. Arnold, chief of the U. S. Army Air Forces, in an article in the October issue of “Flying Magazine.”

Pointing out that modern war is three dimensional: land, sea, and air, Gen. Arnold states that “we are demonstrating daily that it is possible to descend from the skies into any part of an enemy nation and destroy its power to continue the conflict.”

In his high praise of the ATC, Gen. Arnold says: “It is unquestioned that the remarkable spread of American air power to 10 fighting fronts in all parts of the world within less than a year after Pearl Harbor is very largely due to the rapid pioneering development of the Air Transport Command.”

“Organized in May, 1941, to ferry lend-lease planes, the ATC has expanded in a little over two years to a world-wide airline operating more than 110,000 miles of airways over five great routes, with all the airfields, hangars, gasoline storage facilities, communications and weather reporting that this implies. Over these routes a steadily increasing stream of combat planes is being ferried daily, and impressive quantities of high priority supplies and equipment, besides key personnel, are transported to the fighting front.”

## Post Library “Rose Room” Available For Letter Writing

If you are looking for a place that is quiet to write your letters home, try the “Rose Room” in the Post Library, the Special Service department advises.

This room, painted a dull pink, has been set aside expressly for the purpose of conducting your correspondence. All necessary writing materials such as pen, ink and Gore Field stationery is available to all men on the field. There is no cost.

Keep up the morale of the civilians and speed up your correspondence by using this room, Special Service advises.

Rock Springs, Wyo. (CNS)—Arrested for drunkenness, Cecil Jones mistook the big lock on his cell door for a slot machine and clogged it with nickels. The jailer could not open the door so the judge stood outside his cell and fined him \$10.

## Uniform For Winter Now In Effect

Winter uniforms became effective Sunday, 19 September 43, with an order issued by Headquarters of the 7th Ferrying Group.

Uniform for officers and enlisted men will be as follows:

Officers, during duty hours, shirt and slacks, with headgear described below. Colors of shirt and slacks will match; that is, when pink slacks are worn, the pink shirt only will be worn. Olive drab and green materials may be worn interchangeably.

The service coat (blouse) is optional. Cotton khaki shirt may not be worn without the service coat.

After retreat: Shirts and slacks as described above and service coat. There are two exceptions to this. When on duty either on or off the post or when traveling to or from duty, the service coat is optional and the service coat is not required in the Officers' Club until after 1930.

The service cap or the garrison cap is optional at all times.

Enlisted men, during duty hours: olive drab shirt and slacks as issued with the service coat as optional.

After retreat: olive drab shirt and slacks. The service coat is optional until 1 November 43; after that date, obligatory. The service coat is also optional when on duty either on or off the post, or when traveling to or from duty. Only the garrison cap will be worn.

Wac officer and enlisted personnel: winter uniform as prescribed in Wac Regulations, with the exception that the garrison cap will be worn during duty hours. The service cap may be worn after retreat.

The wearing of all types of insignia with the winter uniform will be in accordance with Army Regulations.

### Married Men To Hold Dance Wednesday

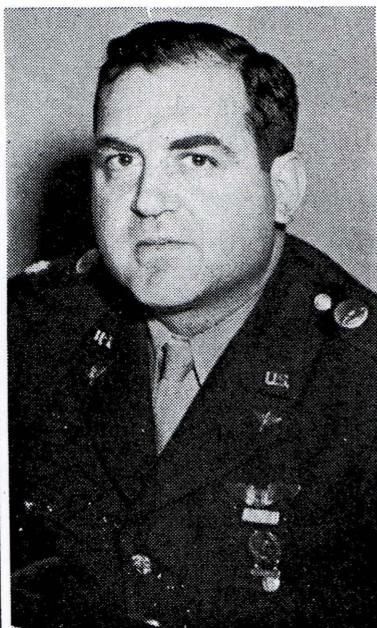
Married Enlisted Men of Gore Field will hold a dance in the Recreation building, Wednesday, Sept. 29, the Special Service department announced yesterday.

All married Enlisted Men and their wives are invited to attend this dance, which will be exclusive to them. The 7th Ferrying Group orchestra will play.

Palo Alto, Cal. (CNS)—Shirley Temple became an aunt recently when a son was born to Cpl. and Mrs. Jack Temple here. Cpl. Temple is Shirley's brother.

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# TAIL WINDS

## SEVENTH FERRYING GROUP

Ferrying Division - ATC



### Vacs Urged to Write about Service

In order to increase the initial response to the Air Vac recruiting campaign, Gore Field Airacs are urged to join in the drive by writing to friends who might qualify for enlistment.

Active participation of present "Vacacs" is expected to be an important factor in the success of the campaign. Recruiting officers pointed out that members of the Corps are themselves the best proof of the advantages of enlisting since they had the chance to get out after several months of trial in the WAC and they chose to stay in when units assumed full army status in September.

The urgent nature of the campaign was emphasized by Maj. Harold L. George, Commanding General of the Air Transport Command, who recently stated, "The Air Transport Command is vitally concerned with the final result of Army Air Forces—Women's Army Corps recruiting campaign. I earnestly hope that several thousand enlisted women and officers will be available to us in the reservoir of American manpower thus created."

### Military Asked To Contribute to Fund

Contributions and pledges for the War Fund-Community Chest are now being accepted in the Public Relations office in headquarters.

The Cascade County War Fund Committee has asked the military personnel of the 7th Ferrying Group up to aid in reaching a quota of 94,714. At present the amount raised is \$92,463.

This War Fund assists in maintaining the USO and other recreation facilities for military personnel as well as civilian organizations in this community.

### A Soldier and a Gentleman

Military courtesy and those pre-eminent qualities of a good soldier have been one of the outstanding virtues of the military personnel at Gore Field. We must not allow it to become stalemated now.

There has been considerable turnover among officers and enlisted men during the past few weeks, which might, but should not, account for the noticeable decline in the observance of customs of the service.

Elsewhere in "Tail Winds" appears a column entitled "Soldier, Do You Know?" Many of you are familiar with this column, but for the benefit of those who are new at this station, there each week appears brief pointers concerning military courtesy and customs of the service. Fundamentals appear there that each officer and enlisted man learned, or should have, during his basic training period. Apparently a small minority

of the officers and men on Gore Field have forgotten these fundamentals and overlooked the fact that failure to observe military regulations, and misconduct in uniform reflect not only on the wrongdoers, but on every man who wears the uniform.

If every member of the command will observe the fundamentals of military courtesy and discipline voluntarily, the 7th Ferrying Group will be above reproach. Unless every member of the 7th does so voluntarily, it can be only a matter of time until disciplinary action must be taken by Commanding Officers, for they, facing reprimand from even higher authority, are responsible for the action of their men.

So 7th, let's go. "Get on the Beam."

Let's be the best damn group in the Ferrying Division.

When in doubt—SALUTE!

### Bowling Bits

The Commissary bowling team seems to have run into a bit of bad bowling luck this past week. After being defeated on Sunday by the Officers' bowling team by a margin of 40 pins, they accepted the 385th's "come one-and-all" challenge of last week and were badly trounced the following night by the powerful base squadron bowlers. The 385th piled up a total of 2,377 pins, 89 more than did their courageous but outclassed opponents.

According to 1st/Sgt. Wright of the 385th team, there doesn't seem to be any serious competition to worry about. His team will meet any and all who care to play. How about it, fellows?

Incidentally, Lt. Arthur Moody would like to see a great deal more of the enlisted men's wives on the alleys.

### Officers' Clothing Store Opens In New Post Exchange

The Officers' Clothing store will open November 29 in its new and more spacious premises, said Lt. Robert Hoyt, Post Exchange director.

The other departments will follow in a few days, and the luncheonette will be open for business as soon as the new kitchen equipment has arrived.

### Traffic Violators To Be Disciplined

Enlisted personnel driving military equipment outside of Gore Field must obey all state traffic regulations, according to a bulletin issued Tuesday by the Judge Advocate office.

Drivers must adhere strictly to the 35-mile-per-hour speed limit and can deviate from this rule only in cases of bona fide emergency, it added.

Violators will be severely disciplined.

### Newscasts to Be Heard In Mess Halls

All personnel on the field can now keep abreast of the latest news happenings here and abroad. Through the cooperation of the local radio station, KFBB, the Special Service office is able to obtain last-minute press releases as they come over the wire.

This news, together with popular dance music, is broadcast during the noon hour over the recently-installed public address system. Two loudspeakers have been placed in each of the mess halls and one in the recreation hall.

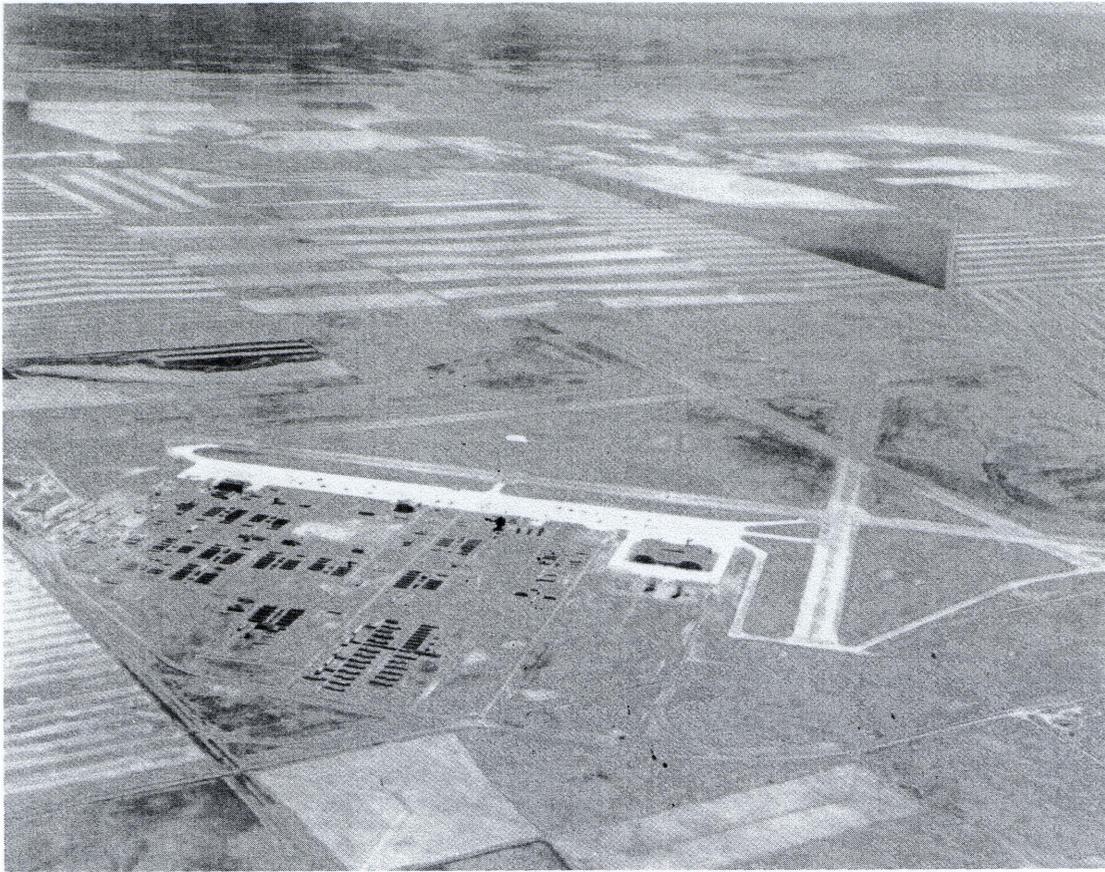
Plans are now complete for the installation of two more speakers on the roof of the recreation hall. These will enable the news, music and special announcements to be heard throughout the entire field, said Maj. Braum L. Bentley, Special Service officer.

### 25th Sponsors 4th Squadron Church Meet

The fourth in a series of Squadron religious services will be conducted Sunday by the 25th Ferrying Squadron, Chaplain John Swenson announced yesterday.

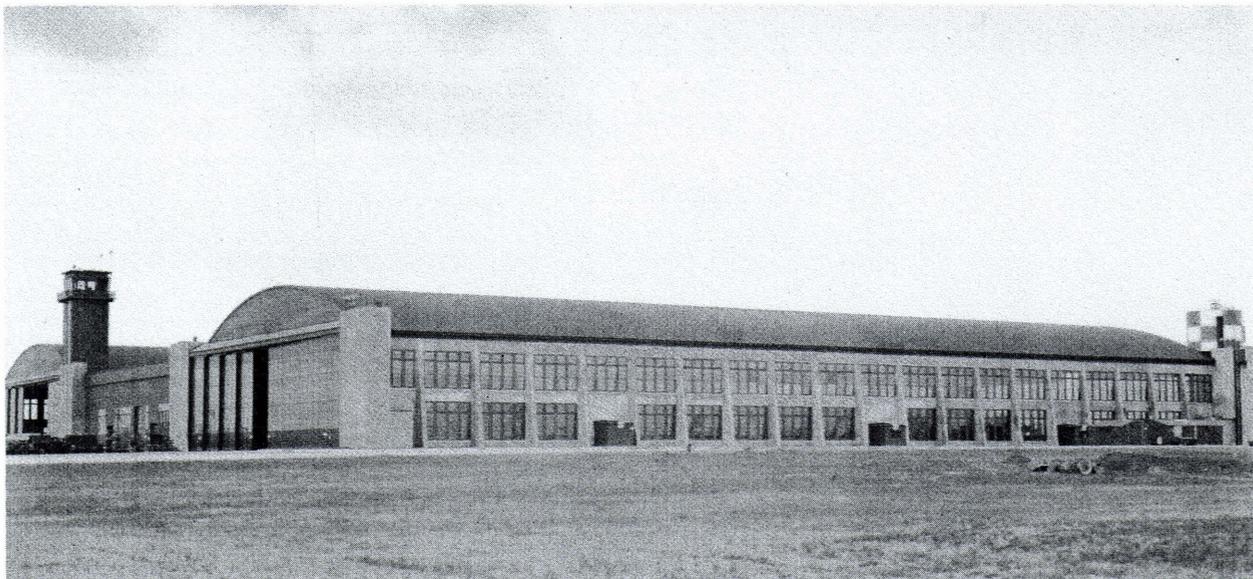
This Sunday's services will include T/Sgt. Cornelius Fogarty, S/Sgt. John Cosgrove and S/Sgt. Pat Leehan in charge of the Catholic service, with Fogarty, Cosgrove and Sgt. Torpie acting as ushers; M/Sgt. Monroe Hammon, M/Sgt. David Loney and Pfc. Carlton Bishop in charge of the Protestant services, with M/Sgt. Ronald Rutan, S/Sgt. Raymond Arnold and S/Sgt. Ralph Plunkett as ushers.

Special music will be provided by S/Sgt. Jack Evans and Scripture reading will be by M/Sgt. Monroe Hammon.



