

RICKENBACKER IS FOUND ON RAFT

World War I Ace Reported in Good Condition; Companion Died and Was Buried at Sea; Others Accounted For.

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the Eastern Air Lines, of which Rickenbacker was president, crashed near Atlanta, Ga.

Rickenbacker was aboard. He was critically hurt. For hours he lay pinned in the wreckage. But he fought off unconsciousness, warned rescuers and others not to light matches, which might have made a funeral pyre out of the gasoline-soaked wreck. He even gave directions for getting the others out.

Eight persons died in that crash but Rickenbacker, after weeks in a hospital, recovered.

When the second world war broke out, Rickenbacker at once offered his services. Shortly before starting the Pacific flight, he had returned from Great Britain where he made a special study for Secretary Stimson of army air forces personnel and equipment in the European theater.

He was on a similar inspection mission last October when the cryptic message reached Honolulu that his plane was running out of fuel.

Stimson Was Right

Rickenbacker was too valuable a man to lose. On Oct. 29, Stimson said he could not "help clinging to the hope that he will still turn up."

"You and I know," he told reporters, "that Capt. Rickenbacker is an exception to all the cut and dried rules."

So it turned out.

TORRINGTON, Conn., Nov. 14

(U. P.)—Mrs. A. P. Kaczmarczyk burst into tears today when she was informed that her son, Sergt. Alex Kaczmarczyk, member of Capt. Eddie Rickenbacker's flight, had died while awaiting rescue in the Pacific and had been buried at sea.

"He was the only one," she wept, as she hung up the telephone receiver, too grief-stricken to continue.

In discussing the search for Rickenbacker, Stimson paid him this tribute:

"Capt. Rickenbacker's name stands high on the list of American heroes."

Joint Search Made

The search for Rickenbacker was a joint search by the army and navy. Long-range army bombers and navy PBV flying boats criss-crossed the Pacific wastes where it was believed the crew members might be floating in their little yellow life rafts.

The search was rewarded by the finding of Capt. Cherry, pilot of the missing plane, this week. He was in good condition and is expected to recover from his ordeal.

Capt. Cherry's rescue gave focus to the search. Army and navy fliers and surface vessels covered the area day and night.

Until Capt. Cherry was found, even the approximate location of the scene of the plane's forced landing had been unknown.

How the three men located on the island are faring was not immediately determined. A U. S. navy officer has been flown to the island, however, and they will be returned to a naval base in the Pacific.

Found by Long Range Craft

The Catalina flying boat, as the Consolidated PBV which found Rickenbacker is known, is a long-range patrol craft on which the navy has relied heavily in scouting the ocean lanes.

It was a Catalina, in British service, which found the German battleship Bismarck in the North Atlantic before the naval battle in which the huge craft was sunk.

The Catalina carries a crew of five to nine men, has a maximum speed of about 200 miles an hour and can cruise about 4000 miles without refueling. It even has been employed as a dive-bomber on occasion against Japanese warships.

NEW YORK, Nov. 14 (U. P.)—Mrs. Eddie Rickenbacker expressed her thanks today for the wonderful co-operation of the army and navy in rescuing her husband from the Pacific.

"I have just been advised by Gen. H. H. Arnold (chief of the army air corps) of my husband's rescue," Mrs. Rickenbacker said. "Of course, the tension we have all been under

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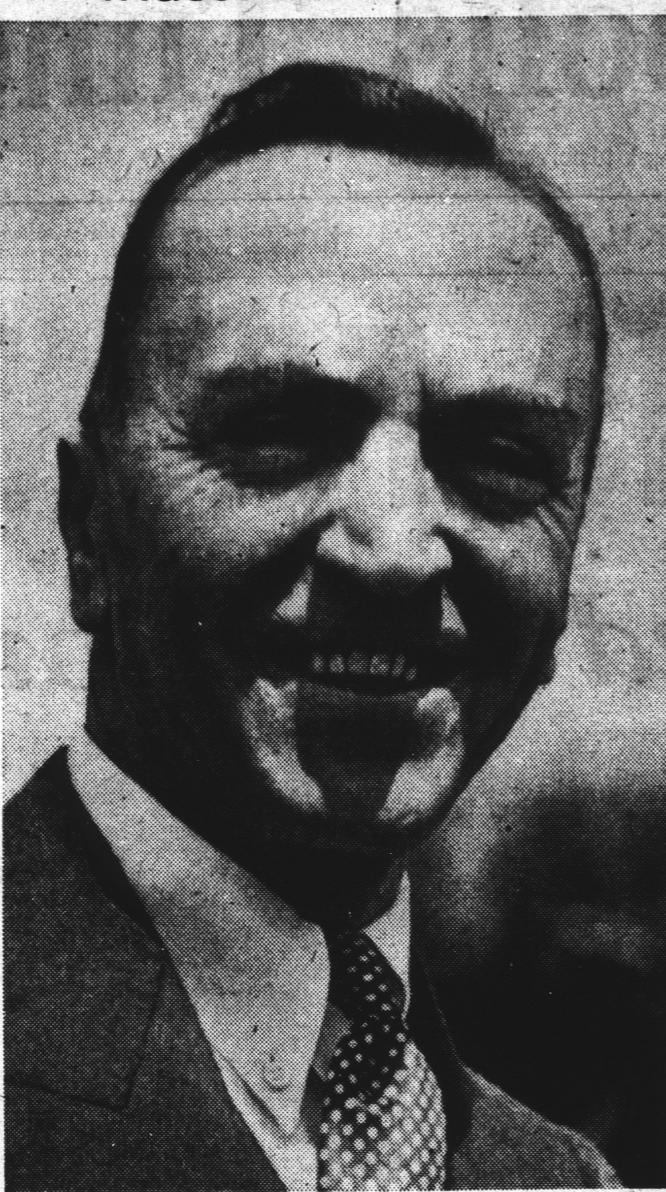
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FINDS NO WAR HARSHIPS HERE

