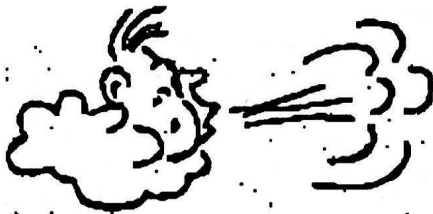


to the other crew members and maybe some one along the line can pick up a few pointers. At the same time we would like to know your problems and any ideas for remedying them.

Many gadgeteers get bright ideas, meditate over them and then just give it up as a bad idea. Might sound screwy but most brain storms started that way. A long time ago some old gent figured that he could sail down from a second story balcony with an umbrella. He tried it, the bumbershoot turned inside out and the ground met him with a bang. Today we have a fool proof parachute that has saved thousands of lives. When the boys in the 8th heavies were getting banged up pretty bad by flak, a "Doc" investigated the armor that the knights of old wore. It looked pretty discouraging at first, who could he get to wear the heavy stuff around that is so uncomfortable? How many times have you thanked your lucky stars that you wore a flak suit or helmet?

We could list many more but what about the countless ideas that never materialized because someone never thought of letting anyone know about it. Don't worry if it sounds a little screwy, most good ones start that way. If you can't develop it yourself, jot it down on paper with any photographs or illustrations and we'll send it through channels with your name, rank and serial number.

Incidentally the best ideas that really amounted to something usually originated in the field by the one using and handling the equipment.



FROSTY

HITS A NEW LOW!!!!!! BUT IS STILL AROUND Word got around that the 49th Wing is again the lowest in frostbite cases per 1000 man sorties but we don't have any figures

to prove it. If true, this will put us in the lead of the Air Force in the lowest number of frostbite cases for two months in a row. The 461st Bomb Group had one case of frozen toes (the man wore GI shoes at altitude). The other case occurred in the 484th Bomb Group when a photographer was supposed to have taken his glove off to work the camera. He has been in the hospital since the 10th of March with second degree burns on four fingers.

Temperatures have been much warmer than last month, but last year has proven to us that "Old Frostbite" will still be around until June. There's plenty of electrical equipment around for every one why not use it rather than spending a month or two in the hospital.

ARE YOU PREPARED FOR ALTTITUDE ?????? To date anoxia has claimed two victims in the Wing. Death is usually the result of carelessness or ignorance in the use of Oxygen. The B-17s had a higher number of deaths due to anoxia. An intensive campaign on the use of oxygen was initiated and while still flying higher their deaths are lower than those of B-24s now. It all goes to show you that it can be learned on the ground.

Anoxia creeps up on you slowly, you just don't pass out. Your efficiency gradually declines and you're unaware of it. Some throw a jag as if drunk and go tearing off their mask and become

violent.

It isn't the fact that you go to altitude, but the fact that you are lacking oxygen. What can you do to combat it? First: Have your oxygen mask fit every 3 missions. The new leak testers only take a half minute of your time, is it worth saving a life? (2) Have an Oxygen quick disconnect safety on your mask and use it. (3) Take care of your self when going to the aid of another.

The small walk around bottles are emptied in 2 to

3 minutes at 20,000 feet. (4) Always use Oxygen above 10,000 feet. (5, Recharge the turret before the pressure drops to 100 lbs.

LIFE VEST INFLATION Experimental tests are being made on an automatic inflation gear for life vests which work on principle of solution of a water soluble pellet which releases an automatic mechanism for puncturing the CO2 cylinders.

This character was introduced to us by Sgt. Sons (A draftsman from the 451st Bomb Group Headquarters) who has been doing a fine job of making up posters and cartoons that are displayed throughout the Wing. With all bouquets and laurels going to Sgt. Sons we introduce "Willie the Dope" to you.

PARACHUTE SENSE Enough has been written on this subject to fill countless volumes of books, yet we see many crew men returning over their home field, bailing out and getting into trouble. Many men have proven that you can learn all you have to about parachuting simply by reading and knowing what to do at the right time, yet we see men spinning through the air with their knees tucked up as in a diving one and a half (The only bad body position that you can get into). 50% of the men bailing out get away with it, why can't the other half do it?

Most of the deaths are caused by not clearing the aircraft or jumping too low. The injuries are caused by improper landing technique. Let's go through a bail out procedure to show "Willie" the proper procedure, which isn't merely pulling the rip cord and then hoping that fate is with him.

The preliminaries are that you check your parachute, and your harness is fitted properly. The first jump will probably be your easiest, paratroopers always find the next jump much harder, so don't get jump happy and go running out of the ship when it's possible to return to the base. On the other hand, in an emergency don't wait too long, make up your mind and do it. In leaving the ship use a lower hatch, dive out head first, being sure to protect your head. It at an altitude delay pulling the rip cord until the earth appears green or you can distinguish large objects. At 400 m.p.h. a five second opening delay is needed with a minimum of 600 feet. Before you pull straighten out with your feet together look at the rip cord and then give it a quick jerk. On approaching the ground face the direction you're moving and cut your oscillation. Land with feet together knees slightly bent, and you'll stand a better chance of walking back.