Aerial view of East Base, the Army Air Force facility built at Great Falls during 1942 and 1943. During the war years, the Army also took control of Gore Field, the Great Falls municipal airport. USAF

Hangar at East Base. Construction continued at the base throughout the war. USAF



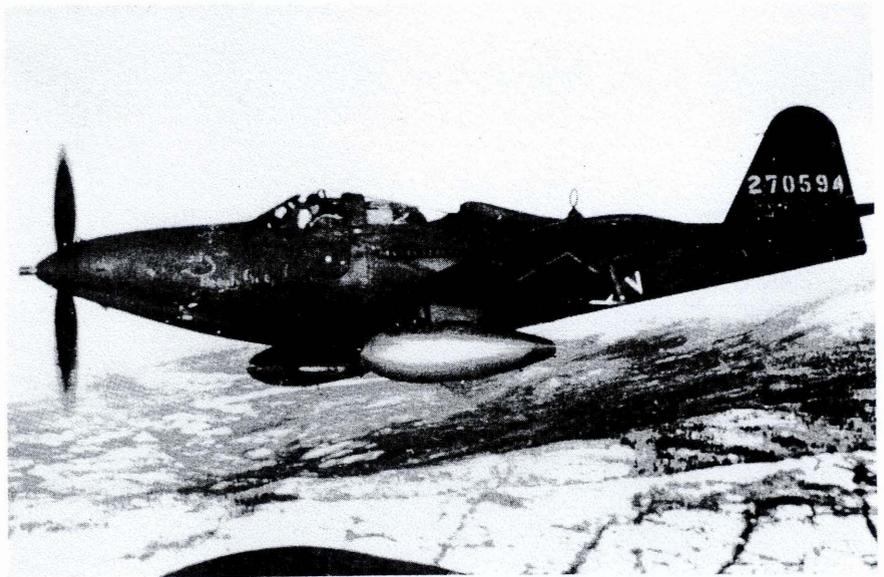
Montana Home Front during WWII. Gary G. Gagnier 978.6 G 527m

1994

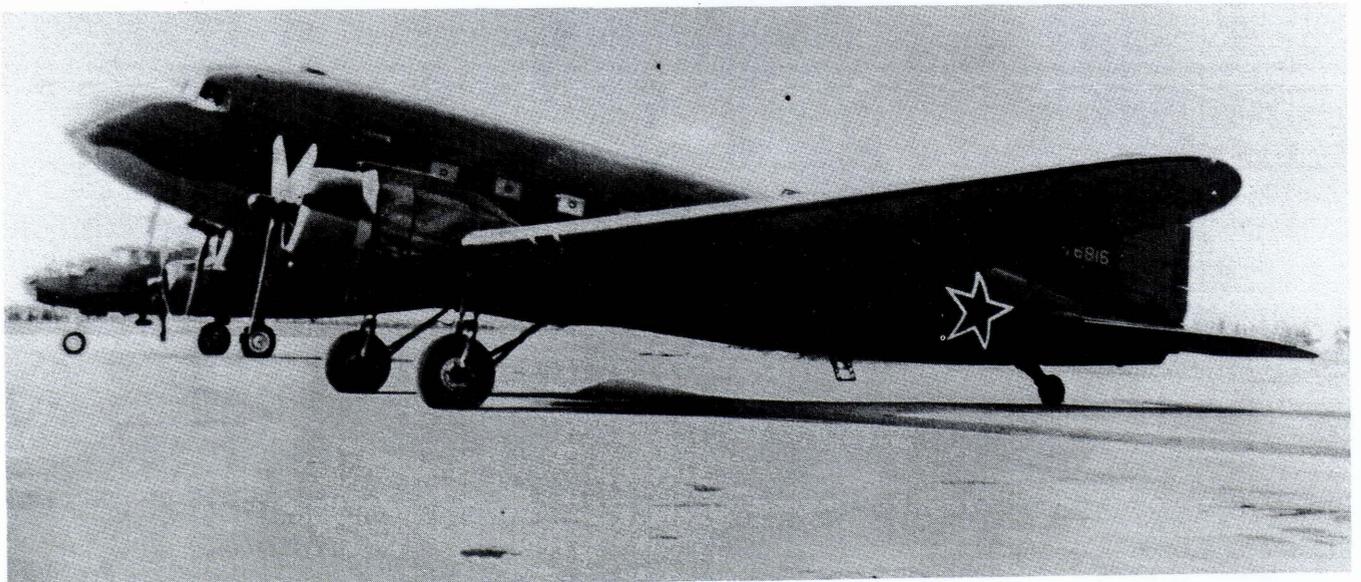


An American soldier paints the red star of the Soviet Union on a war plane. Approximately 8,000 aircraft were shipped to the Soviet Union along the Alaska-Siberia Air Route (ALSIB) as part of the Lend-Lease agreement. USAF

A P-39 Airacobra flies north from Great Falls along the ALSIB route. The Soviets found the P-39s particularly valuable for supporting ground troops. They dubbed the planes "cobrastochkas," or dear little cobras. USAF



A Douglas C-47 cargo plane awaits delivery to Soviet pilots. USAF





A row of P-39s wait on the runway at Great Falls. Many of the planes were ferried from aircraft factories to Great Falls by WASPs, Women Air Service Pilots. At Great Falls, the planes were prepared for cold weather flying and were painted with Soviet insignia. USAF

## Helena

The state capital and county seat of Lewis and Clark County (pop 22,131), Helena was a trade and service center which had seen steady growth throughout the 1930s and had a population of 15,000 in 1940. Like most other cities in the state, it saw a dramatic loss of population during the war years, losing more than 4,000 people in two-and-a-half years.

The city had two radio stations, KPFA and KXLJ, an NBC affiliate. Two newspapers, the *Helena Independent* and the *Montana Record* existed in the capital city, and both were founded in 1866. In the fall of 1943, the Montana Record Publishing Company bought the Independent Publishing Company and began producing just one paper, the *Helena Independent-Record*, an afternoon and Sunday morning paper. In early 1943 L.A. Riskin, editor of the *Helena Independent*, became editor of the Post Publishing Company in Butte, and he was replaced by E.A. Dye. Helena was served by the Great Northern and Northern Pacific railroads, and boasted six hotels, including the Placer. There were three movie theaters and the Little Theater Group put on many live productions during the early 1940s.

Operated by the Catholic Church, Carroll College was one of the oldest private colleges operating in the state. Throughout the war years Carroll College hosted two Navy programs, the V-12 program which trained students in basic training and pre-med, and the V-5 program which trained 550 aviator cadets in conjunction with the Morrison Flying Service. By July of 1944, 100 V-12 trainees had graduated from Carroll and 140 more had arrived in Helena. The V-5 program ended in August of 1944.

Fort William Henry Harrison, an old frontier military post just northwest of Helena, had been under the jurisdiction of the Veterans Administration until July 1942, when the old fort was returned to the U.S. Army. Hundreds of large four-man tents suddenly sprouted at the Fort as teams of carpenters and electricians began building more permanent structures to house the First Special Service Force, a new unit composed of 1,800 volunteers chosen from the Canadian and U.S. Armies. Later in the war, the 464th Quartermaster Corps was stationed at the Fort. After the war, federal funds greatly expanded the Veterans Administration Hospital at Fort Harrison.

## ☞ Red Stars Over Montana ☞

*Stumbling through the* thick jungle, high mountains, and extremely broken country of the Papuan region of New Guinea, reporter Vern Haugland grew increasingly weak from lack of food. On the first of September he spotted a large valley in the far distance. Eight days later he was still trying to reach the valley when he noticed signs of human habitation. He followed a trail to the village of Obea, near the Ibinambo River, where he met natives who appeared friendly. Although the Papuans provided Haugland with food, he was very ill and becoming increasingly delirious, so the natives guided him to the larger village of Sirimidi. When Haugland arrived at Sirimidi on September 11, he met two missionaries, Australian Luscombe Newman and Englishman Jack Salzman. The missionaries realized that Haugland needed immediate medical attention, and they hired natives to carry him on a rough stretcher over the Owen Stanley Mountains to Abau, where he was flown in an open two-seat airplane to Port Moresby. By the time Haugland finally arrived in a hospital on September 23, he weighed only 90 pounds, a loss of nearly 70 pounds during his 47 days in the jungle. His friend Mike and the plane's navigator were never heard from again.

Much to Haugland's dismay, the diary he had kept of his ordeal was printed in newspapers at home while he was still delirious, and the diary was soon published in book form, making him an instant celebrity. Never one to miss a photo opportunity, Gen. Douglas MacArthur visited Haugland in the hospital on October 3, and awarded him the Silver Star for heroism, the first ever given to a civilian. On October 10, Haugland was flown in an American bomber to Australia, where he spent another month in the hospital before returning to work. The University of Montana journalism school issued a pamphlet on his adventures, and in 1943, Haugland's account of his experiences, *Letter From New Guinea* was published in New York. Haugland returned to work as a war reporter and eventually published two books on the air war in Europe and the Pacific. He died in 1984.

In September of 1942, strange rumors began circulating around Cascade County. Puzzled farm-

ers reported that dozens of warplanes bearing the red star of the Soviet Union were flying north from the Great Falls municipal airport. Uniformed Russian soldiers were seen on the streets of the Electric City, and the American military presence in Great Falls was mushrooming.

With strict wartime security in place, local citizens had no way of knowing that their city had been chosen as the southern hub of a major military link with Russia. As American involvement in World War II entered its 10th month with few successes, supplying our Soviet allies with new aircraft became one of President Roosevelt's top priorities. A Montana-Alaska-Siberia air route was mapped out, and a group of Red Army soldiers arrived quietly in Great Falls, ready to oversee the Soviet end of the operation. Head of the Soviet contingent was Col. A.M. Kotikov, who along with his wife took up residence in the Pennsylvania Apartments. Anatoli Kotikov had previously pioneered an air route from Moscow to Seattle over the North Pole. He had 38 parachute jumps and 17 years in the Red Army to his credit.

The new warplanes arriving in Montana were prepared for cold-weather flying, were painted with the red star of the Soviet Union, and were officially turned over to the Soviets, even though American pilots ferried the planes as far as Fairbanks, Alaska, where Russian pilots took over. The dangerous journey to Fairbanks covered nearly 2,000 miles, and with intermediate stops in Edmonton, Fort St. John, Fort Nelson, and Whitehorse, it usually took six days of flying through intense cold and blinding snowstorms. A large number of the planes crashed but every one that got through strengthened the Soviet military at a time when a decisive and massive battle was shaping up around Stalingrad.

The man responsible for turning the planes over to the Soviets was the United Nation's representative in Great Falls, Maj. George R. Jordan. Jordan had been a sergeant gunner in Eddie Rickenbacker's pursuit squadron during World War I, and before the U.S. entry into World War II he had observed the bombing techniques of the Royal Air Force by going along as an observer during bombing raids over

Germany.

A Presidential order ensured that planes bound for the Soviet Union took priority over everything else at the Great Falls Air Base. In the first month of operation at the new base, 50 planes left on the first leg of their long journey, and it wasn't long before 400 Airacobras (P-39s), 80 medium bombers (A-20s), and 15 cargo planes (C-47s) left Great Falls every month. According to one officer, there was always a plane on the runway preparing for takeoff. During the war years, at least 7,000 airplanes left Great Falls for the 8,800-mile journey to the Eastern Front. The Soviets were particularly pleased with the P-39 Airacobras, and affectionately called the pursuit planes "Cobrastochkas" (dear little Cobras). The new base at Great Falls was also being used to train American bomber crews, and the first bomber squadron, commanded by Col. Ford J. Lauer, arrived in Great Falls on November 20, 1942. The 385th, 390th, and 401st squadrons of the Second Bombardment Group eventually trained in Montana.

Long before the Soviets arrived in Montana, 1,200 Italian citizens had been detained at Fort Missoula. Although the Italians were usually model prisoners, the detainees did not always agree on political matters. In early September 1942, fighting broke out between fascists and anti-fascists. Dr. Orvall Smiley, the camp doctor, provoked a riot when he posted a letter written to him by one of the prisoners, an anti-fascist. A fascist among the prisoners took offense at the letter and assaulted the letter-writer. Then other anti-fascists in the camp were attacked, which evolved into a riot in which five men were hospitalized. Guards stormed into the camp and broke up the fight with tear gas.

Missoula police were also busy in September. In raids on nine local bars and restaurants, they seized illegal pinball machines, slot machines, punchboards and blackjack tables. Other than illegal gambling, there was little crime in 1942, perhaps because county sheriffs often escorted troublemakers, hoboes, and gypsies to the county line, and left them with a warning not to return.

The fall of 1942 brought a return to school for Montana's teachers and students. Administrators soon discovered that school enrollment across the state had dropped by 10,000 students from the previous year. Much of the decrease was due to the large numbers of families leaving the state to work in high-paying defense industries on the West Coast. Few of

Missoula's students complained when Missoula High (now Hellgate) opened a week late in an effort to save money. The school had just completed a new gymnasium, but Missoula's best athletes got little opportunity to use the facility. By the end of the school year, every Spartan letterman had enlisted in the armed forces. The same situation existed at nearly every school in the state, and because of wartime travel restrictions, no state football championship was held in 1942.

Montana's University system was also undergoing change. A.L. Strand, president of Montana State College in Bozeman, left in October to take over the helm of Oregon State College. He was temporarily replaced by the Dean of Engineering, William Cobleigh, who severely disrupted fall quarter in 1942 by releasing all male students and faculty from classes for three weeks so they could help pick the sugar beet crop. The College's new nursing program attracted 163 students that first year, and for only the second time ever, enrollment at Bozeman (1,428) was greater than at Missoula (1,118). The University population had dropped 25 percent in the past year, compared with a 16 percent drop at the College.

The Sigma Phi Epsilon fraternity house in Missoula was forced to close its doors because all 40 of the fraternity members had enlisted. Many of the students returning to the University were enrolled in the new officer training programs sponsored by the Army, Navy, and Marines, but they still had time to catch an occasional football game. The Montana Grizzlies were the only Montana college team in 1942, as the Bobcats and teams from the smaller schools had opted to cancel their football programs due to the war.

Grizzly head coach Doug Fessenden was already serving in the Army, so assistant coach George P. Dahlberg directed the Montana program. The Grizzlies tried out the "Minnesota shift," a new offense that proved ineffective against Brigham Young University, where the Grizzlies were defeated 12-6 in their season opener. Dahlberg received orders to report to the military in mid-season, and was replaced by Clyde Carpenter, who was shortly inducted himself. Devastated by the loss of three head coaches to the armed forces in as many months, the Grizzlies had a dismal season, losing all eight games. After losing their final game 38-0 against UCLA, Montana was declared, "the undisputed holders of the Pacific Coast conference cellar." Crippled by wartime shortages and the enlistment of players and

### Representative Prices 1942

- milk - \$.14 per quart
- hamburger - \$.23 per pound
- flour - \$1.73 for 49 pounds
- beef roasts - \$.27 per pound
- ham - \$.37 per pound
- Coffee - \$.35 per pound
- eggs - \$.30 per dozen
- Campbell's tomato soup - 3 cans for \$.25
- peanut butter - 25 ounces for \$.37
- Spam - \$.39 for a 12 ounce can
- cigarettes - \$.10 per pack of 24
- cigars - \$.03 to \$.06
- beer - \$.10 per bottle
- electric train sets - \$8.79
- dolls - \$2.49
- playsinks - \$2.98
- Scout trainer machine gun toy - \$2.49
- *Great Falls Tribune*, one year subscription - \$20
- hardback books - \$2 to \$5
- First-class letter - \$.02 (this increased to \$.03 in 1944)
- men's suits - \$30 to \$40
- Stetson hats - \$7.50 to \$25
- Winchester Model 92 pump shotgun - \$56.70
- 12-gauge shotgun shells - 24 for \$1.20
- 100 Anacin - \$.78
- Carter's Pills - \$.19
- enamel paint - \$1.55 per quart, \$2.69 per gallon
- tires - \$12 to \$22

### September 1942

- September 1. Five planes lift off from Great Falls, bound for the U.S.S.R., where German troops have reached the suburbs of Stalingrad.
- September 12. Japanese attack "Bloody Ridge" on Guadalcanal.
- September 14. Japanese torpedo sinks *USS Wasp* in the Solomons. *USS Helena* rescues 400 survivors.
- September 15. Search for reporter Vern Haugland is abandoned in New Guinea.
- September 16. Australian troops in New Guinea halt Japanese advance only 30 miles from Port Moresby.
- September 23. After 47 days wandering in the New Guinea jungle, AP reporter Vern Haugland is flown to Port Moresby.
- September 26. Bird hunting begins.
- September 27. Brigham Young University football team defeats Montana Grizzlies 12-6 in Missoula.

coaches, two-and-a-half years passed before the next Grizzly football team took the field.

