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The Interceptor

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the ideas which have gone into this design, are on the right track and the result is exceptionally well worth while, however progress never seems to end and I doubt seriously if it will here. For example, many of these ideas could be applied in a different way and have a design to fit the "slow school of thought". Wonder what would happen as a result?

If you are a person who enjoys fine things, a spectacular flying model and one which can catch the judges' eye, give the Interceptor a try. I think you will like it!

In Their Honor

(Continued from page 19)

the Advanced Navigation Training Unit at Langley Field. Soon after his promotion to captain in 1935 Ent learned to fly heavier-than-air aircraft at Randolph and Kelly Fields.

In 1939, Captain Ent was ordered to a new type of assignment and reported to Lima, Peru where he was destined to serve more than two years as military attaché. He received the Distinguished Service Medal for the role he played as neutral military observer on the Peruvian side during the settlement of the Peruvian-Ecuadorian boundary dispute.

Advancement now came more rapidly to the little Pennsylvania Dutchman. In March 1940 he received his majority and the following January was promoted to lieutenant colonel. Ent was a full colonel when, in December 1942, he received an assignment which would lead to worldwide fame: command of the IX Bomber Command in the Middle East. Five months later he was a brigadier general.

General Ent was a skillful planner with a fascination for detail. He was not an aggressive man, but had the ability to coordinate administrative and matériel matters and had an intimate knowledge of the strategic use of heavy bombers, although he himself was considered only a mediocre pilot. From March to August 1943 he launched attacks on Sicily, Italy, Greece, and Rumania. His bombers hit enemy shipping and strategic targets throughout the Mediterranean and along the southern coast of Europe. On July 19 they hit Rome.

Meanwhile, the most daring raid of all was being planned with utmost secrecy. The bomber crews soon knew something different was in the wind when they began making practice bomb runs over the Libyan desert flying their heavy B-24's at the unheard maximum altitude of fifty feet.

The mission being planned was, of course, the low-level raid on the Ploesti oil

refineries. General Brereton, commanding the Ninth Air Force, decided that the bombers would go in at zero altitude in order to escape detection and to minimize losses from flak and fighters. General Ent was unconvinced and recommended that the mission be flown at high altitude. When his request was rejected, Ent elected to accompany his men, flying with the lead group.

Navigation would be the greatest obstacle. The crews would be flying over strange territory and would have only seconds to identify checkpoints as they swept by at fifty feet. Elaborate models were constructed for the pilots, navigators, and bombardiers to study until they knew them by heart.

On August 1, 1943, one hundred seventy-eight Liberators of the 44th, 93rd, 98th, 376th and 389th Bomb Groups took off from the sandswept airstrip at Benghazi and began the most controversial mission of World War II. True to his promise, General Ent flew the lead group (the 376th) in a plane piloted by Colonel K. K. Compton.

Despite the detailed planning, things began to go wrong. Over the Mediterranean a bomber went out of control and crashed into the sea. In it was the lead navigator. Another B-24 broke formation and went down to look for survivors. Finding none, its pilot found he could not climb his heavily laden Liberator back into formation, so turned back to Africa. In it was the deputy route navigator.

The formations penetrated deep into enemy territory, flying over Greece, Albania, Yugoslavia, Bulgaria and finally reaching Rumania. The flight plan called for a right turn over Floresti, where a railroad track would lead them straight to the target. Before reaching Floresti, however, they approached Targovisti which had a similar appearance, including the railroad. Roaring low over Targovisti, General Ent and Colonel Compton identified it as Floresti and, ignoring the protests of their young navigator, turned toward the southeast. The 376th Bomb Group wheeled to the right, and followed the railroad tracks—not to Ploesti—but toward Bucharest and the heaviest anti-aircraft concentrations in Europe!

When the 376th made the wrong turn at Targovisti, they were followed by the 93rd and 389th Bomb Groups. The 389th, however, realized its error and turned back to their correct course. The 98th and 44th Bomb Groups correctly identified Targovisti and also continued on the correct course. Not until the spires of Bucharest appeared ahead did General Ent realize his error and turn northward toward Ploesti.

As a result of the now famous "wrong turn" the bombing schedule was upset. Huge formations converged on Ploesti from opposite directions: the 44th, 98th and 389 from the northeast and the 93rd and 376th from the south. Confusion reigned over the target.

As he began his bomb run from the south, the flak was so intense that General Ent made a difficult decision. He broke radio silence and ordered his crews to break off the bomb run and to attack targets of their choice. His decision spared all but two of his Liberators.

The return flight was a nightmare. Those bombers fortunate enough to survive the bomb run limped toward home as best they could. Many never made it and broken B-24's littered the countryside. Some Liberators managed to reach Turkey and Cyprus and others made it all the way back to Benghazi.

General Ent's plane was the first to return, bringing the tragic news. Fifty three

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MODEL AIRPLANE NEWS

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Liberators lost, 446 airmen killed or missing and fifty-four returned wounded. Of the Liberators that returned to Benghazi, only thirty-three were fit to fly. Ironically, more raids were necessary to put the Ploesti oil refineries out of business and these missions were flown at high altitude, just as General Ent had originally recommended.

Shortly after the Ploesti raid Uzal Ent returned to the United States as Chief of Staff, Second Air Force at Colorado Springs, and became the organizations' commanding general in December.

On October 10, 1944 he was at the controls of a B-25 which developed engine trouble taking off from Fort Worth Army Air Base. Ent made a successful belly landing and his co-pilot and the five enlisted men aboard walked away unhurt. But a piece of the left propeller had broken off and flew through the thin fuselage skin. It imbedded itself in General Ent's spine, fracturing it as well as ten ribs, and paralyzing him from the waist down.

Ent spent the next three-and-one-half years as a patient in various hospitals, bedridden but undaunted. He kept himself busy by designing therapeutic rigs to aid other paraplegics like himself and studied for a future career in law. He still had regrets about the Ploesti raid when he died on March 5, 1948 at Fitzsimmons General Hospital in Denver.

On March 12, an Air Force bomber flew over the Pennsylvania mountains near Northumberland strewing the ashes of Uzal ent over his boyhood home.

Ent Air Force Base, Colorado is named in honor of the man "whose courage over Ploesti is now as proud a part of American history as "Hancock's in front of Pickett's charge." So said General H. H. Arnold of Uzal Girard Ent.

The Minimum

(Continued from page 20)

Use good, straight wood in order to prevent warping. Pin one strip of the TE to the plans and glue wing ribs to this. Allow to dry. Then, apply glue to the other side of the wing ribs and pin the other strip of the trailing edge down on top of them, completing the trailing edge. Allow to dry. Cut a spar of 1/4" square hard balsa 24" long, and glue this to the front of the wing ribs and allow to dry. Now, reglue all parts and allow to dry thoroughly. Install plywood bellcrank mount and 1/4" sq. wing tips and glue.

To plank the mid-section, use a sheet of 1/16" medium balsa. Cut strips 6 inches long. Glue planks to both top and bottom of the mid-section. Allow to dry. Sand all
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