

Yowell's
SANFORD

OPENS THE DOOR

ON

Fashions

FOR THE ENTIRE FAMILY....

- FROM INFANTS TO TOTS AND TEENS AND IN BETWEEN
- JUNIOR MISSES AND WOMEN'S ● MEN AND YOUNG MEN'S
- DRESS ● CASUAL ● PLAYTIME WEAR



Famous Names You Know And Rely On:

- LIFE BRAS
- JUNE PATTEN
- PETER PAN
- CARLYE
- NARDIS
- LEVINE
- SUN SEEKER
- BRETON SUITS
- CANNON
- KNOX HATS
- L'AIGLON
- BOBBIE BROOKS
- CAROLE KING
- SURE SIZE SUITS
- MAJESTIC
- VAN RAALTE
- GAGE HATS
- SANS SOUCI
- GAY GIBSON
- DUMARI
- LOVE CHILDREN'S DRESSES
- GOSSARD
- PALM BEACH
- ROTANY 500
- ARROW
- MCGREGOR
- HICKOK
- STETSON
- PHOENIX
- MUNSINGWEAR
- JANTZEN
- TOM SAWYER
- JUVENILE
- MARK TWAIN
- BLOOMFIELD
- HENRY
- ROSENFELD
- LYN BROOK
- MARTHA MANNING

- LINGERIE
- HOSIERY
- COSMETICS
- HANDBAGS
- GLOVES
- LUGGAGE
- HATS

- ALSO—
- PIECE GOODS
 - DRAPERY FABRICS
 - BED LINENS
 - TABLE LINEN
 - TOWELS



Yowell's
"Where To Go For The Names You Know"

The Sanford Herald

AN INDEPENDENT DAILY NEWSPAPER

VOLUME XXXIII

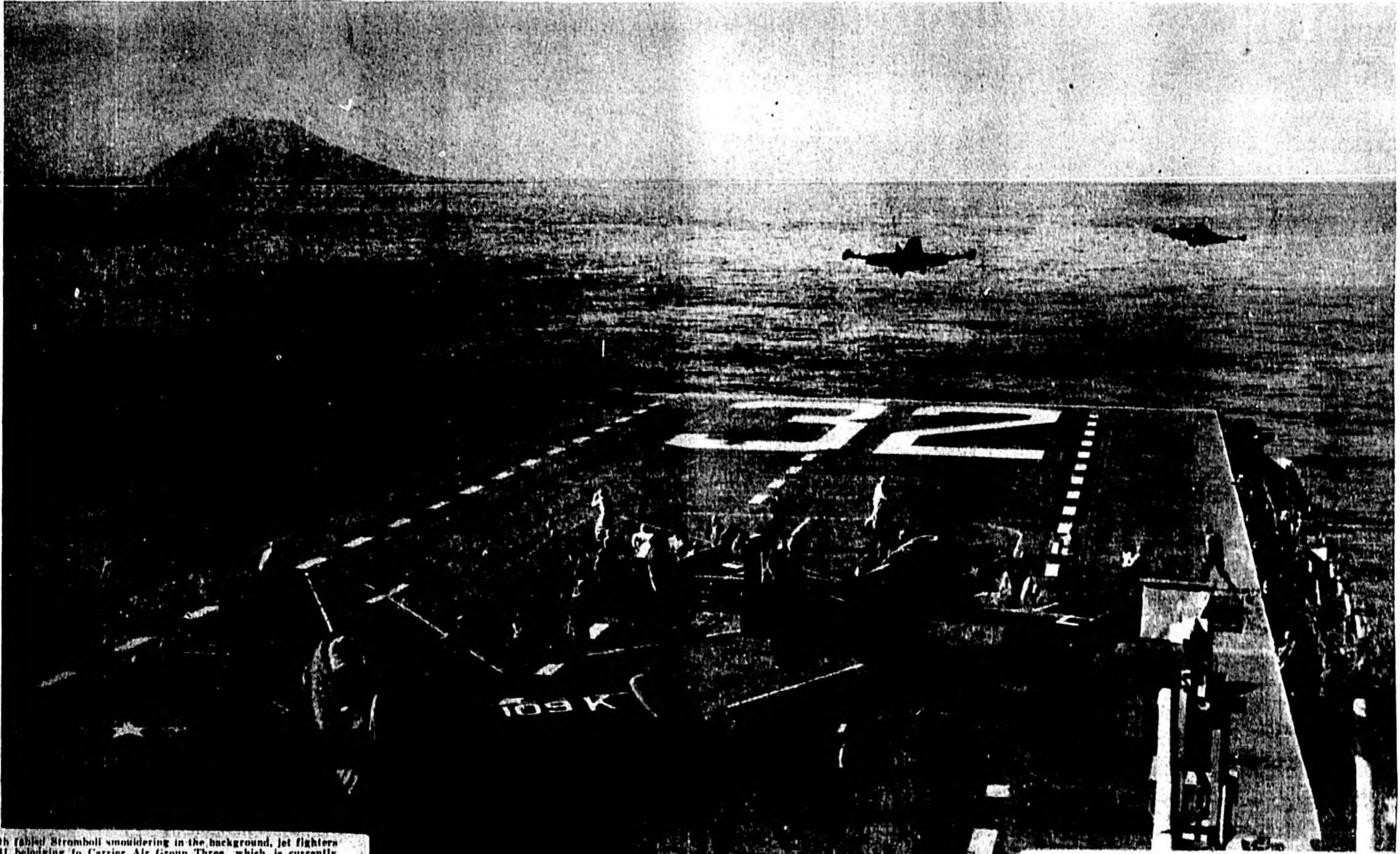
Associated Press Lensed Wire

SANFORD, FLORIDA,

MONDAY FEB. 25, 1952

Established 1908

No. 133



With (above) Stromboli smoldering in the background, jet fighters of VF-31 belonging to Carrier Air Group Three, which is currently stationed at the Sanford Air Station, are shown (above) being catapulted from the deck of the aircraft carrier USS Leyte. The air group was aboard the flat-top during recent Mediterranean maneuvers.

A detachment of United States sailors from the Naval Auxiliary Air Station at Sanford marches down First Street (below) following the recommissioning of the station by the Navy last year. The station was originally commissioned on Nov. 15, 1917, not quite a year after the Japanese attack on Pearl Harbor.



Official U. S. Navy Photo

Edwin S. Memel Commands Fighter Squadron 31 And Williams, Squadron 32

Comdr. Memel Awarded Air Medal For His Services During Korean Attacks

A former assistant professor of naval science at Cornell University and now commanding officer of Fighter Squadron 31, Comdr. Edwin S. Memel won the Air Medal for services in Korea and took part in 11 sea battles in World War II.

It was during the two years from 1946 to 1948 that Comdr. Memel, "skipper" of jet Fighter Squadron 31, was holding down the position of professor at Cornell.

Just prior to that Comdr. Memel had attended the Post Graduate School at the United States Naval Academy. After completing the "tour of duty" at Cornell he entered flight training at Pensacola, and received his wings there in October, 1949.

When he had completed further training in jet aircraft he reported to Fighter Squadron 31 and became executive officer of the unit in August, 1950.

Transferred to Korea in October with his unit, this naval officer participated in the aerial raids and strafing attacks and earned an Air Medal for his actions.

Comdr. Memel, who entered the Navy in 1940 and attended the Naval Reserve Midshipman School at Abbot Hall, Northwestern, assumed command of VF-31 in March of last year.

Although he is now a qualified aviator, during World War II he served continuously aboard destroyers with his last such duty station being that of executive officer of the USS Radford (DD-440).

His first duty aboard destroyers came in January, 1941 when he was assigned to the USS Aylwin. After being transferred to the USS Drayton in 1942, Comdr. Memel was wounded in the battle of Lae in the New Guinea islands. Sent back to a hospital in the United States for recuperation, he returned to action in March, 1944 with the destroyer USS Radford.

In all, Comdr. Memel took part in 31 major sea battles, including those of the Coral Sea, at Midway where he helped to win one of this country's greatest victories, of Savo Island, and Milne Bay. He was at Pearl Harbor on Dec. 7, 1941.

Included in the list of ribbons and awards he is authorized to wear are the Purple Heart, Air Medal, Philippine Liberty Medal with 1 star, Pacific Asiatic Area with 11 stars, Korean Medal, and the World War II Victory Medal.

Comdr. and Mrs. Memel, who are the former Miss Betty Elkins of Cincinnati, Ohio, have one child, Scott Elkins, born in April, 1946 at the Naval Academy.

Comdr. Williams, a native of Slator, Tex., attended Pomona Junior College in California, before entering the Navy in January, 1941 when he was sent to Pensacola for his basic and flight training.

At the time of the attack on Pearl Harbor the young aviator was a primary training instructor with Training Squadron 110 at Rodd Field, Tex.

After further duty with Training Squadron 14 at Kingsville, Tex., Comdr. Williams was transferred to Fighter Squadron 3 as flight officer. For a short time the outfit remained at Whidbey Island, Wash. then received orders for Pasco, Wash.

April, 1944 saw the unit depart for the Hawaiian Islands. A few months later VF-3, with Comdr. Williams as executive officer, flew aboard the USS Yorktown (Continued On Page Five)



Official U. S. Navy Photo
Leaving his Banshee jet fighter after completing an operational hop is Comdr. Edwin S. Memel, commanding officer of Fighter Squadron 31.

Comdr. Williams Accounted For 10 Jap Airplanes During Second World War

A Texan who attended college in California and received his flight training at Pensacola, Lt. Comdr. Clyde A. Williams, commanding officer of Fighter Squadron 32, personally accounted for ten Jap planes during World War II.

Employing three different types of Naval Aircraft, these squadrons have played a major role in the Korean conflict.

Fighter Squadron 33, one of the oldest outfits in the Air Group, holds a Presidential Unit Citation for meritorious service in the Pacific Theater during World War II.