Montanans mourned the passing of Will James, the noted cowboy artist and author who had been born near Great Falls in 1892, and who died in Hollywood in early September 1942. Arthur L. Higgins, another prominent Montanan, also died in September. Higgins, age 69, was the son of Missoula founder C.P. Higgins and had been one of the first children born in Missoula.

In business news, theaters in Butte reopened after a three-week strike by ushers and other employees, and Billings became home to a Northwest Airlines pilot training program that had been previously based in Minnesota.

Many Montanans grumbled about the new 35 mile an hour speed limit which went into effect nationwide on the first of October. The new speed limit, a further attempt to conserve precious gasoline and rubber tires needed for the war effort, was very unpopular in the wide open spaces of the Big Sky country. Rubber, crucial in the manufacture of all kinds of military supplies, from truck tires to aircraft parts, was in especially short supply because 90 percent of America's rubber had been imported from Southeast Asia before the war. By the fall of 1942, the shortage of rubber was so severe that it became a criminal offense to own more than five tires per vehicle. A person who wanted to purchase a pair of rubber overshoes had to turn in a used pair first, and the government tried several far-fetched ideas in an attempt to find an alternate source of rubber. Several of these schemes were carried out under the auspices of the U.S. Forest Service.

Dozens of the Forest Service's Northern Region employees from Missoula were temporarily transferred to Salinas, California, where the government established large plantations of guayule, a latex-producing plant that the government hoped would help ease the severe shortage of rubber. Regional Forester Evan Kelley was put in charge of the guayule project, which was curtailed in the fall of 1943 because of the increased production of synthetic rubber.

Some of the remaining Forest Service workers in Montana planted 30 acres of Russian dandelions (kok-sagyz), in the Target Range area outside of Missoula, and at two other test sites near Miles City and Lewistown. The sap of the dandelions contained small amounts of latex, and the government was interested in finding out if the weeds could be used

to produce commercial amounts of rubber. An additional 30 acres of Russian dandelions were planted near Missoula and Frenchtown in 1943, and 1,200 pounds of seed and 5,000 pounds of dandelion roots were sent to Philadelphia to be tested for rubber content. The dandelions yielded between 50 and 60 pounds of rubber per acre, but, like the planting of guayule, the Russian dandelion project was deemed unsuccessful and was dropped during the summer of 1944.

Forest Service workers were already overworked without the added burden of planting dandelions. Four hundred former Region One employees were serving with the armed forces by the fall of 1942, and the war effort had greatly added to the duties of the remaining workers. Employees of Missoula's smokejumper center taught soldiers the art of parachute rigging while forest engineers were kept busy building roads into several new mines which were being rushed into production around the state. Although more than \$3,000,000 was allocated for Forest Service projects in Montana during 1942, the same year saw funding dropped for the Civilian Conservation Corps (CCC), a program which the Forest Service had administered for the past nine years. In September 1942, the Army took over the

administration of 38 CCC camps from the Forest Service. The Army intended to use the camps to house conscientious objectors to the draft. One hundred and fifty conscientious objectors were sent to Glacier Park to help fight fires and do maintenance work in the Park. They were part of the Civilian Public Service (CPS) program. Most of the men were Quakers, Amish, Hutterites, and Mennonites who objected to serving in the military due to religious reasons. Although the program fell under the auspices of the Selective Service, it was administered by the Mennonite Church. The CPS men in Glacier Park were housed at Camp 55, near the western entrance of the park. The camp housed some 200 men, who were paid \$5.00 per month, received no benefits, and pretty much stayed to themselves. Since 1970 the CPS men have held a number of reunions at Glacier Park.

Other CPS men were sent to Missoula for smokejumper training, and throughout the war years most of the Region One smokejumpers were conscientious objectors. One of the CPS smokejumpers was a Pennsylvania Quaker named David Flaccus. After the war Flaccus remained in Montana, where he founded Mountain Press Printing in Missoula, and along with Bob Johnson, built the Snowbowl Ski



Members of the Civilian Public Service (CPS) smokejumper unit at Camp Paxson, near Seeley Lake, 1943. These conscientious objectors spent the war years fighting forest fires in the west. EARL COOLEY, MISSOULA

Area.

Due to wartime shortages of supplies, money, and manpower, the National Park Service considered closing Glacier and Yellowstone National Parks for the 1943 season. Park officials at Yellowstone had experienced bear trouble throughout the summer, with one human fatality and 200 bear-related injuries in the park. Park rangers killed 83 bears during the summer.

Badly damaged by torpedoes during the Japanese attack on Pearl Harbor, the *USS Helena* had undergone several months of repairs and refitting at Mare Island, California, before leaving for the dangerous waters surrounding the Solomon Islands in mid-July 1942. On one of the *Helena's* first missions in the South Pacific, the light cruiser was escorting the *USS Wasp* when the aircraft carrier was struck by three torpedoes fired by a Japanese submarine. *Helena* picked up 400 men from the sinking *Wasp* and carried them to safety. *Helena* herself was nearly struck by two torpedoes launched by two different submarines, one of which hit another cruiser. On September 23, Capt. Oliver Read was reassigned and Capt. Gilbert C. Hoover, who held the Navy Cross, took command. Boasting an extremely well-trained crew and a band that was a popular attraction for sailors from other ships when they were in port, the cruiser named for Montana's capital city was known as the "Happy *Helena*."

Much of the war news in October 1942 centered on the island of Guadalcanal and the vicious sea battles occurring offshore between the U.S. Navy and the Japanese fleet. It was in the waters off Guadalcanal where the crack gun crews of the *USS Helena* began taking their revenge for Pearl Harbor. In mid-October, the *Helena* and eight other ships set off to meet an approaching Japanese fleet. It was a pitch-black night, but the *Helena* was equipped with the most modern radar set available. The *Helena* detected the oncoming Japanese force before any of the other American ships and Captain Hoover requested permission to open fire. Admiral Scott on the *USS San Francisco* told him to wait. A few minutes later Hoover again requested permission. "Roger" came the reply, acknowledging receipt of the message, but signal officer Lt. W.D. Fisher erroneously reported to Hoover that permission had been given, and *Helena* opened fire with her 15 main guns at 11:46. According to radio officer C.G. Morris, "in the radio shack and coding room we were sent reeling and stumbling against the bulkheads, smoth-

ered by a snowstorm of books and papers from the tables. The clock leaped from its pedestal. Electric fans hit the deck with a metallic clatter. Not a man in the room had a breath left in him."

The *Helena's* six-inch shells slammed into a Japanese ship and set it ablaze. In the flickering light of the burning vessel, more than a dozen warships on both sides opened fire. A Japanese destroyer sank in less than two minutes of combat, and *Helena* turned her guns on the Japanese cruiser *Aoba*, mortally wounding Admiral Goto. A hot shell-case ejected from turret #5 started a small fire on the main deck, but it was quickly extinguished. A hang-fire in turret #4 caused some concern on-board, but the defective shell was ejected and thrown overboard without incident. Swerving wildly to avoid Japanese torpedoes and burning ships, *Helena's* expert gun crews kept up a steady barrage as the battle of Cape Esperance degenerated into a confused melee. By the time dawn broke, the sea was littered with smashed and sinking ships. The *Helena* however, emerged unscathed from the thick of the battle.

Closer to home, 1,500 Japanese-Americans who had been displaced from their West Coast homes were helping pick the vital sugar beet crop, as were some of the Italian prisoners from Fort Missoula. Even so, there were not enough workers to get the crop in before the ground froze, and Gov. Sam Ford appealed to President Roosevelt to send soldiers to help harvest the 65,000 acres of beets. He was turned down, but local businessmen, Boy Scouts, college and high school students and other ordinary citizens stepped forward to help save the precious crop.

At the Great Western Sugar refinery in Billings, the Utah-Idaho Sugar Company in Chinook, and at the plants owned by the Holly Sugar Company in Hardin, Sidney and Miles City, employees worked overtime to cook the record 915,000 tons of beets that had been picked. The American Crystal Sugar Company in Missoula processed some 2,200 freight cars full of beets, an increase of 60 percent from the year before. In all, 141,000 tons of processed sugar were produced in the Treasure State in 1942, and Montana farmers enjoyed a sharp rise in income from the previous year.

The total value of all of the state's agricultural crops reached \$134,000,000 in 1942. The cattle industry also had a banner year, but the sheep industry, which brought in only \$13,000,000 during 1942, experienced the beginning of a decline which would extend throughout the war years.

The Great Western Sugar Company in Billings. MHS 941-

126



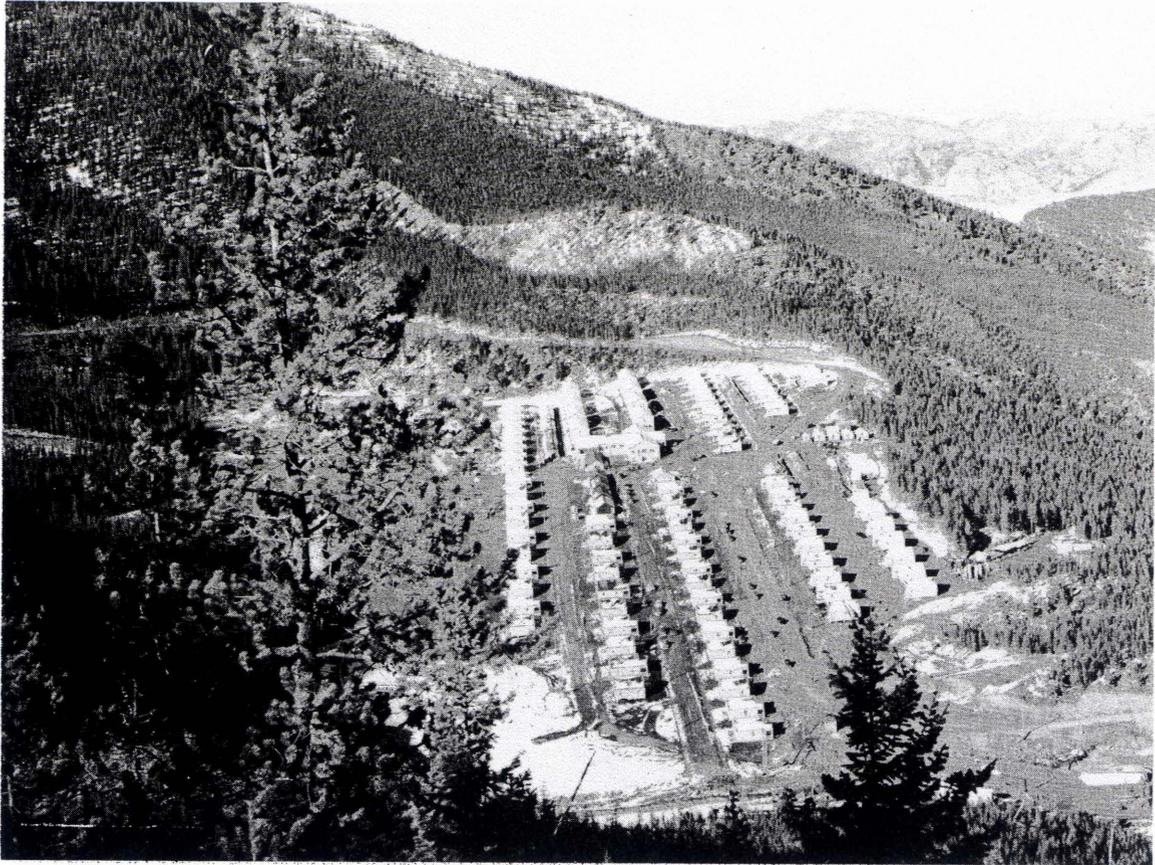
The labor shortage also took a toll on the state's mining industry. All gold mines were ordered closed so that the miners and their equipment could be used to produce more strategic minerals, like chromium from the large Mouat Mine near Columbus, and copper from the mines at Butte. In November, 500 black soldiers arrived in Butte to help work in the mines. The city was rocked by rumors that local miners would rather strike rather than work with the blacks, but union leaders in Butte called this charge completely false and the soldiers went to work without incident. The blacks were soon discharged from the Army, but continued to work in the mines throughout the war.

Spurred by the example of the Smithsonian Institution, which donated their collection of World War I cannon and armaments to the war effort, the University of Montana Journalism School donated their historic linotype machine as part of a nationwide scrap drive. A Civil War cannon at the Northern Pacific Railroad depot in Missoula also went into the scrap heap. Ravalli County residents turned in nearly 1,000 tons of scrap metal by December. Students at Big Sandy School collected an average of 760 pounds of scrap metal apiece, while other schoolchildren around the state went door to door collecting old brass keys, a drive that yielded 7,400 pounds of high-quality metal. With 200 rail cars of scrap leaving the state each month, Montana's scrap metal goal for the upcoming year was set at 32,000 tons. The U.S. Forest Service identified some 6,000 tons

of metal available for scrap on federal land in Montana. Most of the metal was located in old abandoned sawmills around the region, and one of the first shipments of scrap metal came from an old tepee burner located at the original Bonner Mill. It was dynamited and loaded aboard rail cars. Montana became the first state in the union to reach the federally mandated quota.

Family pets also played a part in the war effort and the "Dogs for Defense" program accepted donated Siberian Huskies, Alaskan Malamutes, and Eskimo dogs for military use. George McCole served as the state director of the program. The Army's War Dog Reception Training Center was set up at Camp Rimini, in the mountains near Helena, to train the dogs for sled pulling, packing, and search and rescue work. More than 600 Montanans donated their dogs. The majority of the dogs were sent to Camp Robinson, Nebraska, but some went to Camp Rimini. Although most were eventually used in rescue operations in Alaska and Canada, some of these dogs saw action in combat situations in Europe and the Pacific islands.

Once hunting season began, Montana hunters began flocking to the woods. Shortages of meat were expected and many people who had never hunted before took up the sport. Surprisingly, despite rationing and shortages of all kinds of products, the sale of firearms and ammunition was not yet restricted. Gambles Hardware stores did a brisk business selling Winchester pump shotguns for \$56 apiece,



Government-built housing at the Mouat mine, near Columbus, Montana. This mine, and the nearby Benbow, contained much of the nation's known reserves of chromium. The mines were operated by the Anaconda Copper Mining Co. They were ordered closed later in the war in order to shift miners and equipment to the Butte mines.

