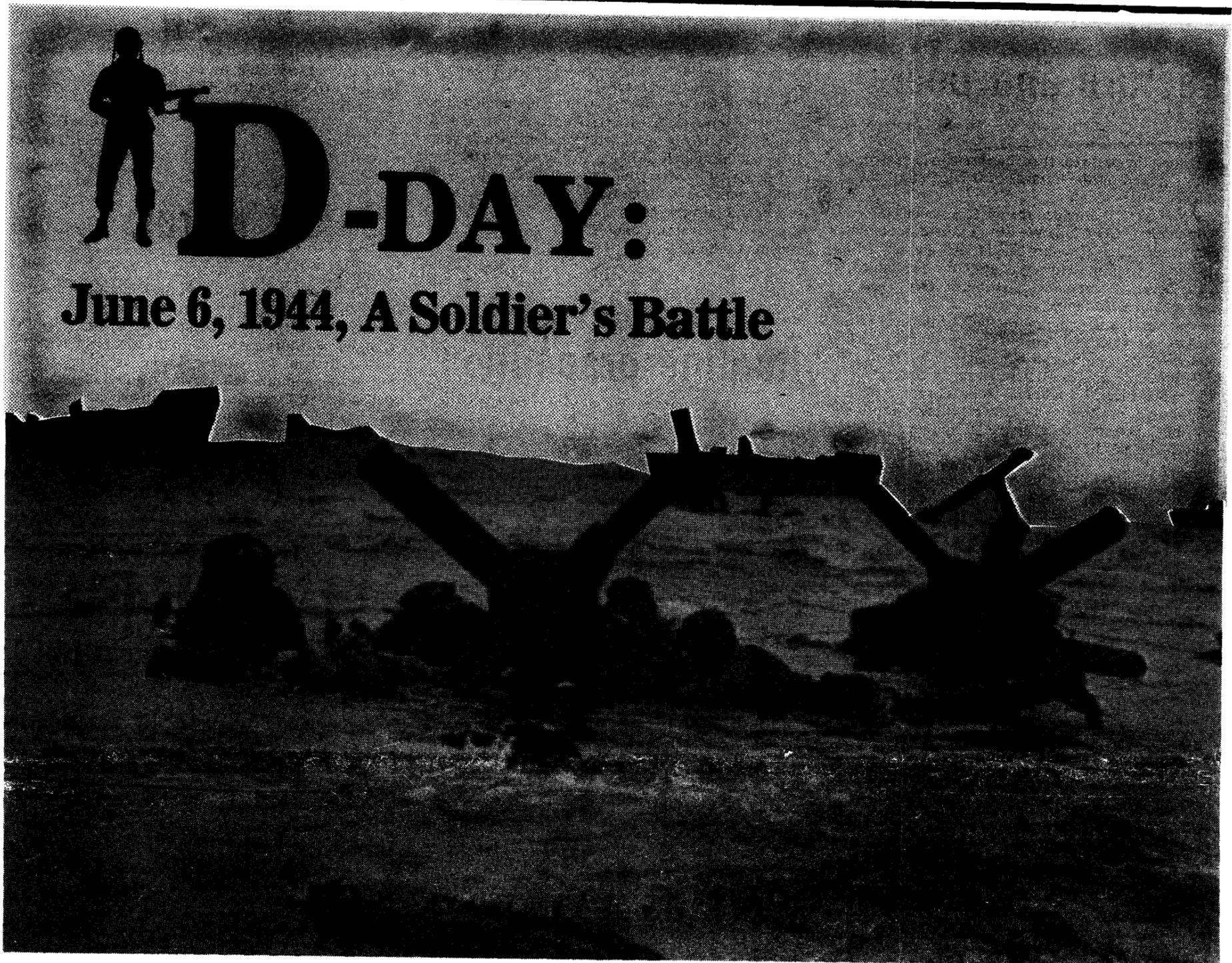


# Redstone Rocket

33  
Vol. 34 No. 1

Published in the interest of personnel at Redstone Arsenal Al.

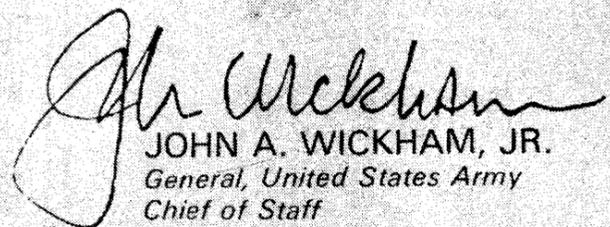
June 6, 1984



## D-DAY: June 6, 1944, A Soldier's Battle

**NORMANDY** was a magnificent operation.

I am convinced the soldiers today can do just as well. But, to do that we must have young men and women in the Army who are well-trained and highly motivated and we need leaders who are concerned about the welfare, proper training and ethical leadership of soldiers.

  
JOHN A. WICKHAM, JR.  
General, United States Army  
Chief of Staff

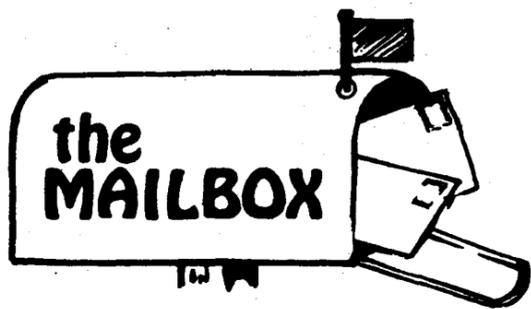
The date was June 6, 1944 when Allied troops invaded the beaches of Normandy in northern France. Their mission was to defeat Hitler's occupation Army and begin the liberation of Europe from the Nazi forces in World War II. They succeeded, with many giving their lives for

the cause. Those brave servicemen deserve our enduring thanks. This issue of the *Redstone Rocket* is dedicated to all those who participated in that massive battle 40 years ago on D-Day.

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## Lecture and beer

**Editor:**

During the past year there has been an increased emphasis placed on the hazards of driving under the influence, DUI.

On May 15, I attended the MMCS senior NCO call held at the NCO Club. We were lectured about what can happen to us if we are caught DUI and saw a film on the same topic. However, after the film ended, a local beverage company distributed free beer to everyone in attendance.

My question is, why are the NCO calls held at the NCO Club which only encourages personnel to drink and why was free beer distributed?

The entire MMCS DUI program is contradictory and hypocritical. I would only hope that someone in a responsible position will answer these and many previous questions concerning DUI and holding NCO calls at the NCO Club.

Name withheld by request

## Allocating ratings

**Editor:**

For two years now, my division chief has attempted to award me an "Exceptional Performance Rating" as a secretary in his division.

For two years, this rating has been denied me because of the directorate office's allocation of only one exceptional rating that can be awarded. Naturally, this always goes to the directorate secretary!

I want to know just how the term Equal Opportunity applies in this situation. It is very demoralizing to be the backbone of an organization (as any clerk-typist/secretary is); to be consistently passed over for promotion because of the great number of clerical employees vying for the same job, and to know that I can never expect to receive an Exceptional rating since it's automatically reserved for the directorate secretary. This is grossly unjust, unfair, and I feel the practice of allocating ratings to meet quotas should be stopped. A deserving person should be allowed to be recognized by his/her supervisor without being hampered by quotas.

I want some answers from OPM and CPO!

Name withheld by request

## Random searches

**Editor:**

Reference the letter, "Searched by dogs" in the 30 May Redstone Rocket, regarding vehicles being searched.

This is one vote in support of the commanding general's order to randomly search vehicles. Being stopped at the gate and having one's vehicle searched is an inconvenience and no one enjoys going through that hassle. However, considering the massive drug abuse problems everywhere these days, vehicle searches are more than warranted.

And if vehicle searches are going to be conducted no one, from private to officer, from GS-1 to GS-18, should expect to be excluded. Random vehicle searching has absolutely nothing to do with "trust and confidence"; it has everything to do with equality in the eyes of the law, nondiscrimination, objectivity, justice, and fairness. Majors are no more (and no less) suspect than privates. Condolences to the major; compliments to the CG.

Kay Caplin

## Routine precaution

**Editor:**

This is to comment, briefly, on the letter in the May 30 edition of the Rocket by Robert P. Gehrdes, Major USMC retired. I can understand the gentleman's feelings upon having his vehicle searched by dogs. However, when one considers the gigantic scale of drug usage all across the United States and the awful heartbreak and trauma drugs can cause, I believe the major will agree that such routine precautions, as he encountered, are only a small step in the right direction.

We need massive and total efforts to control the ready availability of illicit and illegal drugs. After all, the major was not discriminated against and I see no aberration in "trust and confidence" of the officers by this particular incident. In fact, it shows something is being done to combat the problem. I believe the good major should "suck it up", as they say in the military, and be glad for the inconvenience he suffered.

L. F. Paris  
P&P Directorate

## Work as a team

**Editor:**

In response to a fellow Marine's comments printed in the May 30 issue of the Redstone Rocket, I agree with the good major's belief in special trust and con-

fidence towards the officers, senior enlisted and civilian staff personnel aboard Restone Arsenal. For that fact, such traits should be displayed to all members from the lowest ranking private to the most senior officer present. However, in the case of command authorized searches such as vehicle searches or command urinalysis testing, all personnel should be subject to the search in order to maintain fairness, consistency and most importantly legality.

Drug abuse is not associated by rank or age, but by personal values and our environment, affecting all walks of life. In order to effectively fight the war on drugs in the military and society we must work as a team and avoid that old approach of: "do as I say; not as I do". Leadership by example, starting with our senior officers and NCO's (both active duty and retired) is our key to success.

Capt. S.D. Ryan  
U.S. Marines

## Lowest morale

**Editor:**

This letter is in reference to the "morale problem" letter in the May 23 edition of the Rocket.

No, it is not limited to the Material Management Directorate. Morale is lowest in the Management Information Systems Directorate. In the last few years, so much contemptible self serving "gumbo" has been pulled on MISD people that the gap in communication and trust between management and the people has become larger than the Grand Canyon. An independent survey would confirm this problem. It is time something was done.

Name withheld by request

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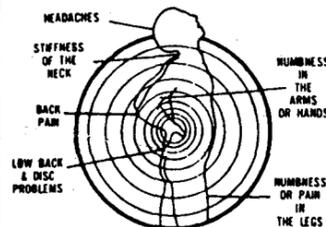
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# Ike warned to expect 80 percent casualties

BY DAVE HARRIS

The lens froze them forever in the half-at-attention posture soldiers use in the presence of generals who tell them to relax.

In this most famous of the pre-invasion pictures, Gen. Dwight D. Eisenhower stands in the midst of young men soon never to be young again, the Supreme Commander of the allied forces for the invasion of France, saying farewell to some paratroopers of the 101st Airborne Division about to make their first combat jump.

Ike knew, and they knew, and the thought went unspoken. Some of the unsmiling soldiers, their faces smudged with camouflage, had but a few hours to live.

Eisenhower, hands thrust deep in his pockets, watched the C-47s carrying the paratroopers fade into the dusk. A correspondent nearby saw the general's eyes fill with tears. Ike had been warned to expect 80 percent casualties among the airborne soldiers who formed the point of the spear thrust into Europe on June 6, 1944.

World War II was the first in which soldiers dropped from the skies on their enemies. This once the critics who say that armies always prepare to fight the next war with the weapons and tactics of the last were wrong.

Two decades later, the helicopter made vertical envelopment a routine operation, but the parachutes and flimsy gliders of World War II made each airborne assault an undertaking of great risk and danger. The Germans had pioneered the new tactics with the successful airborne invasion of Crete in 1941. One of the lessons of that bloody fight was that if the landings were opposed—and allied planners expected these in France to be heavily opposed—the attacking troops were committed, as one enlisted glider pilot put it, to a one way ride to Hell.

Three full divisions, two U.S., one British, some 18,000 allied soldiers would parachute and crash land just behind the invasion beaches on the French coast in the pre-dawn darkness of June 6. The veteran 82nd Airborne with combat drops in Sicily and Italy and the untried soldiers of the 101st had vital assignments. The Germans had flooded large areas behind Utah Beach, westernmost of the allied landing sites. A few narrow causeways lead inland from Utah, causeways the paratroopers had to hold open until troops landing from the sea could get inland.

Just after midnight, the first few C-47s carrying pathfinder teams swept in from the sea, crossed the Cherbourg Peninsula at about 400 feet and ran into intense ground fire. The planes wavered and turned aside from their planned drop zones scattering the "sticks" of paratroopers who came plunging out into the night.

