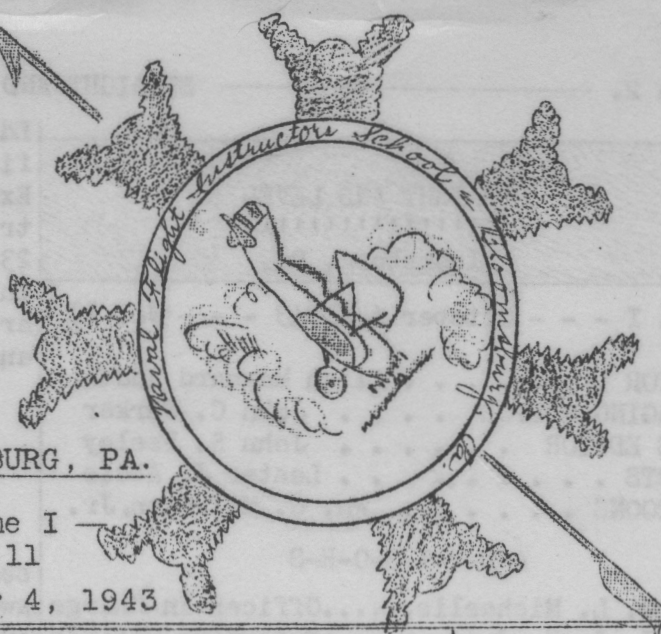


STRAIGHT AND LEVEL

BLOOMSBURG, PA.

— Volume I —
No. 11

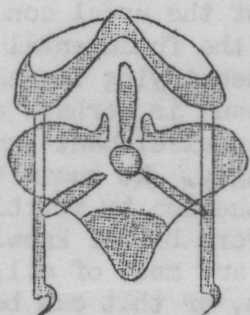
October 4, 1943



SKIPPER AND PRENDER- GAST BUSY

V. I. T. A. M. I. N. S

OF FLIGHT--



By
Lt. C. L. Michaelis

Just as it is necessary for the human body to have certain inherent qualities that can only be obtained from the so called vitamin products A, B, C, D, etc., so the flier must also have certain characteristics if he hopes to be successful and lead a long life.

Vitamins in themselves are not too well known by the public as a whole, but we do know that without certain vitamins the body efficiency is terribly undermined and eventually collapses. It is invariably the same in flying; in fact, the courses of the vitamins of health and a so called vitamin of flight run a fairly well defined and parallel course.

Even though we may not know all that there is to be known about flight and its characteristics, we do know that without (A) Thorough knowledge of fundamental control of aircraft, (B) Judgment and an ability to think for ourself, (C) to follow instructions in a reliable manner, the embryo flier is in the same boat as a person suffering from a chronic case of vitamin deficiency.

As flight instructors it is our double duty to equip ourselves with all the knowledge that is humanly possible, for we control not only the safety of our own lives but also that of our student and his future students, passengers, etc. The duty of the Primary Instructor is to be able to imbibe his students with a thorough knowledge of elementary flight and establish a foundation of sound basic flight habits.

(Continued...page 6)

GAST BUSY

FLIGHT GROUP " 43-I " FINAL

CHECK RIDES PROVIDE

BUSY SCHEDULES

With hardly a breathing spell between groups, Lt. C. L. Michaelis and Lt. (jg) W. R. Prendergast, early this past week swung to the task of check riding Flight Group 43-I.

Scheduled by Lt. Michaelis' accelerated flight programs to graduate no later than October 5, 1943, the group set a record for flight achievement by flying thru the entire course in a period of three and a half months.

With the strain of driving toward an accomplishment out of the way, most of 43-I look anxiously toward some leave prior to their next tour of duty. Interest and mounting enthusiasm for the next assignment however are evident since the day during which Manly, Steinorth, Adams and Matthews climbed out of their planes completely happy with the "upchecks" given them by Lt. Michealis and Lt. Prendergast.

It is anticipated that 43-I will follow previous groups being assigned by headquarters 4th Naval District to the Navy base at Dallas, Texas.

Those who have or will graduate are:

ADAMS, Allan M. - Ens. A-V(P) - Age 29. The editor of STRAIGHT AND LEVEL was sworn in at New York City, Oct. 28, 1942. Trained at Syracuse prior to transfer to Bloomsburg where his duties also included Wing Leader of "A" and later Platoon Leader. His home - Greenwich, Conn. Previous experience was in the publishing business as circulation manager - Fawcett Publications, Inc. Wants duty with Ferry Command.

BITTNER, Robert A. - Ens. A-V(P) - Age 26. Was sworn in at New York City, Oct. 29, 1942. College: The University of Toronto - Training at Nashua, N. H. before transfer to this school. Formerly a pharmaceutical supply salesman for R. J. Strassenburg Co. Would like PBY duty.

(Continued.....page 4)

STRAIGHT AND LEVEL
BLOOMSBURG, PA.

Vol. I - - - October 4, 1943 - - - No. 11

EDITOR Allan Maynard Adams
MANAGING EDITOR John C. Parker
NEWS EDITOR John R. Feeley
SPORTS Lester J. Abele
CARTOONS Wm. C. Melanson, Jr.

A-D-V-I-S-O-R-S

Lt. C. L. Michaelis.....Officer-in-Charge
Lt. J. J. Boyd.....Executive Officer

STRAIGHT AND LEVEL is published by the student officers of the Naval Flight Instructors School, of Bloomsburg, Pa.

Ed. Note: Occasionally in the maze of individual details here we lose sight of the fact that people, other than those attached to our station are interested in our project. Such is the case of the publishers of FLYING magazine, Mr. Ziff, who at present busily engaged writing his new book.

"In my book, the unsung hero of this war is the flight instructor. And, I must add, I don't say that because this piece is going to appear in your own paper and because I know you are going to read it. Actually, my praise for the flight instructor, and my profound respect for his ability, is based solely on the cold fact that without him we would not have an air force worthy of the name, and without a potent, powerful air force we never would have attained those brilliant successes which daily are bringing victory closer.

"It was not so very long ago that the U. S. air forces were beginning to make the painful climb toward a place in the sun with the other world powers. It was a heart-breaking, almost disappointing task, fraught with political and military pitfalls all the way. But dogged determination, spurred by the nefarious deeds at Pearl Harbor, finally brought these sterling branches of our armed forces to the pinnacle--where from their lofty perch they can look down and take justifiable pride in their attainment.

"And, along with this new-found might, the American air arms in close and harmonious cooperation with the gallant RAF and impressive Red Air Force, are dealing devastating blows to our enemies wherever they are found.

"You have a heritage in your work. You, perhaps in more ways than one, are charged with the great responsibility of training our inspired young men in the art of keeping our magnificent aircraft in the air, and applying these aircraft to the full measure for which they were designed.

....(Continued - page 5)

Ed. Note: S&L herewith gives its readers first printing of an article prepared by Executive Officer John J. Boyd for distribution to prospective Navy flyers. With 23 years experience studying and doing the things about which he writes, Lt. Boyd's article is at once genuinely interesting and thoroughly informative.