Led by Lt. William Fabrick, Fighting 33 wreaked havoc on the enemy, while operating off the coast of Korea aboard the USS Leyte. Lt. Comdr. Eugene W. Krebbs, the present skipper, relieved Lt. Fabrick of his command in January of 1952.

Composed of 135 enlisted men and 25 pilot officers, VF 33 has flown nearly 40 missions over war torn Korea, and each of the pilots has received one or more Air Medals.

For their outstanding effort, at a time they were needed most, Fighting 33 has become one of the most decorated squadrons in the Air Group.

One of the comparatively younger squadrons in Carrier Air Group Three is VF 34, which is a jet-fighter group. Flying the Navy's F4F Panther, this

THE SANFORD HERALD
Page 2 Mon. Feb. 25, 1952

3 Air Squadrons, Stationed Here, Back From Cruise

VF33, VF34, VA35 Have Brilliant Records Of Service

In addition to Squadrons VF 31, and 32, Carrier Air Group Three also includes Squadrons VF 33, VF 34, and VA 35, which have recently returned from a 10-day cruise in the Atlantic.

Employing three different types of Naval Aircraft, these squadrons have played a major role in the Korean conflict.

Fighter Squadron 33, one of the oldest outfits in the Air Group, holds a Presidential Unit Citation for meritorious service in the Pacific Theater during World War II.

Led by Lt. William Fabrick, Fighting 33 wreaked havoc on the enemy, while operating off the coast of Korea aboard the USS Leyte. Lt. Comdr. Eugene W. Krebbs, the present skipper, relieved Lt. Fabrick of his command in January of 1952.

Composed of 135 enlisted men and 25 pilot officers, VF 33 has flown nearly 40 missions over war torn Korea, and each of the pilots has received one or more Air Medals.

For their outstanding effort, at a time they were needed most, Fighting 33 has become one of the most decorated squadrons in the Air Group.

One of the comparatively younger squadrons in Carrier Air Group Three is VF 34, which is a jet-fighter group. Flying the Navy's F4F Panther, this



Official U. S. Navy Photo
Flying an altogether different type of aircraft is Lt. Pat Budge, Royal Navy, who is currently with Fighter Squadron 32 as Landing Signal Officer. Lt. Budge is in the exchange program being effected between the United States and Great Britain. When his tour of duty with the U. S. Navy is completed he will return to a fighter squadron aboard a British carrier.

Lieut. Pat Budge Is Exchange Pilot Of British Navy

Airman Took Part In Raids Against Palembang Oil Fields

Royal Navy pilot Lt. Pat Budge, now in an 'exchange' status with Fighter Squadron 32, had a type of difficulty going to school that few people in this country can claim. He was bombed out.

In 1940 when south-eastern England was subjected to the terrific bombardment from Nazi planes, Lt. Budge was attending school at Simon Langton School in Canterbury, Kent County, England.

When the raids became so heavy the school had to close operations there, it was evacuated to Wantage in Berkshire, where he finished.

Lt. Budge has been with VF-32 since July of last year. Prior to that he had completed three months' duty with the staff of Carrier Air Group 3 as landing signals officer.

The exchange duty status, which is part of a large program between the United States and England is temporary and lasts for approximately one year.

Prior to arriving here for duty Lt. Budge had completed 18 months' service in the British Mediterranean Fleet aboard HMS Glory.

Lt. Budge entered the Navy in November, 1942 classified as a Naval Airman and was sent to Canada under the Empire Air Training Program. In October, 1943 he received his wings at Kingston, Ontario and returned to (Continued On Page Five)

Crash Crew Works To Rescue Pilot, Then The Airplane

With the siren sounding forth, the crash crew of the Naval Auxiliary Air Station race across the airfield to the crashed plane as it lies a crumpled mass of metal. Their job is to save the pilot and then the plane if possible.

As the crash truck reaches the plane the men are already off the truck and uncoiling the hose preparing to cool the plane with water fog so that a man might go to the cockpit and release the pilot. This can only take a matter of seconds because of the great danger of a gas explosion. When the pilot is clear of the plane, the fire is quickly put out and the crash crew have done their job with efficiency.

A crash of this type has not occurred on the station yet, but the crash crew is ready. With training and the few minor crashes that have happened on the station, the men have learned the need of speed and accuracy in every detail of being a member of the crash crew.

Crash Crew Chief R. E. Jarvis has been with the department since he reported here for duty last May. J. D. Conway assists Jarvis as one section leader over the 24 men that make up the crews of the five crash trucks. The men are divided into three eight-man crews so that they are always ready for an emergency. A crash truck is kept on the airfield at all time during flying for the unforeseen emergencies.

Since training is all important in this department, a vigorous training program is maintained. Realistic crash drills are conducted with rescuing of the pilot always utmost. The regular training schedule includes the extinguishing of fires, extinguishing agents, airplane structures, equipment and operating techniques for fire fighting and requirements for crash fire fighting.

Jarvis and his wife are making their home in Sanford at 1113 Park Avenue. Before reporting for duty in Sanford, he was stationed aboard the Floating Dry Dock at Green Cove Springs. Naval Reservist Jarvis was an Air Force Civil Service Welder in civilian life.

Senior In Service In Carrier Group 3 Is John Bollinger

Senior man in Carrier Air Group 3 when time is the deciding factor is John G. Bollinger, aviation mechanic's mate first class, of Fighter Squadron 32.

Bollinger joined his squadron in August, 1946 when it was called

John Beley's Plane Bombed Jap Ships

It took the terrific force and concussion of a bomb explosion to save the life of Aviation Mechanic's Mate John Beley.

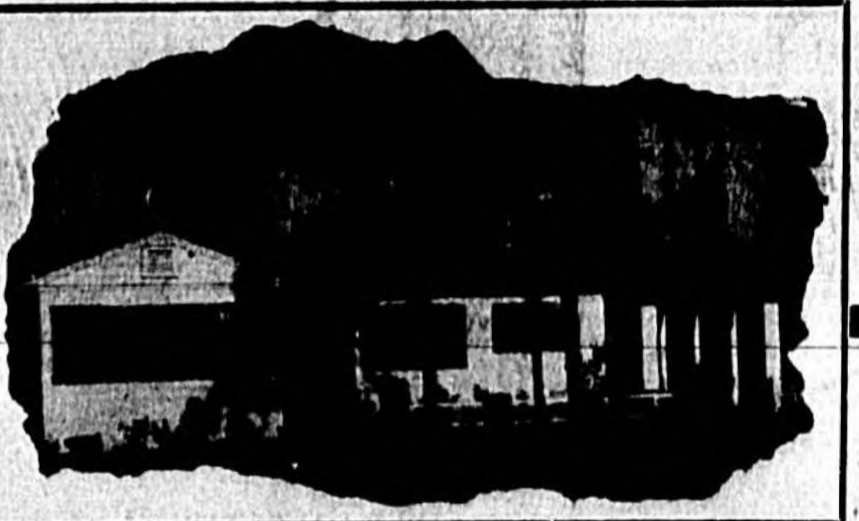
It happened during the early stages of the Pacific War, when Beley's squadron was in the New Guinea area, that his plane was ordered to make a bombing run on a Japanese Troop Ship. The ship hit and dropped a bomb which hit Beley's plane. The plane was directly over the ship, flying at an angle which would have normally hit the ship in the deck, not the impact of the explosion lifted the plane.

It was during this run that every member of the plane crew received the Purple Heart. For his part in this run, Beley has received over 140 combat medals during his period of operations in the Pacific.

One of his "biggest moments" was in 1942 when he was ordered to bomb an oil ship. He was in on the end of the group, and successfully bombed the ship, and succeeded in getting his plane out with bombs.

Beley is now stationed at the Naval Air Station, Sanford, Fla., as a day instructor.

PHILLIPS-BUILT FOR FLORIDA LIVING



Pictured, a fine Phillips-built home for comfortable living in a beautiful setting.

Custom Tailored - - To Suit You To A "T"

Like a finely tailored suit, a Phillips-built home has individuality, distinction, and durability. You will find one to meet your specifications as to size, special features, and price.



Above, another livable Phillips-built home to add to the pleasure of Florida living.

Phillips-built homes have completely equipped electric kitchens—range, refrigerator, and water heater; ample storage space; ceramic tile baths; venetian blinds throughout; landscaped lot.

PHILLIPS PROPERTIES

704 - Florida Bank
ORLANDO, FLA.

Please send us free pamphlet information on your home.

See the carefully planned, sturdily constructed Phillips-built homes at Wynnewood today!

PHILLIPS BUILT HOMES

CHOW AT SAAS

Sanford Chief
Prepares 5,000
Meals Each Week

Commissary Department
Eats After
Food For Sailors

Lewis A. Nader, the chief commissaryman at the naval station who prepares nearly 5,000 meals a week, was born and raised right here in Sanford. As a young boy Lewis lived on East Third Street with his mother, father, a brother and two sisters. He attended Seminole High School but after his sophomore year decided to make the Navy a career. After being away from Sanford for 12 years he has returned as a Chief Commissaryman at the station. "Most of my friends are now married or have moved away," says Nader, "and my family is now living in Avon Park but I still like it here in Sanford".

As Chief Commissaryman, he prepares the menus and supervises the cooking of all meals for enlisted men aboard the station. There are approximately 4,800 meals served weekly aboard the station at a cost of \$5600.00. Chief Nader prepares his menus one week in advance to cover a period of one week and submits them to LCDR. Charles V. Atkinson, the supply officer, for his approval. They then go to the commanding officer for final approval before being considered ready for preparation.

E. R. Jeter and A. B. Carpenter, both commissaryman first class, are in charge of the actual cooking under the close supervision of Chief Nader. The meals are inspected daily for quality by the Medical Officer and the Officer of the Day to insure the men at the station only the best.

Although recipes are taken from the Standard Navy Cook Book, Chief Nader chooses only the choicest ones for use in his galley.