Some of the pathfinders died before they reached the ground, shot as they dangled helpless in their chutes. Other unlucky enough to land almost on top of German troops were killed or captured almost at once. But some slipped off into the night, bearing heavy loads of radios and lights, their mission not to fight but to mark six landing zones near the small French town of St. Mere Eglise. They had one hour to get ready to guide in the main drop.

A few minutes before 1:15 a.m., artificial thunder of aircraft engines drowned out the sounds of scattered firing on the ground as hundreds of C-47s roared west to east across the Cherbourg Peninsula and strewed their human loads into the darkness.

Some, but not many, of the paratroopers came down in the drop zones. Thousands of others fell miles off the mark as their carrier planes dodged flak. Burdened with sacks of grenades and extra ammunition, hundreds of paratroopers fell into the flooded areas behind the invasion beaches, some actually into the sea. They drowned, tangled in their parachute



BEFORE THE FLIGHT—Eisenhower says farewell to paratroopers preparing to invade Normandy.

shrouds, often in less than three feet of water.

The paratroopers were scattered for miles in an area defended by three German divisions. There was confusion everywhere. Sudden, violent firefights erupted in the darkness all around St. Mere Eglise, wild outbursts of firing, and in the lulls that followed the night seemed alive with the chirp of thousands of toy tin crickets, the recognition signal carried by each paratrooper.

Drawn to the sound, small groups of men began to come together in the night for the work they had come to France to do.

While fighting flared around them lighting the sky with sudden spurts of flames, some of the paratroopers worked frantically to clear obstacles and mark the two landing zones for more than 100 gliders due in at 4 a.m. with reinforcements, heavy weapons and the additional ammunition the lightly armed paratroopers needed to stand off certain German counterattacks that would come with daylight.

The gliders had two big advantages over parachutes. They could carry heavy equipment and the men who rode them needed no special training. There was only one real requirement for jumpers and glider troops, uncommon courage.

Years later those who survived would pass it off saying they volunteered for the extra pay. Never did the U.S. Army get a higher return for a dollar paid.

A U.S. troop glider was a square nosed, high winged brute with a wing span just a foot shorter than the twin engine C-47 that towed it on a 300 foot nylon rope. The Waco CG4A appealed to the Army not so much for the ease with which it flew but for the ease with which it could be built. Before the war's end, 14 pre-war furniture manufacturers turned out 13,000 CG4As. Made of aluminum tubing and wood, covered with fabric, the glider carried 15 fully armed soldiers on canvas seats or an eight man squad and a jeep.

Flight in a troop glider was an experience conducive to prayer. While the pilots fought to keep the thing upright in the turbulent wake of the tow plane, the unhappy passengers fought to hold down their last meal.

Cast loose at low altitude over a landing zone, the pilots had only seconds to line up and glide into the preselected area, a process complicated greatly by dozens of other gliders trying to do exactly the same thing at the same time. With a full combat load, flight was forward and down with emphasis on the down,

landing a bone-jarring smack followed by a wild slide on two wheels and two belly skids. Any solid object met before the brakes took hold shattered the glider and its contents. Jeeps often tore loose on first impact with fatal results for the pilots who sat perched just ahead of the load in the very nose of the craft.

Appalling training losses had led most commanders to forbid infantry to fly in gliders except in actual combat drops.

Late in war, most gliders were flown by well qualified pilots, but the frail silent craft that fluttered into Normandy were piloted by young soldiers with only a few hours of training that included, at most, three or four practice landings in daylight. Very few had ever landed a glider at night. In the 101st Division gliders, riflemen rode in the co-pilots' seats. A few of them became instant glider pilots as a wall of fire rose out of the ground to meet them and dead or wounded pilots slumped in their seats beside them.

Incredibly, the 101st gliders made it down with very few casualties. The 82nd had no luck at all. Less than half of their gliders came down in the proper landing zone, the remainder crashed into hedgerows and trees, smashed into buildings or plunged into the flooded areas. Some touched down in apparent safety only to hurtle headlong into stout posts—"Rommel Asparagus"—planted by the Germans in every field.

The wide dispersal of their gliders train was a calamity to the embattled 82nd paratroopers, but as daylight approached, the survivors of the two airborne divisions fighting with the weapons they had, moved in small groups to their principal objectives, determined to hold until relieved.

Far to the east, the British airborne troops had better luck. They too were in place, protecting the left flank of the invasion beaches as the assault boats carrying the first waves of the cross channel attack came roaring out of the mists at 6:30 a.m.

In their first 24 hours in France, the 82nd and 101st airborne divisions lost about 2,500 killed, wounded and missing, a heavy price but far less than the allies had been prepared to pay for a foothold in Europe.

About 11 a.m. on D-Day, scouts of the American 4th Division pushing inland from Utah Beach began to meet grimy, weary paratroopers. Most had been fighting all night.

That morning, the 1,000 year Reich of Adolf Hitler had less than 11 months to live.

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# June 2 marked 40th year since shuttle bombing

BY ED PETERS

The first week in June of 1944 is best known for D-Day but it also marked another historic military action.

On June 2, 1944 the allies began a series of shuttle bombing missions to Russia, marking the first time in history that Russia let foreign troops operate from its soil.

In these missions U.S. B-17s flew from the Mediterranean and United Kingdom to Russia and returned, bombing enemy targets enroute both ways.

The first shuttle bombing mission was flown 40 years ago on June 2 by the 99th Bomb Group based near Foggia, Italy.

"We bombed targets on the way to Russia, bombed targets on the way back and I think we bombed a couple while we were there," said Howard Christiansen, a contract specialist at Procurement and Production Directorate who went to Russia with the first shuttle bombing mission.

Christiansen was a bombardier on one of the 100 B-17s the 99th flew to Poltava, Russia on June 2, 1944 on the first shuttle bombing mission code-named "Frantic Joe". The mission was so secret that Christiansen and others did not know where they were going until the night before.

They were forbidden to take anything with them on this mission. "We took no money, all we had was a little pass, and we were under instructions not to discuss our lifestyle," Christiansen recalls. These were precautions to appease the insular Russian hosts who did not want their citizenry exposed to Western ways. "I was a little lieutenant at the time but I made more than a Russian general," Christiansen remarked.

The Americans carried slips of paper bearing their names and service numbers plus, for emergency communication, words and phrases like "Water" and "Where can I hide" printed in both English and Russian.

Before the Americans got there Poltava had been reduced to rubble by German forces. The town, some 500 miles south of Moscow, had a "huge preponderance" of women. "We didn't see too many men. There was an anti-aircraft gun position that had a little 12 year old girl as the gun captain," Christiansen remembers.

The natives were "very friendly" toward Christiansen's initial group but their authorities forbade them to fraternize with the Americans with the 8th Air Force who came on subsequent shuttle bombing missions, he said.

The Russians supported the Americans but not very well. The food and lodging was bad and their gasoline had to be strained to get the rust out before it could be used in the American aircraft.

The shuttle bombing missions made history by putting foreign troops on Russian soil to fight for the Soviets.

The missions were set up to show allied solidarity with Russia and, strategically, to allow allied aircraft to bomb targets otherwise out of reach and thus subject the entire German Reich to long-range air attack.

Christiansen said it was never officially indicated to his 99th Bomb Group whether that first shuttle bombing mission on June 2 had anything at all to do with the D-Day invasion at Normandy many miles away. "We had heard that it was to draw some of the fighters from the German side over to the Russian front — that's just hearsay but it sounds reasonable. Plus softening up some of the targets in the Balkans area for the Russians," the former bombardier said.

"I imagine the German military was kind of confused about what was going on, especially since the other offensive started in Europe," he said.

A month ago Christiansen, 62, traveled to Houston,

Texas for a reunion of his bomb group. He flew 51 missions with them during the war and was awarded several individual and unit decorations. After the war he went into the Army Reserve from which he has retired with the rank of major. He worked as a photographer before entering the Army through a cadet program and after discharge resumed that occupation before coming to work at Redstone 20 years ago.

A Rankin, Ill. native, Christiansen and his wife Sue have two sons, Dick Curtis, a WHNT news reporter, and Tim Christiansen, who works locally for Boeing, and a daughter Deborah Thompson, a nurse.



SHUTTLE BOMBING VETERAN—Howard Christiansen with the pass he was required to carry in Russia and (inset) in 1944 photograph.

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# Fate of Europe hung upon success of D-Day

WASHINGTON—The D-Day invasion of Europe by allied forces on June 6, 1944 was probably the most crucial event of World War II, as the fate of Europe hung upon its success.

The British had been at war with Germany since September 1939 when Hitler's troops marched into Poland. Russia had been at war since June 1941. And the United States had entered the war when the Japanese attacked Pearl Harbor in December 1941. By then, Germany had overrun Western Europe, was inflicting severe losses on Russia, and was regularly bombing England; Hitler planned an eventual invasion of the British Isles. It was apparent that only an invasion of the European Continent could bring about a German defeat.

Planning for the invasion got underway in 1943, following the Casablanca meeting of President Roosevelt and Prime Minister Churchill in January of that year. None recognized better than they the hazards of such an operation or how vast an array of men, ships, and air power would have to be mustered. None were more aware of the urgency, nor more eager to see the plan brought to reality. However, despite the best efforts of the allies, the powerful forces necessary to ensure success could not be assembled in time for an invasion in 1943. Critical shortages, particularly of landing craft, forced a postponement of the assault.

By early 1944 all this had changed. In the spring, General Eisenhower arrived in London as supreme commander of the allied expeditionary force. Plans were being completed for the most massive amphibious operation in history, code-named operation Overlord. An allied Army of three and a half million men (one and a half million Americans and two million British, Canadians, and other troops representing many of the occupied countries of Europe) was marshalled in staging areas and ports over a large area of Southern England. Supporting them was an armada of 1,213 warships, over 400 landing craft, 1,600 other ships, 11,000 aircraft, and 3,500 gliders.

All ground troops were in initially under the unified command of British Field Marshal Montgomery. Allied planners had divided the Normandy Coast of

France, where the invasion was to take place, roughly from Cherbourg to LeHarve—a 50 mile battle line—into five beach zones called Utah, Omaha, Gold, Juno, and Sword. The American First Army under the command of General Bradley, was assigned the two western beaches, Utah and Omaha. The British and Canadians were assigned the other three.

The German high command knew that an invasion was to take place, but through a variety of ingenious deception operations in the months and weeks before the assault, the allies had the Germans convinced that Calais was the most likely invasion point. Thus the strongest German Army—the Fifteenth—and several of their best armored divisions were concentrated against the area near Calais, rather than along the Normandy coast. The German defense depended heavily on those soldiers already manning the fortifications along the Atlantic Wall and those stationed in nearby towns.

The invasion was originally to have taken place on June 5, but, on the night of June 3, with the armies already aboard the ships, Eisenhower's weather advisor forecast for June 5 high winds and cloud cover too low for flying. The invasion would have to be delayed. But, if it was delayed beyond June 6, the convoys already at sea would have to be bought back and the tides would not again be favorable until June 19. The weather forecast for June 6 was more encouraging, though far from ideal, and Eisenhower made the fateful decision to go ahead with the invasion on June 6.

On that day, at 12:15 a.m., the 6th British and 82nd and 101st U.S. Airborne divisions began dropping into enemy territory behind the Normandy beaches. Their task was to secure airfields, cut railroad lines, blow up bridges to protect the flanks and facilitate the advance of the invading forces. The paratroopers were followed by gliders carrying men and equipment and towed by bombers. The Germans responded with heavy anti-aircraft fire but most German commanders did not take the airborne assault very seriously.

The actual assault on the beaches began soon after dawn. The landings went well on the British beaches

and on Utah, where the 4th division was in control of the beach and the men were pushing inland to meet up with the paratroopers and gliders troops.

On Omaha Beach, some ten miles up the coast from Utah, the situation was quite different. The assault on Omaha was under Lt. Gen. Leonard Gerow's V Corps, the spearhead formed by the 1st Infantry Division reinforced by the 29th Infantry Division's 116th Infantry. They were met with murderously effective crossfire from the elite German 352nd Division, recently arrived from Russia and detected too late by allied intelligence to alter the landing plan. Moreover, the landing was impeded by high seas and mines which swamped or sank most of the artillery and amphibious tanks which were to have supported the infantry attack. Nevertheless, small knots of men made it across the exposed beach to temporary refuge behind the sea wall. Little progress was made before noon. Slowly, an intrepid few among the men huddled behind their uncertain cover began to work their way up the beach. By nightfall the 1st Infantry Division held on a precarious foothold, nowhere more than a mile and a half deep. There had been 2,500 American casualties on Omaha Beach, but 34,000 others made it ashore.

Total D-Day casualties for the allies, while considerable, were lighter than anticipated. U.S. losses for that day totalled approximately 6,600 men killed, wounded, and missing—including some 2,500 airborne troops. The British and Canadians suffered over 4,200 casualties—including 1,200 in the British airborne division.

