

BLOOMSBURG, PA.

Volume I.
-- No. 10 --

....September 1, 1943....



STATION'S ACES FINISH UP



MEDICINE
FOR
CHECKITIS--

By Lt. C. L. Michaelis

Checkitis, a chronic ailment, as old as time, may be defined as expended nervous energy in an unproductive manner for a questionable end.

To those who are to be checked, their attitudes must be altered so that the results will not be effected by nervousness. At all times a pilot must be able to cope with all contingencies. One whose brain is befuddled with five meditated dire conclusions cannot be at his best. Throughout a student's training, his instructor attempts to instill, in addition to flight habits and conduct, a sense of alertness, yet the ability to be calm at all times and especially under strain. Those individuals who can face problems without swamping themselves with self sympathy, excuses and alibies find that they know the results of a check as well as the check pilot.

To those individuals who spend their time gathering all last-minute information from their predecessors, watch out, no two checks are given in the same manner. Just fly your own flight in your own way, the best you know how and let it go at that. If it is not up to par, you will be corrected and then rechecked.

No check pilot will fail a student who flies smoothly and carefully and gives indication that he has a head on his shoulders. He will, however, fail any student who does not react properly to the emergencies which arise during the course of the flight and shows that he is not master of the airplane.

(Continued....page 2)

INSTRUCTOR FLIGHT GROUP - 43-G COMPLETES 7 MONTHS TRAINING

Flying almost on the tails of the preceding unit, Flight Group 43 "G" prepared today to dispatch its remaining members to 4th Naval District headquarters, Philadelphia, Pa.

Self-styled the "station's aces" the group set a high standard for continuous good humor and aggressive work on all courses, during their almost seven months of training.

Starting out in mid-winter with a flying schedule of two or three flights each week, most men flew through the last 40 hours of the course in from twenty-two to thirty days; this latter accomplishment being a second compliment to the sped-up flight programs instituted and administered by the Officer-in-Charge, Lt. C. L. Michaelis.

It is anticipated that the group will follow the procedure of other units, which calls for a ten-day leave then further training at either Dallas, Texas or Chicago, Illinois.

Those who have, or will graduate are:

ALEXANDER, Kent, Ens., A-V(P) - Age 28 - Antioch College - Was sworn in at his home town, Pittsburgh, on October 22, 1942. Was formerly with the Security Insurance Co. of New Haven, Conn. as Special Agent for W. Va. and W. Penna. Wants to instruct for a short while then to multi-engine duty.

BODISHBAUGH, W. D., Ens., A-V(P) - Age 29 - Columbia. Sworn in Nov. 19, 1942 at New Orleans - Seeks combat duty in heavy planes. Was with a finance company at his home town of Little Rock, Arkansas prior to enlisting.

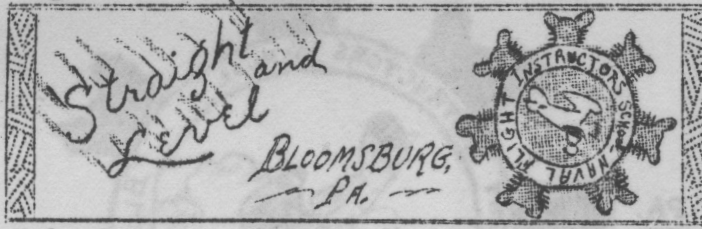
BRASSER, W. D., Ens., A-V(P) - Age 25 - Sworn in at Rochester, N. Y. on Navy Day, October 27, 1942. "Brassier" spent his first four months at NACSB, N. Y. before dropping in on Bloomsburg. Prior to that he was in charge of stock control for the Bausch and Lomb Optical Co. at his home town, Rochester.

BRUNNER, J. F., Jr., Lt. (jg), E-V(S) - Age 30 - Battalion Sub-Commander. Sworn in May 25, 1942, at his native town, Los Angeles. Indoctrinated at Cornell, his first duty was as Incentive Officer at Houston, Texas. Following his experience as an observer with 115th Observation Squadron, California National Guard. He seeks S.O. Duty.

(Continued....page 7)

SPECIAL

In This Issue POSED PHOTO SUITABLE FOR FRAMING



Vol. I.....September 1, 1943.....No. 10

EDITOR Allan Maynard Adams
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 NEWS EDITOR John R. Feeley
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 CARTOONS William C. Melanson, Jr.

ADVISORS

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 Lt. J. J. Boyd.....Executive Officer

STRAIGHT and LEVEL is published semi-monthly by the student officers of the Naval Flight Instructors School of Bloomsburg, Pennsylvania.

SPECIAL INTEREST

S & L had an opportunity to see the "Skipper's" copy of a new book entitled MANUAL FOR AVIATION CADETS, written by John R. Hoyt, Lieutenant Commander, U. S. N. R. Unable to do justice to this work S & L "lifts" a comment by Ed Valentine--adds its recommendation to that of Mr. Valentine's:

"I have just finished reading a copy of Hoyt's Manual for Aviation Cadets and I wish to express my appreciation for your suggestion that I read it. This book clearly and forcefully stresses the neglected but very important phase of flight training, the mental attitude and thinking habits of a flyer. This subject is of the utmost importance and Lt. Cmdr. Hoyt has very emphatically brought it out.