SURF SENSE
By Lt. J. J. Boyd

Recent reports of airmen shot down at sea indicate that the emphasis placed on swimming pays off in real dividends. However, the reports also show men getting to within one hundred yards of shore only to perish in the surf. In most cases this has been a needless loss of life, and could easily have been eliminated if the aviator had a simple knowledge of the usual conditions found in surf and the fundamental principles to be used when trying to reach the beach. "Ole Man Ocean" is perhaps one of the world's most powerful elements and must be treated accordingly. No human being can hope to defeat the sea by matching strength but must use every bit of knowledge, skill, experience and most of all, common sense that he has, or that can be placed at his disposal.

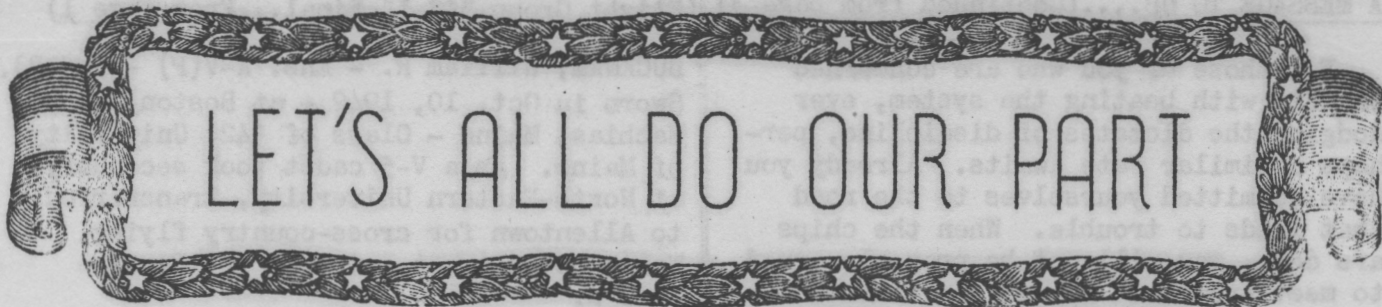
"There always is an easier way," this statement may seem contrary to a great deal of the ideas put across during training, but when a man is fighting for his life, he no longer plays the game by the Marquis of Queensbury Rules. This is one time when a man cannot afford to do it the "sporting way."

Fighting the surf can be made much easier if we know where and when to fight it. The man who tries to just swim in at any place is just plain out of luck. Men who have spent any considerable amount of time around the surf have definite means of recognizing the various physical signs that will lead them to the spot where the ocean will give them the least resistance. In order to try and explain on paper what has taken twelve to fifteen years to learn by experience is not an easy task, but if some one man is saved--it is a job worthwhile!

First, let us try and describe a typical beach and surf formation. This varies in all parts of the world, but the explanations will be found to fit in most cases despite a difference in the type of bottom or beach.

The "Bug-a-boo" of all surf swimmers has for years been a so called "under tow." What I am going to say might be called heresy, but the ocean does not to any knowledge pull people under, but exercises at times and places a tremendous "backward pull;" this is no mysterious phenomena but is the result of the simple laws of physics, gravity and the formation of the beach at that point. The ocean bottom is not, as many people seem to think, just flat and plain, but is just about as rolling or bumpy as average dry terrain.

.....Continued on page 5.....



(Ed. Note: S&L has a special privilege this issue in having as its guest writer, Lt. Cmdr. J. F. McEndy, Officer-in-Charge 4th Naval District, NACSB. That Mr. McEndy would take time out to write this article on "our" subject is very much appreciated.....S&L takes this opportunity to express our thanks to Mr. McEndy from the entire station's personnel.)

A MESSAGE TO USFrom Lt. Cmdr. J. F. McEndy

The art of painting pictures with words is not exactly in my line, but the training of future Naval Aviators very definitely is. So, without attempting any fancy maneuvers in the former, I'd like to explain a few points of interest about the latter. When I was first invited to write an article for "Straight and Level," the thought occurred to me that the glories of what we "retreads" like to call the good old days of naval aviation might prove an item worthy of discussion before the clan. Then, the folly of attempting to prove to you how good "we" were struck me, and I decided to forsake that excursion in nostalgia for some plain cold and rather hard facts. In brief, I'd like to talk about discipline, how important it is in your naval air training, and the part that it some day may play in the preservation of your life.

THE NAVY'S DISCIPLINE

The Navy's concept of discipline is cheerful and willing obedience. Like most other human habits, it can be achieved only through practice, through constant use. Good discipline is a pyramid whose base is built strongly and solidly on the foundation of commonplace little things done right at the right time. When big issues are at stake, when split second actions are demanded that pyramid like its very real counterpart stands resolute against the vagaries of indecision. Bluntly, if you get the habit of doing little things right, you'll never do big things wrong.

FIRST RESPONSIBILITY

Too many aviation cadets forget that every man in the Naval service has first a military responsibility and second, a responsibility to the duties of his special calling. And there's no doubt that fidelity to the first begets proficiency in the second. There's no place in the air today for an undisciplined flyer. He's a menace to himself and to all of those around him. The sky trails of combat of today are high roads of team work and precision flying. "Hell-'n-leather" individualists who look upon the war as a great adventure and a stage designed for the display of their particular glorification have no place in the modern scheme of naval flying.



...Those Who Fail...

Through my office in Philadelphia there passes many a washout, and the mails from Pensacola and Corpus Christi bring in reports of cadets who fail in the air because of bad flying habits. Examination of record jackets reveal that a good many of these cases are directly traceable to instances of "kicking over the traces" early in the training program. Naturally, I'm not trying to say that every washout is a potential discipline problem. There are exceptions, men who fail to make the grade through no conscious faults of their own. However, a large percentage of downchecks could be avoided if those involved had practiced the golden rules early in the game.

WATCH YOURSELF --

Every man who flies, every man who has known the exhilarating thrill of solo conquest of the skies, knows that this mastery of the elements produces a sense of freedom and power that strains against the bonds of conventional routine. This sometimes breeds unbridled flight when the bonds of common sense give way before this new found surge of self. All of you know or have heard of stories of men just weeks away from wings, who went hog wild in the air and barnstormed their way out of the Service through a Naval Advisory Board.

A MESSAGE TO US....(Continued from page 3) (Flight Group "43-I" Final...From page 1)

For those of you who are concerned chiefly with beating the system, ever dodging the dictates of discipline, perhaps a similar fate awaits. Already you have committed yourselves to the road that leads to trouble. When the chips are down, you will not be properly armed to meet trouble. Now is the time to start preparing. Get into the habit of obeying all orders cheerfully and willingly. That is the essence of discipline. Then, later on when temptation comes, you won't give it a second thought because you will have cushioned yourself against it. Neither will you toss your life away like a few men I've known who listened with one ear to the hard bought tactical advice brought back by the Pacific veterans, and then went out and did things their way at the cost of their own lives and those of several of their shipmates.