The successful allied landing on D-Day 1944 in Normandy was due in large measure to unity of command and the carefully coordinated planning, training, and execution by all services of the United States, Great Britain, and Canada. The organization of the invasion was brilliant and unprecedented—but nothing could have been accomplished without the bravery and tenacity of the soldiers who dropped from the skies or charged up the beaches.

*(This article was written and submitted for ARNEWS release by Roderick M. Engert, Chief of the Historian Reference Branch Center of Military History, Washington, D.C.)*

## MICOM honored for helping small businesses

Maj. Gen. Jerry Max Bunyard and Dr. Bob Ingrum accepted an award in Puerto Rico last week presented to the Missile Command for helping small business do business with the Army.

A resolution praising the command for assistance and support to small and disadvantaged businesses in both Alabama and Puerto Rico was presented to the MICOM commander Tuesday on the senate floor in San Juan.

Bunyard told the gathering that he was delighted to welcome firms there to the industry and business team that supports not only the Army but the nation's defense efforts as a whole.

"Small business is doing a big job for the Army,"

he said, noting that MICOM during the past five years has awarded nearly \$750 million dollars to small firms.

"I ask for your continued support and assistance to the Army in helping to provide for the common defense."

"I'm quite proud of the award," said Ingrum, MICOM's small business adviser who said the command is currently doing business with four 8-A (small and disadvantaged) firms in Puerto Rico and expects to have many more.

MICOM has awarded \$90,000 to firms there since late 1982, primarily for such things as mechanical and electrical components and spare parts.

"We'll continue to work with them and there is the

potential for an additional award of about \$500,000,"

Ingrum said. Ingrum said the Small Business Association could go into Army agencies and select procurement packages for qualified and approved disadvantaged businesses under Public Law 95-507 approved by Congress about three years ago.

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# Departing command sergeant major looks forward to Indiana

BY MAGGIE CUMMINS

The former command sergeant major at the missile school here will become the new command sergeant major at the Army finance center in Indiana.

CSM Elidge Griner will be going to Fort Benjamin Harrison, Ind. to assume his duties at the U.S. Army Finance and Accounting Center starting June 28. CSM Thomas Lizana is the new command sergeant major for the school brigade here.

"I think my new job will be a challenge," says Griner, "because it will be new to me, but the job I started here was also a challenge because I didn't really know what a missile was until I came here and saw for myself what students were being trained in at the school."

Griner's tried to continue what the previous command sergeant major at school brigade had started.

"I wanted to continue the soldier actions started by my predecessor, CSM Clinton Powe," he says. "I wanted the NCOs appearance in uniform, hair and self pride to improve. They needed to correct junior soldiers on the spot and to be and act like NCOs with respect to their rank. I didn't want an officer to say 'I had to do an NCO's job' and on the other hand I didn't want the NCOs to say 'I had to do an officers job.' These were all goals I planned to meet while I was the brigade's CSM.

"The officer's job is to give day-to-day guidance on what to do but not how to do it, that is the NCO's job," says Griner.

He became involved with the NCO development command program here and tried to improve the subjects taught and how they were taught. A recent Training and Doctrine Command inspector general team commented favorably on the program, according to Griner.

"I am proud to put up any of our NCOs against other installations' NCOs," he says. "I am proud to have some of the best NCOs in the Army at MMCS."

Griner and his wife Doris have a daughter and son. In his 24 years of Army service, he says Guam was one of his most memorable tours.

"I have had a successful tour here and now know what a missile is," he says with a grin.



NEW JOB—CSM Elidge Griner will become command sergeant major at he U.S. Army Finance and Accounting Center.



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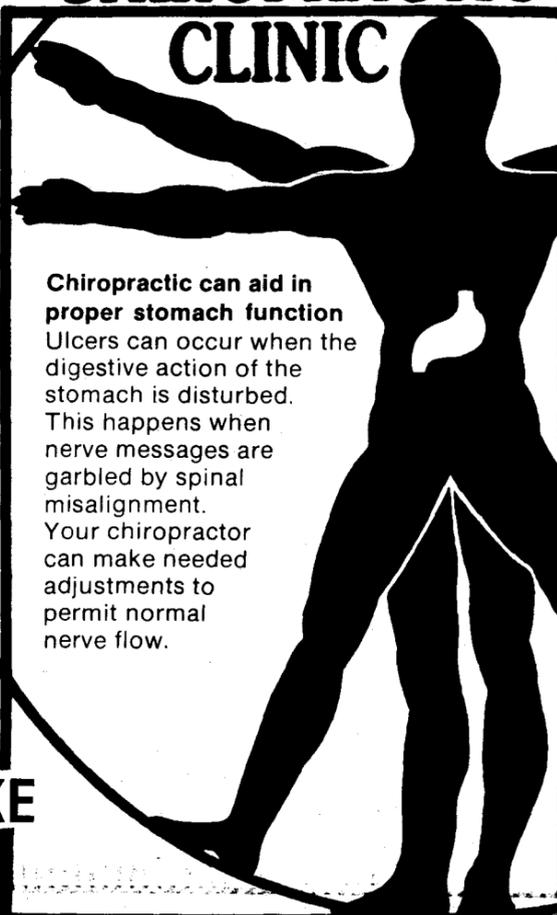
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- 1983 MAZDA SUNDOWNER** ..... \$6850  
Short wheel base sport package, 5 speed, air, power steering, AM/FM stereo, digital clock and much more.
- 1981 RANGER LARIAT** ..... \$8350  
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- 1981 F150 RANGER XLT** ..... \$7950  
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- 1983 S10 4x4** ..... \$8650  
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- 1983 BERLINETTA** ..... \$10,950  
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- 1982 CELEBRITY** ..... \$6850  
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- 1981 Z28** ..... \$8950  
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- 1981 MONTE CARLO** ..... \$6950  
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- 1983 CHEVETTE** ..... \$5850  
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**Veterans employment subject of seminar**

A seminar on hiring veterans will be held at 9 a.m. Thursday, June 7, in the city council chambers at the Huntsville municipal building.

Governor George Wallace has proclaimed June as "Hire the Veteran Month" in Alabama.

"It is appropriate to continue to honor and serve our veterans through media recognition of our duty to assist veterans in attaining a fair and just share of the good life afforded American citizens," the proclamation states in part.

The Alabama Department of Industrial Relations and the Veterans Administration have joined in an effort to place veterans in jobs under the Emergency Veterans Job Training Act of 1983.

Under this program, employers can receive up to \$10,000 per veteran when they hire and/or train eligible Vietnam-era and Korean conflict veterans. Responsibility for administering the program is shared by the Veterans Administration and the State Employment Service, a division of the State Department of Industrial Relations.

Employers interested in learning about the program are asked to contact their local employment service office.

The state agencies involved and veterans organizations are to meet for seminars with employers in various parts of the state. For more information on the Huntsville seminar, call Bob McLendon at the State Employment Service Office 539-2141.

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# Soldier mechanic enjoys music and art

BY MAGGIE CUMMINS

A multi-talented soldier says he has put all his interests to use since he has been in the Army.

Sp4 Alvin DeGuzman is a light wheel vehicle mechanic in Company A at the missile school here. "My mom says that I was drawing pictures since I was 3 years old and trying to rebuild my bikes at 10," he says. "Since I have been in the Army my music, art and ability to fix things have all come together."

His choice of specialty when he joined the Army was related to his desire to stay near home.

"I needed the money to begin college and I wanted a job close to home to be with my band, so I joined as a 63B (mechanic) because basic training and the advanced individual training was close. My band and I are tight. We have a kind of magic when we play," he says.

DeGuzman plays lead guitar for the band called Maniac Rock Attack. He can also play the piano, drums and other instruments.

"I can't read music," he says, "but I can play by ear most anything I hear. Our band likes to play party music and are influenced by Van Halen. I would like to play my own music some day."

His mother is musically inclined and tried to get him to play piano at an early age, according to DeGuzman. "I used to play bass guitar for church and mom still plays the organ for church mass," he says.

Sgt. Maj. Mervyn DeGuzman, his father, works at the missile school.

"I am close to my dad and feel like we have gotten closer since I joined the Army," says the younger DeGuzman. "I admire my dad for making it through the Army for so many years. I can also understand his line of work much better now that I have been in the Army too."

Sgt. Maj. DeGuzman says he is proud of his son and believes his son will do well in whatever he tries to accomplish.



LIKES MUSIC — Sp4 Alvin DeGuzman enjoys playing guitar in his spare time.

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# Normandy invasion only beginning of Europe's liberation

(Editor's note: Portions of this article were extracted from Robert Leckie's book "The Wars of America, Vol. II," first published and copyrighted in 1968.)

"People of Western Europe: a landing was made this morning on the coast of France by troops of the allied expeditionary force. This landing is part of the concerted United Nations plan for the liberation of Europe...I call upon all who love freedom to stand with us now. Together we shall achieve victory."—Gen. Dwight D. Eisenhower.

WASHINGTON—This now famous broadcast ended months of silence and preparation for the greatest amphibious assault in history, operation Overlord. Under Eisenhower's command, millions of men, thousands of ships and tens of thousands of tanks and vehicles were formed into what Eisenhower called "a great human spring, coiled for the moment when its energy should be released and it would vault the English Channel."

The site planned for the invasion was one of the most closely guarded secrets of World War II. Hitler believed the allies would invade France at Calais, a location closer to England and more convenient in many ways. Eisenhower, on the other hand, chose the beaches at Normandy for the invasion.

Weather became the critical factor when selecting the date of the invasion. The seas had to be calm enough for the large transport ships, the tides high enough for the landing craft, and the moon bright enough for the paratroopers who were to be dropped behind enemy lines.

Few days in June 1944 afforded those ideal conditions, and when foul weather precluded the 5th, Eisenhower selected the sixth, a day now known to millions as "The Longest Day."

The invasion force was composed of soldiers from the United States, Canada, France, Poland and Great Britain. The landing area on the French coast was divided into five zones named Omaha, Utah, Gold, Juno and Sword. While the allies landed in the latter three zones, the U.S. First Army under Gen. Omar Bradley landed on Omaha and Utah.

As the landing craft began approaching the beaches, allied air forces created a massive air umbrella formed by thousands of fighters and medium range bombers. Battleships and cruisers kept up a steady bombardment as frogmen swam through the surf to blow up obstacles and clear a path for the assault boats.

Now, as one historian has put it, "it was up to the foot soldier with the hand gun who can neither sail away nor fly away." Those soldiers hitting the beach were met by withering fire from the crack German 352nd Infantry Division. The first assault wave was pinned down and successive waves of soldiers were being bunched up with nowhere to go. Offshore, Gen. Bradley listened gravely to the reports from the Army's First Infantry Division and contemplated withdrawing the attack.

At that point, however, the American fighting man again proved himself up to the task. One by one,

enemy positions were knocked out until Bradley received the words he had been hoping to hear: "troops formerly pinned down on beaches easy red, easy green, red fox advancing up heights behind beaches." The soldiers had gained the beachhead; the liberation of Europe had begun.

When Gen. Eisenhower met the day before D-Day with the soldiers being sent into battle, he told them, "I have full confidence in your courage, devotion to duty and skill in battle." Today's soldier is still recognized for those same qualities of courage, devotion to duty and skill in battle. As on the beaches of Normandy, it is the individual combat soldiers, with the help of support troops of the total Army, who are the key to victory. As with the soldiers of 40 years ago whose memory we honor this year, today's soldier remains strong in battle, compassionate in victory and vigilant in peace.

## U.S. still committed to Europe's defense

WASHINGTON—The year was 1944. The location was somewhere in England. Representatives of the American military were meeting with allies from England, France and Canada to plan the allied invasion of Normandy. It was called Operation Overlord. It would be the largest amphibious operation in the history of the world.

Of course the D-Day invasion of June 6, 1944 only the beginning of the final liberation of Hitler's "Fortress Europe." Six weeks later St.-Lo would be recaptured by the allies. Four weeks after that Paris would be liberated. In December, the enemy would make one more desperate attempt to stop the allies at the Battle of the Bulge, but that attempt would fail. The allies continued their march into the heart of Germany and ended the war.