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and a box of 12-gauge shells cost just \$1.00. Unfortunately for hunters, the weather didn't cooperate. A warm, dry fall in 1942 kept the harvest low. A severe snowstorm in early November left 10-foot-high drifts which trapped 23 hunters in backcountry camps on the Powell Ranger District.

The meat shortage quickly became a reality for many people, and catfish stew, hotdogs and horsemeat were promoted as alternatives to the increasingly scarce beef, chicken and turkey. Housewives learned to stretch hamburger by adding Quaker Oats. Although Montana cowboys were vehemently opposed, horses were shipped from the Drummond area to a meat packing plant.

At the same time, the government revealed that household cooking fats like bacon grease were desperately needed for the production of urgently needed defense materials like nitroglycerine, lubricants, medical supplies, textiles and adhesives. Montana households, restaurants, and grocery stores were

urged to save the cooking fats, and Camp Fire Girls, 4-H Clubs, and the Girls Reserve began collecting tons of grease. They collected a record 27 tons of bacon grease and household fats by April of 1943.

Coffee was added to the list of restricted products in November, and shoppers were only allowed to buy a pound of brew every five weeks, approximately one cup of coffee per day. A shortage of dress material resulted when the army bought up millions of yards of fabric to give to North African women as a goodwill gesture. Cigarettes were not yet rationed, but the production of hard liquor was halted completely in November. Although distillers reported they had enough bourbon on hand to supply the country for five years, shortages of gin and vodka were predicted, and some liquor stores around the state were cleaned out.

Inflation rose steadily throughout the war years, despite government price controls on rent and food. Firewood prices skyrocketed in western Montana,

the price of paperback books went up to 49 cents apiece, and bus fares in Missoula rose from a nickel to seven cents. Marriage licenses increased \$.25 to \$2.25. A shave-and-a-haircut went from \$1.00 to \$1.25, and the weekly newspaper column entitled "How a family of four can eat well on \$13 a week" changed to \$14 a week.

As the November elections approached, senatorial candidate Wellington Rankin deftly mixed patriotism, family values and the economy in his 1942 campaign for the senate seat held by James Murray. He pledged to "vigorously support every measure to win the war and crush the Axis military powers forever, furnish care for families dependent upon those in the military and secure a fair share of war industries for Montana."

Murray alienated many voters in Montana after he wrote several articles for the magazine *Soviet Russia Today*, in which he praised V.I. Lenin, the Red Army, and the Soviet government. Fellow Democrat, Sen. B.K. Wheeler opposed Murray's reelection during the primary, but remained quiet during the main election against Wellington Rankin. Despite Rankin's promises, voters narrowly reelected Murray, perhaps because many were still angry at Rankin's sister, Jeannette, the only member of Congress to oppose the United State's entry into World War II. The race was so close that Murray was not declared the winner until the Friday after the election.

Howard A. Johnson was elected chief justice of the five-member Supreme Court, and Republicans gained a majority in both houses of the state legislature. Voters in eastern Montana reelected Democratic Congressman James O'Connor over Republican challenger F.F. Haynes. O'Connor was a friend and ally of Wheeler who had previously served three terms in the House. Jeannette Rankin, who had chosen not to seek reelection, had worked on several bills during the past year, one to provide aid for Indians dependent on men in the military and another to extend the statute of limitations on crooked war contractors. Neither of these bills were passed. She also published a book entitled *Some Questions About Pearl Harbor*.

Montana voters sent a political newcomer to replace Jeannette Rankin in Congress. University professor Mike J. Mansfield easily defeated Republican Howard K. Hazelbaker, the owner of the *Flathead Courier* newspaper in Polson. Mansfield grew up in Great Falls, then joined the Navy at age 14. He

also served in the U.S. Marines and the Army for a period before going to work in the Butte mines for eight years. After receiving a Masters degree, he taught history at the University of Montana from 1933 until his election to Congress. Other prominent state politicians included Superintendent of Public Instruction Elizabeth Ireland, who served from 1929-1937 and from 1941 to 1949. Postmaster General Frank Walker was the first Montanan to hold national cabinet rank, and he became involved in a major controversy when he suspended the 2nd class mailing privileges of *Esquire* magazine, after the magazine printed "obscene" paintings of half-dressed women.

Allied forces all over the world took the offensive during the fall of 1942. In October the British army attacked German troops at El Alamein, while the Soviets were preparing to spring a giant trap on the unsuspecting German forces at Stalingrad. On November 8, 1942, American soldiers landed at several places in North Africa. In the Pacific, thousands of U.S. Marines desperately hung on to a tiny beachhead on the island of Guadalcanal. The light cruiser *USS Helena* continued to protect the Marines from the Japanese fleet. At the end of October, the *Helena* bombarded Japanese positions on Lunga Point and Kokumbona on Guadalcanal, and a few days later fired on Japanese soldiers at Koli Point. In November 1942, the *Helena* played a prominent role in what one American admiral called, "the fiercest naval battle ever fought." The *Helena* entered Lengo channel early on November 12 and bombarded Japanese positions on Guadalcanal. The American ships were attacked by Japanese bombers, one of which hit the heavy cruiser *USS San Francisco*. Late that night the American fleet went searching for Japanese warships bringing reinforcements and supplies to the embattled forces of the Imperial Army.

Thirteen American ships moved stealthily toward the suspected position of the Japanese ships. During the early morning hours of Friday the 13th, a night so dark that *Helena's* lookouts reported they could not see their hands in front of their faces, the *Helena's* modern radar detected the oncoming Japanese ships long before the rest of the fleet. According to a U.S. Navy release, "A cruiser stabbed the darkness with her searchlight, found the *Helena* and opened fire. The *Helena's* main battery, meanwhile, had been trained on the same cruiser and had gotten the range. The *Helena*, as in the Battle of Cape Esperance, was the first United States ship to fire."

Esperance, was the first United States ship to fire.” One sailor said it was “like sitting in the front row of a theater with your pants off when the house lights are switched on.” *Helena’s* crack gunners opened fire with devastating effect, destroying the searchlights and setting the Japanese cruiser on fire. It sank in less than five minutes, and *Helena’s* gunners began firing on three different targets at once, one of them a much more powerful Japanese battleship.

According to radio officer Lt. C.G. Morris, “It was a picture too vast for the imagination, and even when it was over no man could quite put the flaming bits of the puzzle together or be sure of what he had seen.” The *Helena’s* forward turrets were scarred by shrapnel and a shell went through the pyrotechnics locker but didn’t explode. One of the *Helena’s* sailors was killed by flying shrapnel on the searchlight platform, and the cruiser was nearly struck by the badly damaged *USS Juneau*. Although *Helena* survived the battle with only one casualty and no serious damage, the rest of the American fleet was not so lucky.

As dawn broke over Guadalcanal, the sea was riddled with burning and sinking ships. Hundreds of wounded sailors were struggling to stay afloat in the shark-infested waters. Two American admirals were dead and Captain Hoover of the *Helena* found himself the senior surviving officer. He took command of the fleet and withdrew. *Helena* escorted two badly damaged cruisers, *San Francisco* and *Juneau*, away from the battle, but they were discovered by a Japanese submarine, and a torpedo slammed into *Juneau*. Aboard *Helena*, Lt. Morris described the explosion, “Suddenly without warning she leaped from the sea in a blinding burst of light.” The ship exploded and sank within seconds, killing more than 600 sailors instantly. “All we saw of the ship herself was a 5-inch gun turret, completely intact, hurtling through the air high above the *Helena’s* stack.... Nothing was under it. Nothing at all. The *Juneau* had vanished as though she had been in a mirage.”

Stunned watchers on the *Helena* were convinced that no one could have survived such an explosion. Captain Hoover, worried that more torpedoes might be on the way, ordered the rest of his ships to keep moving, despite the fact that the captain of the *Juneau* was Lyman K. Swenson, his close friend and former classmate. Because he made no effort to pick up the estimated 100 survivors of the *Juneau*, most of whom eventually drowned, Captain Hoover was relieved of his command and sent home. Although

Hoover was later exonerated by a board of inquiry and awarded his third Navy Cross for his part in the Battle of Guadalcanal, the incident devastated the morale of the *USS Helena’s* crew. According to Morris, “the ship said goodbye to him proudly. He had taken us almost unscathed through the Battle of Cape Esperance and the Battle of Guadalcanal, two of the most violent night engagements in history.”

### October 1942

- October 1. Thirty-five mile an hour speed limit goes into effect.
- October 4. St. Louis Cardinals win the World Series after defeating the New York Yankees four games to one.
- October 7. US Marines begin offensive at the mouth of Matanikau River on Guadalcanal.
- October 8. Gold mining in the state is halted in order to free up miners and materials for more vital mineral production.
- October 11 & 12. *USS Helena* plays a crucial part during the night sea battle of Cape Esperance.
- October 14. Five German divisions attack Soviets holed up in the Tractor Factory at Stalingrad.
- October 23. British begin offensive at El Alamein.
- October 31. Idaho Vandals defeat Montana Grizzlies 21-0 in football.

### November 1942

- November 2. Arthur L. Higgins, fourth and last son of Missoula founder C.P. Higgins, dies at age 69.
- November 7. Montana Grizzly football team is defeated 33-0 against Oregon State.
- November 8. U.S. troops land in North Africa (Operation Torch).
- November 12. British troops retake Tobruk.
- November 13. *USS Helena* fires first in a sea battle off Guadalcanal which prevents Japanese from landing reinforcements.
- November 14. Butte theaters reopen after a three-week strike. Montana Grizzlies are defeated 13-0 by the California Golden Bears.
- November 18. Gas rationing books are issued.
- November 19. A massive Russian counter-offensive on the Don River surrounds German forces at Stalingrad.
- November 21. Five hundred soldiers arrive in Butte to work in the mines.

## ☞ Montanans In The Jungle ☞

*In the South Pacific*, the U.S. and Australian armies began to move against the Japanese invaders of New Guinea. The 32nd Division went to New Guinea first, followed in mid-December by the 41st (Sunset) Division, including some 1,200 Montanans serving with the 163rd Infantry Regiment. The Montana National Guardsmen had spent the last four months of 1942 training at Rockhampton, Australia. They celebrated Christmas while sweating in the tropical heat aboard a troopship sailing north from Australia. After a harrowing journey across the submarine-infested waters of the Coral Sea, the Guardsmen arrived at Port Moresby, New Guinea. Hudson transport planes ferried the soldiers over the Owen Stanley Mountains, the same mountains in which Vern Haugland had been lost some three months before. More than a year after the Japanese attack on Pearl Harbor, the men from Montana were about to see their first combat, in the malarial jungles of New Guinea.

The men of the 163rd were headed for Sanananda, on the northern coast of Papua, where the final stages of the bloody Buna-Gona campaign were being played out. The lumbering Australian planes carried them into Dobodura, a primitive airstrip carved into the jungle 10 miles from the front line. As soon as the soldiers of the 163rd exited the planes, the Hudsons were loaded with scores of sick, wounded and dispirited American and Australian soldiers. Under the leadership of Col. Jens Doe, the 163rd spent New Year's Day relieving Australian troops and the American 126th Infantry. The sight did little to buoy their confidence. Only 95 of the 126th's 1,100 men were still combat effective. Lt. Gen. Eichelberger, the former superintendent of the U.S. Military Academy at West Point, and the American commander on the scene thought, "They were so ragged and so pitiful that when I met them my eyes were wet."

The 163rd Combat Team dug into the jungle only a few yards from veteran Japanese soldiers along the Sanananda Trail. The soldiers from Montana endured constant sniper fire, short rations and tropical disease as they began to learn the art of jungle fighting. As much as 10 inches of rain fell in

one night, and the soldiers often waded hip-deep in the water.

According to General MacArthur's staff in Australia, Sanananda was a mopping-up operation. General Eichelberger on the front lines thought differently. "Instead, it was a completely savage and expensive battle." The 163rd found itself facing the main Japanese force, several thousand men, and in the dense jungle of the Sanananda Trail the Japanese and American positions became mixed, a situation that worried Eichelberger. "Our supply lines ... ran through dense jungle, and these dangerous routes were necessarily under constant patrol."

A staff officer in Port Moresby didn't think Colonel Doe and the 163rd were moving fast enough, so Eichelberger went forward to check on them. "American soldiers were lying across the road and firing; there were also Americans and Japanese firing behind us. We were at the Fisk Perimeter--so called for Lieutenant Harold R. Fisk, the first officer of the 163rd to be hit in battle.... This was Doe's command post. It had a roof of sorts and revetments to protect it. I said, 'Where are the Japs?' Doe answered, 'Right over there. See that bunker?' I saw it and [General] Vasey saw it, and it was only fifty yards away. He gave us some hot tea and then went on with the attack. Vasey was satisfied with Doe's determination, and so was I."

In an engagement on January 5th, Company B of Poplar lost eight dead and three wounded, the first Montana casualties suffered by the 163rd. Capt. Duncan V. Dupree of Poplar was one of those killed at Sanananda. During the second week of January, Maj. W.R. Rankin of Bozeman led G Company and the rest of the Second Battalion of the 163rd through thick jungle 700 yards to the west of the main position, where he blocked the Japanese escape route along the Killerton Trail. This isolated the remaining Japanese forces into small pockets of starving men. Back home, state newspapers quickly figured out that the Montana National Guard was involved in the fighting at Sanananda. Interviewed about his friend W.R. Rankin, State Forester Rutledge Parker said, "Jungle fighting is second nature to the major. He has lived all his life in the mountains and is one

## December 1942

- December 2. World's first nuclear reaction takes place at University of Chicago.
- December 5. Montana Grizzlies lose final game of the season, 38-0 against UCLA.
- December 9. First WASPs begin ferrying planes into Great Falls.
- December 18. Meat ration cut to 35 ounces per week.
- December 21. Two army officers die in crash of light plane near Helena.
- December 24. "World's Most Awful Battle," underway on the outskirts of Stalingrad. Ralph "Red" Morrison of Helena, a pioneer of Montana aviation and a former state legislator, dies in a plane crash at MacDill Field, Florida.
- December 27. 163rd Infantry Regiment, Montana National Guard, arrives at Port Moresby, New Guinea.
- December 28. Military Policemen from Great Falls Air Base are involved in a gunfight at a Black Eagle bar. Four civilians are wounded.
- December 30. B-17 crashes 11 miles south of Musselshell, killing all 12 aboard.