Make up your minds to one thing. You can't turn discipline on and off like a water faucet. You either practice good discipline in the Navy or you don't. Naval discipline and naval training point to one objective, EFFICIENCY IN BATTLE.

If you are not doing your part, you're a traitor to your country and yourself.
On top of that you're a damn fool!

CARR, Frank W. Lt.(jg), A-V(P) - Age 32. Sworn in at Philadelphia - Dec. 27, 1942. Previously practiced law and later was with the legal department of Dupont, at his home town, Wilmington, Delaware. University of Pennsylvania A.B. 1932; L.L.B., 1935. Headed for Ferry Command.

FEELEY, John R. - Ens. A-V(P) - Age 24. Sworn in Sept. 24, 1942 at New York City. Home is Lockport, N. Y. Was test enginner, Pratt and Whitney, General Motors Division at Buffalo. Secondary training was at Syracuse. Now wants any flight duty.

FLEIG, Henry. - Ens. A-V(P) - Age 27. Sworn in Nov. 9, 1942 at his home town, Rochester, N. Y. where he was a tool maker for the International Business Machine Co. Preference is for Transport or Patrol Duty.

GRANNIS, Edward F. - Ens. A-V(P) - Age 27. Sworn in July 6, 1942 as Aviation cadet, V-5. Primary and secondary training was at Allentown Airport where also as an ensign he took cross-country. A flying squadron mechanic for the Atlantic Refining Co. His home was Landsdowne, Pa.

GREEN, Edward J. - Ens. A-V(P) - Sworn in June 23, 1942 at home town of Philadelphia, Pa. A graduate of Philadelphia College of Pharmacy and Science - practiced as a pharmacist. As a V-5 assigned to secondary at Muhlenberg, primary at Lehigh. Commissioned Ensign, Oct. 19, 1942. Hopes to instruct and then see combat duty.

GRONCZNACK, Robert H. - Ens. A-V(P) - Age 23. Sworn in New York City, Oct. 26, 1942. Was a lab. technician, General Electric Research Laboratory at his home town, Schenectady, N. Y. Primary and secondary at the Schenectady Airport, Cross-country at Nashua, N. H. Course set for a P.B.M.

MANLY, Donald H. - Ens. A-V (P) - Age 27. Home: Rochester, N. Y., where he was sworn in Oct. 23, 1942. Was photo-chemist at the Eastman Kodak Company Research Lab. Wants advanced training instruction duty.

MARR, J. Harry - Ens. AV(P) - Age 27. Football coach of three acclaimed Boston College teams; came back from successful Orange Bowl game to be sworn in Dec. 14, 1942. Previous C.P.T. Training at Wichita, Kansas. College: Notre Dame, Class of 1937. Home: Newton, Mass. Battalion Commander. Any combat duty will please him.

MATHEWS, Lawrence W., Jr. - Ens. AV(P) - Age 22. Sworn in Oct. 10, 1942 at Boston, Mass. Home, Rutland, Vermont. Attended North-Eastern University as V-5. Was a member of the Class of '44 Drake University, majoring in commerce and finance. Wants combat or transport duty.

BUCKNAM, William R. - Ens. A-V(P) - Age 23. Sworn in Oct. 10, 1942 - at Boston. Home: Machias, Maine - Class of '42, University of Maine. As a V-5 cadet took secondary at North-Eastern University, transferred to Allentown for cross-country flying. Wants to instruct and then try for the PB2Y's.

BUTVIDAS, Albert P. - Ens. A-V(P)---Age 26. Sworn in Oct. 21, 1942 at New York City where his first duty was with the NACSB. Took cross-country at Allentown. Home is Linden, N. J. His work was with the Wright Aeronautical Corp., Patterson division as a lead man in The Experimental Test Lab for Engines. Member of the Class of '41, Newark Technical School. Wants to be a flight instructor.

CARPENTER, Wells W. - Ens. A-V(P)---Age 26. From Coudersport, Pa., where he was a state forester. Had primary training at Williamsport, secondary also as a V-5 at Bloomsburg. Advanced to Ensign rank took cross-country at Allentown. Back to Bloomsburg for special flight course. Wants to instruct advanced training.

*Long
Congratulations
of
Good Luck to
the
43-I's*

(Continued from page 2.....)

An article from publisher of
F L I G H T--

"Your task is to bring forth the aerial manpower who will do the big job ahead well and thoroughly. As such, your work bears a most direct relationship to the successful conclusion of the war, and as such you may justifiably be proud of the fine contribution you are making to the whole United Nation's effort."

■ ■ ■ ■ ■ ■ ■ ■

With the Obstacle course well initiated and the Track well trod, further facilitation of the BSTC NFIS sports program is promised by the arrival of all-manner of long awaited athletic gear.

V-5 BRIEFS

In the Obstacle Runs best times for C were logged by Graf, W. R.-4:09; Hazelwood-4:20; and Mulhall 4:25. Progress (and a little more competition) is looked for from the C group.

-v-v-v-v-v-

Fitness Tests:

Breezing through chins, push-ups, standing broad jump, sergeant's jump, and step test; Schmidt (97%), Webster (93.5%), and Bair (91%) proved themselves the most physically fit members of 44B.

Swimming:

Outstanding performances in the Navy swimming tests were recorded under the names of Bair and Webster of B; Milleman and Barba of C.

Touch Football:

Background for revenge (in the track meet) was built up when Bair's Blues took Larson's Gold team in the final of a 3-game series--18 to 6! The Gold had taken the second game 6-0 and the first met its inconclusive end in a 6-6 tie.

*Watch our
sport program
9 column grow
(Thanks to our
new equipment)*

(SURF SENSE.....Continued from page 2)

Due to the action of the water on sand or whatever the bottom make up may be, there is usually a barrier located some distance off shore, this distance may vary from fifty yards to a quarter of a mile or more. The sand bar, coral formation or what have you is the chief reason for the so called "under tow," "rip," "sea puss," "Set," or whatever you want to call it.

In the case of the sand type bottom the obstruction or barrier may change from day to day, moving in or out in varying distances from the shore. The sea coming in over this has about the same effect as water filling up a dam and eventually when the pressure behind the bar gets too great we have a break through resulting in the same effects as those resulting in the breaking of any dam. This "current," "sea puss," "rip" or what have you is the demise of the ordinary swimmer who tries to swim to shore at this particular spot. (The writer has observed thousands of swimmers trying to fight this type of current, many of them had to be assisted to shore and the majority get in only because of dumb luck and a lateral drift that finally moved them from the danger area.)

This type of strong current has caused the loss of many lives, but the very strength of its pull is the very thing that gives the observant man a fair chance to escape it. The outgoing current as it passes over the bar shows a definite marked change. Perhaps it can be best explained as one old timer put it as "going backwards." The waves are heading for shore but at one spot there is a surface movement seaward, this causes a definite ripple, (a show of white water) and a formation of a small wave or "rip" traveling in the wrong direction. It looks the same as you see when the water rushes out of an inlet and reaches the sea at a low tide and meets the oncoming waves.