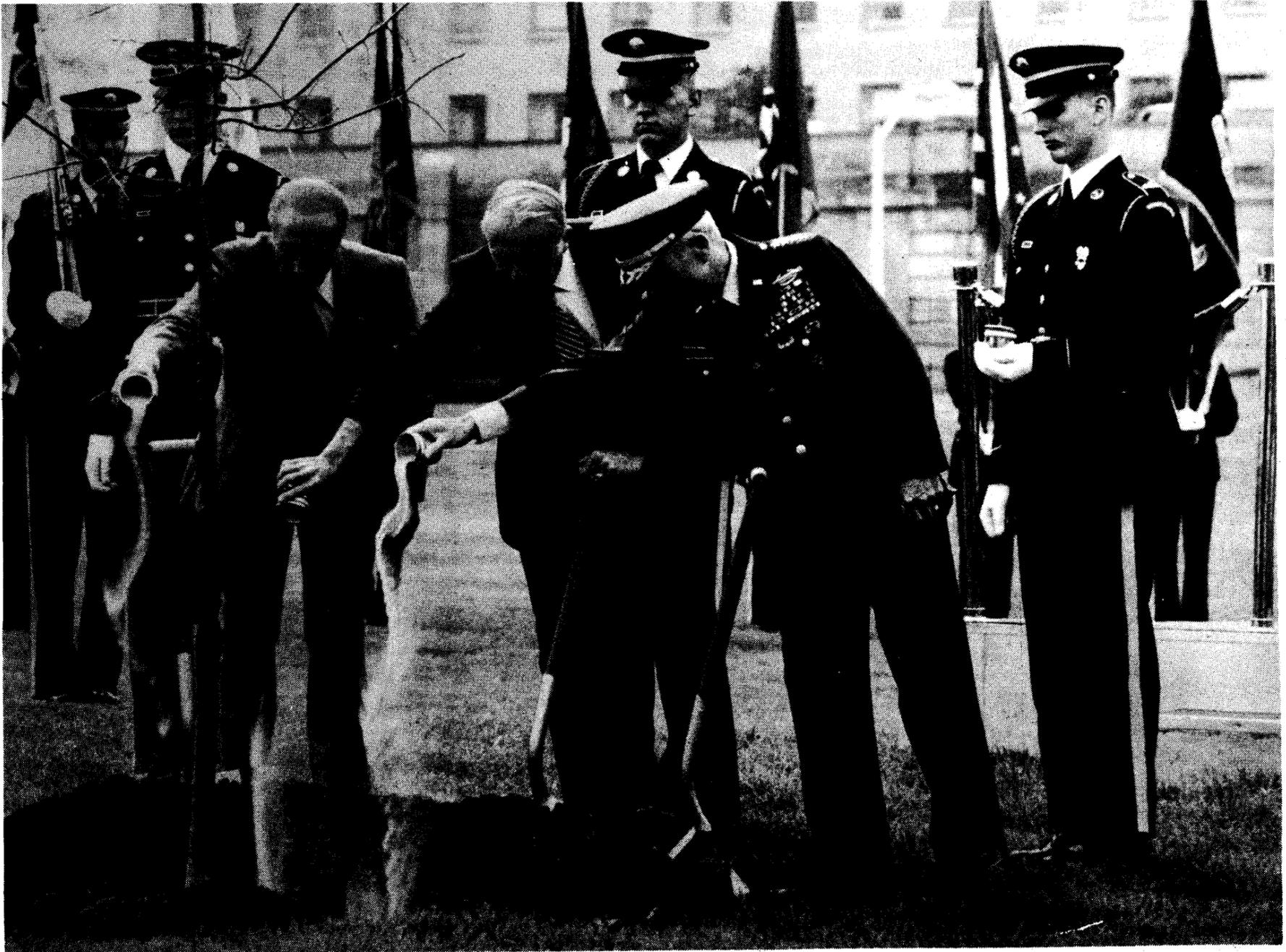
Today, 40 years later, the United States is still committed to the defense of Europe. While the tyranny of Nazi oppression was defeated by the allied armies in 1945, international terrorism, adventurism by the

Soviet Union and its surrogates, and political and economic coercion are a very real threat in the world today.

The North Atlantic Treaty Organization, NATO, was founded for the United Defense of Europe. Recognizing the threat posed by the growing Soviet presence in Eastern Europe, the United States has joined with 15 other allied nations to deter aggression. The result has been almost 40 years of peace on the European Continent.

Freedom loving people around the globe long for the day when armies no longer have to bleed and die as they did in Normandy. It is the willingness and dedication of our people and our allies to remain strong and well-prepared that ensures the peace.

Gen. Omar Bradley, commander of the U.S. First Army in the D-Day landings, has said it well: "The resoluteness of our fighting men and of our allies on the Normandy beaches gives us the opportunity...to build a better world and a more bountiful life with roots nourished by sacrifice, devotion and service."



COMMEMORATIVE TREE—Sand from the beaches of Normandy is sprinkled into the soil as Sen. Strom Thurmond, Secretary of the Army John O. Marsh Jr. and Army Chief of Staff

Gen. John A. Wickham Jr. plant a tree at the Pentagon. The Arbor Day ceremony acknowledged the sacrifice of servicemembers 40 years before in the D-Day invasion.

# —ANNOUNCEMENTS

## Best yards

Yard of the month winners for May are: best single unit, CWO 3 J. E. Grindstaff, 437 Skinner Drive, and MSgt. N. H. Berry, 1367 LaCrosse Road; and best multi-unit, CWO2 L. J. Miller, 474-B Tripp Drive, and SSgt. V. Nieves, 221-D Dyer Circle. Winners receive a certificate of appreciation, two free dinners, a color photograph of the awards ceremony, and display of the Yard of the Month sign for a month. Receiving honorable mentions were Maj. H. A. Nordgren, 460 Simpson Drive, and CSM G. A. Davis, 1394-A Lance Court.

## Young readers

The young reader's collection at the Post Library offers a variety of fiction, nonfiction, biographies, classics and so-called first readers. Interested students are urged to sign up at the circulation desk for a summer Read-A-Thon. Prizes for the most books in each age category will be awarded and all participants will receive an activity log, bookmark, balloons and certificate. Preschoolers will continue to have their story time from 10-10:30 a.m. Thursdays. For more information call

## Catholic confirmation

Bishop Francis X. Roque from the Military Ordinariate in New York City will be at Redstone for the Catholic Confirmation Mass of about 30 people at 12:15 p.m. Sunday, June 10 at Bicentennial Chapel. Roque, a former Army chaplain who retired as a colonel, is assistant to Archbishop John O'Connor. In addition to the Confirmation Mass, he will speak at all other masses on Sunday. A formal dinner in honor of Roque and the confirmation candidates and their families is scheduled for Saturday, June 9 at the Officers Club.

## Bloodmobile

The Red Cross bloodmobile will be at three arsenal locations on Friday. It will be at building 4566 from 8 a.m. to 12 noon, at building 4650 from 9 a.m. to 3 p.m. and at building 4488 from 7:30 a.m. to 12 noon. On June 13 it will be at building 3480N (515th Ordnance Co.) from 10 a.m. to 2 p.m. Protestant event

## Protestant event

A Protestant intergenerational event will be held at 10:45 a.m. Sunday, June 10 in the assembly room of Bicentennial Chapel. People of all ages are invited. The theme is Pentecost and activities will center around the birthday of the Church and birthdays in general.

## Economy couples

The Economy Couples Club will hold its regular monthly meeting at 4 p.m. Sunday, June 10 at Post Chapel. All married E-1's through E-4's who live off post are invited to attend with their spouses and families. This month's entertainment is the Bass-Townsend Singers from Pulaski, Tenn.

## Carpool Hotline



Decatur

Carpool member wanted from Decatur to 4500 area, hours 7:45-4:15. Glenda Williams 876-5771.

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## Summer 1984 Quarter

Registration is now open for the  
following courses:

Course No. & Title	Class Begins	Class Ends	Class Night
SM 5029 Computer Operations Management	9 July 84	17 Sept. 84	Mon.
SM 5068 Inventory Control and Management	9 July 84	17 Sept. 84	Mon.
CM 5012 Procurement & Contr Mgmt & Admin II	9 July 84	17 Sept. 84	Mon.
CM 5031 Procurement-The Legal Concepts	9 July 84	17 Sept. 84	Mon.
SM 5004 Economic Environment of Mgmt I	10 July 84	18 Sept. 84	Tues.
OR 5013 Operations Research III	10 July 84	18 Sept. 84	Tues.
SY 5052 Maintainability Theory & Practice II	10 July 84	18 Sept. 84	Tues.
M 5101 Mathematics for Management	10 July 84	18 Sept. 84	Tues.
SM 5002 Financial Management & Control	11 July 84	19 Sept. 84	Wed.
SM 5005 Economic Environment of Mgmt II	11 July 84	19 Sept. 84	Wed.
SM 5013 Behavioral Science and Management	11 July 84	19 Sept. 84	Wed.
SM 5019 Organization and Mgmt of Marketing	11 July 84	19 Sept. 84	Wed.
SM 5112 Sem. in Cont. Issues in Human Res. Mgmt.	11 July 84	19 Sept. 84	Wed.
SM 5000 Financial Accounting	12 July 84	20 Sept. 84	Thurs.
SM 5022 Analytical Methods in Management	12 July 84	20 Sept. 84	Thurs.
SM 5032 Personnel Mgmt. & Industrial Relations	12 July 84	20 Sept. 84	Thurs.
CM 5014 Cost Principles, Effect & Control	12 July 84	20 Sept. 84	Thurs.
OR 5024 Decision Theory	12 July 84	20 Sept. 84	Thurs.

Approval has been granted for Veterans Administration tuition assistance for eligible persons. For more information contact F.I.T. Resident Director, 876-1581 or visit the Center in Building 7446 Warehouse Road, weekdays between 0900-1630.

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# Veteran of invasion recalls being 'scared stiff'

BY SKIP VAUGHN

There was machine gun fire from German planes as Ed Gamble and his fellow American soldiers waded ashore early the morning after D-Day.

They had pulled up within three miles of the coast on D-Day itself, June 6, 1944, but were unable to get to the beach because of bad weather and the heavy equipment they had to move. In fact they had lost a new bulldozer when a chain broke in the rough water.

"So the next morning about 2 o'clock during blackout conditions—no lights—we got off the LCT (landing craft) to wade ashore," Gamble recalls. "We had to jump in water about shoulder deep. And the beachhead—the first waves had already gone in of course—we didn't know whether it was secure or not. It was being strafed at the time (by enemy aircraft)."

The first thing he did after reaching Utah beach was to take cover. He then mistakenly rammed his M-1 into mud about a foot deep but luckily did not have to fire the weapon. "Of course you could imagine what would've happened if I'd had to fire, it would've burst into about a million pieces and me too," Gamble says.

Gunfire from the German planes did not last long because anti-aircraft fire drove them away, he recalls.

"We were scared stiff," says the Lacey's Spring, Ala. native. "The idea was to get on with it so we could go home but I've never been so scared in my life."