General Eichelberger discusses strategy at Sanananda with Col. Jens Doe, commander of the 163rd Infantry Regiment, formerly the Montana National Guard. THE 163RD INFANTRY HISTORICAL COMMITTEE

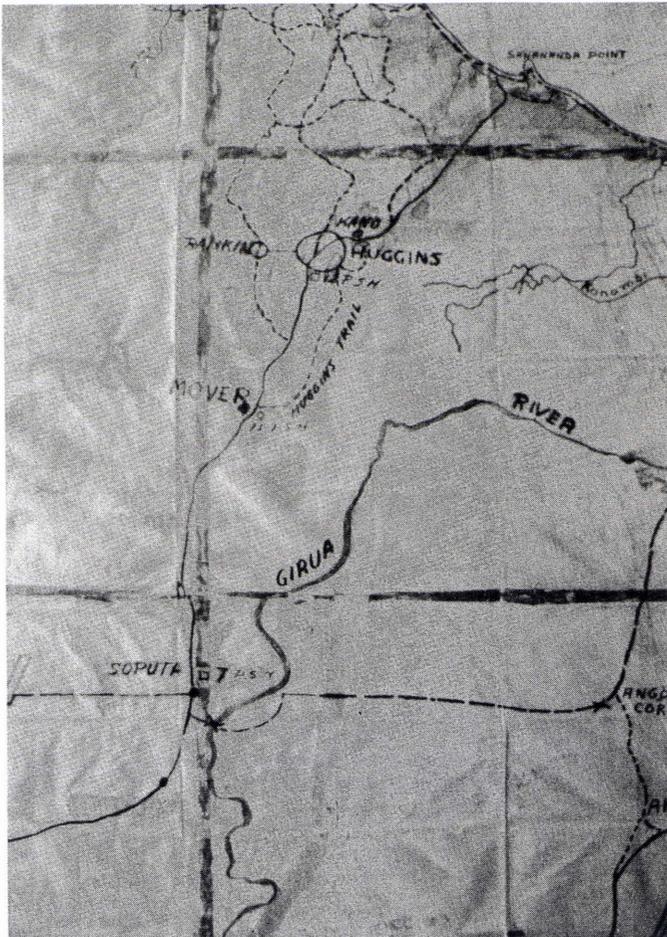
## Sanananda

- Staff Sgt. Paul Ziegele of Jordan won a Distinguished Service Cross after crawling up to a Japanese position and trying to pull the enemy machine gun out by the barrel. He was unsuccessful but eventually managed to shoot the three Japanese gunners.
- Staff Sgt. John L. Mohl of White Pine won his Distinguished Service Cross for singlehandedly taking out a pillbox at Sanananda, then he and another man silenced five more pillboxes. He then helped evacuate eight wounded men.
- Master Sgt. Herbert T. Warren of Suffolk was one of the first Montanans to be awarded a Legion of Merit medal for his actions at Sanananda.
- Capt. Mark D. Holcomb, a Whitefish doctor, was awarded the Legion of Merit by General MacArthur for providing medical service under fire at Sanananda.
- Lt. Byron Armstrong, of Glasgow, Co. G of the 163rd, won two Silver Stars and a Bronze Star. He eventually became a battalion commander of the 163rd.
- Sgt. Ronald Bretzke of Glasgow was posthumously awarded the Silver Star. Just before he was killed, he saved the life of his commander by shouting a warning.
- Sgt. James Boland was posthumously awarded the Silver Star for "extreme gallantry." Five hundred people, including Governor Ford, attended the medal ceremony at the Great Falls Civic Center.
- Montanans winning the Silver Star for bravery at Sanananda included Capt. John L. Hoffman, Capt. William C. Benson of Great Falls (his second), Col. C.R. Dawley of Great Falls, Staff Sgt. Harry Trodick of Great Falls, Sgt. Robert Mitchell of Poplar, Lt. Daniel G. Massing of Moulton, Capt. Conway T. Ellers of Shepherd, Pvt. Raymond A. Ackerman of Fraser, and Harold Pynter of Bozeman.

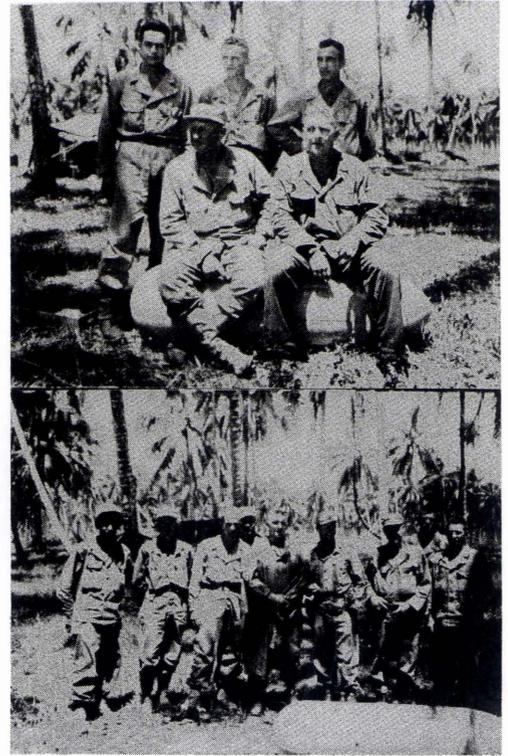


Scenes of the battle around Sanananda. Soldiers from Montana found rough going in the thick jungle and swamps of Papua-New Guinea. THE 163RD INFANTRY HISTORICAL COMMITTEE





Original tissue paper map of the Sanananda area showing the location of the Huggins and Rankin perimeters. The men of the Montana National Guard defeated a large force of Japanese during this final battle of the Buna-Gona campaign. THE 163RD INFANTRY HISTORICAL COMMITTEE



Officers and men of the 163rd Infantry Regiment in New Guinea. THE 163RD INFANTRY HISTORICAL COMMITTEE

### January 1943

- January 1. Point rationing system begins.
- January 4. Montana pioneer Andrew Garcia dies at Fish Creek at age 86. *USS Helena* bombards Japanese on Munda and is attacked by dive-bombers.
- January 14. President Roosevelt and Winston Churchill meet in Casablanca.
- January 15. WPB orders bakeries to stop slicing bread.
- January 16. Blizzard rages across the northern plains of Montana.
- January 17. The production of firearms, ammunition, and fishing tackle is completely halted. The sale of typewriters is also halted.
- January 21. Schools are closed and roads drifted in throughout much of northern Montana. Temperatures plummet to 30 degrees below zero.
- January 23. 163rd Regiment overcomes last Japanese resistance at Sanananda.
- January 28. One thousand people watch "E" ceremony at Anaconda smelter.
- January 29. Bobcat basketball team defeats Grizzlies 56-45.

of the best outdoorsmen I know.”

According to General Eichelberger, “The 163rd had to do most of the nasty job of obliterating the enemy in a series of scattered skirmishes. The defeated Japanese would not give in.” The men from Montana adapted to jungle fighting quickly and one after another the last Japanese strongholds were eliminated. As the Japanese began to evacuate, Australians and Americans hit them from all sides. On January 16, G Company of the 163rd received heavy machine gun fire from several Japanese huts which had been used as a field hospital, and some 50 armed Japanese soldiers were killed there. The notorious Japanese broadcaster “Tokyo Rose” called this incident a massacre, and thereafter referred to the 163rd as the “Butchers” of Sanananda. General MacArthur, on the other hand, cited the 163rd and the rest of the 41st Division for “extraordinary courage.”

In three weeks of intense fighting the regiment had taken almost 25 percent casualties. Although most were victims of disease, the Montana Regimental Combat Team suffered 97 dead, 4 missing, and 215 wounded in actual combat. Out of the 3,820 men who had flown into Dobodura, 923 had been felled by disease or Japanese bullets. In turn, the Americans of the 163rd killed 1,200 Japanese, one quarter of the 5,000 lost at Sanananda. By the end of January 22, 1943, the fighting at Sanananda was over. Col. Charles Dawley of Great Falls, interviewed by a reporter, said, “tell our folks through their newspapers ... about the grand job these boys did today. Tell them that we are doing our very best to take care of their lads.”

After the battle the 163rd spent several months building roads, draining swamps, and constructing huts. Distinguished Service Crosses were awarded to three members of the regiment, and 58 others (36 of them Montanans) won the Silver Star. General MacArthur personally awarded the Distinguished Service Cross to Col. W.R. Rankin of Whitehall and Cpl. Carlton O. Tidrick of Belton. Rankin, commanding one of the 163rd's battalions, singlehandedly crept to within 30 feet of Japanese positions and called in mortar and artillery fire on them. Tidrick won the DSC when his platoon was cut off by machine gun fire. Despite being wounded in three places, Tidrick continued to lead his men in an assault on a Japanese stronghold only 20 feet away, forcing the Japanese to withdraw.

While the men of the Montana National Guard

were stuck in the steaming jungles of New Guinea, workmen were completing the new barracks going up at Fort Harrison, even though most of the hand-picked commandos of the First Special Service Force spent the winter living at camps in the mountains west of Helena. They learned winter survival skills and cross-country skiing. Each of the Forcemen spent six weeks at a camp near Blossburg on the Continental Divide, where they lived in railroad boxcars while enduring temperatures of 50 degrees below zero. Twelve Norwegian instructors taught them to ski, and at the end of the training each man could ski 30 miles a day carrying a loaded pack and a rifle. They also learned to drive the custom-made snowmobiles called Weasels that had been designed for their planned raid on Norway. The Forcemen didn't know that the Army had canceled Operation Plough, and that most of their specialized training would never be used.

Military plane crashes in December claimed the lives of two army officers from Fort Harrison and 12 airmen from Great Falls, where construction of the new air force base was completed ahead of schedule. The East Base project had been handled by a local contractor, the Birch-McLaughlin Company, who in one day moved as much as 104,925 cubic yards of dirt. Some of the airmen at Gore Field were sent into the nearby hills armed with axes and saws to obtain rough lumber for the base.

Across central Montana, satellite bases of the Great Falls facility were also being built at Glasgow, Lewistown, and Cut Bank. These facilities were used for the training of bomber crews. Gunnery and practice bombing ranges were established near each of the bases, as well as additional practice ranges at Fort Benton and 12 miles north of Winnett.

Large numbers of Soviets, including writers, journalists and diplomats, traveled the air route from Moscow to Great Falls, where they were allowed almost total freedom. Although the Soviets were a valued ally of the United States, they were also actively engaged in intelligence gathering in the United States. Lt. Col. Lewis J. Clarke said, “the Russians in Montana and Alaska spent much of their time trying to worm out secret information from Americans.”

Soviet spies had no trouble entering the United States. According to Maj. George R. Jordan, Soviet planes landing at Great Falls often let passengers off at the far end of the runway, where they would hop over the airfield fence and run for waiting taxicabs

## Salaries

Wages were frozen at no more than 15 percent above January 1, 1941 levels, and no more than \$25,000 annually. Nevertheless, wages in many industries increased substantially during the war years. The average Montana worker made one hundred dollars more in 1942 than during the previous year. Part of this was due to the 48-hour work week required of most miners and lumber industry employees. Miners, lumbermen, and workers in other vital industries were not allowed to quit their jobs without permission. Throughout the war years, Montana suffered from a shortage of cowboys, shearers and farm laborers. In 1943 there were 3,593 state employees, 5,168 city and county employees, and 10,000 federal employees in Montana. Many businesses printed lists of their employees in the service as a form of advertising.

- ACM Miners & smelter workers - \$7.25 to \$8 per day.
- Civilian workers at Spokane air base - \$1,260 per year for both men and women (48-hour work week).
- Defense plant welders - \$62 to \$72 per week.
- West coast aircraft factories - \$14 per day.
- Shipyard welders - up to \$1.20 per hour.
- Cooks and housekeepers - \$25 to \$30 per month.
- Shepherders - \$100 per month, plus room and board.
- city laborers in Great Falls - \$6.75 per day.
- FBI agents - \$1440 per year, starting salary.
- Radio technicians - \$1440 to \$2600 per year.
- Sugar Beet Workers - Minimum wage of \$.40 per hour. They were paid \$13 per acre for thinning, \$4 per acre for the first hoeing, \$3 per acre for the second hoeing, \$1.25 for each ton harvested for the first 12 tons, and \$1.15 per ton after that.
- Mayor of Great Falls - annual salary increased from \$3,000 to \$3,600 in 1943.
- University professors - Highest paid received \$3,360 in 1941, raised to \$4,800 by 1945.
- University presidents - The Presidents of MSC, UM, and the School of Mines each made \$6,500 per year. The presidents of Eastern, Northern, and Western made \$6,000 per year. Ernest Melby was paid \$10,000 per year as Chancellor of Education.

## Men At War

- 2nd Lt. Marshall C. Wells of Dodson was awarded the Silver Star for his actions in North Africa. On December 12, 1942, over Tripolitania, his cargo plane containing gasoline was set afire and the pilot was killed. Wells (the copilot) safely landed the plane despite being wounded, and then helped his wounded crew chief and radio operator to safety, despite an imminent explosion. They were taken prisoner by the Germans but Wells escaped after nine months in captivity.
- Sgt. Clarence Blend was awarded the Distinguished Flying Cross for his actions on October 9, 1942, when he shot down a German FW-190 from his B-17.
- Lt. Robert W. Sellos of Philipsburg was the pilot of a B-17 which carried radio correspondent Walter Cronkite on a bombing raid over Wilhelmshaven, Germany. According to Sellos it was a "damn good run."
- Skiing clubs in the state helped recruit 400 Montana skiers for the 87th Mountain Infantry Regiment, 10th Mountain Division.
- The 280th Ordnance unit at Flora, Mississippi, was comprised of 120 Montanans, plus a few out-of-state officers, and was commanded by Capt. Frank Winters of Butte.

without going through customs. Maj. Gen. Follette Bradley stated that, "I also personally know that scores of Russians were permitted to enter American territory in 1942 without visa. I believe that over the war years this number was augmented at least by hundreds."

No doubt the Soviets paid close attention to a weekly column running in the *Great Falls Tribune* called "Air Base Notes," which kept residents abreast of doings at the base, as did a base publication called the *34th Bomb Burst*. Even though there was a war on, not all was serious business at the base. In early December 1942, Tommy Dorsey and his orchestra performed at the Great Falls Civic Center in a show open only to soldiers. Many soldiers were disappointed when the world-famous Harlem Globetrotters canceled a planned game at the air base, but it wasn't long before Louis Armstrong and his band showed up in Great Falls to entertain the troops. Local citizens mounted drives to collect books, athletic equipment, and fleece wool jackets for the fliers, and soldiers of the 7th Ferrying Group were invited to the Dutt ranch outside of Great Falls, where they could ride horses, picnic, and relax. In an attempt to cut down on less wholesome forms of entertainment, the military declared all bars in the Great Falls suburb of Black Eagle off-limits to soldiers after a gunfight erupted between civilians and two military policemen. Four civilians (including two women) were wounded in the incident. The Black Eagle bars remained off-limits to servicemen until the spring of 1945.

The first women ferry pilots arrived at the air base in December. They were WASPs (Women Airforce Service Pilots). One of the new pilots was a celebrity, Katherine "Kitty" Rauls, who had won several national swimming titles and had been voted the country's top female athlete in 1937. It wasn't long before the air base began hiring women mechanics and electricians to service the planes. Many Montana women joined the new Women's Auxiliary organizations that each branch of the service was forming. Fifteen WACs were sworn into the Army at the state capitol in Helena, and 14 others joined the WASPs at the Great Falls Air Base. By early spring of 1943, more than 300 Montana women had joined the WACs. Recruiters in the state were also expected to sign up 18 Montana nurses each month, and hundreds of other women around the state were encouraged to become nursing students. The WAVES boosted recruiting with their slogan, "serve your

country in your country-release a man to fight at sea."