This slight surface disturbance is not the only sign. Drift wood, debris, etc., usually find the outgoing spot to get over the bar. Be observant, watch for any sign of outward current. In order to get to the beach, swim laterally until you get out of the current and then play the waves to carry you in. It is foolish and practically impossible to swim in a direct line to the shore at this point. Do not try to horse yourself in by brute strength; save it, you will need it when you do reach shore. Never try to swim up hill, always swim down the waves and merely hold your own while you are on the seaward side of a wave. If you are not in an outgoing current you have a good chance of being washed ashore.

If the wind is strong and blowing from the sea keep your body as near horizontal as possible in a position on the surface of the water, for the surface of the water will move in faster. If the wind is blowing from the beach, have the body in a perpendicular position. Tread water, don't float for the water surface often moves to sea at a rapid pace. The deeper water under the surface remains more or less stationary or moves toward shore.

If you get in a strong outgoing current and can't swim out laterally, don't fight it; let yourself go with it, they usually break up before going too far. Save your strength, a little more time in the water won't hurt at this time. If you see drift wood, etc., grab it, you may need it. Don't worry about washing to sea for it seems that the ocean usually returns you to land. It may take time and you may not land at a designated spot but with self-control, conservation of strength, you can usually make it.

.....Continued--page 9.....

"VITAMINS OF FLIGHT"--Continued from p. 1

It is the student's responsibility to absorb the same in an allotted time.

The mission of the primary training schools is to train flight trainees to a sufficient degree of flight proficiency that may be basic so that the trainees may progress to intermediate bases and service type aircraft.

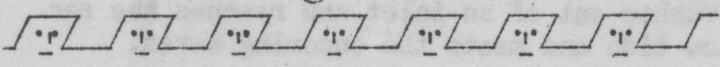
To be an average flight student you must have an inherent sense of flight, discipline, safety in flight that when put together cultivate good flying habits. Always bear in mind "we learn only that which we practice, no more, no less."

The flight syllabus is designed to train the student in progressive stages so as to enable him to meet each new stage with confidence in his improvement and to be able to complete the later stages with satisfactory results.

Embryo fliers and instructors should always bear in mind the A, B, C's of flight in carrying out their respective tasks. These fundamentals coupled with a lot of good honest sweat and work can only lead to a successful termination.

When the Time for that final check ride rolls around, bear in mind the A, B, C's.

ALWAYS
BE CAREFUL



(Flight Group "43-I" Final..From page 4)

NICHOLS, Earl B. - Ens. A-V(P) - Age 23. Sworn in at Boston, Dec. 14, 1942. Home: Providence, R. I. Brown University, Class of '43 - Athletic coach of Moses Brown School - Seeks duty with the Ferry Command.

PFAFF, Eugene D. - Ens. A-V(P) - Age 23. Sworn in at New York City, Oct. 22, 1942. Secondary training was at Syracuse. Home is Carthage, N. Y. College at Syracuse University, Class of '42. Seeks operations duty.

POTTER, William L. - Ens. A-V (P) - Age 23. Oct. 2, 1942 was date of commission at the Boston Board. Left Class of '43 at Syracuse University for duty. First assigned NACSB at Boston, then cross-country at Nashua, N. H. Just wants to fly - Home by the way is Lexington, Mass.

SCHERER, B. Robert - Ens. A-V(P) - Age 25. Sworn in at Boston, Dec. 29, 1942. Was toolmaker at home town, Providence, R. I. Class of '39 Rhode Island State College.

STEINORTH, Alfred H. - Ens. A-V(P)-Age 26. Rochester, N. Y., Oct. 21, 1942, is place and date of commission; also his home town. Took secondary at Syracuse, then a short turn of duty at NACSB, New York City. Was a toolmaker for International Business Machines, Electric Writing Machine Division. Doesn't care what he flies.

-- (Concluded....page 8) --

THINGS THAT BORE US

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

.....

S. O. Jones always popping off in class-- and just because he has a big mouth and doesn't know how to close it...

Pfaff's proverbial saying, "hit the sack."

Lt. Roth's strictly from hangover salute.

Wyder the wise guy and his over bearing attitude...

Just plain watches...

Melanson's famous retort, when something is said that he doesn't like..."Don't forget I still make out the watch bill."

Buchheit's---little quith and chetks...

The biggest peeve of all "Sunday Musters."

The early morning curse, "Hit the deck" and those who use it...

Adams and his big wooden shoes...

The V-12's all night radio programs...

Ensors one and only song - "Pucker Up."

The V-5's neglect of the handle on the John's. Evidently these little boys were never taught, or just couldn't learn that all that is necessary to clean the bowls is a little pressure on the knob.

Ed. Note: This rotten habit has become so bad on deck two that S&L has been solicited by notes and personal calls to please do something about it. S&L suggests that each man police this thing hereafter, call any offenders to task on the spot...a good shaming before fellow students might do the trick.

Lee, V-5 cadet being perpetually late for practically every muster.

The jokes told by the boys at the last happy hour which may have embarrassed some of the staff. Most of them could have been "conditioned."

Just Tousignant.