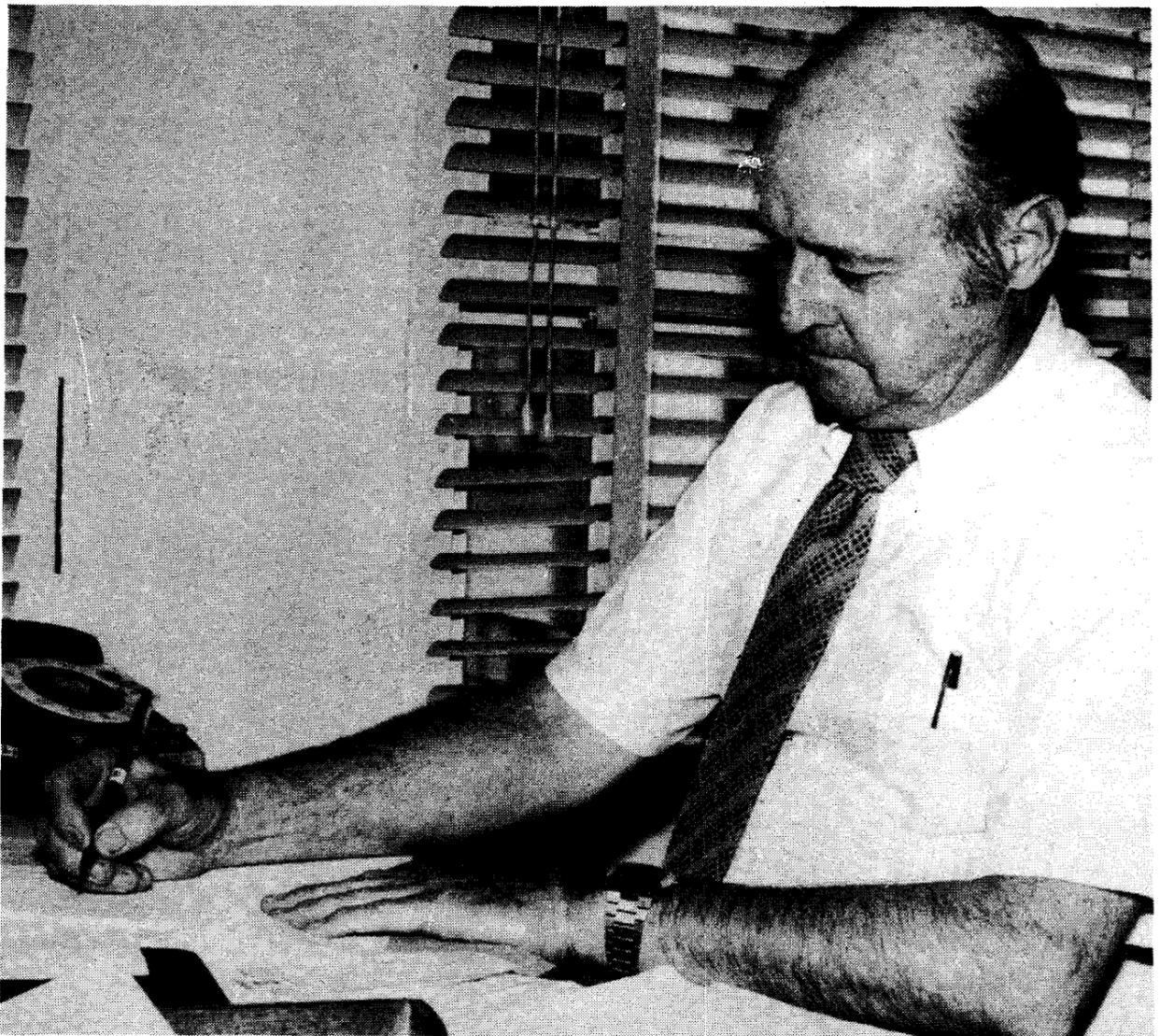
He and the other members of 819th Aviation Engineer Battalion were to build an emergency landing strip for aircraft. They advanced on a roadway in single file to avoid stepping on any mines. "Out of nowhere you'd stumble on a body in the dark on the roadway," Gamble says. It was still dark when they arrived at a crossroads about a mile and a half inland where they set about building the strip.

A nearby structure appeared to be a farmhouse with barns but the soldiers discovered it was really a warehouse of German hospital supplies.

"That strip was completed by sundown D-Day plus two (June 8)," says Gamble. "The Royal Air Force and American planes were using this strip by the end of the 8th of June."

Now he is an industrial specialist in the production and cost division of Procurement and Production Directorate. He has five children including a son and two daughters and two stepdaughters. His wife Jane works in Personnel Training and Force Development.

Gamble, 61, recalls when he and his outfit boarded ship at Plymouth, England early on June 5, 1944. The then Army corporal didn't know whether it was the real thing or not as they moved up and down the channel. "Then late on the 5th of June, they told us this is the real thing," he recalls. Word came from General Eisenhower over the public address system and about



REMEMBERS INVASION — Ed Gamble, who landed with the troops early the morning after D-Day, works at Procurement and Production Directorate.

the same time each soldier received a message signed by the general. The atmosphere was tense. "It was a weird feeling," Gamble says. "You were scared to death. At the same time you had a good feeling because this was a step closer to home. If we get on with it, and get the job done, we'd get to go home quicker."

Forty years later he remembers D-Day with mixed

emotions.

"Every year on the 6th of June, I take off from work if possible because it's a day of sort of reminiscing over a very sad but great day," Gamble says. "It's just something that's really instilled in me that I'll never forget because so many lives were at stake. There's never been a bigger operation than that, I hope they'll never have to be."

## Division leaders stay unbeaten in softball league

BY MIKE McCOLPIN

The Stallions and MIA both remained undefeated and atop their divisions in Civilian Welfare League softball.

The Stallions bombed CPO 48-4 and whitewashed the Express 15-0. John Pitcher led the Stallions in both games, going 10 for 10 with six homers and 14 runs batted in and 11 runs scored. Ken Moore and Jerry Williams had six hits each in the game against CPO while Jim Chiarizio and Don Sutton had three hits each against the Express. Chiarizio hurled a four hitter against the Express while winning both games.

MIA defeated SIO 12-6 as Roger Stephans and Greg Arnot got three hits each in support of winning pitcher Sergio Diaz.

Rachels stayed hot on the hoofs of the Stallions with a 15-1 win over Pershing Project Office. James Battle and Calvin Harris both hit homers, Cleo McWhorter had five runs batted in and Steve Kestler had three hits to pace the Rachels attack.

Dr. Zoom and the Sonic Boom split its games, beating the Express 7-3 before dropping a 4-3 decision to MLC. In the win over the Express, Wayne Westerhouse was four for four with a home run, two triples and four runs batted in. Barry McClure had two hits and scored three runs to back winning pitcher Randy Galloway. In MLC's win Norman Goodrich had three hits, including a triple, while Jeff Willis and Juanez Alexander collected two hits apiece. Alexander was the winning pitcher, stranding runners on second and third base with only one out in the seventh.

The Cougars continued winning by knocking RADS from the unbeaten ranks 13-4 and blasting Thiokol 26-12. In the win over RADS, Bob Peagler went four for four with a homer while Danny Smith, Jesse Myers and Bill Noels all had three hits. Smith hit a homer as

well as pitching the win. In the win over Thiokol, Smith had three homers, Sam Meadows two homers and two other hits, Ken Lomax four hits, and Dewitt Palmore a homer. Thiokol had the biggest inning in its history by scoring all 12 of its runs in the fifth.

T&E took two wins, beating P&P Engineers 22-13 and Thiokol 20-5. In the victory over P&P, Earl Shirley, Rob Doherty, Jim Springer and Joel Stark each collected four hits while Bobby Bates and Danny Spencer had three hits apiece to give Don Hughes the win. Losing pitcher Ron Hall had four hits to pace the P&P Engineers. In the win over Thiokol, winning pitcher Spencer cracked an inside-the-park homer and Doherty and Springer each had four hits.

F&A beat SIO 14-6. Cedric Wherry had four hits and pitcher Bruce Coker, Fred Teague, Keith Johnson and Jeff Mitchell had two hits apiece. In the only other game, Corps of Engineers beat CPO 17-8.

MLC	2	2	.500	2 1/2
COE	1	2	.333	3
Pershing Proj	0	3	.000	4
CPO	0	4	.000	4 1/2

## Baseball standings

	W	L	PCT
Sprints	6	1	.857
Hercs	4	3	.571
Hawks	3	4	.429
Ajax's	1	6	.143

## Army extends savings bond campaign two weeks

WASHINGTON—This year's Army savings bond campaign has been extended two weeks as a result of sales being slower than expected.

In a message to the field, Chief of Staff Gen. John A. Wickham Jr. said, "I believe the savings bond program is a meaningful and beneficial investment option for our military and civilian members. Therefore, the campaign is extended for an additional two weeks to insure that everyone has the opportunity to understand and join the payroll savings plan."

Wickham asked commanders to re-emphasize the campaign to chairpersons and canvassers; saying, "they should again contact prospective enrollees to allow each person to consider joining those of us who are helping ourselves and our country." (Arnews)

## Standings

East Division	W	L	PCT	GB
MIA	4	0	1.000	--
T&E	4	1	.800	1/2
Cougars	3	1	.750	1
RADS	3	1	.750	1
F&A	2	2	.500	2
SIO	2	3	.400	2 1/2
Thiokol	0	5	.000	4 1/2
P&P Express	0	5	.000	4 1/2
West Division	W	L	PCT	GB
Stallions	5	0	1.000	--
Rachels	3	0	1.000	1
Dr. Zoom	2	2	.500	2 1/2
Express	2	2	.500	2 1/2

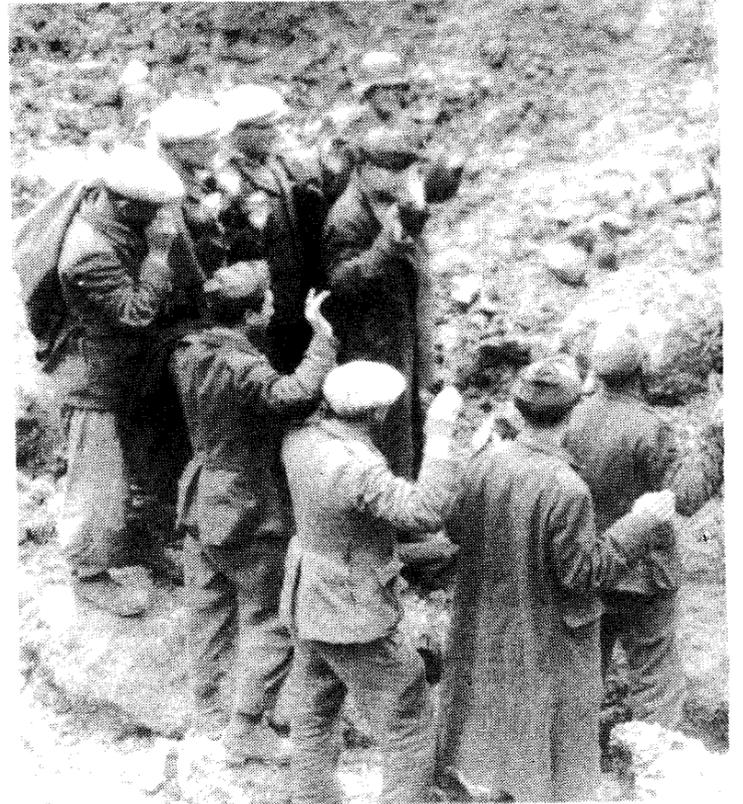
# D-Day June 6, 1944



**SAFELY ASHORE** — Survivors of a sunk landing craft off the coast of France reach Omaha beach in a rubber life raft.



**UNDER FIRE** — Nazi 88mm guns pound the beach as American troops push into Normandy.



**PRISONERS** — German troops and laborers working under Hitler's order whom carries on despite an injury to his neck and jaw.



**LAND VEHICLES** — Half-tracks and a beached "Dukw" indicate success.



**INVASION** — American assault troops, with full equipment, move onto a beach.



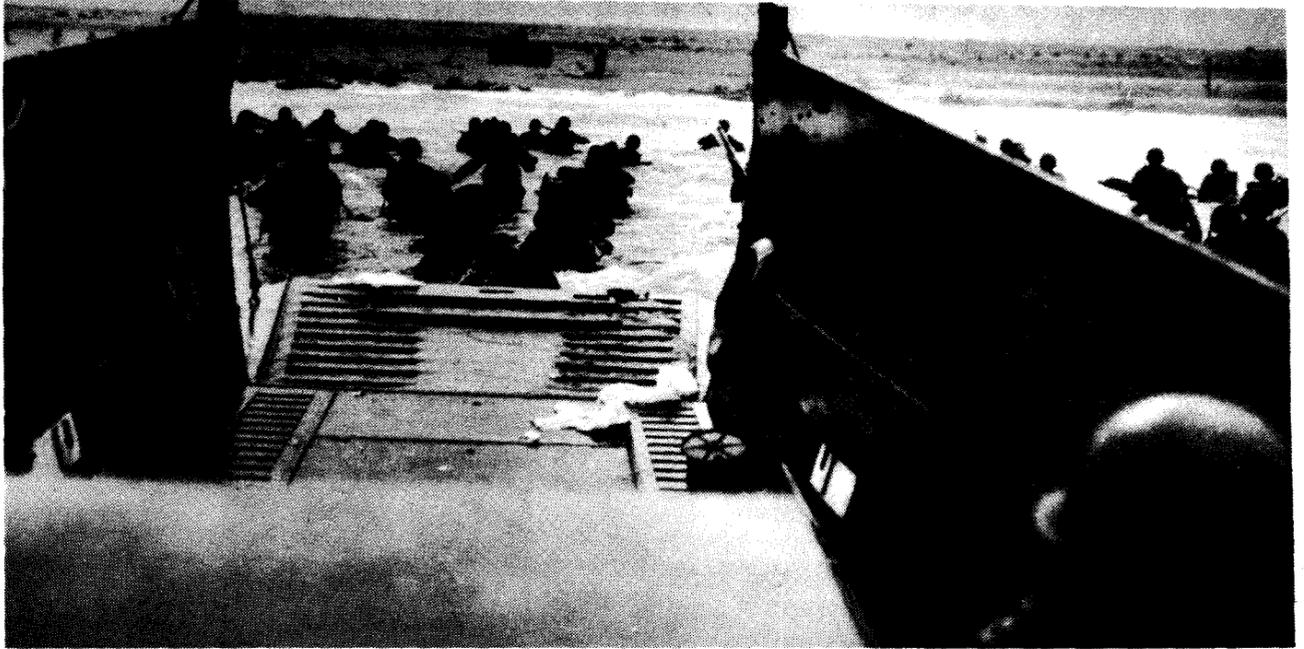
are rounded up by American soldiers, one of



successful landing by the initial waves of men.



beachhead in northern France.