Enjoying a noon meal in the enlisted men's chow hall of the Naval Auxiliary Air Station are (left to right) Kenneth Lucas, Wiley Goins, M. H. Mosler, Till Tarbutton, Bob Basore, George Henger and Fred Juge.

To help add atmosphere in the chow hall there is dinner music piped in from Orlando for the noon and evening meals. Some people consider shopping and preparing meals for a family quite a chore but meals at the naval station take enormous quantities of food. More than 5,000 pounds of potatoes are used weekly. Average days menu would include for breakfast: tomato slices, fresh milk, cereal, eggs, sautelets, fried bacon, bread, butter, coffee, oranges, and lemonade. Dinner: roast rib of beef, snow-baked potatoes, brown gravy, sweet pickles, ripe olives, creamed lima beans, raw bar salad, peach pie, and lemonade. Supper: potato soup and crackers, roast pork, gravy and apple sauce, mashed potatoes, buttered

Fire Department
At Navy Station
Has Good Record

Within the nine months that the Naval Auxiliary Air Station has been open the civilian Fire Department has maintained an excellent standard of safety. The record is not in quickly extinguishing fires but in not having any fires at all during the station in the nine months period. By carefully checking the station for faulty wiring or any fire hazards that might occur the department hopes to continue their high safety standard for many years to come.

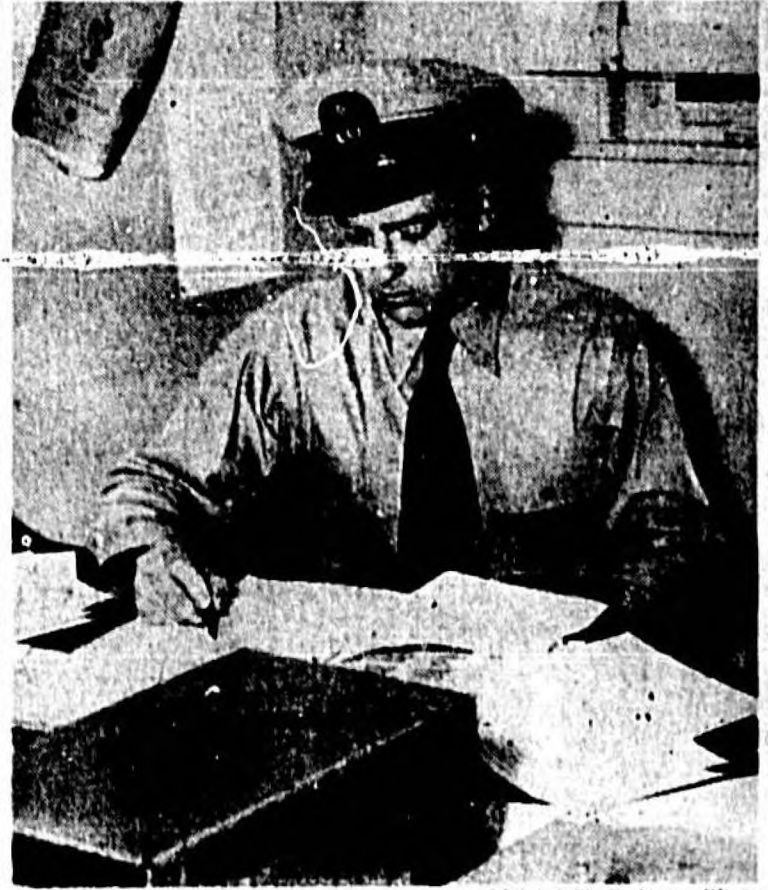
C. M. Whitten resorted to the station Sept. 23, 1951, to take the position of chief of the Fire Department. Prior to his arrival the department had been manned with the crash crew and had been manned entirely by sailors. Chief Whitten was attached to the Sanford Fire Department for nine years before leaving his post there to accept his present position on the naval station.

In charge of the two platoons of men in the department are

boats, sliced cucumbers, bread and butter, coffee.

If you wanted to prepare the particular noon meal alone, here is what you would need: 294 lb. beef ribs, 308 lbs. potatoes, 8 ave. (16 lbs. each), 9 lbs. flour, salt and pepper, beef sticks, 10 gallons sweet pickles, 50 lbs. ripe olives, creamed lima beans (which include 80 lbs. lima beans, 12 lbs. chopped onions, 1 lb. salt, 11 lbs. bacon, 40 lbs. tomatoes, 6 lbs. chili sauce, 3 lbs. brown sugar). You would also need 55 lbs. of whole bread, 30 lbs. of butter, 100 lbs. of sugar, 100 lbs. of granulated sugar and 1 1/2 ounces of salt. Maybe there are some reasons why the men said that the Navy is the best fed service in the world.

CHIEF COMMISSARYMAN

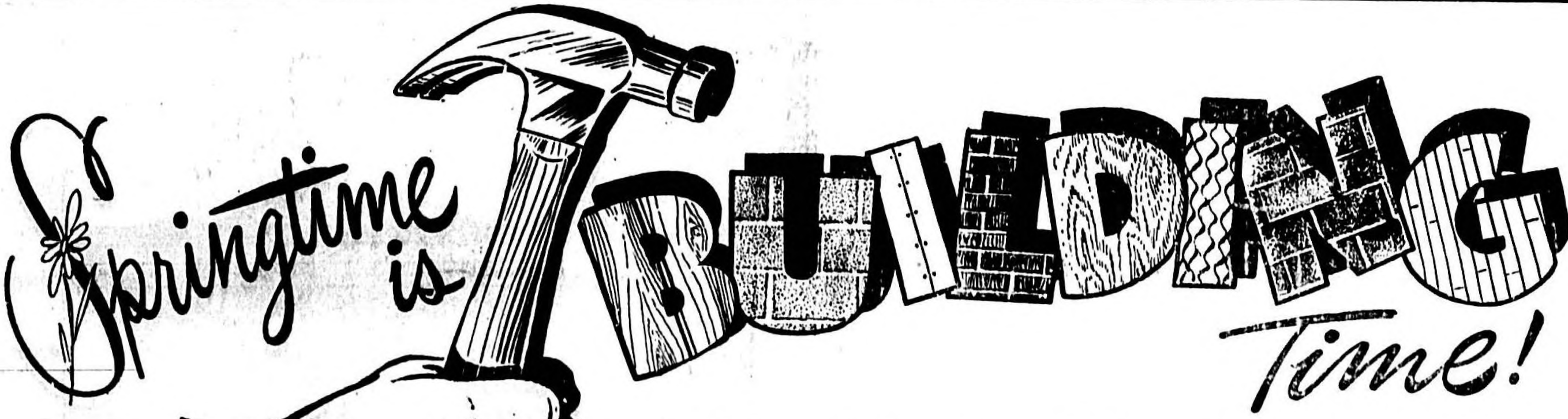


Chief Commissaryman Nader shown at his desk keeping food records at the Naval Auxiliary Air Station.

Captains L. K. Turner and E. A. Rolimus. Fire Inspector C. L. Holman checks the station fire fighting equipment, wiring or any other fire hazards to insure the men stationed at the base of complete fire protection.

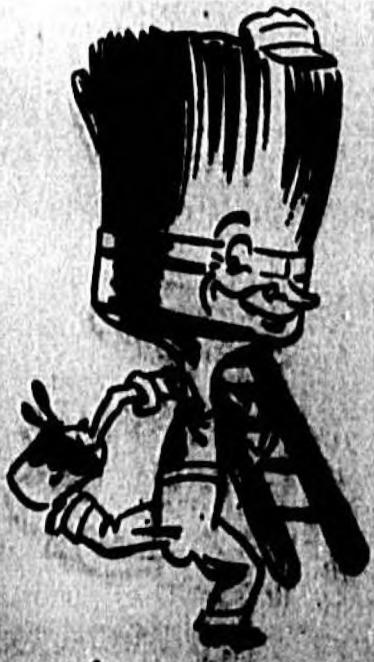
Two hour training periods are held daily and realistic fire drills are staged periodically by setting off smoke bombs in abandoned buildings. Other drills which are held to maintain the fire department's high standard of safety include ladder training, extinguisher drills, salvage drill, and first aid drills, although every member of the department is already very well trained in basic first aid.

There are fire alarm boxes in each building on the base, a special telephone number to dial in case of fire, and as further protection the fire department keeps in constant touch with the station Security Patrol by radio. As Security Officer, Lt. W. F. Vollmer is in direct charge of the fire department, but the Lieutenant leaves most of the responsibility in the capable hands of Chief Whitten, who has 12 years experience in the field of fire fighting. Chief Whitten is married and has four sons, two of which are twins. The Whitten's reside at 500 East Second Street here in Sanford.



Florida is The Place
To Build....