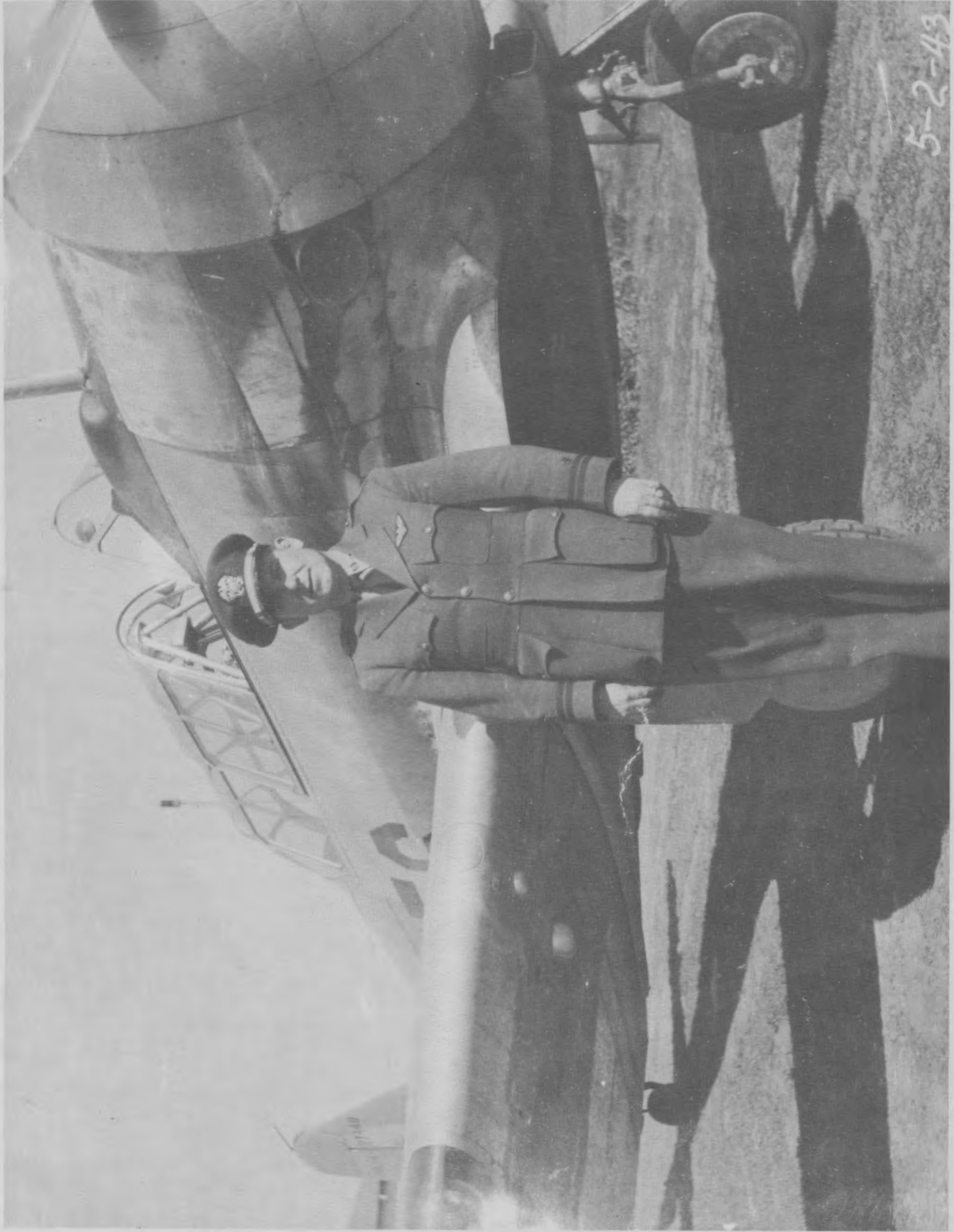
Just Buchheit.

Just "Smily" Sherer.

Just Buchheit.



N. H. - It is "okey" to continue using the top drawer of S&L's desk as a "peeve box."



THE SKIPPER
Lt. C. L. Michaelis

FLIGHT GROUP 43

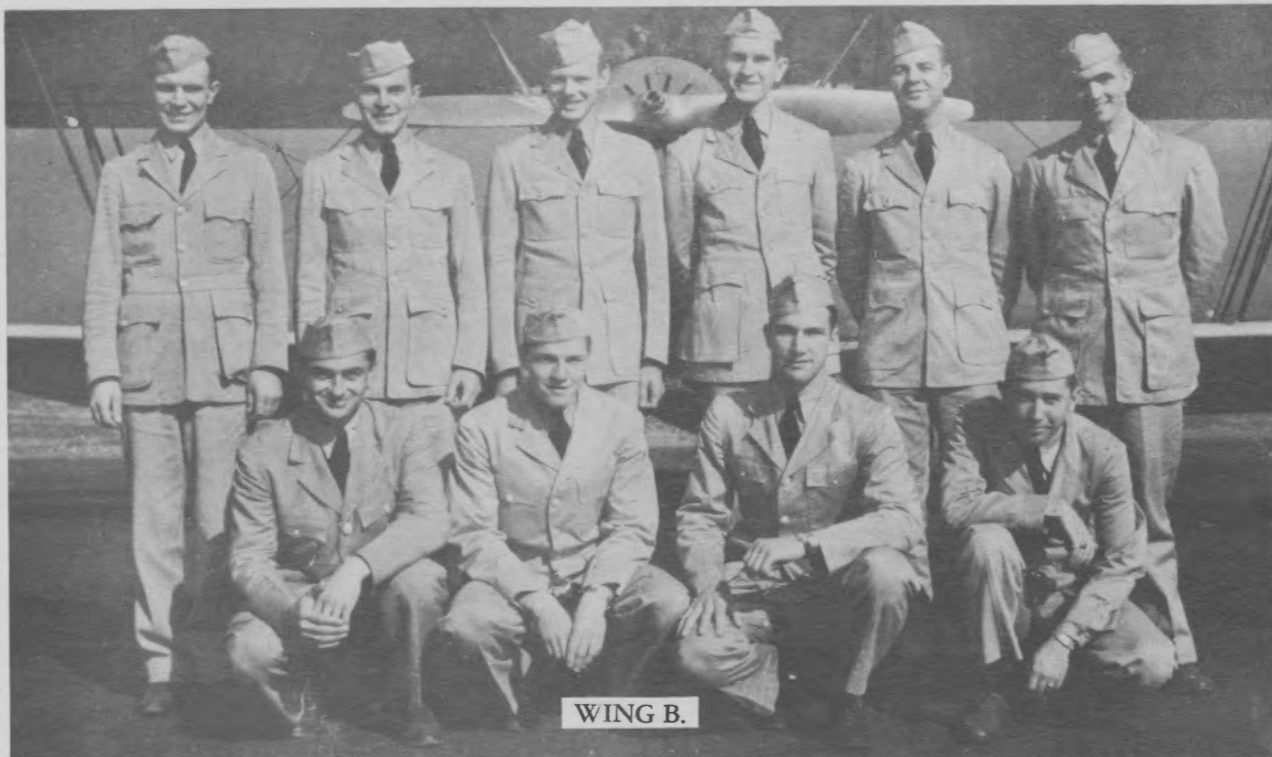


Top:

Ensign Allan M. Adams, Lt. (jg) William F. Carr, Ensign Stephen E. Weeden, Jr., Ensign Eugene D. Pfaff, Ensign John R. Feeley.

Bottom:

Ensign William L. Potter, Ensign Harry J. Marr, Ensign Edward J. Green, Ensign A. H. Steinorth, Ensign H. Fleig.



Top:

Ensign E. F. Granis, Ensign Lawrence W. Matthews, Jr., Ensign W. R. Bucknam, Ensign A. P. Butvidas, Ensign R. H. Gronoznack, Ensign Donald H. Manly.

Bottom:

Ensign A. A. Tousignant, Ensign R. A. Bittner, Ensign B. R. Scherer, Ensign N. R. Threshman.



OUR EXECUTIVE OFFICER

Lt. John J. Boyd



Operations tower from which flies the usual "Baker" flag.

Flight Instructor Michell gives Ensign W. L. Potter the story on what goes on in a "slow roll."



"Check Pilot"
Lt. (jg) W. J. Prendergast

Time out for morning coffee

In the foreground
Ensign Harry J. Marr
Ensign Edward Green



Left to Right:
Ens. Stephen E. Weeden, Jr.
Flight Instructor Peter Killian,
Ens. F. J. Was



Listening to Feeley "tell it."