"Every phase of flight training has been well covered and a good clear picture given the student as to what is expected of him. Also this book is full of good sound flying advice and tips that would take years of experience to gain.

"It is my opinion that every aviation student should have a copy of this book and from his first hour in the air constantly review it. I have already placed my order for a copy and am going to use it as a text book and guide for my own reference and as required reading for any student that I may have in the future."

N.B.--MANUAL FOR AVIATION CADETS is published by the McGraw-Hill Publishing Company, McGraw-Hill Building, New York City. Copies are available from the publisher.



It's worth your time and money!

Ed. Note - S&L curiously asked Harvey A. Andruss, President of B.S.T.C. how his organization...a Teachers College...ever became engaged in training Naval Flight Instructors. His reply was of such interest that S&L passes it along to all officers.

Bloomsburg Faces War

The Naval Flight Instructors School is an important war activity of the Bloomsburg State Teachers College. This institution, over a century old, was moved to its present location directly after the Civil War and became shortly thereafter a State Normal School for the education of teachers.

The training of teachers of Aviation is a modernization of our teacher education activities. As a direct contribution to the war effort it is logical that a State Teachers College should engage in the training of Naval Flight Instructors to the extent that its faculty and facilities permit. To that end, the cooperation of the College and the Bloomsburg Airport has been brought about through the War Training Service of the Civil Aeronautics Administration acting for the United States Navy.

Over three-fourths of the Ground School Instructors are regular members of the college faculty, which indicates the ability of an institution to reconstruct its activities during a period of resistance. Presenting the Ground School Courses, is an aeronautics faculty composed of twelve persons who hold a total of thirty ratings in ground school subjects.

OVER 500 TRAINED

On account of the success of the experience attending the training of over 500 Flight Instructors, Combat Pilots, and Service Pilots for the Army and Navy, the Bloomsburg State Teachers College was the first institution in the State of Pennsylvania approved by the Department of Public Instruction to offer courses leading to a degree of Bachelor of Science in Education with specialization in Aeronautics.

The transition of a teacher education institution to war-time Flight Instruction and then to the education of teachers of Aeronautics for the public schools of Pennsylvania is a story of how the Bloomsburg State Teachers College has faced World War II in the field of Aviation.

Medicine for Checkitis--(Continued p. 1)

Above all, never fly scuttlebutt. Fly as you have been instructed. If a doubt ever arises, the check pilots and instructors are always read to explain anything from a simple acrobatic maneuver to an entire check.

R-E-L-A-X.....FLY SMOOTHLY!

SCUTTLEFLASH

by
FEELEY



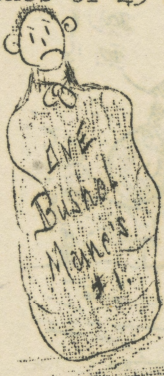
Straight and Level goes to press again and here are some of the old drippings from around and about this station.....

L.O.N.G S.H.O.R.T.S

Speaking of drips, have you had a peek at "Only Too Eager" Parker's tennis shorts. Boy, I sure must admit that I have never seen anything like them. I can't figure out whether they are just too long or Parker's knees are where his ankles should be. A suggestion has been dropped that "Eager" have them cut down a little or else get himself an extra large size sweat shirt and continue going around looking like something left over from prohibition.

CHECKS AND MORE CHECKS

What an eve and what a commotion, and I do mean Sunday.....A number of the S.Os. will always remember it just like a national holiday. It seems that some of the boys were whoopin' it up on the poop deck of Waller Hall, when the Skipper came aboard. A surprise bed check and wow--such items as Jones of 43 J hopping out of the sack, looking like "Geronimo" in a blanket to Pfaff query when the Skipper said hit the deck and sound off---"What the H*** is coming off here?" When our hero got a glimpse at who called it was a weak.."Pfaff, Sir-Sorry, Sir"!! It seems that all should get a little earlier start when returning to this abode or else wind up a dead pigeon.



A genuine tip for all - by Dixie Hall of 43 G - who leaves for this joint twenty minutes early because he is afraid he may trip on the way up and sprain his ankle and therefore be confined for the "Duration."

R O M A N C E --



"Coiley" Groncznack dressed up his cute little doll's third finger last Saturday eve - Congratulations old boy!

GUESS WHAT???

The riddle of the month has been worked up in room 221 of Waller. Potter the quiet lad of 43 I is the instigator as well as the riddle. It seems that when "Pottsy" goes to sleep at night he commences to chew; the boys have taken a look into his "china closet" but it seems that there just isn't a thing in there to munch on.....

For a small fee of five cents you will be admitted to the inter-sanctum to peek.....If you can't solve the problem, you will at least see a contented cow, who may be very, very ho-ongrly.....



In the last issue of this rag, I made a slight mistake in the home state of our boy..Stephen E. The Connecticut jerk as we stated, is from Rhode Island although still a jerk.....

Weeden was the victim of someone's prank the other day at the Airport. He fell asleep behind the flight schedule board and while knocking off some nod - a musty ceegar butt was placed in his open yap...Elmer awoke only too suddenly and sunk his choppers into the reeking weed...He is still coughing up ashes and leaves -- and looking for the culprit --- who according to Elmer could have at least put the cigar in right.