Women moved into the work force in unprecedented numbers during the war years, and by the end of 1942 they held one of every 10 factory jobs. In Montana, women filled the vacancies created by the huge numbers of men who had enlisted in the past year. They became firefighters, mail carriers and "radioettes" (the term given to women radio operators working for Northwest Airlines) and were actively recruited as pilots by the Helena aeronautics school. Thousands of women across the state volunteered for the Red Cross and were kept busy drawing blood and preparing bandages. Others took over management of family farms and small businesses and many women left the state for high-paying jobs in defense industries. One newspaper reporter lamented that, "shaving appears to be the only male chore left to Montana men."

The first full year of war brought many other changes to the Treasure State. Seventy-five thousand people had left the state, 40,000 of them to the military, yet \$61,000,000 in war-related contracts had been awarded in the state during the last six months of the year, creating many new jobs. Although Great Falls, Helena, Butte, and Anaconda all benefitted from the increased war activity, many businesses were forced to close and cities like Billings, Bozeman and Missoula suffered. Work on the Fort Peck Dam was stopped because of shortages of construction materials, and all but two WPA projects in the state were shut down, (the two remaining projects were the WPA nursery school program and the microfilming of state documents).

The loss of population resulted in a sharp drop in the collection of state and local taxes in 1942, even though the income of those who stayed had climbed. The \$26,000,000 worth of war bonds that Montanans bought in December also took money out of the pockets of local merchants. On the other hand, Montana farmers enjoyed their best harvest in two decades, and the average worker in the state earned significantly more than in previous years.

Employees of the Anaconda Copper Mining Company received Christmas greetings from two prominent Army generals. Douglas MacArthur and Dwight Eisenhower sent letters thanking the miners and smelter workers for their valuable contributions to the war effort.

In January the state's largest employer, the Anaconda Copper Mining Company received an Army-

Navy "E" award for producing record amounts of vitally needed metals. Governor Ford spoke before a crowd of almost 1,000 people at the ceremony in Anaconda. A large "E" banner was unfurled from the smokestack, and employees were awarded pins to wear. On the following day a similar ceremony was held at the ACM plants in Great Falls and East Helena (which together had 1,883 employees). The Great Falls smelter won five of the coveted "E" awards during the war, which was quite remarkable considering that by the time of the first award, 532 employees of the plant were serving with the military (13 had been killed in action and another five were listed as missing).

The ACM plants in Montana produced gold, silver, platinum, palladium, arsenic, bismuth, cadmium, lead, molybdenum, chrome, selenium, and vanadium, but copper was by far the most important mineral produced for the war effort. Montana mines produced 12 percent of the country's copper needs. An article in *Copper Commando*, a magazine produced by the company, revealed that 3,000 pounds of copper were needed for each B-17 bomber, and 1,000 tons of the precious metal were required for every battleship that went to sea.

ACM also helped the military develop a top-secret coil for magnetic mines, and detection gear for magnetic mines. The company also produced copper for the Soviet Union, but the quality of some of the company's products was questionable, and in 1944, ACM was fined \$10,000 for deliberately producing defective telephone wire sold to the Army. Four former officials were sentenced to jail time and a \$300,000 civil suit was filed against the company.

Although the mines at Butte were producing huge amounts of the red metal, recycling was also encouraged. A 200-year-old copper kettle was donated for scrap by a Plentywood woman, and theaters in Great Falls began giving free admission to children who brought in one pound of copper scrap.

Yellowstone Park officials also did their part to aid the war effort. They filled 30 rail cars with scrap metal unearthed from an old garbage dump. The heavy snow during the winter of 1942-43 caused severe problems in the world's first national park, where officials were forced to shoot nearly 4,000 elk in an effort to keep the rest of the herd from starving. Park rangers originally planned to use the meat to supply the Japanese-American relocation camp at Heart Mountain, Wyoming, but protests from Montanans forced the government to sell the unrationed

elk meat on the open market.

The sale of firearms, ammunition, and fishing tackle was finally halted, but Rep. James O'Connor successfully lobbied on behalf of Montana ranchers who demanded ammunition for predator control. Even the U.S. Army was having a hard time finding some types of weapons and they began buying shotguns from Montana hunters in order to arm Military Policemen.

The American Legion and some department stores across the state accepted donations of large hunting knives to equip troops fighting in the jungles of the South Pacific. The Harlowton American Legion held a dinner in which the admission charged was a hunting or folding knife, and machinists at the Montana Power Company and the Anaconda Company volunteered to manufacture thousands of sturdy hunting knives for soldiers. Volunteers working in the shops of the Montana Power Company made 3,400 knives in Great Falls. They had plenty of good steel but did have trouble finding enough leather for scabbards. Many of these knives were sent to soldiers serving with the 163rd Infantry Regiment, which had priority at first, but eventually knives were sent to anyone who asked, and the extras were sent to the San Francisco port of embarkation.

Despite the omnipresent war, despite the fact that outdoor Christmas lights were discouraged by the War Production Board because they wasted energy, the holiday spirit was alive and well in Montana. Across the state, many drug stores and retail outlets advertised Christmas gifts for men overseas (money belts, wallets, shaving and sewing kits, towels, and stationery were recommended). Local women passed out Christmas gifts to soldiers passing through the state on troop trains. As Christmas approached, one witty Kalispell resident applied for enough gasoline and tire coupons for an upcoming tour of the nation. He signed the application, "S. Claus." For those looking for a quiet getaway, Boulder Hot Springs Resort offered a special Christmas rate of \$25 per week.

As war raged around the world, the New Year brought a major winter storm which closed schools and drifted snow over highways and railroad tracks in western Montana. The city of Missoula turned off half of the street lights in town in an effort to conserve energy.

In the South Pacific the *USS Helena* had a new captain. Captain Charles P. Cecil, who had been awarded the Navy Cross for his actions at the Battle

of Santa Cruz, was a 1916 graduate of the Naval Academy at Annapolis. The *Helena* left port as soon as he took the helm of his new command, but after a full year of war and 60,000 sea miles, the *Helena's* engines were in bad shape and the ship's hull was covered with barnacles. Sailors who thought the *Helena* might return to the U.S. for an overhaul were disheartened when the ship returned to patrolling the dangerous waters of the Coral Sea. On January 4, 1943, the *Helena* endured an unsuccessful but harrowing attack by Japanese dive-bombers while steaming into Blanche Channel in the Solomon Islands.

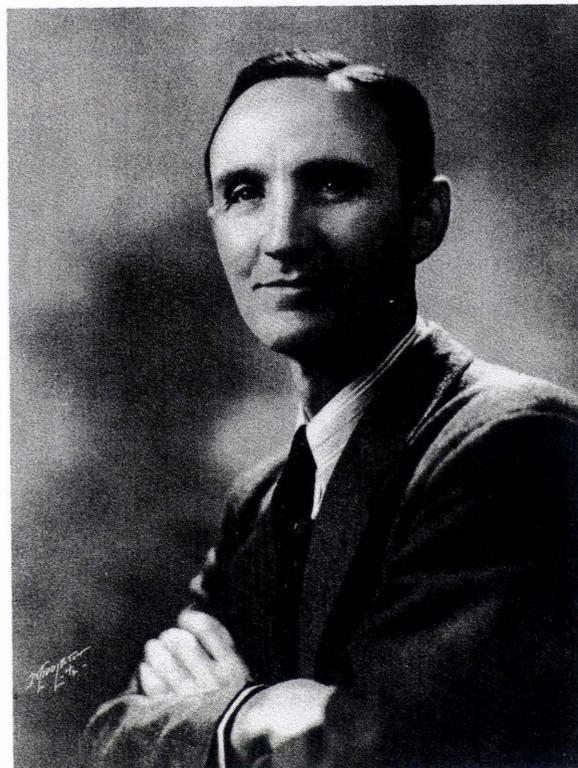
Three weeks later the ship returned to the same area, an area that would become all too familiar to the *Helena's* sailors. According to the ship's radio officer, Lt. C.G. Morris, "Kula Gulf is a sailor's nightmare, a blind alley, a dead end street. It was prowled by Jap subs and guarded by Jap planes operating from Kolombangara and Bougainville on the west, New Georgia on the east." The *Helena* moved cautiously into the gulf and began firing on Japanese troops stationed at Vila and Stanmore Plantation. Morris described the bombardment. "Every ship in the line is hurling its thunder and the night shudders as though made of jelly, warm jelly, pressing against a man's hands and face and body and trembling there in shocked surprise." The ship's guns set the airfield at Kolombangara afire, and *Helena* steamed out of Kula Gulf before Japanese planes could respond. In February the *Helena* docked in Australia for 20 days, and each sailor received a well-deserved 10 day leave.

On December 8, 1942, in a meticulously researched speech which she entered into the *Congressional Record*, Jeannette Rankin blasted President Roosevelt's actions during the months leading up to Pearl Harbor. In her final months in the U.S. House of Representatives, Rankin never wavered from her belief in peace. After relinquishing her seat in Congress, she returned to Montana in 1943 to look after her 90-year-old mother.

Freshman Mike Mansfield on the other hand, was on his way to Washington to take his seat in what would be the first term of his 10 years in the U.S. House. An acknowledged expert on Asia, the freshman representative was appointed to the prestigious House Foreign Affairs Committee. One of his first concerns was correcting the unequal draft regulations that resulted in Montana's married men being drafted before married men in most other states.

## February 1943

- February 2. Last German troops at Stalingrad surrender.
- February 6. Track star Greg Rice of Missoula wins a record 57th race at Madison Square Garden.
- February 12. Foresters Ball held at University of Montana.
- February 14. Germans begin an offensive in Tunisia and defeat American troops at Kasserine Pass.
- February 15. Bobcat basketball team defeats Denver University 56-47.
- February 17. University of Montana celebrates 50th Anniversary.
- February 18. Sale of canned meat and fish is suspended. Grizzly basketball team defeats Denver University 66-61.
- February 20. Denver University defeats the Grizzlies, 49-47.
- February 22. Ration book #2 is issued.
- February 27. A massive explosion rocks the Smith Mine at Bearcreek, trapping 74 men inside. Bobcats over the Grizzlies 69-59 in Missoula.



Rep. Mike Mansfield, a former University of Montana history professor, took his seat in Congress early in 1943. He was elected to five terms in the U.S. House before moving to the Senate, where he served as Senate Majority Leader under four presidents. He later became U.S. ambassador to Japan. UM 85-217

Mansfield called for a national draft pool in order that each state share the draft burden equally.

Rep. James O'Connor, representing the eastern half of Montana, served as the chairman of the House Indian Affairs and was also on the Census and Flood Control committees. He was concerned that minimum prices be set in order to protect small farmers. Senator Murray was also interested in improving conditions for Montana farmers. He urged that the Federal employment service be overhauled to prevent labor shortages on farms and pressured the all-powerful War Production Board to allot more farm machinery to Montana. Senator Wheeler, the chairman of the Interstate Commerce and Judiciary committees, served on the Steering Committee, Public Lands Committee and the Senate Indian Affairs Committee. Frank C. Walker of Butte, formerly the U.S. Postmaster General, became the chairman of the Democratic National Committee.

Meeting for the first time in January, the 28th Montana Legislature voted to purchase a regimental flag for the 163rd Infantry Regiment. Gov. Sam Ford urged legislators, of whom there was but one woman (Democrat Margaret L. Peterson of Missoula) to begin planning for the postwar economy. The lawmakers also approved Governor Ford's plan to sell

\$10,000,000 in bonds to finance highway construction after the war. George O'Connor was elected speaker of the Montana House. Sen. John Campbell of Missoula proposed cutting the state income tax in half to relieve the burden on families hard hit by the military buildup and to head off a proposed elimination of the tax. Other items on the agenda included a stream protection bill and the Yellowstone River Compact, an interstate agreement recently approved by the North Dakota legislature. The Senate first asked for a two-year delay in implementing the agreement, then voted against ratification.

Legislators also passed a non-binding resolution that prohibited anyone of Japanese ancestry from becoming an American citizen, and asked the federal government to increase the mandated speed limit for buses and trucks from 35 to 45 miles per hour.

Despite a state budget surplus of \$20,000,000, the legislators voted to slash \$470,000 from the University system budget. They also ordered lumber and mine workers to increase their work week to 48-hours.

Something of a political crisis erupted in Helena when an Army officer became alarmed over an outbreak of venereal disease and demanded that



Air raid shelter on Highway 93 at the Stevensville turnoff. The Fort Owen Inn now occupies this site. LC-USF34-65332-D

Governor Ford close the brothels operating in Helena, Butte, and Great Falls. Although at least 100 prostitutes were known to have followed the Army to Helena, there was a notable reluctance on the part of Montana lawmen to crack down. Local sheriffs refused to intervene until they had received a complaint from a dissatisfied customer. The legislature initially balked at providing \$26,000 to finance closing of the brothels, but under continuing pressure from the Army, the money was finally allocated. Also passed was a related bill allowing health departments to examine anyone suspected of having VD. The military requested, unsuccessfully, that the Senate pass a bill that would close all bars located within 25 miles of a military base at midnight.

In early 1944, with venereal disease again on the rise among the servicemen of Cascade County, a meeting of 50 local citizens was held in Great Falls to come up with a solution. Tex's Place and the Palm Garden bar were declared off-limits to air base personnel, and shortly thereafter 18 hotels and 14 bars in Great Falls and Black Eagle were added to the list because of the threat of venereal disease. Ten of the establishments were later dropped from the list, but the Great Falls City Council also halted beer sales after midnight and prohibited dancing in taverns and beer halls. Two Great Falls girls were arrested for being "pickup girls." They were given 90 day sentences with 60 days suspended if they left town. Cascade County Commissioners allocated \$4,700 to open a detention hospital for VD cases, and applied for federal funds for a venereal disease control center. The measures proved effective, and the disease rate in Great Falls soon dropped. After the First Special Service Force left Helena, the venereal disease rate in that city also dropped dramatically.

On February 17, 1943, the 50th birthday of the University system was celebrated at the University of Montana. The keynote speaker at Charter Day was the Dean of Faculty, R.H. Jesse, who reviewed the history of the University and commended original faculty members William Aber and Frederick Scheuch for their part in planning the tree-lined Oval at the campus. University President Ernest Melby also gave a short speech, but the ceremony was kept low-key out of respect for the 550 students and faculty who were serving in the armed forces. One former student in the news was football great Eso Naranche. Only a year before he had worn the Grizzly uniform in the East-West Shrine game, but

by the early spring of 1943, he was wearing a different uniform, and was reported to be in combat against the crack German Afrika Korps in Tunisia.

Four out of five of the 1,008 students registered at the University during winter quarter were women, but the ratio changed somewhat when 1,000 men of the Army Air Force began arriving in Missoula for pilot training. The men of the 317th College Training Corps, mostly from California, stepped off the train in late February and were greeted by a major blizzard. North Hall (now Brantly) and the Forestry Building were turned over to the aviation cadets, who studied math, physics, aeronautics and physical training. Most of the regular students moved to fraternities to make room in the dorms for the new soldiers. The trainees marched between classes and were not supposed to speak to coeds on campus, but according to Professor H.G. Merriam, "the trainees were not overserious in class or out, indeed were ebullient."