In the foreground l to r:
 Ensign John R. Feeley, Ensign
 Eugene D. Pfaff, Ensign Allan
 M. Adams.

In the cockpit, Flight Instructor
 par excellence, Charles C. Calkins.
 Looking over the ships back En-
 sign F. J. Was.



Ready for solo cross country

Ensign A. H. Steinorth gets last
 minute instructions from Robert
 Walters, Flight Instructor.



Waiting for flight

L to r: Ensign A. H. Steinorth,
 Ensign John R. Feeley, Ensign
 Allan M. Adams, Ensign W. L.
 Potter, Ensign Harry J. Marr.



Back from Louisville, Ky., after a cross country hop.

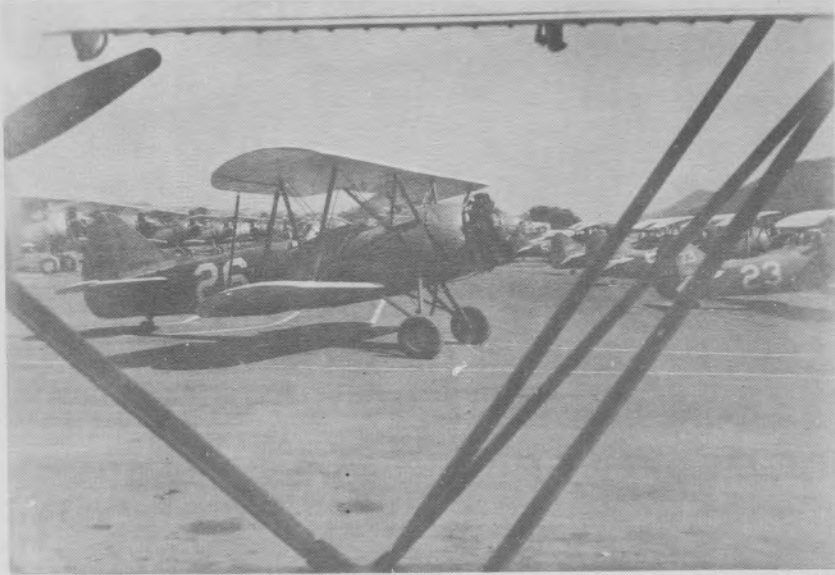
L to r: W. F. Tyson, Flight Instructor, Ensign E. J. Green, Ens. Stephen E. Weeden, Ens. W. L. Potter.



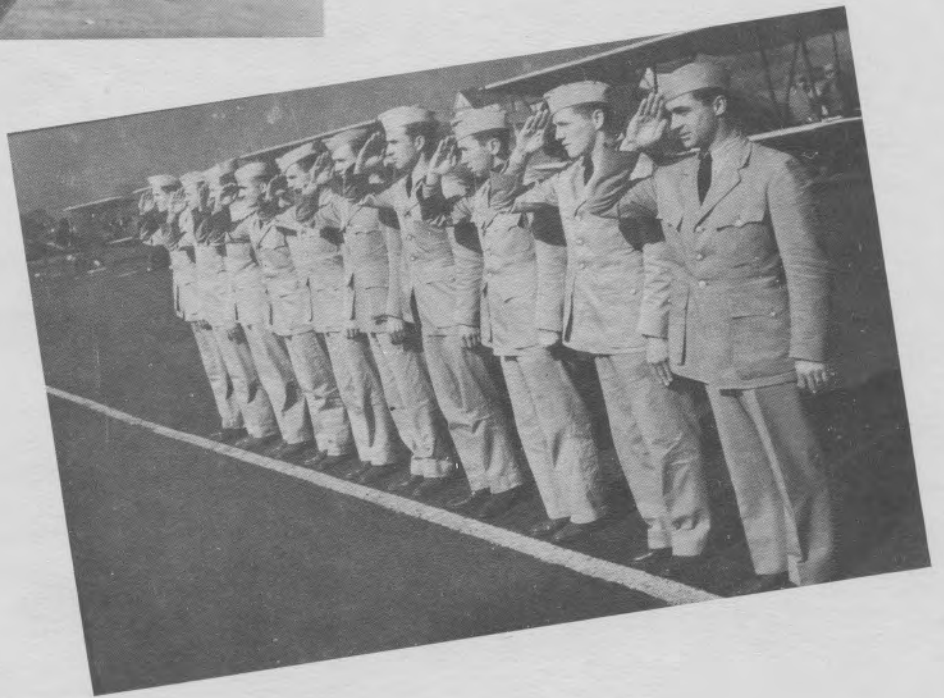
Ensign Robert Bittner checks the gas prior to a takeoff.



Cockpit huddle



The flight line



Morning colors at the airport



A look at the flight line

SCUTTLEFLASH

by FEELEY



DEADLINE.....and once again the true dope of the month comes forth to smash one of the pages of our ultra-modern issue of "S&L" -- or does it??

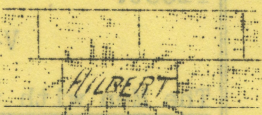
RECOGNITION* ? - NO!

A couple of Sunday eve's ago - Lt. (jg) Roth and O.D. Adams made a bed check on the lackey deck of Waller....During the tour of JG and OD stumbled into Adams' room....The lights flashed on and the staff thinking he had trapped someone, let out in a big moose voice with, "Oh, Ho--where is Adams?---and then as he stood there the dawn broke. . . Who was embarrassed then? Well, it just goes to show, doesn't it?

A..C..E..S

Fleig and Marr (43I) "the sensations of the station" blitzed a vineyard the other day in one of the local tea wagons....It seems that the boys were out over the pylons and the usual forced landing occurred..... They picked the wrong field--but alas too late they applied the old bug juice but then, what happened--nuddings....An hour later the chief pilot drove over and found the boys picking grapes....there is no more picking though as it is all kicking--results of the biz--RESTRICTED.

THE GOLD BRICK--



After a close vote among the lads, it was decided that "Sleepy Lagoon" Hilbert be granted the title of the station's original gold brick...Racing past the feats of Goldie Bachman, Hilbert is now uncontested..Goldie or not though Hilbert sure does all right with the dollies around the hall, especially the one with the slanty goggles...If that is the result of being a gold brick--buddy--move over.....

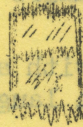
CONGRATULATIONS

"Stone Face" Green the station's Wit (who is strictly wit-out) came across with a beautiful 'gagement ring for "his future" last Saturday night...Swell going fella....

LABOR DAY INSPECTION

Although the Skipper commented very favorably upon the personal appearance and military bearing of both A-V(P) and V-5 personnel in the recent inspection; it seems much is left to be desired of both these qualities in daily routine. It has been suggested that every formation be given the attention and consideration due on inspection and review.

In this issue we send Ailors personal thanks to 43J for their swell job on all (or most all) of his cross country ships. Of course his original idea was to sell the crates at the end of the program; not to scrap them....Some days a guy can't even make a nickel.....