GLENVIEW GOSSIP --

Here is the latest true dope on the Naval Air Station at Glenview, Ill., where every meal is a banquet and beds are as soft as clouds.....

Plenty of flying at this place--with an average of four or five hours a day and the planes are in perfect condition. It also seems that if you have completed the W.T.S. ground school courses you have no classes. Not bad - huh??

Liberty? Why it starts Wednesday at secure of flight line until 2400 and Saturday after flying is secured until 2200 Sunday....

The biggest item of all is the fact that the living expenses out there run to the tidy sum of \$21.00 per month and brother that is good.....

No more news for now--but I will again return to the kitchen sweeps and lowly ash cans and see what I can dig up....Probably Wyder and Was.

CURRENT EVENTS



Whee! I've found some dirt, too!

LAST SATURDAY'S Inspection

Oh, dirt!



That Fatal Night!!

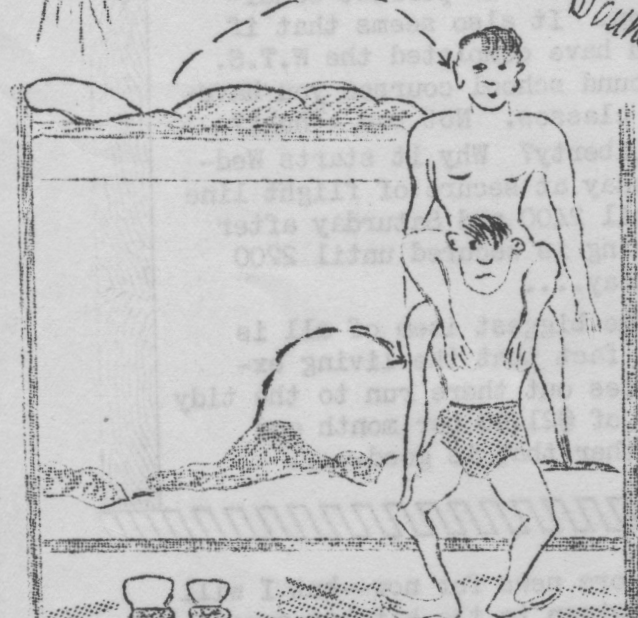
Sunday 22

How to Win Friends

A SALUTE From [unclear] to Aved Miller for his brilliant night landing!



Harris and Grenier on Sunday's Inspection:



It brought all kinds of results.

HIT THE DECK!

Sound off!



GET THAT FLIGHT JACKET OFF!

OPERAT

YIPPAH FOR SA!

43 G LAST WILL AND TESTAMENT

Ed. Note - Known far and wide for their generosity Group 43 "G" was not remiss in leaving something tangible for those of us remaining.

BAUDISHBAUGH, SIR

The "SWOOSE" (Kent Alexander) leaves his rifle to "Koko."....."BAUDISHBAUGH Sir," wills his shoes to Frank Mead....."BRASSY BRASSER" leaves "his gal" to Green.. The "Wild Horse" (Joe Brunner) wills his brass lungs to "Baby Snooks Pfaff."..... GALLAGHER wills his all-weather homing ability to the V5's....."BATISTE" (Grenier) leaves his rabbits to a peaceful rest....

MCCARTHY GENEROUS

HALL leave his Navigation notebook and all the examinations to Wells Carpenter.. .."MAGNOLIA HARRIS" looks southward for duty and leaves the North to the Esquimaux, and reluctantly turns Doty over to 43 J... .."TRIPOD" (Woodbury Johnson) leaves his well worn sack to Maier....JONES (RW) wills his boisterousness to demure Wyder..... "MULE JERKINS" (Jury) wills his teeth to Abele....."IRISH PAT KEON" wills his well used date book to glamorous Crane...."MAC" McCARTHY leaves "the bunch" to Tom Jones...

NICHOLS FAVORED

FRANK PEABODY leaves his restrictions to Earl Nichols.....ANGUS POWELL wills his broken bones to Sis Was....Original hard luck kid SEVERNS now wills his eagerness to Bittner and plane number 72 to Tousignant."SKINNER" (Stiling) leaves his songs to the v-12's.....Ed UIHLEIN wills his favorite climbing tree to Feeley....Ed VALENTINE leaves the back stairs to Baxter..... "PIERRE WARREN" leaves his trick knee to "Doc." Schiff; little "Pierre" to Connie.. ..."Cross Country" WOLCOTT leaves his command to Lt. Lalanne and his cordial "way down South" drawl to Carafinello "Jerry" WOOD leaves North Hall to Ben....KREIPKE leaves his good nature to Wallace..... DEMERITT leaves his ability to stay out of trouble to Hard.