LET US SUPPLY THE MATERIALS---



- PAINTS
Inside and
Outside
- BRUSHES
- ROOFING



- CONCRETE
BLOCKS
- READY - MIX
CONCRETE
- HARDWOOD
FLOORS
- DOORS



- BUILDERS'
HARDWARE
- REINFORCING
STEEL
- WINDOW
SASH
- LUMBER



We Have Everything You Need -- "From Start To Finish"

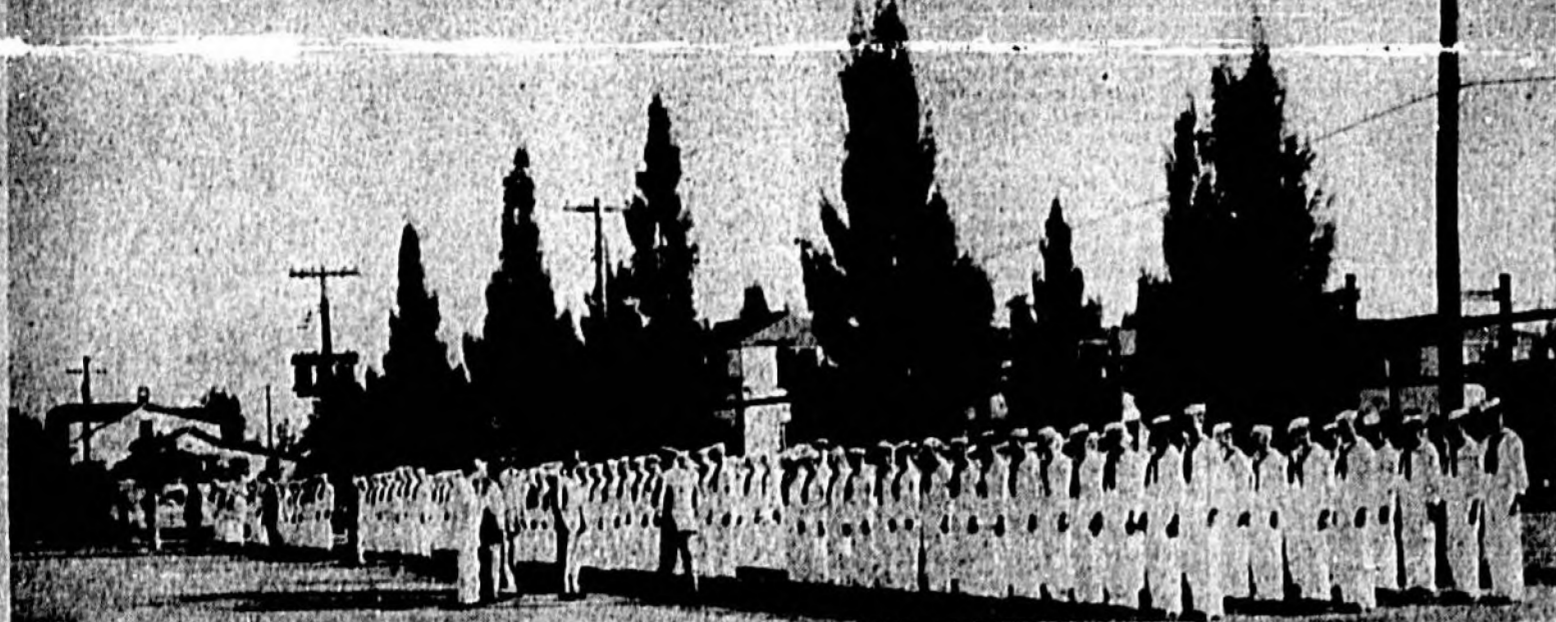
SHERMAN CONCRETE PIPE COMPANY

McCRACKEN ROAD — OUT WEST THIRTEENTH STREET

PHONE 1861

PHONE 1861

SANFORD NAVAL AUXILIARY AIR STATION



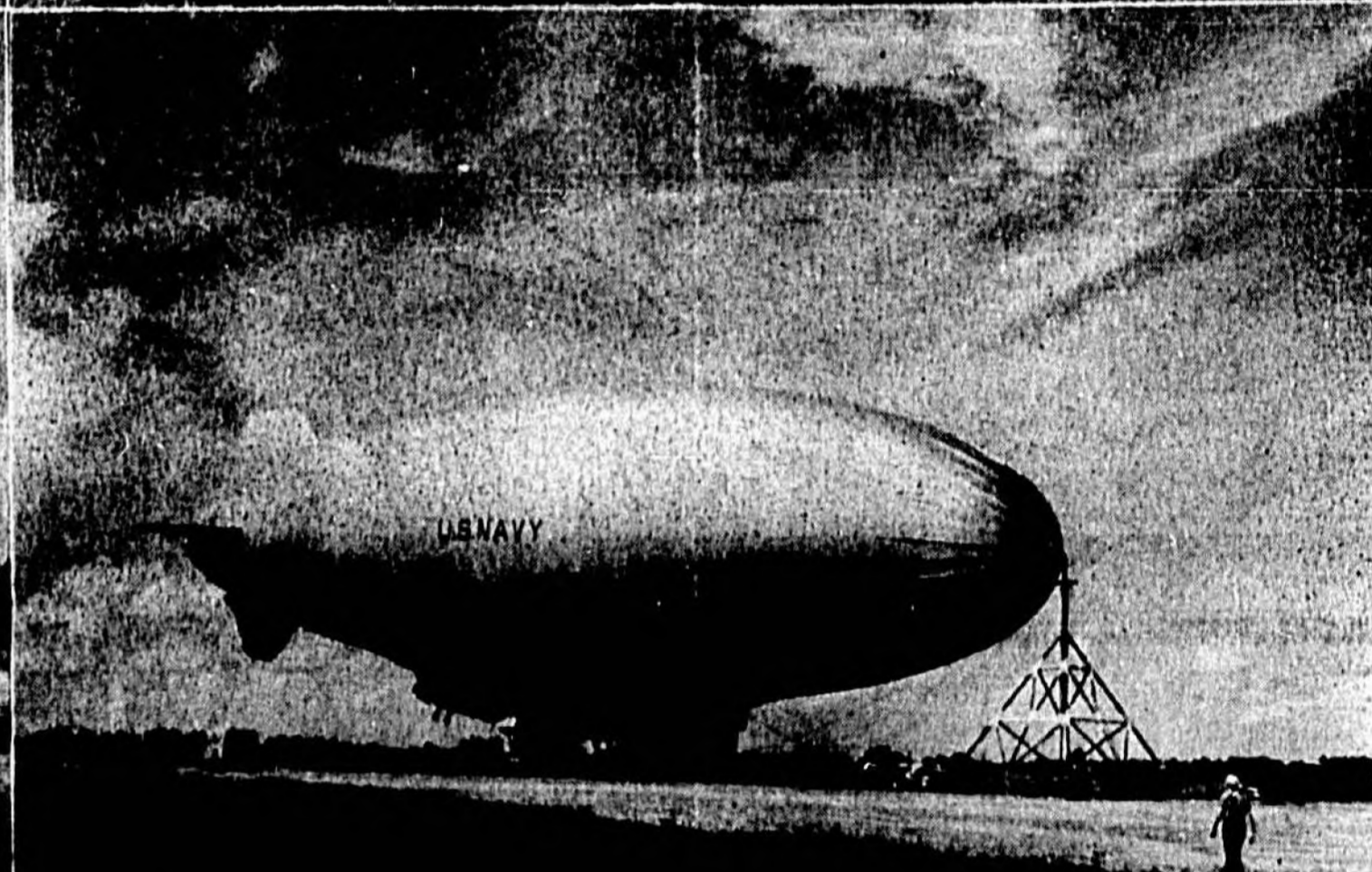
MONTHLY INSPECTION



SHORE PATROL



U. S. NAVY JET FIGHTERS



DIRIGIBLE REFUELING



NAAS MEDICAL DEPARTMENT



The Medical Department at the Naval Auxiliary Air Station is a composite group made up from the medical staffs of the Station, FASRon 821, and the Air Group. The Senior Medical Officer, Lt. Comdr. L. E. Banks, has the job of co-ordinating and directing the efforts of this group in its many phases and the various departments that make up the "sickbay." At sick call the men of the different units present themselves with their complaints to the Hospital Corpsman in Charge. Top left, Donald Reagan of New Orleans reports his complaint to Irving Potter. After Reagan has cleared through the sick call desk and has seen the doctor, he proceeds through the various diagnostic departments to determine his illness. Top right, he is shown in the well-equipped laboratory headed by Laboratory Technician Chief William Harrison, who draws a sample of blood from James Powell to study under the microscope. During

the examination and interview of Reagan at sick call, examination by x-ray was indicated. Again trained technicians are ready to do the work. Lucien LaValle measures Reagan so that John Schulte may set the controls correctly while behind the protective lead-lined control panel. From the examination in sick call plus the laboratory and x-ray finding, the examining doctor felt that surgery was indicated and so, under a spinal anesthetic, Reagan is operated on by Dr. E. R. Brownell, assisted by Dr. R. I. King, Jr. Again two able technicians, trained in operating technique, assist the doctors. Warren McDonnell on the left acts as operating assistant, Chief Frederic Andrew performs as instrument nurse. Lucien LaValle acts as an anesthesiologist, following the patient's pulse and blood pressure.

Fuller Was Serving On Lexington When Pearl Harbor Hit

Another of the survivors of the infamous attack on Pearl Harbor is Chief Aviation Metalmith John Fuller, who was serving aboard the USS Lexington of Dec. 7, 1941, when the Japanese came over, but who is now stationed in San Antonio.

The carrier was one of the ships to escape serious damage, when the Japs attacked, intent on crippling the major portion of the America naval strength in the Pacific.

Fuller was aboard the flat top when she was bombed and subsequently sunk by Japanese bombers during the battle of the Coral Sea. Shortly after he was transferred to the much contested airstrip at Henderson Field on Guadalcanal, Henderson Field was the scene of some of the fiercest fighting in the Southwest Pacific because of its strategic location.

He was on the field when the two Marine aces, Marion Carl and Joe Foss were instrumental in keeping the Japanese air force at bay. The combined strength of the American forces in the battle-contested island managed to keep all but three of the 117 Jap planes from bombing the field.

The much traveled chief was assigned to the Navy's first all enlisted squadron, Fighter Squadron 2, which established an enviable record against the Japanese in the out and high ranking ace. Some of the former "elite" commissioned officers in the Navy today.

At the battle of the Coral Sea, Fuller witnessed the sinking of the light cruiser Janssen, with the five Sullivan brothers aboard. "The blast from the cruiser when she took a torpedo in the ammunition compartment lit the sea for miles," said the chief. It was after the same night that the Lexington was lost. Fuller was picked up by a destroyer after abandoning the stricken carrier.

Remaining in the service after cessation of hostilities, Fuller saw duty in many climes before reporting to Carrier Air Group 3. This group shortly thereafter went aboard the USS Leyte and proceeded to Korea.