MEDAL WINNER

Sometime soon - Tousignant (who is also strictly eager) will receive the coveted award of the "Purple Beetle." Tousey came through after a long siege of the scourge of the station-Muscle-itis. This dreaded disease is induced by slow roll, snaps and such which leaves the muscles in a very knotty condition, and seldom is recovery possible. But once again eagerness triumphed and so--when the time comes--Step up and receive the autograph from our "Eager ace of the base."

SICK PIGEON--

True to fashion..Francois "Sis" Was was blessed with the birth of a "little one" a few weeks ago...Of course this news is a bit late but we just want to try and straighten out the "big beef" of this abode...."Sis" had better get himself a load of pills and tonics so that his boy will be proud of his Pappy...It just happens that every time I turn around I see Was tripping down to the infirmary with another new ailment he has dreamed up....If he keeps up they will have to get a mess of saw bones in to have a consultation--maybe he has reverse guernsey or something, but confidentially the boys think his malady is all under his fuzzy skull cover.

...A beauty, by name, Henrietta,Just loved to wear a tight sweater.Three reasons she had:

To keep warm wasn't bad-- But her other two reasons were better.

D·A·L·L·A·S

Like Glenview and New Orleans, Dallas is swell and the same conditions exist there as at other Naval Air Stations--Strictly Oker Doker..

No more gossip for now--but there will be another issue out shortly and then--well just a lot more trash and nonsense.....

AILORS POOF BOYS

Ed. Note....S&L has been requested by a number of its readers to inform the general public about the type of men who work at the local Quagmire.....In the eyes of this reporter no greater characters can be found anywhere in the world like this bunch.

GARGAN---Just plain Gargantua----who gets a big kick out of beating the students ear pans.

METZONG----Metz or Mess, take your pick, who according to him always gets a bunch of Dilberts to fly..in reality who is the Dilbert??

HARVEY---"Lindberg" to his fans but really just a little guy with a lot of cushions.

WEYHENMEYER---why he is the ACE OF THE BASE! Need we say more?

PETERS----just plain tired--loves to send his students out solo so he can plunk in one of those big upholstered chairs and beat out a little nod.

MacNAMARA---a thick mick--with a good sense of humor--always good for a laugh, just look at him.

KILLIAN---a guy who learned how to write late in life--and is making up for it now when he fills out the log books.

MICHEL---big genial Mike---who can never tell what the temperature is or else he is awfully proud of that big fur jacket.

CAROFANIELLO--"Nick"--the dean of night school who has a Harvard accent that is strictly from stink.

TYSON----"Uncle Bill"---the mister who chases the mechanics around all day just to see them run for cover.

WALTERS----"Salty"---has the famous by line---"let's get started"...buddy, why don't you get smart.

FISHER----I don't wanna talk----today.

HOLBEN----a "cue ball" who is God's gift to the women but not to an airplane.

ADAMS---gee whiz, flying is fun.

WRIGHT----"Little Chesty"---strictly from hunger.

VOORHIS---Just call me "Grinner."

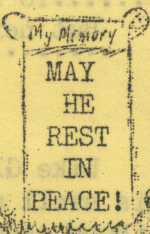
CALKINS----- -?-?-?-?-?-?-?-?-?-?-?-?

Last but not least let's not forget the chubby guy in the tower - Crisco - fat in the can--but genial!

That just about wraps up this editions comments on "Men of the Quagmire." If any names were omitted do not feel slighted because you probably aren't worth mentioning anyway. -----"Hiyah ROCK!"

.....

The examinations were over and the C.A.A. examiner was busy checking up on the various answers. Among the papers he found one, which instead of being covered with columns of answers, had a crude sketch of a cemetery with a large tombstone on which was written:

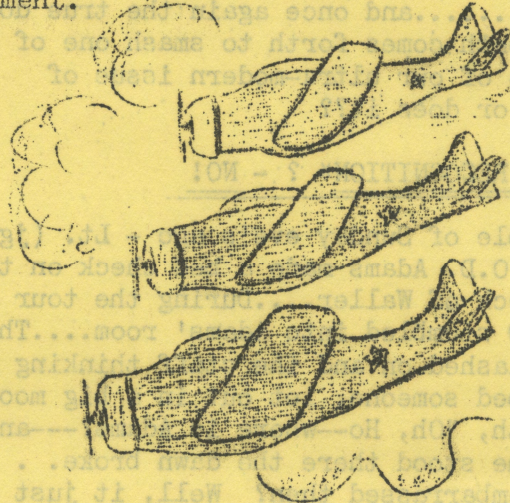


"Sacred to the memory that always deserts me on an occasion like this."
(signed).....John R. Feeley

....Continued from p. 6....

THRESHMAN, Norman R. - Ens. A-V(P)-Age 23. Sworn in Oct. 26, 1942 at New York City. Lives in West Englewood, N. J., where he was in the insurance business. College: New York University '42. Primary and secondary training at Floyd Bennett Field. Cross-country at Nashua, N. H. Wants to fly one of the big ones.

TOUSIGNANT, Alfred H. - Ens. A-V(P) - Age 30 - Sworn in one year after Pearl Harbor at Boston. Home is Manchester, New Hamp. Was an auditor for Travelers Insurance Co. His school: Tri State College. Wants flight instructor assignment.



WAS, Francois J. J. - Ens. A-V(P)-Age 26. Sworn in Dec. 26, 1942. Home: Wyckoff, N. J. Previous job as chief planner for Paterson Division, Wright Aeronautical Corp. College: William and Mary, Class of '38. Had secondary C.P.T. training at Syracuse. Would like to have a crack at heavy patrol duty in the Atlantic.

WEEDEN, Stephen E., Jr. - Ens. A-V (P) Age 26. Sworn in at Boston, Dec. 26, 1942. Home: Rumford, R. I., where he flew privately. Was refrigeration technician Lutz Engineering Co. Wants to instruct then see duty with the Pacific fleet.

V-5 BRIEFS---

The Men with the Stars*****

Turns out now that the stars adorning certain V-5's (in the spot hopefully reserved for "Wings of Gold") form a key to the military organization of the Av/cad groups. Those so bespangled are:

- 44B...Schmidt, R. C. - Platoon Leader
- Marmelstein, P.---Sub- " "
- Kenney, H. F. - - - -Right Guide
- 44C...Cavanaugh, E. J.-Platoon Leader
- Rocap, C. A. ----Sub- " "
- Teats, R. C. - - - -Right Guide

Obstacle Times:

Though equitably comparable figures are not as yet available, present ones indicate that 44B could beat 44C (on an average, of course) by about 200 yards on the Obstacle Run. B's average time of 4:07 is about that much faster than C's 4:39. The best performances of the B group were turned in by Joines-3:39; Bair-3:40; and Schmidt-3:50. Beniuszis and Cordell deserve honorable mention as runners-up.