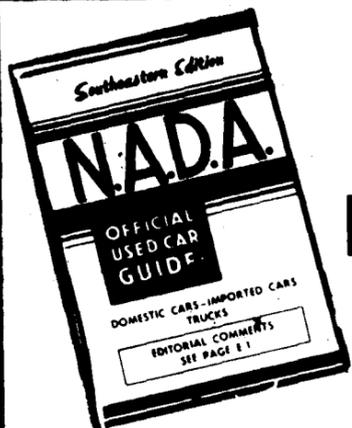
**DOWN RAMP** — Soldiers leave the ramp of a U.S. Coast Guard landing barge and head toward the beach in the D-Day invasion.



**OVER A HILL** — Troops of the 8th Infantry Regiment, 4th Infantry Division, move over the crest of a hill to the interior of northern France.



**MEDICAL TREATMENT** — U.S. Army medical soldiers, just a few feet from the surf, administer plasma transfusion to a survivor of a landing craft sunk off the coast of northern France.



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8. Nissan Sentra, 9. Olds Ciera, 10. Chevy Celebrity.

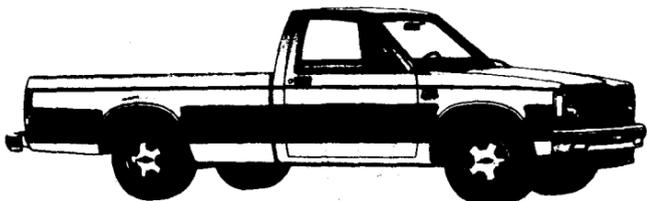
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**1979 MALIBU**  
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**1981 CATALINA**  
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**1981 MONTE CARLO**  
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**1981 OLDS 98**  
Regency 4 door

**1981 MONTE CARLO**  
2 door, brown finish

**1981 CHEVETTE**  
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4 door, loaded

**1982 CAVALIER**  
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**1982 J2000**  
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Camaro, 5 speed, air

**1983 ESCORT**  
Ford 2 door, 4 speed

**1983 OLDS 98**  
Regency 4 door

**1983 CUTLASS**  
Supreme 4 door

**1983 CUTLASS**  
Supreme 2 door, maroon

**1983 CUTLASS**  
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# Ground crew member helped ready planes for invasion

BY SKIP VAUGHN

It was predawn June 6, 1944 when Willard Johnson and the rest of the members of a squadron ground crew arose to prepare for D-Day.

Also awake were the pilots of the 387th Fighter Squadron, 365th Fighter Group nicknamed the "Hell Hawks." They were stationed at Beaulieu Royal Air Force Airdrome near Bournemouth, England on the channel coast.

"We were up out on the line at 3:00 in the morning," says Johnson, then a sergeant with the Army Air Corps. The ground crews prepared fuel, ammunition and bombs to service the aircraft between missions. For the next several days, the planes flew continuously over the invasion beaches around the clock.

"The billeting area was back from the aircraft. The crews, to be available, many of us slept right on the line there," Johnson recalls.

The mission of the 387th and the other two squadrons of the Hell Hawks was to keep the enemy air force away and bomb enemy targets such as bridges and artillery. "In other words to support the allied landings," adds Johnson, now a civilian working here as an equipment specialist for TMDE Support Group.

Before D-Day black and white stripes were painted on the wings of allied airplanes. One reason was to cut down on the possibility of infiltration by planes that had been captured by the enemy.

There were some 30 planes in the squadron with 25 operational and usually five reserve. Johnson, a P-47 Thunderbolt fighter aircraft mechanic and ground equipment chief, was among as many as 200 men involved in aircraft maintenance.

This meant "loading bombs, helping load ammunition, helping to refill ships, anything that would keep these missions going," he says.

The missions went well that day. The preparatory work of the allied air forces was credited with ensuring that the massive amphibious operation went without challenge from the enemy air force. According to "The History of the Hell Hawks," a book by former

aircraft mechanic Charles R. Johnson (no relation to Willard), eight groups of fighters under General Elwood Quesada flew 2,312 missions from 3:52 a.m. to 11:40 p.m.

They accomplished "planned missions of cover, air support, armed reconnaissance, and escort to Bomber and Troop Carrier operations," the history states. "Five hundred seventy seven aircraft dropped 385 tons of bombs, destroyed the bridges at Bonneville and Oissel, damaged the bridges at Etienneville, LaHaye-du-Puits, and St. Sauveur, attacked and destroyed gun positions, buildings, and rail embankments, and strafed rail and motor transportation, with a loss of seven aircraft, two of them Hell Hawks."

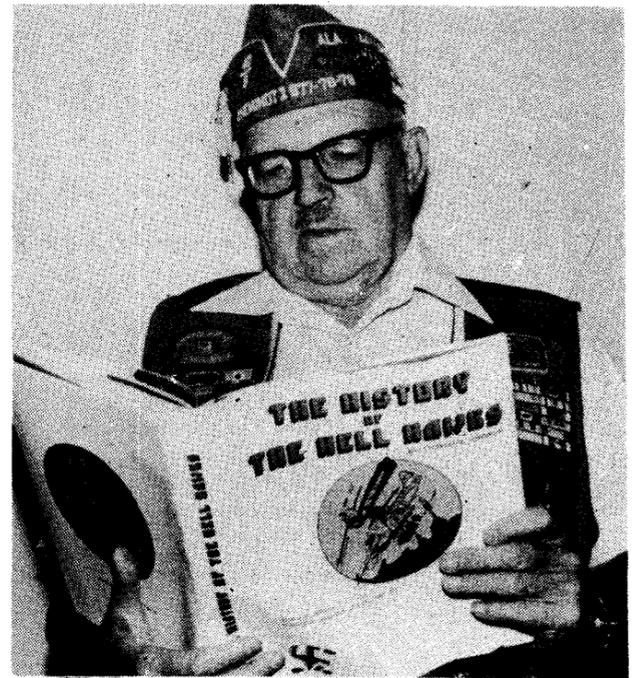
Later that month of June 1944 the Hell Hawks, including Willard Johnson's squadron, moved from England to France. The group became one of the first U.S. fighter-bomber groups to fly missions from Continental Europe, operating from a metal planked flying strip set up among the hedge rows and apple orchards on the Normandy coast behind Utah Beach.

"The area we were at was pretty well mined by the enemy. We were warned but a lot of GI's didn't pay much attention to that. I personally saw one of my people blown up by a mine," Johnson says.

Johnson's first experience with enemy ground fire occurred directly behind Omaha Beach when a vehicle he had helped bring off the landing craft onto the beach broke down near the German lines. Johnson spoke French and had been previously acquainted with the countryside so his squadron engineering officer left him alone with the disabled equipment for two days. "I wasn't lonely by any means, I knew the language and introduced myself to a farmer," he recalls.

The farmer furnished some brandy made of cider. "That kind of kept us going for a few days till the people came by," Johnson says with a laugh.

Johnson, 66, went on to make a career of more than 30 years active military service in military intelligence and missile ordnance assignments in the states, Europe, Korea, Ascension Island, Vietnam and Cambodia. He retired as a master sergeant at Redstone on



VETERAN — Willard Johnson, a member of a squadron ground crew in World War II, reads book about exploits of the Hell Hawks fighter group. He is wearing an American Legion hat and vest.

Aug. 31, 1973.

He and his wife Mary, whom he met in London while on a pre D-Day pass, have lived in Huntsville since 1957 with their youngest daughter Margaret. SFC Willard Johnson III is stationed at Fort Polk, La.; another son Franklin lives in Tuscaloosa; and daughter Anne, as Mrs. Bill Penney Jr., resides in Scottsboro.

"D-Day I guess and the things around it more or less prepared me for subsequent experiences and what can happen to you," he says. "I remember a veteran telling me when I was a kid, 'If there's one with your name on it, you're going to get it anyway.' I guess I have a lot to be thankful for for coming through those things."

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# Olin proposes solution to DDT problem

DECATUR — Olin Corporation has proposed to a panel of federal agencies a fix for the DDT contamination problem in Huntsville Spring Branch.

The proposed solution consists of diverting the stream along the north side of Redstone Arsenal's main rocket range and filling in more than a mile of the original stream bed.

Verrill Norwood, Olin's director of environmental affairs, told the federal panel here June 1 that the company would by-pass, cover and isolate most of the DDT spread in the stream bottom from 1947 through 1970 when DDT was made in a plant on the arsenal that Olin ran.

Norwood estimated the project would cost "in the neighborhood of \$20 million" and take four years to complete. He said Olin would be ready to go to work in November if the panel approves. The panel has until Sept. 1 to make a decision.

Reporting to the panel appointed by a federal judge to oversee the cleanup that Olin agreed to as part of a

court settlement, Norwood said that more than a year of study by Olin indicated that DDT particles suspended in water are the major source of fish contamination.

The federal agency panel has set a public hearing on the Olin proposal for July 14 in the Triana town hall.

# Pay raise signed

WASHINGTON—An executive order implementing a one-half-percent pay raise for government service employees was signed by President Ragan on May 23.

The president's signature serves as the final approval of the increase, which Army personnel officials say is retroactive to the first pay period in January 1984. (Arnews)

# Missile guidance system malfunctions

CAPE CANAVERAL, Fla. — The Army Missile Command said here June 1 that the Pershing II missile fired May 16 had a guidance system malfunction a few seconds before it hit in the ocean target area after an 850 mile flight.

The Army statement said other aspects of the flight appeared normal. An investigation is under way to determine the cause of the malfunction.

The missile, 19th Pershing II to be fired and the first since deployment began late last year, had been cold soaked for six days at a temperature of five degrees below zero. It had also been driven 1,350 miles and put through numerous assembly and countdown operations.



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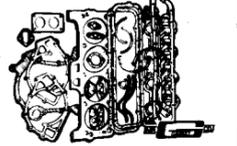
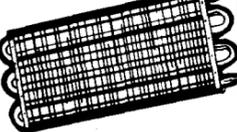
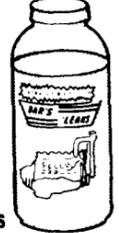
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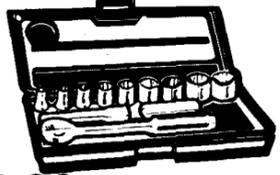
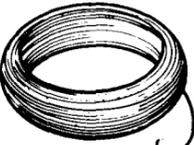
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## OWC contributes \$6,698 in year

The Officers' Wives' Club donated \$6,698.22 to the military and Huntsville communities during 1983-84.

Military recipients included the Chaplains Fund, Army Distaff Foundation, USO, EXPOSE, OWC Garden Club, Redstone Arsenal Red Cross Volunteer Program, Boy Scout Troop 308, National Military Family Association, Child Care Center, Military Retiree Day, ACS Space Camp scholarships, Cub Scout Pack 234, AER, Dental Poster Contest, and a Christmas tree for the Officers Club.

Some \$3,384.26 went to aid organizations within the Huntsville community. These included the Red Cross Disaster Fund, Veterans Administration Service

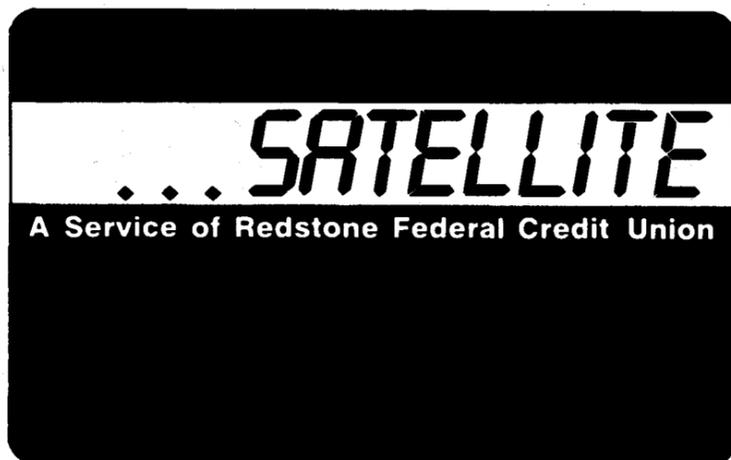
Center, Randolph School Choir, Senior Citizen's Coffee, Shriners' Clowns, UAH Village Singers, United Cerebral Palsy, Christmas Charities Year 'Round, Butler High School Soccer Boosters, Mental Health Association, Downtown Rescue Mission, Chi-Ho Mansion, Morris School Computer Fund, CARE, Foster Parents Plan, Botanical Garden Society, Harris Home for Children, Huntsville Museum of Art, Association for Retarded Citizens, Robert Neaves Home, Hospital Hospitality House, UAH Pediatric Clinic, Huntsville YMCA, Choose Life of North Alabama, HELPLINE, the Arts Council (Panoply), and HOPE.