This repair unit received an Admiral's commendation for the invention of a new and more efficient rocket rail bracket for the Navy's F4U fighters. When the aircraft returned to the carrier after being damaged in engagement with the enemy, it was

Peters Joined Navy And Saw World

"Join the Navy and see the world" is a theme often quoted by Naval recruiters but one which Clayton A. Peters, aviation machinist's mate third class, of First Aircraft Service Squadron 821, could offer to read: "See the world with the Army."

Peters entered the Army in 1911, just a few months after the outbreak of the war. He was sent to Europe on a number of bases in the states, such as Sheppard Field and Ellington field, Texas; an army base at New Orleans and then to Fort Dix, N. J., embarked for overseas with his outfit, the 55th Air Service Squadron.

After landing in Casablanca, Africa, the 55th followed closely behind the fighting front, servicing the fighting planes and lending a hand themselves when the occasion demanded.

Through Africa to Tunis, then to Palermo, Sicily; to the Isle of Corsica and on to Italy, Peter's outfit went and although the "tourist" conditions weren't ideal, at least they did see the country.

Shortly after the end of the war in 1918, Peters was sent back to the United States to Santa Ana, Calif. Later transferred to Fort Sheridan, Ill., he received his discharge on Oct. 29, 1918.

Peters joined the Naval Reserve when discharged from the Army and when recalled to active duty in early 1951 was in New Orleans, La., a good distance from his home town of Sister Lakes, Mich.

Now dispatcher for the Navy, the versatile ex-soldier was employed by the Friedrichs Wood Specialties Co., in New Orleans. While in the Army he worked both in the supply office and as a crane operator.

Lieut. Budge

(Continued From Page Two) Scotland as petty officer pilot for carrier training.

Commissioned in May, 1944 as a sub lieutenant the British officer sailed for Ceylon under orders to report to the HMS Illustrious. While aboard, Lt. Budge took part in raids on the Japanese held Palembang oil fields in Sumatra and later continued on to Australia.

From Australia the HMS Illustrious proceeded on to the Philippines and helped support the American invasion of Okinawa.

Lt. Budge joined British Air Group 17, Flying Sea Furies and Fleet air, in the fall of 1948 and toured the Union of South Africa.

Fuller's responsibility to effect repairs to them as soon as possible, in order to restore them to fighting trim.

Ordered to report to FASRon 821 after his tour of duty aboard the Leyte, Fuller is now helping supervise the operations of the service squadron's hydraulic shop.

THE SANFORD HERALD
Mon. Feb. 25, 1952 Page 5
Boutillier Took Part On First Invas

First Class Aviation Boatswain's Mate Maurice Boutillier, now stationed in Sanford, participated in the first American invasion. Before the war started, Iceland was occupied by the United States and Boutillier was in the North Atlantic before the hostilities when the German submarine menace was at its peak.

When North Africa was on the receiving end of the Allied might, Boutillier's ship supported the invasion of Fedelia, Saft, and Casablanca.

Next stop in his wartime itinerary was the Pacific and duty with famed Task Force 58 under Admiral William "Bull" Halsey. He was aboard the cruiser Springfield when the Japanese surrender document was signed aboard the USS Missouri in Tokyo Bay.

Immediately after the armistice, he was one of the many who witnessed the devastation that the second atomic bombing at Nagasaki had created. He returned to the United States shortly after.

Comdr. Williams

(Continued From Page Two) and steamed for the South Pacific. While participating in the raids on the Philippines, Formosa, China, French Indo-China, Iwo Jima and Japan, Comdr. Williams downed one Zero in aerial combat, destroyed nine others by strafing, scored bomb hits on two ships and rocket hits on several others.

Assigned to Fighter Bomber Squadron 3 in early 1945, he returned to the United States with them aboard the USS Enterprise.

After participating in air shows in the latter part of 1945 as a member of the "Navy Flying Night" as part of an effort to promote the sale of war bonds, the naval aviator was selected to be part of the Navy show in the Cleveland Air Races of 1946.

In the summer of 1947 Comdr. Williams was with Fighter Squadron 4X aboard the USS Kearsarge when it took a group of midshipmen on a tour of Scotland, Sweden, England and to Guantanamo Bay, Cuba.

The Naval Officers General Line School course at Monterey, Calif., was completed by this veteran officer in 1948 after which he became a member of the staff of the Chief of Naval Air Advanced Training Command at Corpus Christi and later as officer in charge of Advanced Fighter Training Unit 2 at Camanche Field, Tex.

Prior to taking command of his present squadron on Feb. 16, 1951, Comdr. Williams was attached to Attack Squadron 15.

After that duty he was qualified as a landing signals officer, this time using the American deck landing technique. From there he

A Friendly Welcome Awaits You



Serving the world's greatest winter farming district, producing \$1,000,000 in celery annually

ORGANIZED IN 1939

OFFICERS

- C. H. McNULTY
Chairman
- E. G. KILPATRICK, JR.
President
- T. E. TUCKER
Vice President
- W. J. PEACOCK
Cashier
- MARY LYND ROSS
Assistant Cashier

DIRECTORS

- C. R. CLONTS
Farmer, Director Central Fla. Production Credit Corp., Orlando, Florida
- FORREST GATCHEL
Investments, Sanford, Florida
- C. H. McNULTY
President of The Bank, Melbourne, Florida
- E. G. KILPATRICK, JR.
President of The Bank, Sanford, Florida
- W. A. PATRICK
President of Patrick Fruit Corporation
- T. E. TUCKER
Vice President of The Bank, Sanford, Florida

"Old Enough To Have Experience
Young Enough To Be Progressive"

FEDERAL DEPOSIT INSURANCE CORPORATION

Washington, D. C.
Hereby certifies that pursuant to the Federal Deposit Insurance Act of the Congress of the United States each depositor is provided maximum deposit insurance of \$10,000.

THE FLORIDA STATE BANK

OF SANFORD
"The Friendly Bank"

Member FDIC

All transactions are photographed and become a permanent record of the bank.

Deposits Insured Up to \$10,000

By *[Signature]*
President

Lt. Hudner Awarded Congressional Medal

Gallantry In Korean Action Wins High Honor For Fighter Pilot At Station

Holder of the nation's highest military award, the Congressional Medal of Honor, is Lieutenant (junior grade) Thomas J. Hudner Jr., who was awarded the distinction for his gallantry in Korea.

When United Nations forces were retreating before the Communist tide in the latter part of 1950, Hudner's squadron, Fighter Squadron 32, was assigned the job of supporting the retreating Marine 1st Division and 10th Army from the Chosin Reservoir area to Hungnam.

While operating off the aircraft carrier USS Leyte on a close air support mission near the reservoir another pilot in the squadron, Ensign J. L. Brown's plane was hit by anti-aircraft fire and forced down.

Although he crash-landed the Corsair fighter it was apparent to the other pilots that he was still alive, but having difficulty getting out. Without hesitation Lt. (jg) Hudner made a wheels-up landing near the other pilot, despite the fact that he was behind enemy lines, he was freezing, he was in unfamiliar territory and darkness was approaching.

When Hudner landed, Brown's plane was slowly burning, so the resourceful flier began packing snow around it. He had found it impossible to extricate Brown the wreckage held the Ensign's foot fast.

After returning to his plane and refueling back for a helicopter to land and bring with it cutting tools when it became apparent he couldn't possibly free the injured aviator, Hudner still kept trying to do so until the party landed.

Even with the equipment available it proved to be an impossible feat to get the engine out alive and he shortly expired. Hudner was sent back to the ship in the helicopter and shortly after was recommended for the Congressional Medal of Honor.

Lt. Hudner has remained with the squadron since then and has participated in the cruises VF-31 has taken to the Mediterranean and the Caribbean.

Howard Barr's Ship Was Hit By Torpedo

Aviation Ordnanceman Alirman Howard E. Barr, of the Sanford Naval Auxiliary Air Station tells about the time he was in a Navy gun crew aboard an armed freighter off Weymouth, England, and the ship was hit by a torpedo.

"She had a crack around her middle you could have walked through. Next thing we knew, the ship directly alongside takes a fish and goes under."

"Somehow or other, my ship, the Liberty type vessel, Arthur Swallow, was still afloat. While the crew stood by their lifeboats, one of the alert sailors on a 20 MM anti-aircraft gun spotted the sub's periscope and braced it in with shells to show its position to the transport's heavier 5-inch gun. They had time for one quick shot before the sub threw another torpedo into the ship's stern."

"I didn't even want to look at the 'scop' it reminded me of a cat's rattler."



Official U. S. Navy Photo Congressional Medal of Honor winner, Lt. (jg) Thomas J. Hudner of Fighter Squadron 32, is shown sitting in the cockpit of his jet fighter. Lt. (jg) Hudner won the award for his heroic action in attempting to rescue a downed aviator in Korea last year.

Special Services At Navy Station Is Providing Recreation For All

The Navy realizes what "work and no play" can do to a man so they have a division especially designed to provide fun and recreation for a sailor's off-duty time. This division is known as Special Services. The recreation program at the Sanford Naval Auxiliary Air Station is under the supervision of Lt. R. W. Ramey and offers a great variety of activities to the sailor.

The center of all activity is the Recreation Clear Locker which is open every day from 8:00 a.m. to 9:00 p.m. A sailor can check out the equipment there for almost any game or sport. Every day basketball, football and softball games are in full swing. Fast tennis games and its brother game, badminton, along with baseball, horseshoes, boxing, volleyball and shuffleboard, are some of the activities available to the men for their leisure moments.

Of course, if the sailor would rather spend his time in a quieter, more relaxing way, he can check out some fishing equipment and go to Golden Lake on the station, where the Special Services Division has two rowboats available for station use. While he is there, he can lounge around the beach, soak up some of the Florida sunshine and take a dip in the beautiful little lake. Before the sun goes down, he will still have time to go over to the golf driving range and practice his golfing. The driving range is open from 8:00 in the afternoon until sunset and golf balls and clubs are always available during that time.