The 1942-43 University of Montana Grizzly basketball team won their opening games against the Utah Redskins and a team fielded by the Army Air Force base at Great Falls. The Montana Grizzlies split two games with the Idaho Vandals and beat Utah State for a 7-2 record early in the season, before being defeated by the Bobcats 45-56. Fill-in basketball coach Clyde Carpenter received orders to report to the Navy in early January and Missoula High coach Eddie Chinske took his place. On their last road trip of the season, the Grizzly basketball squad traveled to Washington state, where they won one of two games against Whitman College and suffered defeat at the hands of Pasco Naval Air Station and Gonzaga. At home they fared a little better, splitting a two-game series with Denver University and another with the Bobcats.

At the State College in Bozeman, John "Brick" Breeden's 65-man Bobcat athletic department was reduced to 19 players by the war. The Bobcats lost two games against Utah State but had better luck against the North Dakota Bisons and the Grizzlies. They won 15 consecutive games, including three of the season's four Cat-Griz games. In lieu of a state tournament, the Bobcats were declared the state champion.

Like the University, the College at Bozeman also hosted 500 Army Air Force trainees, who arrived in March. The students studied engineering and radio in conjunction with their military training. They stayed at Hamilton Hall and the women's

sororities on the Quadrangle, while the co-eds in Bozeman moved out of their dorms and into unused fraternities to make way for the incoming aviation trainees. One hundred and twenty women lived in the SAE, Sigma Chi, Sigma Nu, and Phi Sigma Kappa fraternities, although all of them dined at the Sigma Chi house in two shifts.

Aviators also trained at Billings Polytechnic, while Navy, Marine, and Coast Guard officers studied at the School of Mines and Carroll College. Carroll College played host to 370 Navy men, while 90 percent of the resources of the School of Mines were devoted to training other Navy personnel. Seven buglers lent a military air to the School of Mines as the Naval reserve men were called to classes and meals. Approximately 1,750 officers and pilots were eventually trained at Montana colleges. In order to handle the huge numbers of men entering the military, the state enlistment center in Butte was enlarged to handle Army, Navy, Coast Guard, and Marine enlistments.

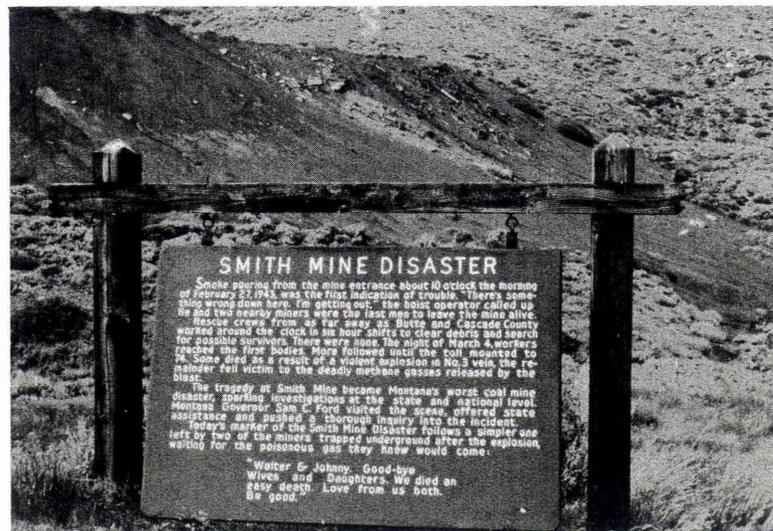
Restrictions were lifted on retread tires in February 1943, but a new regulation made monthly tire inspections mandatory. Quotas were also set on the number of new cars and bicycles that could be sold in the state. Montana's quota for March 1943 included 227 cars and 257 bicycles. In other news, shoe rationing went into effect without warning, limiting each person to the purchase of three pairs of shoes per year. Women were asked to donate their worn out stockings to offset a shortage of silk and nylon, and collection centers were set up in all women's clothing stores.

By late February 1943, melting snow and ice

jams caused widespread flooding in eastern Montana. An ice jam along the Yellowstone River inundated parts of Dawson and Richland Counties, and the town of Ekalaka was completely cut off when two bridges washed out. Two hundred farm families were evacuated in the Jordan area because of fears the Big Dry Dam might break.

A different kind of tragedy occurred at mid-morning on February 27, 1943. Bearcreek, a bustling mining town, boasted 14 saloons and not a single church. Located seven miles southeast of Red Lodge, Bearcreek was home to Montana's largest underground coal mine, the Smith Mine, owned and operated by the Montana Coal and Iron Company, and had been in operation since the turn of the century. Seventy-seven miners were deep inside that morning when a tremendous explosion rocked the mine, knocking five-ton mine cars off their tracks and shredding huge ventilation fans. Those not killed outright by the explosion were rolled over and over by the force. Hoist operator Alex Hawthorne managed to get to a phone and reported, "Something's wrong down here. I'm coming out." Overcome by the poisonous methane gas that was filling the mine, Hawthorne collapsed next to the phone. In Bearcreek and nearby Washoe and Red Lodge, sirens summoned rescuers. Working without breathing masks or any other equipment, rescuers immediately entered the mine. Alex Hawthorne, Willard Reid, and Eli Houtonen were found near the entrance, unconscious but alive. The methane gas prevented rescuers from going further into mine. As anxious families gathered outside, a call went out to trained mine-rescue crews around the west.

State highway sign marking the site of the Smith Mine Disaster at Bearcreek, where 74 miners died in Montana's worst coal mining tragedy.



GT Falls Public

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STUWE

(MT  
Rm)

East Base

1940-46

3,671, from a total population of 33,336 as shown in the 1940 census. The draft call here seemed to proceed without incident, but in Fort Collins, Colorado the name Santo Acosta was added to the list of selective servicemen in that area. A short time later it was discovered that Santo and Sadie Acosta were one and the same, a name that had appeared on relief roles since 1938. Mrs. Sadie Acosta, in fact a man and a resident of Fort Collins since 1922, preferred to be called a lady, but the army preferred a man.

Extensive building was taking place in Great Falls, including a new civic center building and a new housing project, both of which were soon to play an important part in the war effort.

About this time Jeanette Rankin, first woman member of Congress and one of five women members of Congress in 1941, was protesting our involvement in Europe through increases in the armed forces and Lend-Lease. Jeanette Rankin was Congresswoman-at-large from Montana from 1917 to 1919 and was elected to the House in 1940. She had voted against both World War I and against World War II. At the age of 91 she was still protesting war. The present Senate Majority Leader Mike Mansfield, succeeded her in 1942. President John Kennedy once called Jeannette Rankin "one of the truly courageous women in American History".

During the hearings concerning General George Patton and the incident of "striking a soldier", held in December 1945, Jeanette Rankin was again in the news, this time as Representative from the state of Mississippi. Patton told Representative Rankin that he merely laid his hands on the shoulder of the G. I. It was during the Sicilian campaign that General Patton, known as "blood and guts", was accused of striking a soldier. The story is told that he visited an American field hospital in Sicily and slapped a shell-shocked soldier, later apologizing to him. Patton also explained to her the incident when he supposedly "walked on water". He was walking on a submerged footwalk, the water reaching his neck. General Patton died at Heidenberg, Germany as a result of an auto accident soon after the hearings on December 21, 1945. The soldiers under him held no affection for

No!  
different  
Rankin

this General, but recognized him as a great commander, one who believed that winning battles was his job.

Regardless of Jeanette Rankin and others protesting our European involvement, war activities sprang into action and our way of life rapidly changed. Montana was recruiting 100 men a day, and women were soon filling vacancies created when men were called into the service. Women worked as weathermen and as the war progressed, they occupied many positions formerly held by men.

In many cities, as the draft took its toll, only those under 21 or over 36 were left. But in Great Falls, we were to have the military stationed here. As early as April 1941, an examining board from Randolph Field, Texas had surveyed the Great Falls area for the possibility of establishing an air base here.

With the early appearance of the Seventh Ferrying group in town, war seemed to be brought closer. They were temporarily housed in the Civic Center and later moved to Gore Hill. Young airmen from all parts of the country began to appear, and Great Falls took on the appearance of a military town. A USO was established on First Avenue North which was to become a home-away-from-home for many servicemen for the duration of the war. There was always a need for qualified hostesses to assist at the USO Center. Later when the Army Air Base, known during the war as "East Base", was in full operation, many airmen were stationed here for the entire war. Some served as final aircraft inspectors over civilian maintenance crews working in the hangars. At the close of the war, many remained to make their homes in the Big Sky country of Montana.

Our city, the present home of Malmstrom AFB, has continued to develop strong ties with the military. Living up to its reputation of western hospitality, the city has constantly benefited economically from the base. However, this is not to say that during the war years clashes did not occur from time to time between the civilians and the airmen. It was inevitable when bars and drinking were the primary source of entertainment. In December 1942, a shooting incident involving airmen took place in Black Eagle, a small town across the river. Black Eagle, Montana played an impor-

tant part in entertaining both civilians and military with bars lining both sides of the main street, extending for several blocks. The closing hours of these bars were flexible until after the shooting when it immediately became out-of-bounds for military personnel. As the war progressed more and more establishments were listed "off limits". The total finally amounted to 18 hotels and 14 bars in the Great Falls area.

February 26, 1944

32 establishments were declared out-of-bounds for the military.

#### HOTELS

Park View	New Willard
Weise	Liberty
Thompson	James
Oakland	Harrington
Great Falls	Foley
Grand	Fair
Davenport	Cline
Belmont	Traveler's
St. Charles	St. Paul House

#### BARS

Anchor	Red Feather
Electric	Jockey Club
Berk's Bar	Dempsey's
Ozark Club	Faylors
Hurley's	Montana
Swiss	West Side
Glacier	Murrell's

#### BARS PREVIOUSLY OFF LIMITS

State Bar	Tex's Bar	Palm Gardens
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On the plus side, many residents will recall inviting servicemen into their homes for Christmas and Thanksgiving dinner.

It seemed to happen overnight. The attack on Pearl Harbor once again forced war upon the American people. Great Falls was soon to become a city engaging a substantial military budget. It was reportably in the neighborhood of 70 million dollars a day.



*February 15, 1939 - Ice harvest gets started. A motor saw is used to shape cakes of ice.*

*August 1940 - Johnny Morris, 4 ft. tall Philip Morris cigarette advertising man visits in Great Falls.*

*The soldiers and sailors "cruel relief act" was passed in 1940. Unless a soldier was willing, his wife could not divorce him. The act provided that a default judgment cannot be obtained against a person in the armed forces.*

*June 20, 1941 - Roudy, a little tan and white terrier, was condemned to death by the terms of his mistress' will in 1941. A court battle followed as attorneys fought to break the will and save the dog's life. This story has a happy ending. The army won out and Roudy was turned over to fliers at Hamilton Field AFB to be their official mascot.*

## Gore Hill



MAP SHOWING ALASKAN ROUTE, GREAT FALLS TO FAIRBANKS

After Russia gave the OK for the Alaskan - Siberian route to be used in transporting planes and supplies under Lend-Lease, Gore Field was designated as the chief take-off point in the U. S. This was to be the pipeline for aircraft, the hub of global aerial operations of the Air Transport Command. Later cargo and passengers were flown from here to all parts of the world. The municipal airport was soon under military control.

Gore Field, located 300 feet above the city of Great Falls, at an altitude of over 3,000 feet, had a record of more than 300 clear flying days a year. Prior to the take-over by the Air Force, Gore Hill (or Gore Field as it was known) was the city's municipal airport. It derived its name from an early settler, a rancher named James D. Gore who had one of the first and most elaborate farm homes in the area.

When the decision was made to move the 7th Ferrying group from Seattle to Great Falls, the commander was advised to make the move as fast as possible and without interruption of communications or services. Great Falls was chosen over Spokane, Washington as being a more desirable location.

The original ferrying group supervised stations along the Northwest route until November 17, 1942, when they relinquished control of operations of the Alaskan route. Out of this was born the Alaskan Wing of the Air Transport Command, which operated and ferried planes along the northern route through Canada to Fairbanks where Russian pilots took over the planes. The original group pilots at Gore Field continued to move thousands of B-17 Flying Fortresses and B-29 Superfortresses from Boeing aircraft factory to modification centers and ports of aerial embarkation within the U. S. as well as overseas to the fighting fronts.

The 7th Ferrying group of the ATC answered the need for fast transportation of aircraft from factory to destination throughout the world. By June 1943 the organization consisted of a transport division, a ferrying division and a number of foreign wings.

Though Gore Field was to be the home of the 7th Ferrying group, they were first housed at the newly constructed Civic Center building. For nearly four months, while construction of barracks and other facilities was underway on Gore Hill the 7th Ferrying group was housed temporarily in the Civic Center. Enlisted men stayed at the Center while officers lived in nearby hotels. Cots were arranged in tiers in the indoor skating rink area and the banquet room became the kitchen and mess hall. Some of the city officials gave up their offices to be used for temporary headquarters for the Air Force. The group operated constant traffic to Alaska. The needs of the 7th Ferrying group were met with all operations in full swing and with a disregard for the inconvenience.

When Gore Field was turned over to the Army Air Force, there were few facilities, such as runways and hangars--not enough to house planes--since airport hangars were used mainly for maintenance. Construction began at once on the long list of buildings which included housing barracks, executive offices, communications, parachute packing, cafeteria, and hangars.

Since the buildings that housed all the operations were constructed with tar paper exterior and lined with an insulating board, the Gore Hill base was sometimes referred to as "Tar-paper City". These structures were heated with stoves and when the prevailing southwesterly winds swept the fields surrounding the base, a layer of sand and silt was often deposited on tables and window sills. The wind at times was very severe and on one occasion lifted a B-17 from the hill.

The cafeteria, a meeting place for enlisted men, civilians and officers, entertained many important guests and celebrities who were passing through, among them Nelson Eddy and Joe Lewis. Army regulations demanded a spotlessly clean serving counter and kitchen. To enforce this, a once-a-month "white glove" inspection would take place with inspectors

wearing white gloves when checking for sanitary conditions. Cafeteria employees were required to submit to periodic wassermann tests, administered by practicing army medics.

Civilians were employed in the parachute-packing building after signing statements stating that they would be willing to use the chute if requested to do so. One isn't likely to become careless if he or she may be called upon to pull the ripcord at 5,000 feet or more above the ground. The same applied to mechanics -- they agreed to fly in planes they serviced. Sabotage was always uppermost in the minds of officials, and until the cause of any plane crash or trouble was determined, everyone was under suspicion.

About the time that Great Falls residents became accustomed to many planes overhead, and Gore Field was confined to the military, another phase of the war effort was added. The 34th subdepot of the Air Service Command moved to the Fairgrounds. This unit was first established in the old WPA building in July 1942. When more space was needed, ground and buildings were leased to the government by Cascade County. The administrative building was used for headquarters, but complete service setups and operations were still at Gore Hill and at the Army Air Base east of the city. Supplies for Glasgow, Lewistown and Cut Bank satellite stations were also handled at the subdepot.

