

# DAILY BULLETIN

## HEADQUARTERS ~~CONFIDENTIAL~~ STATION II

NUMBER 256

14 September 1945

### OFFICIALS:

1. DETAIL FOR OFFICER OF THE DAY:

14 Sep - 1st Lt V. L. WELCHES

15 Sep - 2nd Lt G. L. WILSH

2. DETAIL FOR OFFICERS IN CHARGE OF MESSAGES:

14 Sep - Capt J. E. BENNET (2215)

15 Sep - Capt H. N. KNIGHT (2215)

14 Sep - Capt J. THELMALL (2300)

15 Sep - 1st Lt D. J. ALLEN (2300)

BY ORDER OF LT COL KELLING:

OFFICIALS:

*Floyd Williams, Jr.*  
FLOYD WILLIAMS, Jr.  
1st Lt., Air Corps  
Adjutant

FLOYD WILLIAMS, Jr.  
1st Lt., Air Corps  
Adjutant

### INFORMATION:

1. MOVIES IN THE POST THEATRE:

Today, Fri 14 Sep - "SWEET AND LOWDOWN", Benny Goodman

Tomorrow, Sat 15 Sep - "SHERLOCK CO. ST", Wallace Berry Matinee - 1400 hours

2. NOTICE: Following remarks extracted from 1st Air Division teletype concerning redeployment and readjustment are quoted for all concerned:

#### ENLISTED MEN

Enlisted personnel with adjusted Service Rating scores equal to or above the current critical score will automatically be classed as nonessential and eligible for separation. Enlisted men with present scores 85 (VE) or above will be given first priority for return and discharge. This priority will not be disturbed by the reclassification prescribed below. Where an enlisted individual is qualified for separation both by score and age, selection will be governed by whichever produces the earliest release.

Adjusted Service Rating scores of enlisted men with present scores of 84 (VE) or below will be increased by application of current factors and multiples to reflect additions between 12 May 1945 and 2 September 1945. Effective 2nd September 1945 new critical scores are: all enlisted men 80 (VE or VJ). Critical scores for enlisted personnel will be progressively lowered from time to time.

Boards of review are no longer required. Enlisted men will not be retained in or assigned to category 1 units unless they volunteer for continued service under existing instructions or unless they possess adjusted "Rating Scores of 55 (VJ) or below as recomputed in accordance with instructions contained herein.

#### OFFICERS:

Surplus officers will be returned to the US with first priority to those with long and arduous combat service and second priority for length of service overseas.

Adjusted Service Rating scores of all officers will be increased by application of current factors and multiples to reflect additions between 12 May 1945 and 2 September 1945. Each officer who desires to be retained in the service will be required to sign the following statement which will be placed on his Adjusted Service Rating form: "Regardless of any eligibility which I may have, now or in the future, for relief from active duty under readjustment regulations, I elect irrevocably to continue on extended active duty for the duration of the emergency plus 6 months, unless sooner relieved."

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DAILY BULLETIN Number 256 Hq. AF Station 111 dd D. Sep 45, continued:

**RETENTION (cont'd)**

Officers qualified for separation who desire to remain for further service may be retained if suitable assignment exists or if reasonably presumed will exist. Such officers who are not retained for further service in this theater will be returned to the United States in reception station groups for final decision as to retention or separation. In all cases military necessity will be the governing factor in determining whether an officer is to be retained in service or declared surplus to the requirements of a major command.

The statement above concerning officers desiring to continue on extended active duty will be typed, stamped or written on the Adjusted Service Rating form of the officer concerned and signed by him. Such statement will also indicate the date on which the entry was made on the Adjusted Service Rating Form. The statement presently appearing on the Adjusted Service Rating Form concerning the individual officers' desire to be retained in service during the present emergency will remain as it presently appears if the officer's previous expressed and present desire is "No". If the officer previously expressed "Yes" and now wished to say "No" correction will be made on the statement as it presently appears by lining out the "Yes" and writing "No" in its place and by adding the date of the change. In cases where the officers previously expressed desire was "Yes" and he or she now desires to continue on extended active duty under these instructions the above quoted statement regarding the desire to remain on active duty will be signed.

Officers will not be retained in or assigned to Category 1 units unless: (1) Their component is Regular Army, or (2) they volunteer for continued extended active duty under these instructions, or (3) an immediate operational requirement for their services exists, or (4) ineligible for consideration for separation under the arduous combat or long overseas service clauses.

3. **ATTENTION: All Personnel!** It has come to the attention of this Headquarters that Officers are riding the Enlisted Men's Liberty Run trucks to Bedford. This is in direct violation of Station Regulation 150-1 dd 22 Mar 1945, and will cease immediately. No Officers other than the regular Liberty Run Officers will ride the Enlisted Men's Liberty Run trucks and Enlisted Men will not ride the Officers' Liberty Run trucks.

**SUGGESTION BOX:**

**SUGGESTION:** "In view of the necessity to conserve our aircraft, it is suggested that all flights except those necessary for Casey Jones and courier or actual business be discontinued. The practice of sending up planes to circle the local area for 2 or 3 hours is definitely a waste of man hours and material. The Officers and men here all know these jobs well so actually there is no need for flying except for slow tuning and flights as previously mentioned."

**ANSWER:** Many people fly because they like it. Others fly to become efficient. Both flying ability and the aircraft depreciate rapidly when no flying is done. In full accord with your suggestion however the practice of planes just circling the area is discontinued because of the lack of planes to fly and crews to fly them. If anyone circled the area two or three hours for reason other than a slow time, engineering flight or for the love of flying they were definitely procrastinating and should be held accountable. Navigational hops and transition flights are practiced by the squadrons at every opportunity and are encouraged by higher authority.

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