In case none of the above sports satisfy the sailor's desire for recreation, the Special Services Division also maintain a pool hall and hobby shop. In the pool hall there are two regulation pool tables and one ping pong table which can be used until 9:00 o'clock at night. Although the hobby shop is still in its infancy, all the necessary equipment is on the way and here a sailor will be able to spend many hours of constructive recreation by working with wood, leather, and metal.

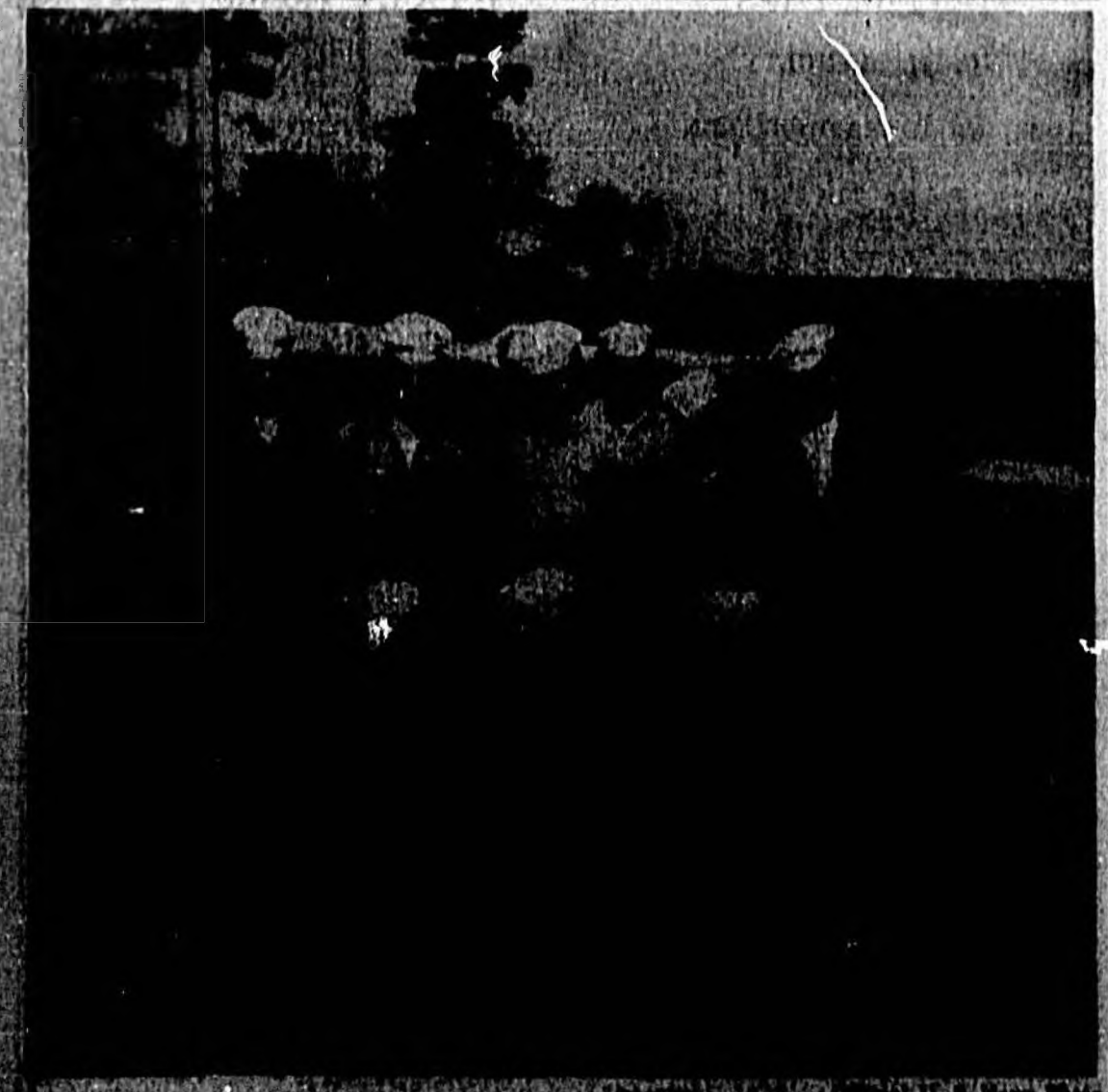
Each night at 7:30 Bill DeLorenzo and Pat Lyons start the projector rollitor and the station movie is underway. Only the latest movies are shown and there are five completely different shows each week to insure the best in movie entertainment.

Among things to come are the nine hole golf course and the many baseball diamonds previously used by the New York Giants. Lt. Ramey has announced that they should all be ready for station use within the next month.

Lt. Ramey and his staff of men, headed by Chief G. O. Lahav, are working hard to supply the men at the naval station with a well-rounded recreation program and with a look at what they have already done, there is little doubt that there will always be "something to do" at the air station for the men during these all-important idle hours.

Diamonds have been found in the glacial drift of the Great Lakes region, particularly in Wisconsin.

FLYING CLUB



Members of the Flying Club were seen on the deck of the USS Leyte during a recent cruise. The club is one of the many recreational activities provided for the crew.

THE SANFORD HERALD
Page 6 Mon. Feb. 25, 1953

Lt. Comdr. Reed Served In Sanford During Last War

Executive Also Participated In Guadalcanal Campaign

Executive officer of Fighter Squadron 32 is Lt. Comdr. Roy E. Reed, who joined the Navy as a naval air cadet in 1941. After receiving basic training at Jacksonville and flight training at Miami, Comdr. Reed won his wings at Miami in February, 1942. Aboard the USS Sangamon and attached to Fighter Squadron 26 shortly after receiving his wings the young aviator was along during the African invasions and the amphibious landings at Port Lyautey, French Morocco. Later Comdr. Reed spent eight days there and then embarked for the Pacific area.

Twelve weeks were devoted to participation in the Guadalcanal campaign before his squadron furnished part of the air cover for (Continued On Page Seven)



Official U. S. Navy Photo Responsible for the activities of the squadrons in Carrier Air Group 3 and the officers and men on his staff is Comdr. Walter F. Madden, group Commander.

Kirby Hunt Served On Carrier Wasp When Sunk By Sub

Chief Aviation Ordnanceman Kirby Hunt who, together with his brother, and Chief Noah Booth, was aboard the original aircraft carrier, USS Wasp, which was sunk by Japanese submarines during the early days of the war when she twice stole into the Mediterranean under enemy guns and planes with her decks loaded with English Spitfire aircraft to relieve the beleaguered garrison at Malta. She was the only ship to carry out successfully this bold play, for when HMS Eagle tried the same feat she was destroyed. According to Chief Hunt, "Every plane that was launched was in battle before it got ashore to its permanent base."

When she was ordered to the Pacific with Hunt and Booth aboard, she was part of the group that helped support the Marine garrison at Guadalcanal. While steaming toward another engagement three torpedoes from Japanese submarines hit her and the internal mechanisms exploded. Hunt recalls, "Booth and I were standing on the port side aft

when we finally heard the order to abandon ship. We shook hand and leaped over the side." That portion of the deck was approximately 20 feet from the water's surface due to list the sinking carrier had developed. "I was swimming away when somebody landed on top of me" Hunt continues, "It must have driven me under about 20 feet. The water was thick with men. Booth and I swam around about 3 1/2 hours before we were picked up by a destroyer. The leap reminded me of sheep going over a cliff for we had to jump and there was no place to go but down."

Then they were brought back to the United States to await further orders. Perhaps after jumping out of military aircraft, Hunt and Booth were assigned to the 101st Infantry Segment of the 101st Airborne Division in England. The Air Operations influenced Jim Dalton, Parachute Rigging second class, for now he packs parachutes in the NAAS Parachute Loft.

Dalton jumped into Normandy on D-Day and fought through three months to the bitterest kind of fighting before his outfit was recalled to England to receive replacements for another invasion. His next trip with a parachute on his back was into Holland for the Allied invasion there. The 101st fought right through the lowlands and finally into the (Continued On Page Seven)

SHIP AHOY and WELCOME!



Sailing On The St. Johns River

You haven't seen Florida until you have visited Sanford. Situated as it is on Lake Monroe, it is ideal for cruises along the St. Johns River—the most picturesque trip one could ask for. Plan to make your home here — you will never regret it.

SANFORD BOAT WORKS

J. L. BRUNLEY—OWNER

ARCHIE B. SMITH—MANAGER

Maj. Walter Meyler Is Exchange From USAF

Served With Patton In France, Later Taken Prisoner By German Luftwaffe



Official U. S. Navy photo of United States Air Force Major Walter P. Meyler, now on exchange duty with Fighter Squadron 31, poses beneath the NAVY sign on his jet fighter.

COP Club Formed At Naval Station

A Chief Petty Officer is the highest ranking petty officer in the navy. In general, a COP Club is established for the purpose of promoting and maintaining the well-being, morale, and efficiency of Chief Petty Officers. The primary mission of the club is to provide on the station social and recreational facilities for Chief Petty Officers.

The COP Club at the naval station here was commissioned on Sept. 20 with a large open house party for all COP's and their guests.

The present manager of the club is Joe Granger, ALC, and he is assisted by a board of governors, of which Henry D. Robinson, AGC, is president. Other members of the board include J. A. Smith, AGC, J. P. Harper, AGC, R. S. Julian, RMC, J. Long, SKGC and J. Lusch, ADC.

The club is open to all COP's, their dependents and guests from 4:00 p.m. to 11:30 p.m. on weekdays and from 1:00 p.m. to midnight on Saturdays and Sundays and they carry a stock of most everything from chewing gum to pickled pigs feet.

The interior of the club is beautifully finished in grey with an inlaid ceiling of natural wood. Furnishings include a hand carved mahogany bar and chrome tables and chairs.

"We are working hard to make our club one of the finest," says Chief J. A. Smith, a member of the board, "and we'd like to take this opportunity to thank all the local merchants here in Sanford for their help in starting this club."

after the shelling, "Some of the secret entrances were uncovered and the wine cellar was discovered." It was perhaps one of his more pleasant liberations.