This newly established subdepot was expected to employ 400 civilians and bring a substantial payroll to the community annually. The 34th subdepot had three major functions; 1- ADMINISTRATIVE, this entailed a vast amount of paperwork to keep the depot functioning effectively. 2-SUPPLY, large warehouses were needed to receive, utilize and store articles and supplies. 3- MAJOR FUNCTIONING, this section of 21 departments was the engineering department responsible for maintenance and repair of aircraft. Each section handled specialized work, such as aero repair in charge of plane surfaces and major repairs. Other departments included carpenter shops, sheet metal, welding, radio and instruments drafting, blue prints, blasting, propeller, machine shops, hydraulics, engine change, parachute packing section and others. With emphasis on the Alaskan route, Great Falls had been selected for this giant supply and service center.

With Gore Field under the military and the 34th subdepot set up at the fairgrounds, a call went out for aircraft mechanics, iron workers, spray painters, welders, sheet metal workers, machinists and numerous other workers. Great Falls women answering the call were hired at \$100 per month while learning, then the wage increased from \$1,200 and up annually under temporary civil service.

By February 1943, more and more mechanics were needed to supply the demand of the Air Service Command. Ads were running in the paper offering residents a mechanic-learner program at some outside point. They would return to the subdepot for employment at the close of the course. Many made themselves available for the program and returned later for employment. This was open to all women and to men with a deferred draft classification.

As the war intensified, the need for workers increased. Again the maintenance section of the 34th subdepot was advertising for women 18 through 45 to be trained as aircraft mechanics, with pay starting at \$1,200 a year plus overtime.

On the occasion of the second Pearl Harbor anniversary in 1943, there were over 1,000 civilians employed at the subdepot and East Base. Colonel Meredith, who assumed command of operations at the subdepot in December 1942, presented all civilians with six months or more service, the war department "emblem of civilian service". This practice continued for the duration of the war with most civilians receiving the award.

Exams were offered at the subdepot for women interested in the mechanic-learner program with employment later at East Base. These exams, involving mostly tools and types of tools all foreign to the average woman, lasted several hours. After much concentrated effort, the applicant was informed that he or she had passed and should report for six weeks of training in aircraft mechanics. Prior to this, the amount of schooling required for the mechanic-learner program was longer, but as time went on mechanics were ushered into the hangar with less and less training. One foreman declared, "If they can read a slide rule, send them up."

The 34th subdepot began the process of moving to East Base in October 1943, but the entire changeover was not completed until February 1944. The lease on the fairgrounds was cancelled at this time. All units from the subdepot and Gore Field were transferred to East Base, the reason given as economy and greater efficiency.

An auction was held on Gore Hill, selling most of the barrack buildings to civilian families for \$100 each. Buyers were to move the buildings at once. Since these barracks were equipped with plumbing, they were easily converted into housing if desired.

The 7th Ferrying group of the ATC remained on Gore Hill until it was deactivated in November 1945. Packing operations were underway and the abandonment of Gore Field as a military base was completed by December 1945.

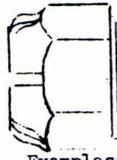


*May 9, 1943 - Try Lydia Pinkhams vegetable compound.*

*June 1943 - The new wonder drug, penicillin, extracted from a green mold, was effectively used in healing of wounded American soldiers. It is hoped that they can interest all drug companies to start turning out large quantities.*

# Twin Hangars

## AIRCRAFT NUTS - A.N.



## AIRCRAFT CASTLE NUT

Code: AN310:  
Steel or Al. Alloy  
Dia. in 16th's

Examples: AN310-6 = Steel Aircraft Castle nut  
3/8" dia.  
AN310D6 = Al. Alloy Aircraft Castle  
Nut 3/8" dia.



## CHECK NUT

Code: AN316:  
Left or Right Hand Thread  
Steel  
Dia. in 16th's

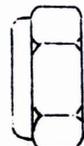
Examples: AN316-6L = Steel Check nut 3/8" dia.  
Left hand thread  
AN316-6R = Steel check nut 3/8" dia.  
Right hand thread



## SHEAR NUT

Code: AN320  
Steel or Al. Alloy  
Dia. in 16th's

Example: AN320-4 = Steel Shear Nut 1/4" dia.  
AN320D4 = Al. Alloy Shear nut 1/4" dia.



## SELF LOCKING NUT

Code: AN365:  
Steel, Brass or Al. Alloy  
Dia in 16th's - except when under  
1/4"  
D - Aluminum Alloy  
B - Brass  
No letter indicates steel

Examples: AN365 D 5 = Al. Alloy Self Socking nut  
5/16" dia.  
AN365 - 5 = Steel S.L. nut 5/16 dia.  
AN365B5 = Brass S.L. Nut 5/16 dia.

At East Base during the peak of the war there were around 2,300 employed on base, and in the neighborhood of 80 women working in maintenance hangar with a lesser number employed in aero repair. As previously mentioned, women were working in all areas of the base complex, including women pilots who ferried pursuit planes from factory to the base. Women could be seen driving jeeps and tugs, all under the jurisdiction of the base motor pool.

When pursuit planes were being shipped to Russia through Lend-Lease, they arrived in groups lining the apron in back of the hangars. Some crashed on landing and burned due to auxillary wing fuel tanks. Aprons were equipped with mooring rings, inbedded in cement, to be used in the event of bad storms or high winds. With these, planes could be secured when necessary.

Shortly after planes arrived they were towed into the maintenance hangar and arranged in long rows, allowing adequate space around each plane for inspection crews to work. Usually 25 to 30 planes, P-39's or 63's, could be found in the hangar at one time.

A work sheet bearing type, number and flight data, attached to the wing of the plane of the same number, served as an inspection guide. Flight problems encountered by the ferry pilot were checked out by maintenance crews while carrying out the 25-hour inspection routine for all Lend-Lease planes.

Inspections and servicing of certain planes included emergency exits, desert air filters, safety belts, hose clamps, pneumatic shock struts, carburator air filters, oil immersion heaters, coolant radiators and interior cleaning along with engine checks. At times inspections would include trouble shooting for gas or oil leaks to determine their cause. When a malfunctioning part was discovered, the plane was taken to aero repair where the part was replaced. In aero repair major

repairs were made, involving engines and fuselage as well as replacing malfunctioning parts. Many of the mechanics employed in aero repair had received previous training and had more training than was offered in the mechanic-learner program.

Planes usually remained for longer periods in aero repair hangar. This would depend upon the type of work involved. This hangar was also known as final outfitting where planes underwent major repairs such as engine change, complete modification orders necessary to bring planes up to date. Everything in aircraft repair could be accomplished here. At times engines were torn down, as well as built up. Shops administered to the planes in this hangar just as they did in maintenance. Damaged planes were rebuilt including new surfaces and paint jobs. A damaged wing would be replaced and deicer boots might be installed. Planes leaving this hangar were ready to withstand whatever might be their destiny. Visiting planes could be seen here from time to time. A plane not passing the flight test and final inspection, was towed into aero repair hangar where repairs necessary to put it in top flight condition were carried out. Then it was released to Russia.

In the maintenance hangar, it must have been quite a sight watching women, all sizes and ages, swarming over the small P-39's and 63's completing 25 or 50 hour inspections in a minimum of time. These planes were destined for Russia and it was important for them to be on their way as fast as possible. Everyone was very conscientious about the work, but when a ferry pilot noted on the work sheet, "check relief tube on 25 hour inspection", the mechanic could only answer with another notation, "check on test flight!"

There were foremen supervising each row of planes. Working under the foreman was a crew chief and crew of four to six mechanics. Starting at the top it followed the order of command from Colonel to mechanic. Each mechanic initialed the finished job and in turn the plane was inspected and initialed by the crew chief, followed by a final inspection. Many of the final inspectors were airmen.

While planes were in the hangar, shops were involved in inspecting, checking and repairing when necessary, and completing winterization requirements. The paint shop, after masking the area, sprayed on the Russian Red Star. This was usually performed on night shift and out of doors, weather

permitting. At other times it was done in the hangars. Oxygen tanks were cleaned and serviced, props inspected and tires changed. The sheet metal shop was busy with modification orders. Work was so arranged that crews did not interfere with each other's work.

Mechanics were subjected to cold cement floors and overhead heaters blasting hot air. During the winter months it was important to wear warm clothing, including boots to ward off the cold since hangar doors were opened to allow planes to be towed in and out.

Climbing ladders and running over the big "ships", became a way of life. After the first two weeks of muscle torture, mechanics felt capable of meeting any work requirements. Platform ladders were used when working on larger planes in order to reach the engines. This climbing was a physical fitness exercise but caused over-developed arm muscles, a situation difficult to cover with short sleeved dresses. Women soon overcame any previous fear of heights, scrambling along the top of aircraft, checking fuselage, wing tips and tail assembly.

At East Base, planes were winterized to withstand Russian winters and any specific modifications carried out. All ships to Russia were winterized and had a cold weather test and were cleared either through Minneapolis or Great Falls, Montana. This was by order of the President of the U. S. The Russians had top priority; meeting their quota came first.

While modifications were being carried out, a Russian officer would usually be observing the procedure. They had some difficulty with our language and would inquire, "what are you doing." Upon being told it was a modification as ordered, they would continue to peer over the shoulder with great interest, watching until the job was finished. This made for more difficult working conditions and from time to time the mechanic would find it necessary to explain the procedure in detail while completing the modification. Since the planes would soon be on Russian soil, ready for combat with Germany, their curiosity was understandable.

Some of the Russians would have preferred to stay in Montana, but when asked why they didn't, the reply was "couldn't, they would come and get us." In Russia, they worked in the hangars until they dropped from exhaustion, then after very little sleep they were back on the job. The Russian officers stationed here were living under conditions far superior than were their comrades at home.

Besides planes, many other materials were sent to Russia, including agricultural products, petroleum products, munitions and industrial materials. At times a Russian guard could be seen standing in the door of a C-47 displaying a gun. No one checked the interior, including the cockpit of these planes, although this was routine for all inspections. No one could be sure what was being transported, but we were told it was for their rebuilding program.

Planes leaving the maintenance hangar were ready for pre-flight inspection which included a thorough check before and after run-up. All data was then recorded and slips signed by inspectors. The plane was then ready for test flight which lasted 20 minutes to one hour, depending on the pilot's ability to check out all requirements. With each test flight less time was required. Test pilots recorded anything out of order, as well as giving the O K for good performance. After test flight the plane was again inspected and the final form signed releasing it for final flight. Ready-Line was then informed and the plane was taken to the "ready hangar" at the east end of the base. Here ferry pilots were called in to fly planes to Edmonton and on to Fairbanks. A plane not passing test flight inspection was towed into aero repair for further work.

No cameras were allowed on base, so pictures are mostly mental. Each employee no doubt has a mental picture of those years, the loud speaker broadcasting vital news, such as the death of a president, or giving orders to a majority of workers by the fastest method available.

A full crew was maintained at all times. During slack periods, while awaiting the arrival of planes, large groups of civilians were without work. On these occasions orders sometimes included scrubbing the hangar floor. This was accomplished quickly since a large crew was available, allowing ample time for play or rest during the remainder of the day. Knitting or sleeping were popular pastimes. For those in need of sleep the hard floor was never a barrier. A trip to the dispensary for the removal of a crochet needle from a finger proved embarrassing to the carrier. At times the entire crew would be designated to remove paint from a plane's fuselage or install deicer boots, both tedious jobs.

Safety films or training films occupied a great deal of slack time. After repeated films, it became very boring, but everyone did take safety seriously and this attitude held accidents to a minimum. On one occasion a few tense moments

were experienced when gasoline was accidentally drained into a sewer system. However, it was taken care of without incident, but this did help to stress the safety program. The majority of injuries were confined to minor cuts and bruises. Now and then a finger was smashed or some teeth loosened, due to carelessness.

Leisure hours were passed with card games or watching a bug perform wild antics while under the influence of alcohol which had been accidentally spilled on the cowling table. Groups of young girls could be heard harmonizing loudly during their coffee break. It was "to each his own" during slack periods. Shops managed to keep busy shaping wire bugs to hang in doorways or constructing rubber spiders and mice to bring forth anticipated screams from females working atop a ladder. When a General would unexpectedly visit the hangar, workers seemed to always manage to "look busy".

One incident involving a General stands out. It seems he was resting directly against the wing flaps of a plane when the maintenance crew, neglecting to give the all-clear signal, decided to check the flaps. A signal was given the cockpit to close the lowered wing flaps and as they slowly closed, the General's buttons were caught in the process. There was a stuttering of apologies but everyone involved expected to have to withstand the equivalent of an army court marshal. Since nothing came of the incident, the General may have considered this just an unfortunate accident.

Although there were times of levity, this was a dedicated group of U. S. citizens striving hard to help defeat the enemy and aid in bringing peace to the world once again.



*August 1943 - Irving Berlin's "This is the Army" premiered, starring men in the armed forces -- George Murphy, Lt. Ronald Reagan, George Tobias, Alan Hale and Charles Butterworth*

# Malmstrom AFB, Montana

ASC - Air Service Command  
ATC - Air Transport Command  
SAC - Strategic Air Command  
MATS - Military Air Transport Service  
NORAD - North American Air Defense Command  
SAGE - Semi-Automatic Ground Environment System

## Army Air Base Commanders; 1948 - 1968

Col. Ralph W. Rodieck - December 1948  
Col. Paul Prentiss - January 1949  
Col. Gerald Hoyle - November 1950  
Col. Lester S. Harris - October 1952  
Col. George Walker - October 1955  
Col. Richard Bandlow - March 1956  
Col. Jay P. Thomas - May 1958  
Col. Joseph Parks - July 1961  
Col. George Budway - August 1963  
Col. Charles Agan - April 1965  
Col. Clyde Johnson - June 1966  
Col. Gerald Quayle Jr. - 1967

In September 1949 President Truman announced "an atomic explosion" in the U.S.S.R. The Soviets, almost immediately after the close of the war, had started their military expansion while the U. S. had reduced its forces to a peacetime low. When the Soviets imposed a land blockade against the western sectors of Berlin in 1948, it was the beginning of the cold war.

Just outside the city limits of Great Falls, Montana is Malmstrom AFB, formerly East Base during World War II. The name was changed several times from Army Air Base to Air Force Base and finally in 1955 it was officially named Malmstrom for Colonel Einer Axel Malmstrom. Some citizens attempted to have the base named after Colonel Vance who was killed here in 1944, but this was rejected.

Stationed at the base for less than one year, Col. Malmstrom made a lasting impression on both civilians and military. He had many friends in the Great Falls area and his death in August 1954 brought sorrow to the entire area. He was killed in the crash of a T33 jet aircraft while on routine flight to the 15th Air Force Headquarters at Riverside, California. At the time of his death, Col. Malmstrom was deputy commander of the 407th Strategic Fighter Wing.

Between 1948 and August 1949 the Air Force base, a division of Mats, was used as a training center for C-54 pilots and crews taking part in the Berlin Air Lift.

The 50's saw more technical advancement added to the base. Congress appropriated millions of dollars for construction. Present runways were improved while new ones as well as radar towers were being built. Soon more planes including jet aircraft appeared on the scene. More housing was constructed and the base was growing. In both America and Europe the term "balance of terror" was being used when speaking of the stockpile of nuclear weapons held by both the U. S. and Russia. It was felt that neither nation would use nuclear weapons as long as both were equally strong. By 1951 the base had a population of 5,000 military and 500 civilians and plans were beginning for a civil air defense operation to be centered here.