Special Flight Instructors Group

The special flight instructors group of six men who came to us from the First Naval District to complete the refresher course are expected to finish up this week. The group started training together September 1, 1942, since then they have completed the C-V (S) communications and indoctrination course at Harvard; the D-V (S) Deck Officer course at South Boston Navy Yard and their flight training. These men are:

BENNEDETTI, Rudolph, Ens. A-V (P)
 CARAMOS, Peter N., Ens. A-V (P)
 CRAGEN, John E., Jr., Ens. A-V (P)
 DANIELS, Norman P., Ens. A-V (P)
 HARDING, Francis X., Ens. A-V (P)
 JOHNSON, Malcom B., Ens. A-V (P)

Ed. note - S&L invited Executive Officer Lt. John J. Boyd to contribute an article which might - in newspaper parlance - serve as the roast beef for this issue.. something of the more solid nature which may form a part of our training. S&L expresses its appreciation for the following:

Correct Social Customs A Navy Must

During the time spent at this activity the different manners, habits and actions of the various parts of the country have been brought to my attention. Perhaps the most outstanding and most noticeable has been the table manners. And, as this is an indoctrination school the completion of the course should see customs, habits, manners, et. al., conforming to the same Navy pattern.

Social customs are the forms, fashions and manners observed in the society of educated and cultivated people. They constitute a code of behavior which fosters grace and courtesy while eliminating whatever is coarse or offensive. At the same time, social customs are intensely practical. They aim to facilitate life, to get things done quickly, to smooth the course of friendly gatherings and to eliminate friction in our daily living with others.

Experience Gives Knowledge of Customs

A knowledge of social customs comes inevitably with experience. To depend entirely on experience is, however, a slow and costly procedure. As Junior Officers you will be everlastingly the target not only of the senior men but of the public as a whole. Perhaps it would be a good thing if at this time we renewed some of the more common rules of table habits and manners.

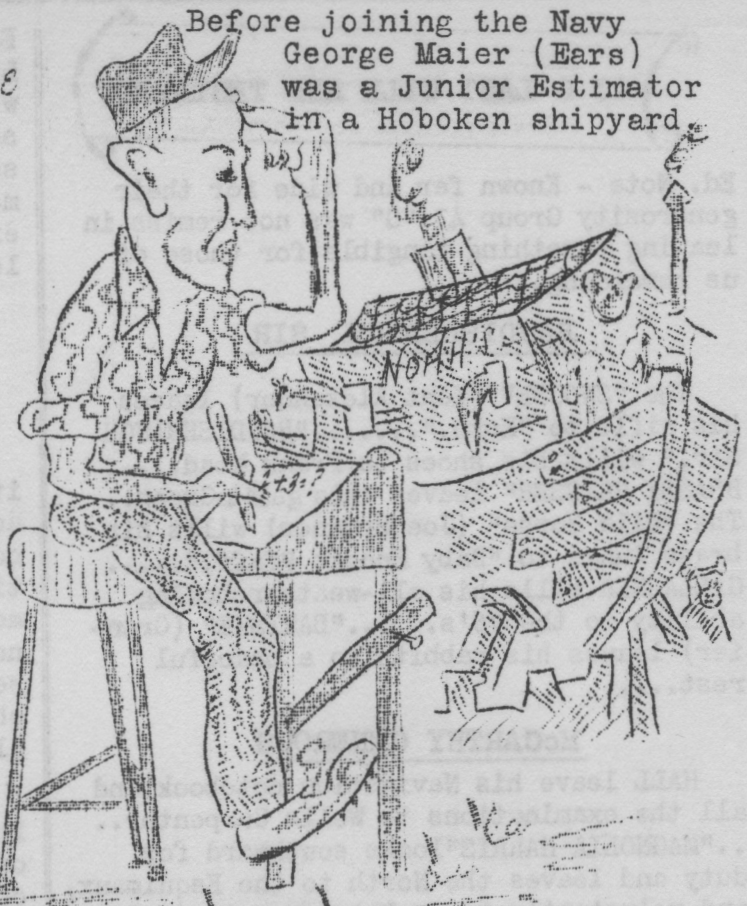
A. Selection of the implement - Not infrequently the table is set with all the knives, forks and spoons required for various courses planned for the meal. The method of making a selection should not be regarded with tripidation. A mistake is of no consequence. However to avoid any embarrassment the best procedure is to observe the hostess and to follow her lead. Otherwise a generally safe rule is to start at the outside and work in. If, through inadvertence or error, the guest ends up with a spoon when a fork is required or vice versa he need not be alarmed. Should the hostess fail to note and correct the error it is entirely appropriate to ask the servant for the proper implement. If a guest will keep busily engaged in conversation he will have the opportunity of following the leader without appearing to be doing so.

B. The knife - this implement should always be held in the right hand, with the handle in the palm and the index finger along the back of the blade. The Knife is never used in the left hand!

(continued....page 7)



Before USNR Les Abele Sold? Bar Equipment



Before joining the Navy George Maier (Ears) was a Junior Estimator in a Hoboken shipyard.

The Connecticut Yank (431) was "Down on the Farm"



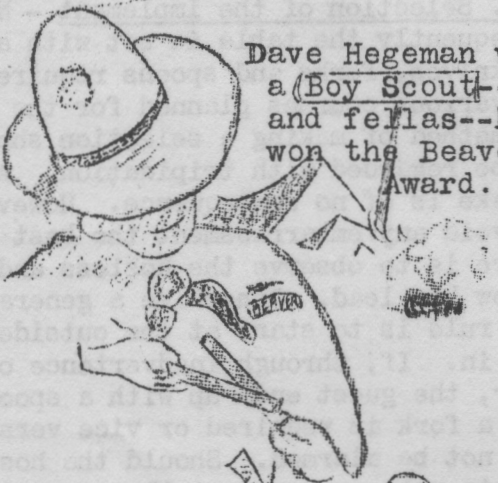
NO DOUBT!