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# Ship crew member hurried ashore on D-Day



IN 1944 — Sylvester Pinkston was at home on leave when this picture was taken in February 1944.

BY SKIP VAUGHN

The landing craft Sylvester Pinkston was on was no match for the German guns as it headed toward Normandy on D-Day.

Pinkston, then a Navy boatswains mate 2nd class, recalls his ship went in on the fourth wave of ships at midmorning June 6, 1944.

It carried an 11-man crew and skipper, about 75 soldiers and medics, and medical supplies and equipment including a tank. The ship had departed from Plymouth, England. It waited in the water until about 10 a.m. on D-Day then headed toward the beach.

"That's when we got shelled. We couldn't get anything off the ship. They sunk it all," says Pinkston, who was a crew member. The landing craft was hit several times by heavy artillery fire from German 88mm guns. It had been firing from a 20mm gun, more or less like a machine gun, that was mounted on board.

"It just kind of sunk gradually, it gave us time to get off— what got off. See there wasn't but about seven of us left, I don't know how many soldiers were left. We lost four and the skipper," Pinkston says.

He was in an inflatable raft as he hurried to the beach with some of his fellow crew members. "I was

trying to get it into the beach as fast as I could," he says, "couldn't paddle fast enough."

Pinkston made it ashore, dug a hole and got under a cliff where he stayed for several hours. Late that afternoon, around 6:00, the Coast Guard rescued him and the others. He recalls that this occurred after a convoy of U.S. ships cleared the way by shelling the beach.

The Albertville, Ala. native considers himself lucky to not have been injured that fateful day. He remembers seeing the carnage on the beach.

"See the beach was lined up with mines, you could see parts of people. It was just bloodshed, it was just a war," he says.

He and the other survivors were taken by the Coast Guard to Saltash, England "where we lived the life of Riley." He stayed there for three months, then got on another ship and went back to Normandy. This time the scene was much different. "It was just calm as a

cucumber," he says.

When the war ended Pinkston returned to the states, to Little Creek, Va. He was in the Navy from Dec. 23, 1943 to Jan. 19, 1946 and had been overseas for 18 months.

Pinkston, 59, works at Redstone as a motor vehicle operator. He worked at the commissary for 13 and a half years and has been in supply and transportation about seven years. He and his wife Jimmie have three daughters.

D-Day came as somewhat of a surprise to Pinkston who says he did not know of the invasion until he was there. Now it all seems like a dream that he would just as soon forget.

"It was good experience to let you know what kind of home you have," he says. "It'll wake you up when you get to a place like that."



FORMER SAILOR — Sylvester Pinkston, who was on a landing craft headed toward Normandy on D-Day, loads fuel into a tanker truck and delivers it to various sites on the arsenal.

## Redstone workers showed support for invasion

The Redstone workforce showed its support for the American military forces who took part in the invasion of Normandy on D-Day.

During the month of June 1944, workers here assembled more than a half million items of explosives for shipping to the battlefronts. Here's an editorial entitled "Back the Invasion" that appeared in the "Redstone Eagle" for the week of June 11-17, 1944:

"American troops are smashing at the continent of Europe — many of these soldiers, airmen and sailors are sons, brothers, husbands and close friends of workers at Redstone Arsenal. Now that they have established a beachhead and are giving all that can possibly be asked of them, even their lives, what can we at home be expected to do. Our job is to back the attack in every way.

"Reports from the fighting fronts tell of the use of many different types of ammunition. Shells made by Redstone workers are undoubtedly playing a part in driving the enemy from the contested area. We can back the invasion by making more and better shells. It takes every worker on the job every day to meet the demands of the army and navy for good ammunition.

"Another way to back the invasion is by buying War Bonds. The Fifth War Loan Drive has started at Redstone and every employee is asked to buy more and more bonds. Have you bought extra War Bonds for cash? Have you raised your deductions? Many have and the drive is well underway. \$16,000,000,000 is the goal set in the nation. Money is urgently needed to pay for the great number of ships, guns, tanks, planes,

shells and other equipment to carry on the invasion. "Men are giving their blood and lives for every inch of the roads to Berlin and Tokyo. We on the home front must back them all the way."

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# D-Day Medal of Honor recipients

## Pvt. Carlton W. Barrett 18th Infantry, 1st Infantry Division

Gallantry and intrepidity at the risk of his life above and beyond the call of duty on June 6, 1944, in the vicinity of St. Laurent-Sur-Mer, France. On the morning of D-Day Pvt. Barrett, landing in the face of extremely heavy enemy fire, was forced to wade ashore through neck-deep water. Disregarding the personal danger, he returned to the surf again and again to assist his floundering comrades and save them from drowning. Refusing to remain pinned down by the intense barrage of small arms and mortar fire poured at the landing points, Pvt. Barrett, working with fierce determination, saved many lives by carrying casualties to an evacuation boat lying offshore.

In addition to his assigned mission as guide, he carried dispatches the length of the fire-swept beach; he assisted the wounded; he calmed the shocked; he arose as a leader in the stress of the occasion. His coolness and his dauntless, daring courage while constantly risking his life during a period of many hours had an inestimable effect on his comrades and is in keeping with the highest traditions of the Army of the United States.

## 1st Lt. Jimmie W. Monteith Jr. 16th Infantry, 1st Infantry Division

For conspicuous gallantry and intrepidity above and beyond the call of duty on June 6, 1944, near Colleville-Sur-Mer, France. First Lieutenant Monteith landed with the initial assault waves on the coast of France under heavy enemy fire. Without regard to his

own personal safety he continually moved up and down the beach reorganizing men for further assault. He then led the assault over a narrow protective ledge and across the flat, exposed terrain to the comparative safety of a cliff. Retracing his steps across the field to the beach, he moved over to where two tanks were but-toned up and under violent enemy artillery and machine-gun fire. Completely exposed to the intense fire, 1st Lt. Monteith led the tanks on foot through a minefield and into firing positions.

Under his direction several enemy positions were destroyed. He then rejoined his company and under his leadership his men captured an advantageous position on the hill. Supervising the defense of his newly won position against repeated vicious counter-attacks, he continued to ignore his own personal safety, repeatedly crossing the two or three hundred yards of open terrain under heavy fire to strengthen links in his defensive chain. When the enemy succeeded in completely surrounding 1st Lt. Monteith and his unit and while leading the fight out of the situation, 1st Lt. Monteith was killed by enemy fire. The courage, gallantry, and intrepid leadership displayed by 1st Lt. Monteith is worthy of emulation.

## Tech. 5 John J. Pinder Jr. 16th Infantry, 1st Infantry Division

For conspicuous gallantry and intrepidity above and beyond the call of duty on June 6, 1944, near Colleville-Sur-Mer, France. On D-Day Tech. 5 Pinder landed on the coast 100 yards off shore. Carrying a vitally important radio, he struggled towards shore in waist-deep water. Only a few yards

from his craft he was hit by enemy fire and was gravely wounded.

Tech. 5 Pinder never stopped. He made shore and delivered the radio. Refusing to take cover afforded, or to accept medical attention for his wounds, Tech. 5 Pinder, though terribly weakened by loss of blood and in fierce pain, on three occasions went into the fire-swept surf to salvage communication equipment. He recovered many vital parts and equipment, including another workable radio. On the third trip he was again hit, suffering machine-gun bullet wounds in the legs. Still this valiant soldier would not stop for rest or medical attention.

Remaining exposed to heavy enemy fire, growing steadily weaker, he aided in establishing the vital radio communications on the beach. While so engaged this dauntless soldier was hit for the third time and killed. The indomitable courage and personal bravery of Tech. 5 Pinder was a magnificent inspiration to the men with whom he served. (TRADOC News Service).

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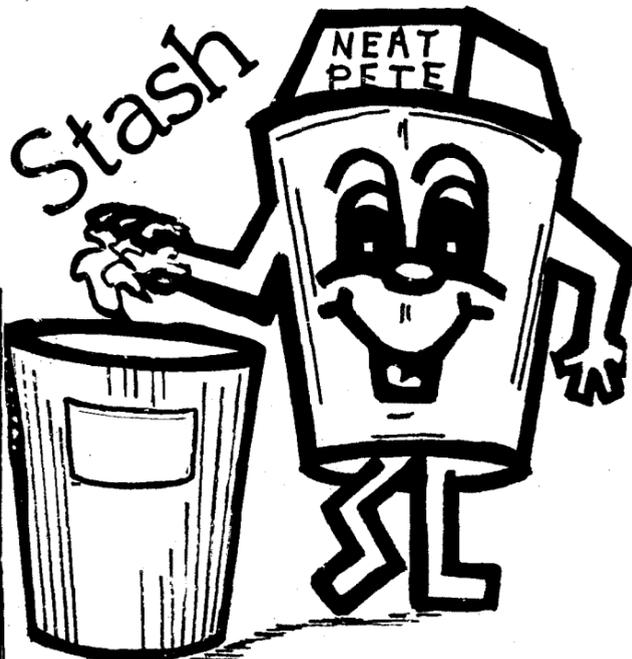
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Owned & Operated By The Brooks Family

Easy living outdoors is a lot more stylish with beautiful patio furniture from Brooks & Collier, Inc.! This well known shop specializes in creations in wrought iron, wicker, rattan, and other materials for the specific use of outdoor furniture. Stop in and look over the tremendous selection of quality merchandise.

Located at 11437 Memorial Parkway SW, in Huntsville, phone 883-9010, this respected firm deals in all manner of outdoor furniture, and accessories for more gracious living in the cool, clean air. They feature Meadow Craft, Winston, Brown Jordan, and Tropitone outdoor furniture.

Just right for picnics, barbeques and other outdoor events, patio furniture is available in many colors, styles and price ranges. Don't stay inside when it's nice out! Go to Brooks & Collier, Inc. and select a complete set of matching chairs, lounges, and tables for good times in your own backyard.

The editors of this 1984 Huntsville Business Review once again are pleased to recommend Brooks & Collier, Inc. and suggest that area residents stop by and look over their distinctive selection. We know you'll be pleased with their quality and their service!

## Pro Speed Equipment Corp.

Speed Equip \* Street & Competition

Custom Accessories

Locally Owned & Operated By Jon Combs

Automotive racers and performance conscious drivers throughout the area acknowledge Pro Speed Equip as the best place to go for all your high performance auto and truck parts. Located at 2110 Triana Blvd. in Huntsville, phone 539-5671, this firm offers those that are looking for better performance a place to go. Here they feature headers, cams, carburetors, intake manifolds, and a host of other high performance parts to make your car run better.

The owners have made certain that they employ only knowledgeable personnel that can accurately help you determine the right merchandise for your particular needs.

Regardless if you are a racing and sports car enthusiast or just need better performance from your car or truck, you will find that this firm strives to please every customer regardless of their needs. You cannot go wrong by trading with this firm, because they stand behind every purchase. They are aware that to please a customer is to keep a customer. Pro Speed Equipment has everything to make your car look and run its best.

The editors of this 1984 Huntsville Business Review suggest to our readers they make it a special point to stop in at Pro Speed Equipment for all your needs of this type. We commend them for their honest and ethical business practices.

## Azalealand Nursery & Garden Center

Landscape Design & Installment

Call 533-6958

For the hardest, most beautiful nursery stock anywhere, and truly beautiful artistic landscaping, call Azalealand Nursery & Garden Center at 3005 S. Memorial Pkwy. in Huntsville, phone 533-6958. This fine firm specializes in all types of artistic landscaping and designs with nature. Using natural materials that will enhance your lawn, this reliable firm works with plants, sod, foliage, shrubbery, trees and many other beautiful and natural additions. Here you'll find a dazzling array of plants, flowers and shrubs that are just right for any landscaping project that you may have in mind.

Trees for shade, beauty or fruit? Your friendly nursery has these, too...it's the natural way to make everything beautiful.

The writers of this 1984 Huntsville Business Review suggest that you contact the area's finest landscape contractor for all of your lawn beautifying needs!

## Associated Nurses & Sitters Agency, Inc.

Dedicated To Providing The Finest In Skilled Home Health Care

Serving Greater Huntsville Since 1963

Maggie Waller—Director

Call 837-1290

Associated Nurses & Sitters, Agency, Inc. is dedicated to providing the finest in personalized health care. They have a full staff of screened, licensed, bonded, and supervised RN's, LVN's and nurses aids for private duty and hospital staffing. Arrangements can be made for 24-hour, 7-day live-ins and companions in your home or hospital. Additionally, they have a complete line of home health aids that will make you more comfortable and speed your way to recovery.