London Correspondent Says

U. S. Post-War Policy
Has England Worried.

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really needs to come home to Americans as it never has before. Unless it does, we won't be able to do anything about preventing another one."

She declared that a lot of people in Britain weren't any too happy about the Republican sweep in the election. They fear that next time, this country may put the Republicans in the majority with a strong isolationist wing as well, she pointed out.

And what about our war hardships?

"I haven't seen any hardships here," she responded bluntly.

Food Supply Surprising

"I was appalled," she said, "when I landed in New York to see everything very much the same. What they called a dimout looked mighty bright to me. To see so much food was staggering."

She's been living under clothes rationing for a long time. She hadn't seen a piece of Kleenex or bobby pins in two years.

"But I had no desire to go on a shopping spree," she admitted. "One finds substitutes."

As for the work of our volunteer groups, she hasn't had a real opportunity to see them at work. She does have a feeling, however, that they are going through a phase here which the English lived through just before Dunkirk.

"People are bored waiting to put into action all their training," she pointed out. "Americans will get down to business when the time comes."

Worked With Volunteers

She speaks with some authority on the reaction of volunteer air raid wardens, etc., for she's worked right alongside them through the "blitz" on England.

She's spent nights inspecting shelters, riding with ambulance drivers and on top of London fire engines. And she was on the spot during that fearful bombing and shelling of Dover.

She will be returning to London in just a few weeks. In addition to her work for The Chicago Daily News foreign service, she publishes the Whitehall News Letter, a digest patterned after the Washington Kiplinger Letter. And with all this, she has found time to write two books, "This Terrible Peace" and "Under the British Umbrella."

Task Not Finished

"Our task is not finished yet," he told his victorious troops. "There is some good hunting to be had farther west in Libya." He reiterated that the united nations would knock the axis "right out of North Africa."

Dispatches from allied North African headquarters said French troops and civilians were battling German invasion troops at Tunis and in other sections of the French protectorate.

The Germans were known to have

Allied Air Armada Hammers at Tunisia; Genoa Raided; Chutists on Way to Africa

(Continued from Page One) landed paratroops, who control the big airfield outside Tunis, and were bringing in small 12 and 15-ton tanks by air. There were reports that an axis surface fleet was bringing additional reinforcements for a stand in Tunisia. African headquarters reports said there were at least 150 German dive bombers based in Tunisia at the present time.

The French resistance at Tunis was not under allied direction, nor was it an indication that the allied entrance to the protectorate necessarily would be unopposed by the French colonials.

The French garrison was battling its ancient German and Italian enemy, as it was pledged to fight invasion, regardless of the source.

Darlan Status in Doubt

Admiral Jean Francois Darlan, former vice premier of the Vichy hands, reported a big naval battle in progress off Algiers and added that, according to Spanish reports, British naval and air units had left Algiers that he had assumed responsibility for French interests in North Africa and would guarantee its defense to the American forces there.

Fighting French disapproved the indication that Darlan had set up a civil government with allied assistance and dispatches from North African headquarters appeared to cast doubt that Darlan had been accepted wholeheartedly as a British-American ally.

United Press Staff Correspondent C. R. Cunningham wrote from Africa: "As far as Darlan is concerned, the allies are not pinning hopes on him. In the allies' book, Darlan is an opportunist seeking the best possible spot for himself and as long as he makes any offers, the allies quickly will accept them."

Darlan's broadcast announcement, reported by Havas news agency, followed quickly his appeal to the African ports. There still was no

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