Glenn had a Razor Blade Factory



Lt. Rice was Director and Instructor at the Chicago Art Institute.



Dave Hegeman was a Boy Scout-- and fellas--he won the Beaver Award.



Both Snafu Baxter and Koko were tool makers-- also Fleig and Steinorta 431

..also.. McCarthy 43-G was a Vermont Dick



McCabe was a N.Y. Cop

Wild Bill Potter ran a Pig Ranch



(Continued from page 1..Graduates)

CARROLL, R. B., JR., Ensign A-V(P) - Age 24 - U. of Colorado. Was sworn in Nov. 25, 1942 at New Orleans. Previously in wholesale lumber business. Seeks duty as basic instructor.

DEMERITT, R. B., Ensign, A-V(P) - Age 26 - Amherst College - Home, St. Albans, Vermont where he owned and operated the Green Mountain Packing Co. Sworn in at Boston Dec. 2, 1942. Has his course set for Navy Air Transport.

GALLAGHER, E. J., Ensign A-V(P) - Age 29 - Home, Pittsburgh, where he was an accountant with Grant Building Inc. Sworn in Nov. 30, 1942. Hopes to instruct and fly in the Air Transport.



GRENIER, P. A., Ensign A-V(P) - Age 25 - Home, Berlin, N. H. Left U.S. Border Patrol Immigration and Naturalization Service of the Dept. of Justice to be sworn in at Boston, Nov. 27, 1942. Seeks Ferry.

HALL, C. G., Ensign, A-V(P) - Age 26. Was sworn in at Washington, D. C. Well trained for flying duty at his previous job as airport manager at Huntington, W. Va.

HARRIS, T. F., Lt. (jg) A-V(S) - Age 33. Sworn in at home town, Lebanon, Tenn. Aug. 20, 1942. Indoctrinated at Harvard. Assigned N.A.T.T.C. at Memphis as Division Officer. Previously was instructor at Baylor Military Academy, Chattanooga.

JOHNSON, Woodbury, Ensign, A-V(P) - Age 21. Sworn in Nov. 26, 1942 at Boston. Formerly a draftsman with G. E. Home town Fort Lauderdale, Fla.

JONES, R. W., Ensign D-V(G) - Age 27. Commissioned August 15, 1942 at San Francisco; indoctrination at Treasure Island. Third officer on a minesweeper on Western Patrol Force. Seeks transport duty.

JURY, H., Ensign, A-V(P) - Age 23. Sworn in at Los Angeles, September 1942; home same city. Previous experience: Flight engineer with Northrop Aircraft.

KEON, G. E., Ensign, A-V(P) - Age 26. Sworn in November 25, 1942 at Washington, D.C., where he had been a market analyst for the U. S. Dept. of Agriculture. Home: New York City. Hopes for combat duty with the Pacific Fleet.

KREIPKE, H., Jr., Ensign A-V(P) - Age 27. Home: Fort Smith, Arkansas; where he was salesman for C. C. Davis and Co. Sworn in Nov. 18, 1942 at New Orleans. His course is headed for the Ferry Command.

MCCARTHY, L. W., Ensign A-V(P) - Age 29 - Home: Montpelier, Vermont. Occupation - Vt. State Aeronautics Inspector. "Mac" just wants to fly.

PEABODY, F. J., Lt. E-V(s) - Age 25. Home: Dallas. Sworn in at New York City where he was connected with Westinghouse Sales. Indoctrination - Georgia Tech. Assigned duty as assistant to resident inspector of Navy Inspection office, Milwaukee - in charge of ordnance work

(Social Customs....Continued from page 5)

Food should never be conveyed to the mouth by means of the knife. After the knife has been used it should never again be laid on the table nor placed with the tip of the blade on the edge of the plate. The knife and fork should be placed parallel with one another, along the upper right edge of the plate with the handles toward the right. When one has finished eating he should place the knife and fork side by side on the plate with the tips about the center of the plate and with both handles to the right, fork inboard with tips up and knife outboard with cutting edge toward him.

Forks Purpose Definite

When used as an adjunct to the knife in cutting meat and for similar purposes the fork is in the left hand with the index finger resting along the back. At all other times the fork is used in the right hand. When in the right hand it is held with the handle controlled by the thumb and two fingers in somewhat the same manner as one holds a pen or pencil. The end of the handle should extend out between the thumb and index finger and should not rest in the palm of the hand.

The spoon is always held in the right hand and in the same manner as described for the fork. One using a soup spoon should dip the spoon away from him and never put the bowl of the spoon in his mouth. He should put the side of the spoon to his lips and tilt the spoon slightly so that the soup or liquid flows into his mouth without making a sucking noise. When using a spoon to stir tea it should be done with the least possible noise. Never blow on hot liquids and food to cool them. Never leave the spoon in the cup, but place it in the saucer. The spoon should be left in a glass for which no saucer is provided.