Among the numerous citations that Dalton holds is the Bronze Star with a cluster, in lieu of a second similar award, the expert Infantryman's Badge, and the Parachute Jump Wings, all of which he may wear on his Navy dress blues.

Tom Dunn Served In Philippine Ruins

Approximately 70 percent of the men in the FASHon at the Sanford Naval Auxiliary Air Station are World War II veterans, who have had many interesting experiences. Typical among them are the unit's Leading Chief Petty Officer, Chief Aviation Machinist Tom Dunn, possessor of the Distinguished Flying Cross and several Air Medals, who was in the Philippines the day the war started.

He was crew chief in one of the old Catalina flying boats which made a bombing run on Jolo in the Philippines, and saw four of the six "P boats" in his flight shot down before the raid was over. His aircraft was aloft and proceeding to bomb a Jap naval convoy the day that Colin P. Kelly threw his bomber into a Nagato class battleship.

As the Jap advance continued, Dunn's squadron was one jump ahead of them. The continued harassing the enemy until only two of the unit were left, then were ordered back to the United States. His squadron was reformed in California and ordered to the Aleutians to stem the Jap advance there. When the Aleutians campaign was terminated he was ordered back to the United States for duty in Florida.

After being transferred to the Pacific in 1946 with Chief Justice Jackson and the ashes of Philippine President Quezon, who had died in the United States, aboard the ship, the squadron spent the remainder of the summer operating out of Guam and visiting Shanghai, Singtow, Tokyo and Sasebo.

Comdr. Reed participated in the 'Blue and White' naval maneuvers of 1947 in the Pacific and was stationed for a short while in the Hawaiian Islands before being attached to Fleet Aircraft Service Squadron 7 at San Diego.

The General Line Officer's School at Monterey, Calif. was completed by him in 1948. Early the next year Comdr. Reed became operations officer for the Naval Air Bases Staff at Norfolk, Va.

In January, 1951 he graduated from the Armed Forces Staff College and proceeded to Quonset Point, R. I., where he joined Fighter Squadron 32, Comdr. Reed became executive officer in March, 1951.

A member of the Seminole Country Club and a Sanford home owner, Comdr. Reed is an ardent hunting and golf devotee. His wife is the former Miss Doris Norwood of Miami. They have two children.

Lt. Comdr. Reed

(Continued From Page Six) the New Georgia action of Buna on Munda Field.

In September, 1943 Comdr. Reed was sent to Sanford for duty as flight instructor. For the next two years he acted as gunnery instructor and squadron commander.

Pasco, Wash., a little town next to the atomic reservation in Washington, was the next stop of this naval aviator. One month after his arrival there his unit, Fighter Squadron 81, was deployed to Atlantic City, N. J.

War with Japan ended at this time and the squadron was assigned to Quonset Point, R. I. It later went aboard the USS Princeton for a shakedown cruise and 8th Fleet maneuvers.

After being transferred to the Pacific in 1946 with Chief Justice Jackson and the ashes of Philippine President Quezon, who had died in the United States, aboard the ship, the squadron spent the remainder of the summer operating out of Guam and visiting Shanghai, Singtow, Tokyo and Sasebo.

Comdr. Reed participated in the 'Blue and White' naval maneuvers of 1947 in the Pacific and was stationed for a short while in the Hawaiian Islands before being attached to Fleet Aircraft Service Squadron 7 at San Diego.

The General Line Officer's School at Monterey, Calif. was completed by him in 1948. Early the next year Comdr. Reed became operations officer for the Naval Air Bases Staff at Norfolk, Va.

In January, 1951 he graduated from the Armed Forces Staff College and proceeded to Quonset Point, R. I., where he joined Fighter Squadron 32, Comdr. Reed became executive officer in March, 1951.

A member of the Seminole Country Club and a Sanford home owner, Comdr. Reed is an ardent hunting and golf devotee. His wife is the former Miss Doris Norwood of Miami. They have two children.

3 Air Squadrons

(Continued From Page Two) the other squadrons of CAQ 3 were in the Korean theater. Quonset Point was the home port of the CAQ before their transfer to Sanford Naval Air Station.

The jet outfit has since made several other cruises with the Air Group and participated in the recent LANTFLEX maneuvers.

The CAQ's hard punch comes from VA 55, an Attack Bomber squadron, whose AD Skyraiders carry the heaviest payload of any single-engine bomber. While in the Korean theater fighting

THE SANFORD HERALD
Mon. Feb. 23, 1952 Page 7

85 flew a large number of missions against enemy troops and installations.

It was on one of these sorties that the former Commanding Officer, Lt. Comdr. Ralph Barwell was shot down by Communist rifle fire and taken prisoner by the Reds. His successor, Lt. Comdr. John G. ... the Executive Officer, Lt. Comdr. James W. Conger are the present leaders.

Formerly Bomber Group Three, this outfit had an exceptionally fine record in World War II in the Pacific against the Japanese. At this time VA 35 was commander of the Navy's "old reliable" TBM Avenger, which carried a crew of three men and was used all through the last war.

Recently returning from a tactical cruise, VA 35 will continue operation at their home base here in Sanford.

Verencia's Orinoco River is an ... the so-called Angostura constriction at Ciudad Bolivar, the channel has been scoured out over the ... to a depth of 202 feet below sea level.

CLASS IN ENGLISH



Class in English at the Sanford Naval Auxiliary Air Station. Seated: Hollins College, Joseph Bush, Ralph Gussman, James Meyers, Gene ... around the table, left to right, are Irving DeLator, Sidney Embrey, Fountain, John Lawrence, and Bob Anthony.

For Fun In The Sun Visit Sanlando Springs and Tropical Gardens



AERIAL VIEW OF BEAUTIFUL SANLANDO SPRINGS, CENTRAL FLORIDA'S FAVORITE PLAYGROUND

- MODERN COTTAGES
- SWIMMING • SPRINGS • POOL
- SAND BEACH • TROPICAL GARDENS
- RESTAURANT • SCENIC BOAT TRIPS
- GIFT SHOP • PICNIC GROUNDS • DANCING
- PLANT NURSERY

WELCOME FRIENDS....

Sanlando Springs extends to you a welcome as warm as the golden Florida sun. We hope you will make this your fun headquarters while in Seminole County. Plan to bring a group of friends and spend the day with us. You will LOVE IT.

U. S. Highway 17, between Orlando and Sanford
Look for the big Sanlando sign!

Kirby Hunt

(Continued From Page Six) Reich via the Remagen bridge.

It was Dalton's outfit that occupied Hitler's mountainerie at Barchtsgraben. He recalls how,



IT'S NO FISH STORY...

You always catch a big haul when you cast your line in one of the many lakes and streams which abound in beautiful Seminole County...

While in Sanford, we invite you to make your headquarters here with us.

FLORIDA HOTEL

One Block South of Clock

Ray E. Peck Realtor

DeBary is my home. May I help make it Yours?

Choice lots, homes, ranches, groves, business opportunities.

"Always Check With Peck"

Box 24, DeBary Phone: Sanford 700
Florida cc: 1806-M2

**For VACATION
MERRY-MAKING
IN FLORIDA . . . GO**



OLDSMOBILE



ST. AUGUSTINE

Visit The Old Fort For A Thrill You Will Never Forget. Riding There In Your New Oldsmobile Will Be Another Thrill To Remember.

MARINELAND

One Of The Many Wonders The Entire Sea Kingdom Before Your Eyes. And All Eyes Will Be On Your New Cadillac.