Associated Nurses & Sitters Agency, Inc. has a local office in Huntsville at 2900 Bayless Drive SW. They can be reached in this area at 837-1290. Although it may not be often that you will be in need of the services rendered by them, they're recognized by their clients as a real friend and neighbor.

Associated Nurses & Sitters Agency, Inc. also wishes to take this opportunity to invite qualified health care professionals to join their team. If you have need of quality home health care, or are a sensitive, caring health care professional, we, the editors of this 1984 Huntsville Business Review suggest you call them and find out more about this outstanding and concerned service organization! We congratulate them on the outstanding service which they provide to the Huntsville area residents.

## Rib Cellar

**"Huntsville's Classic Dining Experience"**

Featuring: Steamship Beef & International Cuisine

Reservations Requested

Call 772-9661

The ultimate. That's what diners say about the Rib Cellar where dining means more than just great food...it's an experience in itself!

Rib Cellar is located at the Skycenter Airport Hotel and Conference Center (between Huntsville and Decatur) at the Jetplex, Hwy 20, Madison, phone 772-9661 for reservations. This premier restaurant offers the last word in elegance and gourmet cuisine. From the moment you arrive to the first sip of fine wine to the last morsel of a fabulous meal, this is one restaurant where gracious dining is more than just a saying...it's a tradition!

Specializing in International cuisine, master chefs artfully prepare your dinner to your individual taste. They demand that you be completely satisfied with your meal and their care and dedication show it.

Select a fine vintage wine from their complete cellars to compliment your meal. This is one restaurant where nothing is left to chance...you get only the finest!

In compiling this 1984 Huntsville Business Review of leading businesses and fine restaurants throughout the area, we, the authors, feel it is indeed an honor to be able to recommend the Rib Cellar to all of our readers. We join them in wishing all area residents a safe and happy Summer!

## Guaranteed Uphostery

Residential—Commercial

Furniture Refinishing & Insurance Claims

J.C. Martin Jr.—Owner

Specialists in all types of upholstery and heavy fabric work, Guaranteed Uphostery has become known throughout the area as being the place to go when only the best is good enough! Whether you want a couch and chair recovered, a new seat for your car or truck or an upholstered restaurant booth, this is the place to go!

Located at 2818 Academy Drive N.W. in Huntsville, phone 859-1513, this quality-conscious shop can make nearly anything from fabric, vinyl or naughahide.

Heavy duty sewing machines and other equipment will handle the toughest fabrics with ease and the skilled craftsmen are thoroughly schooled in all phases of the uphostering art. Regardless of what you need...it's upholstery, Guaranteed Uphostery can handle it!

The writers of this 1984 Huntsville Business Review suggest that all of our readers remember this outstanding firm for any type of upholstery work they may need.

## Town & Country Shoppe

Bob & Wynette Futral—Owners

There are certain occasions in a woman's life when only the very finest will do! When that all-important day draws near, you'll want to look your absolute best. If you haven't guessed yet...we're talking about your wedding and the Huntsville area's No. 1 bridal shop...the Town & Country Shoppe!

At either of the two convenient locations: 119 North Side Square, phone 534-5861 and 1801 University Drive, phone 534-7168, both in Huntsville, you'll be shown gowns in a myriad of colors and styles to appeal to every taste! The sizing is such that there is a gown perfectly "fitting" to your figure as well as that all-important occasion!

They offer a unique "Bridal Planning Service", and can arrange sales of, not only wedding gowns, buy equally beautiful dresses for the bridesmaids, the mother and yes...even the flower girl!

Also, for nothing but the finest in ladies fashions, to fit your elegant evenings out, or for a classic collection of casual wear, shop Town & Country Shoppe. You can always find a style to fit your own style throughout the year.

The editors of this 1984 Huntsville Business Review recommend to all of our readers throughout the outlying areas to be sure to shop Town & Country Shoppe for beautiful bridal wear and fashionable clothing.

## Roy H. McCray D.D.S.

Family Practice—Adults & Children

Only once in a lifetime do we get a set of free teeth which are our very own! Doctor McCray gives you reason to smile your own natural smile with gentle, personalized dental care. This respected dental care office serves the families of this area with the finest in quality dental work.

Doctor McCray reputation has been built upon service, satisfaction and the good will of his many satisfied patients. People needing dental work go where they are well-treated. That accounts in a very large measure for the success and popularity of doctor McCray.

His office is located in Huntsville at 2510 Pulaski Pike Road NW. He invites you to call for an appointment at 852-6954 the next time you or a member of your family needs dental work. He offers complete denture care, emergency dental treatment and is open evening by appointment. This dentist welcomes most insurance plans, issues Senior Citizens discounts and has payment plan available.

As the editors of this 1984 Huntsville Business Review, we once again urge all of our readers to make this fine dentist your only choice in family dentistry. Doctor McCray has all it takes to keep you smiling. Summer hours are 8:30 a.m. to 4:30 p.m.

# 1984 Huntsville Business Review

Advertisement

## **Murray Transfer & Storage** Authorized Burnham Agent For Free Accurate Estimates Call 881-0661

Let the big Burnham Van take care of your next move. Whether it's across town or across the country, the Burnham team of professionals will expertly crate and pack your valuable furniture and possessions and transport them to your new home...wherever it may be. Burnham is represented in this area by Murray Transfer & Storage at 203-B Green Cove Road SE in Huntsville, for free accurate estimates phone 881-0661. This reliable company has earned the name Burnham through their outstanding service to both residential and commercial moving and storage customers.

Murray Transfer & Storage also has a complete warehouse for storage of your goods. Whether you're storing furniture, some of your inventory for your business if you have a short-term assignment in the Military, or for storing seasonal merchandise...you can have it stored in their completely fireproofed warehouse with absolute security. Need something from storage? It's just a phone call away!

The authors of this 1984 Huntsville Business Review are proud to be able to list authorized Burnham moving and storage firm with the other leading businesses throughout the area.

## **Coin Investors** *Antique Jewelry*

The wedding season is "on" all year. Express your love and commitment to your new bride with an enchanting diamond from Coin Investors, your wedding jeweler!

Located at 2314 Memorial Parkway S. in Huntsville, phone 536-3321, this fine community leader specializes in antique wedding sets of lasting value and beauty. Their hours are Monday thru Friday, 10:00 AM-6:00 PM.

In addition to diamonds, the Coin Investors carries a full line of jewelry for men and women. They have pins, pendants, sterling silverware, precious stones, coin jewelry, chains, and many other items of great beauty and value. Gifts, too, are part of the inventory at this reliable merchant. They feature something for everyone on your list and you'll appreciate the friendly courteous personnel who will be happy to assist you in making your selection.

As the compilers of this 1984 Huntsville Business Review, we suggest that you make this outstanding jeweler your headquarters for antique jewelry and distinctive gifts.

## **Century Buick, BMW, Volvo, Isuzu Co., Inc.** *Sales \* Service \* Parts \* Leasing*

With so many of the new automobiles being similar in features and price, how does the prospective new car buyer know which automobile is best for him? Well, as the saying goes, "If you don't know cars...know the man you buy from." In the Huntsville area, consumers are very fortunate in having a dealer like Century Buick, BMW, Volvo, Isuzu Co., Inc. Conveniently located at 3800, this well known firm is your authorized representative for famous Buick; "The Ultimate Driving Machine"-BMW; The Proven Volvo, and the hard-workin' Isuzu trucks. Besides offering a full line of quality products, this community-minded dealership bases its success on one simple fact of good business: Keep the customer satisfied.

The business of customer satisfaction begins in the showroom and continues right on through their complete service department where skilled technicians and the latest diagnostic test equipment assure you that your new Buick, BMW, Volvo or Isuzu will "keep you satisfied" for many years to come!

There is no high pressure at his dealership...just sincere desire and a professional effort to insure you receive the exact vehicle you had in mind. If your budget can't quite stand the strain of a new car or truck, stop in and look over their lot full of values in previously owned automobiles...they have all been checked and are sure to give you many, many miles of driving pleasure.

The writers of this 1984 Huntsville Business Review suggest you stop by Century Buick, BMW, Volvo, Isuzu Co., Inc.'s showroom very soon. We know you'll be satisfied with their products and services both before, and long after the sale.

## **Cash McCool's Saloon** "Live Entertainment Nightly" The Best Band Music

Excitement is the mood when you first step into Cash McCool's Saloon. Located at 8928 South Memorial Parkway SW in Huntsville, phone 881-4689, this well known night spot has come to be known as "the friendliest place in town" and they earned that distinction by offering their patrons the finest in drink and atmosphere.

Good things happen here—with live entertainment nightly, Happy Hour is 11 a.m. to 4 p.m. on bar drinks, 4 p.m. to 7 p.m. everything is happy hour, 7 days a week, large-screen TV, large game room, also separate bar and game room private. Stop in any time! You're never a stranger long at this respected club. Many people find that they can relax and enjoy their favorite beverages more when they make stopping here a regular habit.

Distinctive decor awaits you and your date at this place! Don't have a date? Cash McCool's famous reputation for friendliness means that you'll generally find someone to talk to and get to know! The 1984 Huntsville Business Review takes a special pleasure in recommending this outstanding club. We commend the management here on the fun they provide area residents, and the fair business practices which they incorporate here.

## **Specialty Packaging Co., Inc.**

**Crates-Pallets-Skids  
Corrugated Cartons  
Tapes & Other Packaging Supplies  
Ronnie Seymour  
Call 539-0209**

Dedicated to the proposition that the consumer must come first, Specialty Packaging Co. Inc. is well known as one of the leading packaging service in the region. Their fair and honest dealing with the people from all walks of life, and their outstanding work have made them the favorite packaging service of many prominent citizens and businesses of the Huntsville area. Call them today for some straight talk and some real service!

Located at 1217 Buford Street N.W. in Huntsville, phone 539-0209, this exceptional service organization features some of the area's very best specialized packaging service work. They stand behind their work and fully guarantee every job they do. If you're looking for real quality in packaging supplies and service, see Specialty Packaging Co., Inc. and you'll become a regular user.

They feature a complete packaging service, including holiday and gift packages, they wrap, prepair and size for mailing, and can ship anywhere in the United States. All work is done to military specifications!

The writers of this 1984 Huntsville Business Review think that you'll really like the kind of effort that this fine company puts into every job! And, we are proud to list and recommend Specialty Packaging Co., Inc. with the other Huntsville community leaders!

## **Anderson Computer** Your Authorized IBM & APPLE Computer Dealer

We know computers. You can know them too. Computers that you don't have to be an expert to use or a big company to afford. Computers that could change the way you live, the way you work, the way your children learn. Computers that could expand your world.

Small businesses can use computers just as effectively as big business; to manage more efficiently, more productively, and more profitably. Systems for the independent business or professional person can handle general accounting, process payroll, bill customers, manage data, make reports and more.

An APPLE or IBM computer in the home may be the most useful appliance that you own, to manage the family budget, balance bank accounts, keep tax records and stimulate your children's learning. For business, home, or education, the uses for a computer are as boundless as your imagination.

Anderson Computers has the widest selection of computer equipment and programs that you'll find anywhere. Plus an expert and professional staff to help you find solutions to your computing needs. If you'd like to know what a computer can do for you, get to know the people at Anderson Computers, located at 3156 University Drive N.W. in Huntsville, phone 539-3444. They are the area's complete IBM & APPLE computer headquarters.

The compilers of this 1984 Huntsville Business Review once again take this opportunity to commend only Anderson Computers on the fine service they offer the people of this area...and remember, computers make an excellent Graduation gift!

# “At American, we believe your service deserves the best of ours.”

## Fly American, and enjoy discounts of up to 50%.

To show our appreciation for the work you do, we've made traveling home on leave a pleasure.

With specially discounted military and SuperSaver fares of up to 50% off.

American Airlines flies to over 70 hometowns across the country. And we leave from points right near your base.

Or if a vacation spot is your choice, like Hawaii, California, Mexico, London, the

Caribbean, Florida or Arizona, American can fly you there, too.

And wherever you fly, you'll always enjoy the great services you've come to expect on American. Like pre-reserved seating, where you can reserve your seat up to 11 months in advance. And no-stop check-in<sup>SM</sup>, that lets you get boarding passes for your entire trip before you even get to the airport.

So treat yourself to the service you deserve. And fly American on your next leave. For information and reservations, call your SATO or American Airlines today.

*Nancy Brennan Flight Attendant*



# American

We're American Airlines. Doing what we do best.