Beware of drinking out of the saucer because the spoon hurts your ear.

N.F.I.S. SNICKERS--

THINGS THAT BORE US

"Strip for Action," the comedy by Russel Crouse and Howard Lindsay, concerns itself with a burlesque troupe's attempt to give a show in an army encampment. When the Commanding Officer hears that there is a strip tease involved in the proceedings, he calls off the entire entertainment. The burlesque manager's defense is an ingenious one.

"Isn't it true," he points out, "that the American Army is battling to defend American womanhood?"

"That's true," admits the Commanding Officer.

"Well, then," the burlesque manager retorts, "why in hell won't you let these boys see what they are fighting for?"

The army of 1943 is plenty tough--but have a look at these official orders of the day from a Western Army fort way back in 1862: "1. When shooting at buffaloes on the parade ground be careful not to hit the commanding officer's quarters. 2. Troop officer having best trained mount for the year gets one barrel of rye whiskey. 3. Student officers will discontinue the practice of roping and riding buffaloes."

Little Mary disentangled herself from the close embrace of the boy friend. "I am afraid you'll have to leave this minute, John," she gurgled. "I promised my fiance that while he was in the service I'd be in bed every night by 10:30."

During a recent radio quiz show, a sailor was asked. "What is the difference between a submarine and a blonde?"

He was stumped for a reply, and the master of ceremonies prodded him--"Oh come, come...think!"

"I can't," said the embarrassed sailor. "After all, I have never been with a submarine."

A western newspaper reports the story of a retired General who came to watch the battalion parade one Saturday morning. The old boy was past 90, but he still had young ideas. A luscious young damsel passed by, swinging her whatyoumaycallit in a provocative fashion. "Oh, if I were only 80 again!" sighed the General.

Examining Admiral (to naval candidate): "Now mention three great admirals."

Candidate: "Drake, Nelson, and--I beg your pardon, sir, I didn't quite catch your name."

"How do you feel now, Ed?" (Ten miles out on his first trip riding the waves.)

Sailor: "Don't ask me; but if you know anybody that wants the freedom of the seas, tell him he can have it. I have no use for it."

"We had to stop our little girl answering the front-door calls."

"Why?"
"The other day when Ensign Jones called, Mary called, 'Do we need bread today, Ma?'"

Ed. Note - S&L thanks its readers for the many contributions to this column, but reminds that "peeves" must be representative before they can be printed.

Wallace - always fenagling for the cream of the crop and griping when it turns sour.

Severns.

Those men who turn up late for their sick bay appointments, thereby threatening to ruin the disposition of Doctor Schiff, one of our most genial staff officers.

One ground school instructor making things tough by ruling that "you make a 90% or better in your final examination or fail that one-third course credit."

The demon dust.

Shivering from 0700 to 0930 (at least) while the moths make merry with the flying jackets.

The three week period separating a change in bed spreads.

Carr - I wanna be alone.

Jury as O.D.

This column and those associated with it.

Clip along this line, send us your peeve.

Signed _____

ERRATUM

The July 19, 1943 issue of S&L carried an article under the heading of "NOW WE SIT" which stated in error that the furniture in the Navy Hall wardroom was purchased with funds obtained from our vending machines.

In the interest of accuracy it is pointed out that the College went to the expense of several hundred dollars to provide this furniture, for the exclusive comfort and convenience of the officers of the Flight School.

"Isn't Jack just wonderful?" said the sweet young thing. "He's already been promoted to field-marshal."

"From private to field-marshal in two months? Impossible!" said her friend.

"Did I say field-marshal?" murmured the love-struck, dreamy-minded girl friend. "Well, perhaps it's court-martial. I know it's one or the other."



To Lt. C.S. [unclear] the
officers of the Blossburg N.Y.
to your boy
James Moran

Graduates...Continued from Page 7.....

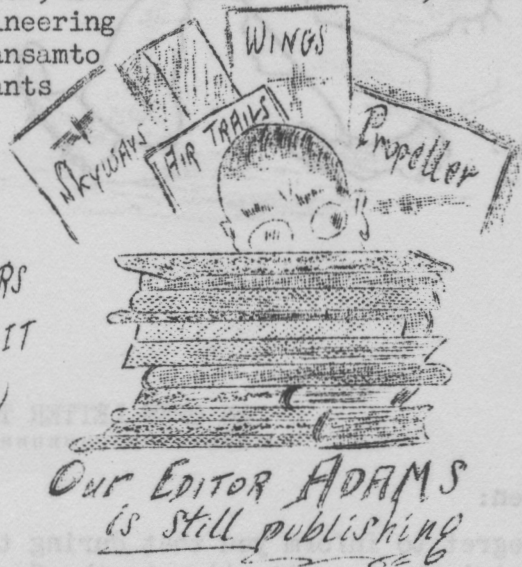
Before U.S.N.R.
(Continued)



POWELL, E. A., Ensign A-V(P) - Age 29. Sworn in October 28, 1942, Richmond, Va.; with David Lea Company, wood products manufacturer. Broken arm dropped him back from F to G group. Powell wants a crack at the Ferry Command.

SEVRENS, P. E. Ensign A-V(P) - Age 29 - Sworn in Sept. 1942, Boston, Mass. Home: Woodburn, Mass. Formerly in Engineering Department of Mansamto Chemical Co. Wants Ferry Command.