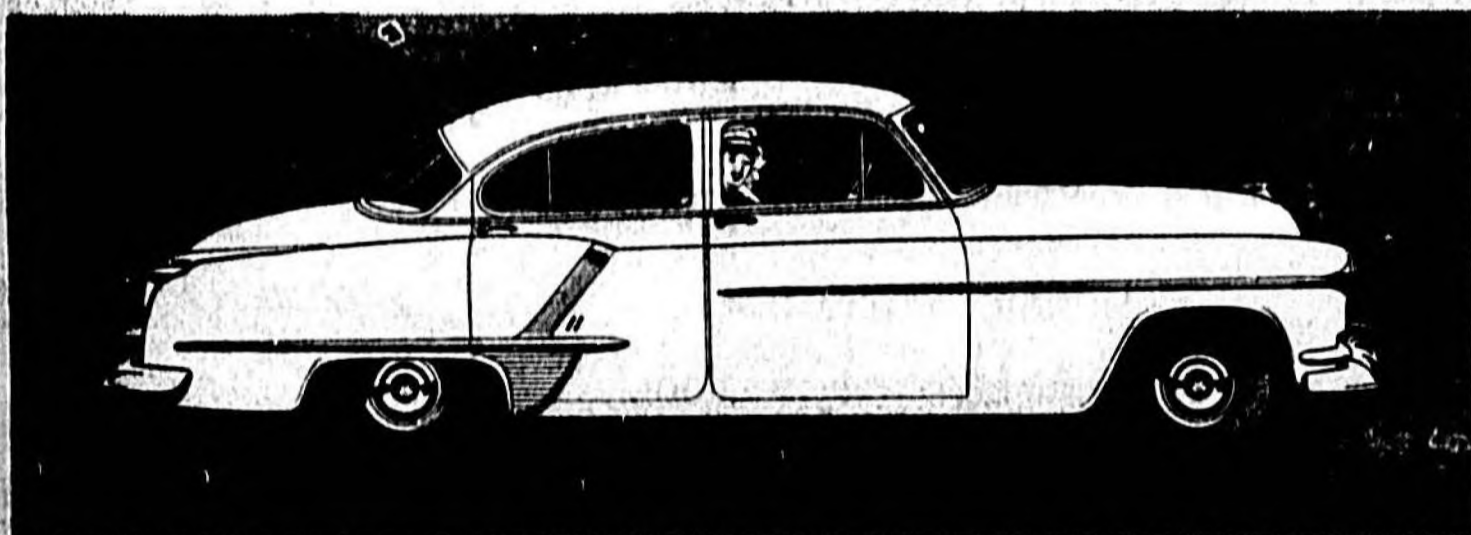
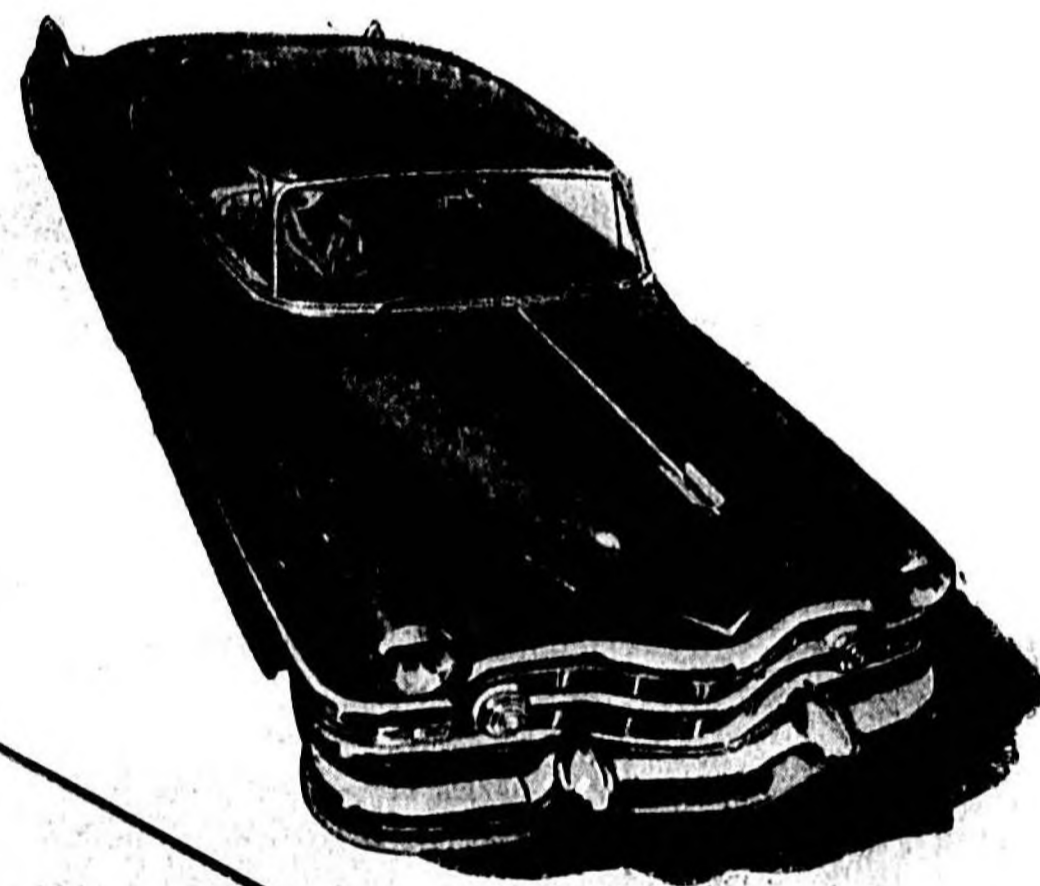
SILVER SPRINGS

Florida's Under Water Playground. New And Always Exciting. Exciting Too Is The Feel Of Your Wonderful Chevrolet.

**SEE ALL POINTS
OF INTEREST
IN CENTRAL FLORIDA
FROM**

SANFORD

"The Celery City"
In Your Own
Smooth Riding, Low Priced
Exquisitely Beautiful
CHEVROLET



CYPRESS GARDENS

Beautiful Flowers All Kinds, Colors And Sizes. No Matter How Long You Stay You Cannot See It All. But You Will Be Able To See At Once The Many Advantages Of A 1952 Chevrolet.

BOK TOWER

Lovely Grounds And Gardens. Concerts From The Tower That Cannot Be Equalled. Just As The 98 Oldsmobile Cannot Be Equalled.

MIAMI

Enjoy Winter Swimming. Only A 6 Hour Drive From Sanford. And It Is All Smooth Riding In A 1952 Cadillac.

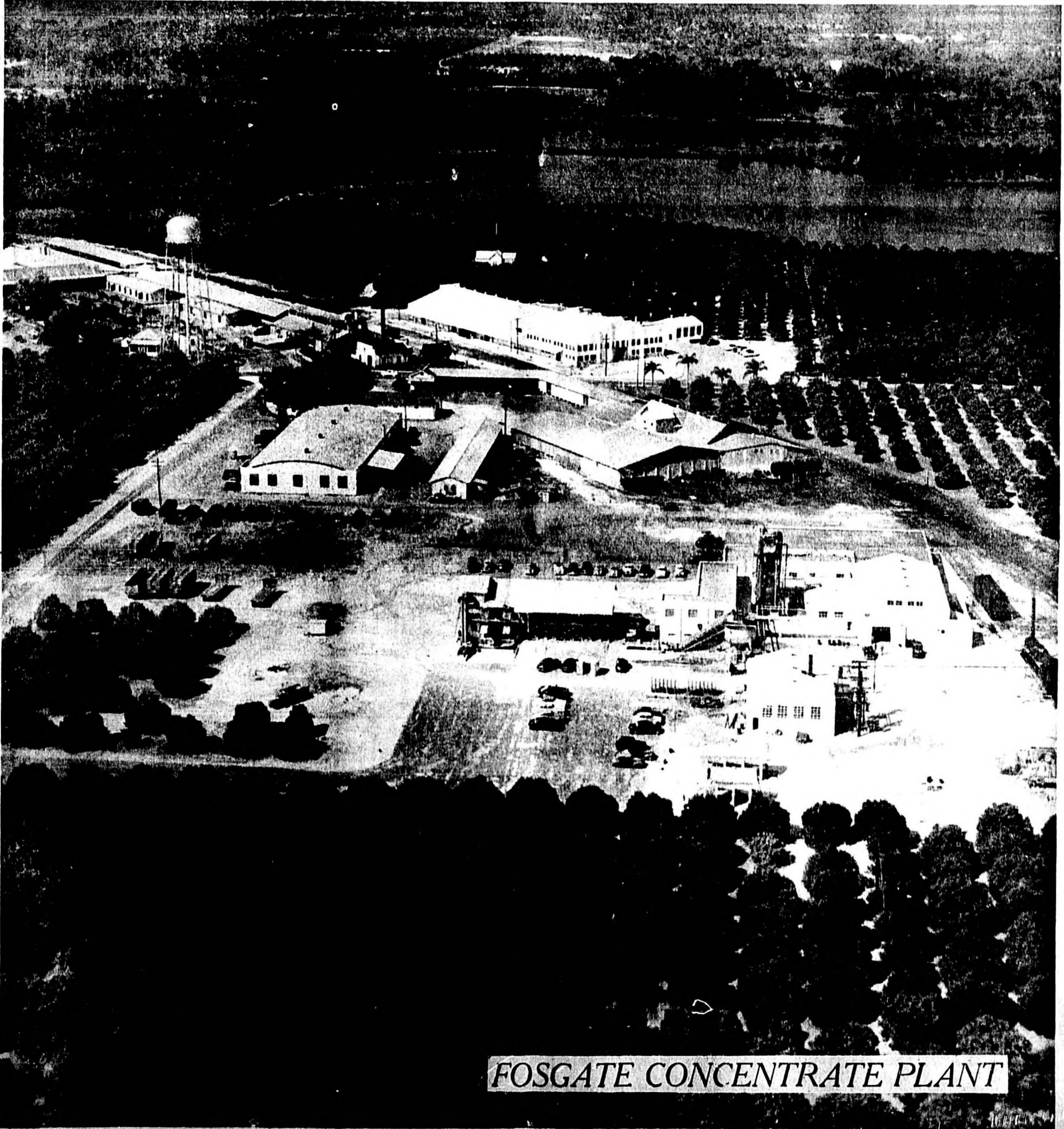
CENTRAL FLORIDA ★ THE PLACE TO WORK & PLAY

HOLLER MOTOR SALES

CORNER SECOND and PALMETTO

SANFORD, FLORIDA

PHONE 1234



FOSGATE CONCENTRATE PLANT

Opened for operation only last March, additional facilities necessary to almost double its production have been installed at the frozen juice plant of Fosgate Citrus Concentrate co-operative in Forest City.

The nine-building plant, when opened, had a capacity of more than 8,000 six ounce cans of concentrate per hour and to this production system has been added a huge new evaporator and new in-line juice extractors.

Altogether, the co-op estimates an expenditure of about \$500,000 was necessary to keep the manufacturing process on a par with

consumer demand, a demand that has mushroomed through extensive advertising campaigns and through wide public acceptance of the Cinderella product—frozen concentrate orange juice.

Most of the machinery of the plant was built by Food Machinery Corporation, with Florida headquarters in Lakeland. C. E. Howard and the Carrier Corp., manufactured some of the refrigeration and cooling units. The entire installation, including the outdoor type evaporators, is said to be the most modern in America.

Although most attention during the past year has been centered

on the concentrate co-op's activities, other products under the Fosgate banner have likewise shown progress.

The Chester C. Fosgate Company's jelly and marmalade factory, housed in a brand new structure, also added new machinery at considerable expense during the year.

Under direction of Jack Fosgate, vice-president, additional packing and labeling assembly lines were installed and the output of the popular "Fozz" brand of table delicacies shows a large percentage in gain over the previous 12 months.

Chester C. Fosgate, a native of Boston, first became inter-

ested in Florida citrus as a youngster of 16 when he was associated with his father on the Boston commission market handling fruits and vegetables.

Early in his career he learned all phases of the business and in 1919 began operations in this state as the Chester C. Fosgate Company which he soon built into the largest packing and shipping house in Florida. His was the first plant to pack and ship one million boxes of fruit in a single season and for years was known as the leading house.

(Continued On Page Six)