*Lt. Boyd
SPENT HIS SUMMERS
LIFE GUARDING IT
AT Atlantic City*



STILING, D. F., Lt. (jg) D-V(G) - Age 23 - Sworn in Cleveland, June 1941 as apprentice seaman - midshipman in October '41 at Northwestern - Commissioned Ensign in January '42. Commanded Sub-chaser on convoy duty in West Indies. Home town, Buffalo, N. Y.

UIHLEIN, E. J., Jr., Lt. (jg) D-V(G) - Age 26 - Sworn in Sept. 1940 in Chicago - Northwesterns Midshipmans School; Great Lakes Naval Training Station Education Center - Gunnery officer in armed guard on North Atlantic Duty - Gunnery Instructor at San Diego - President of the Racquet Club - Company Commander. Home: Lake Bluff, Ill. A former Princeton boy.



VALENTINE, E. M., Lt., A-V(S) - Age 32 - Battalion Commander - Called to duty from the reserve in June 1941; Georgia Tech Naval Reserve, Class of 1934; Platoon Leader, Georgia Tech. - Supply and Commissary duty U. S. Naval Air Station, Pensacola; Business machines agency at home town, Tampa, Florida.

..Continued--page 11.



*Tousignant was a white
COLLAR MAN.*

DOLORES MORAN ADOPTS B.N.F.I.S.

Dolores Moran, Warner Brothers Cutie has officially adopted the Officers and men of the Bloomsburg Flight Instructors School---with full approval of course from one and all.

To make the adoption really official she sends along a little message and this especially posed photograph for the exclusive use of "her men."

Any officially accredited alumni of the B.N.F.I.S. who happens to be in Hollywood is cordially invited by Miss Moran to "drop in and say hello, etc."

Watch for Dolores Moran in the movies. According to the papers she's all set for the lead in "Danger Signal." She's Hollywood's most up and coming actress.



SPORTS

by
L.V. Abele

AN OPEN LETTER TO OUR SPORTING PUBLIC

Gentlemen:

We regret to inform you that during the past fortnight, our attention to the Sports Parade has been shamefully neglected. Except that we shudder at the term, we might have said "restricted."

What with x-country trips to plot, plan, and log; mustering and marching; day classes and night classes (not to mention that backbone of our system..the great middle classes) and a few inspections thrown in for good measure--well, sirs, we just "Don't Get Around Much Any More." Oh, yes, we almost forgot that little matter of a navigation note book to keep up - out of class.

For your edification, however, from sources of highly questionable authority, we've gleaned the following:

A.A.U. RECOGNIZES NEW SPORT

The Aggravating Aerologist's Union last week placed its seal of Recognition (all credit due Lt. Rice's "Now you see it--or did you?" method) upon the popularity-gaining indoor sport of "Monsoon baiting." Tho only recently introduced in Gloomsburg circles, and, of unique field rules, this pastime is really catching on. Play is exhaustive tho, as was shown by a recent session resulting in:

WOLFE THREATENING SHUT-OUT

Immediately following the afore-mentioned incident, "Ombt" (one man ball team) Wolfe, playing with the MAGNETOS of the ENGINES LEAGUE, pitched 'em high and handsome to score what looked for a while like a certain and permanent shut-out.

From the mound, he flung such "electronically induced fluxes" and "rapidly rotating magnets" that the home team boys seemed asleep at the plate. Only a few were able to fathom his style and delivery. When they did manage to get on base, he caught them napping--'way off the bag - (not far from the sack, tho'!).

SHINES AT THE PLATE TOO--

Not only did "Ombt" groove 'em in but, swinging from the heels, he also "8-poled" 'em out. His "spark"-y "ground"ers were far too hot (at 50,000 v) to handle, and when he consistently clouted for the "circuit"-breakers, he caused a definite collapse of the out-"field." Though the day was saved by a few, including Lt. Dole, who were on their toes, "Ombt" is definitely the boy to look out for in future games.

Until we're in a position to advise you further, we remain

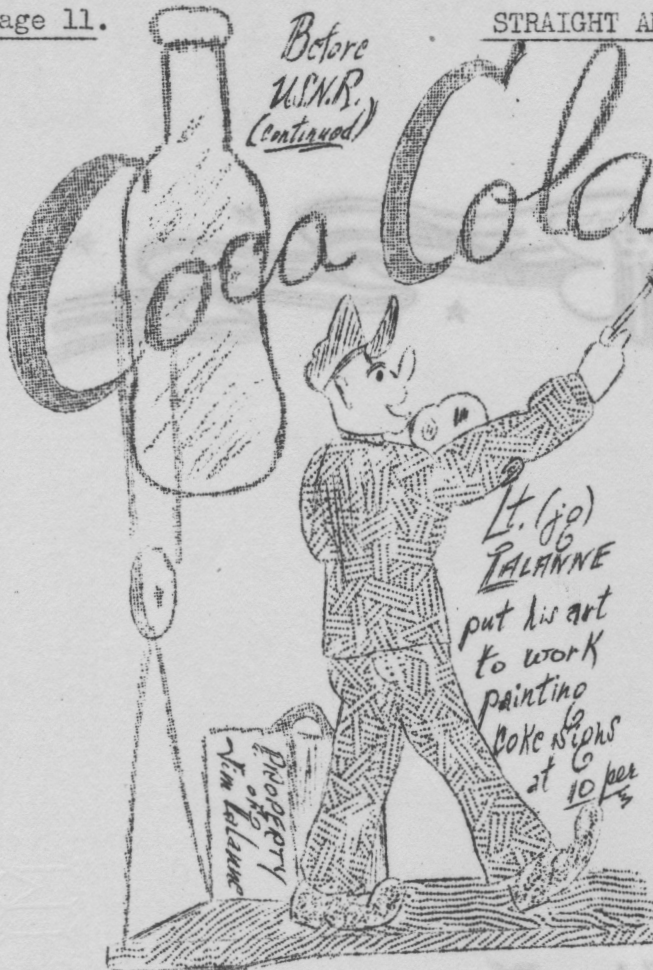
Your raving reporter.

P.S. - That "raving" is no typographical error, really; - we expect, most any day now, to be caught going around slapping our tongue with an overshoe. It's gotten to a point where we daren't cover a game at Danville but must send our associate instead; he has less trouble convincing the guards that he doesn't belong there. That little bit about "when it's off, it's on...and...when it's on, it's off" was the last straw.

-! VICTORY DOWN THE RIVER ! -

P.P.S. By the way, our associate reports quite favorably on his most recent jaunt to Danville in our stead. Seems that on Saturday, the 21st, the "Burglars" paced by triples on the part of "Jeem" Lalanne and Harry Marr and a double by "Bodi"---"Bloom"-ed all over Geisinger to the tune of 11 to 5.





Lt. (jg)
LALANNE
put his art
to work
painting
Coke signs
at 10 per cent

Graduates...Continued from Page 9.....

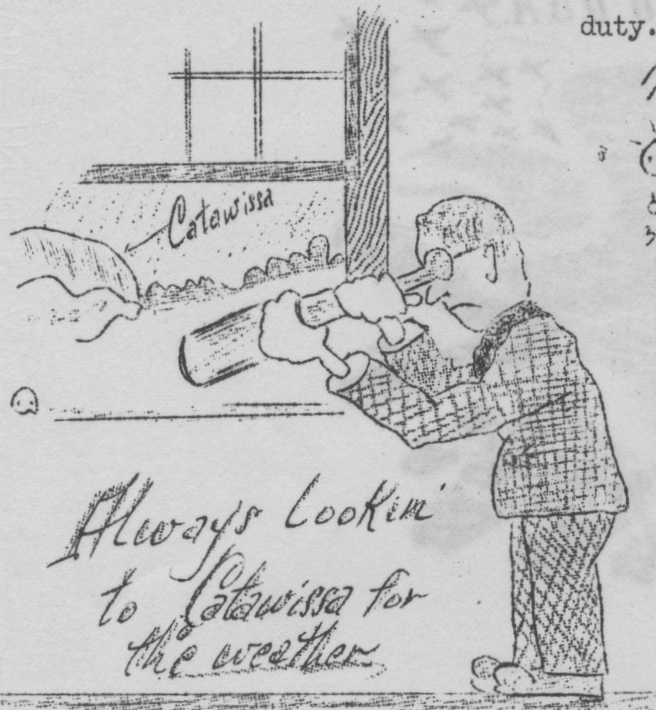
WARREN, E. C., Ensign A-V(P) - Age 23.

Sworn in at Boston, Nov. 16, 1942. Specification engineer, Crosby Steam Gauge and Valve Company. Attended Massachusetts Institute of Tech. Home: Newtonville, Mass. Wants the Ferry Command.

WOLCOTT, F. A., Lt. (jg) - Age 27 - Sworn in at Houston, Texas, April 15, 1942.

U. S. Naval Academy; Athletic Dept. Univ. of Georgia Naval Training School. Champ Hurdler, Olympic winner, holder of several world's records in track events.

Home: Houston. Wants Carrier or patrol duty.



Always looking
to Catawissa for
the weather

Lt. (jg)
Bill Prendergast
worked with the
WARP AND WOOF



in the TEXTILE INDUSTRY

WOOD, J. T., Ensign A-V(P) - Age 29.

Sworn in at Boston, Dec. 1942; Boston-American newspaperman; Military services in the U. S. Army; Platoon Leader..... Just wants to fly for the Navy.

Continued from Page 9.....

WARREN, E. G., Ensign A-V(7) - Age 23.



Company. Attended Massachusetts

Institute of Tech. Honor Society, etc.

WAGGONER, R. A., Lt. (jg) - Age 27 - Sworn

in at Houston, Texas, April 15, 1942.

U.S. Naval Academy, Annapolis, Md.

of Georgia Naval Training School, Camp

Harder, Olympic winner, holder of sev-

eral world's records in track events.

Wants career or part-

LET'S GO U.S.A.



WAGGONER, R. A., Ensign A-V(7) - Age 27.

Sworn in at Boston, Dec. 1942; Boston-

American newspaper; Military service

in the U. S. Army; Platoon leader.....

Just wants to fly for the Navy.