Q History in Pictures

* "E" NICK Carafancillo

* E for "Eager"

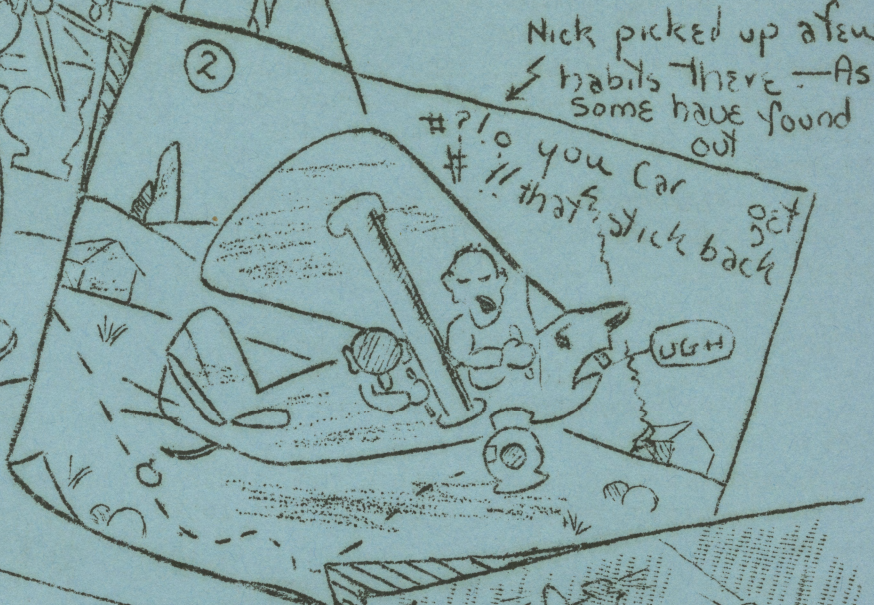
He Learned to fly at Wor. and Colby - Flew Cubs, Fleets and X-C.

BEFORE BECOMING INTERESTED IN FLYING NICK STUDIED ENGINEERING AT CLARK UNIVERSITY WORCESTER MASS.

①



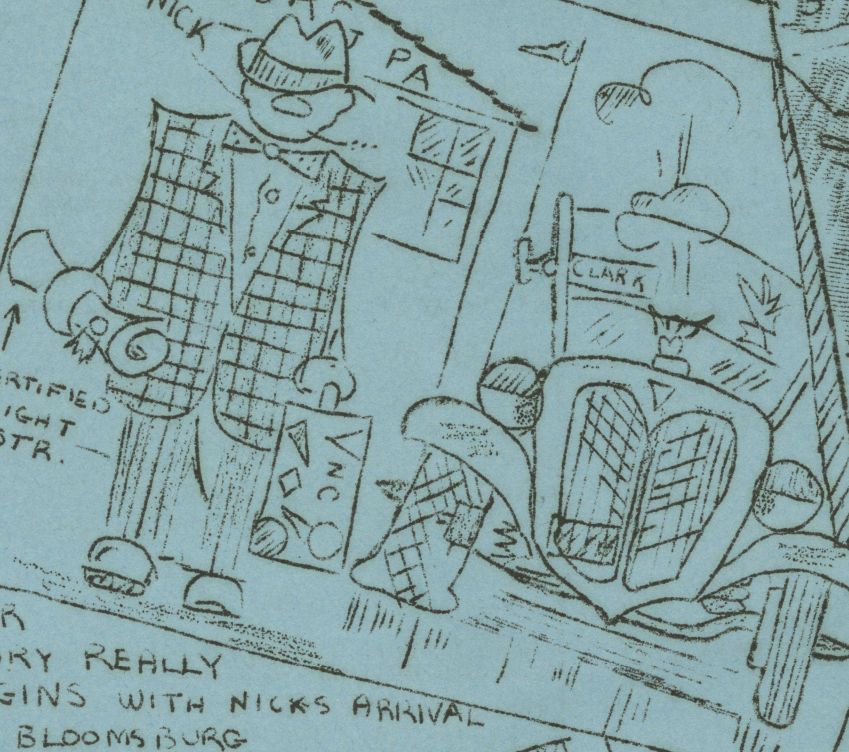
②



Nick picked up a few habits there - As some have found out

④ BURL PA IN NICK

CERTIFIED FLIGHT INSTR.



HE'S REALLY NOT EAGER - FELLAS

OUR STORY REALLY BEGINS WITH NICKS ARRIVAL AT BLOOMSBURG

SINCE THEN HIS SPECIALTY

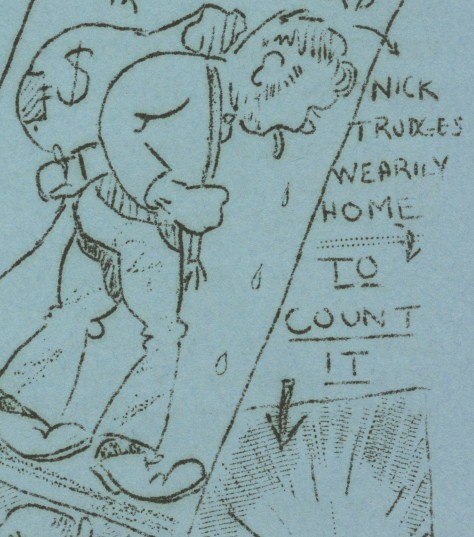
NIGHT CLASS EXPLAIN THE WINGOVER NICHOLS



SNZZZZ

ON INACTIVE DUTY FOR A YEAR U.S.N.R.

AFTER A HARD DAYS WORK



NICK TROUXES WEARILY HOME TO COUNT IT



THINGS WE REMEMBER ABOUT B.N.F.I.S.

(SURFSENSE.....Continued from page 7)

The day we arrived in all of our splendor, only to be roughly shoved into place and stripped of every significant factor which might make us think we were officers.

That first day of gym with Lt. Boyd...bones creaked for weeks..... after one or two going overs things got easier, then the exercises stopped.

The day Lt. Roth took 43-I on a hike and had to sit down two miles out and take off his shoes.....He finally rode in a car from the airport up to the college, while we hiked it.

The day Lt. Wilheit came around for room inspection with a four inch ruler to measure the fold on our bunks.

"Skippy" Yarnall's back flip as a result of too much early morning drill before he got into condition.

The night "Tousignant" 'took over' the happy hour and thereby became the uncontested holder of the 43-I title of "Eager Beaver."

"Sis" Was and his efforts to get in solid with the staff, early in the game. That earned him the title of "Admiral" and much kidding....but Was never did quite give up his attempts, even during the 5-month course.

The tough luck that plagued Earl Nichols as far as restrictions go. There was never a fellow more liked by his fellow officers, nor who tried harder to do the job right than Nichols...but he always managed to get his feet in the glue.

Hank Fleig--the man who was never wrong...just ask him. But a good guy none the less.

Those long hours we put in on Navigation so as to give Mr. Buchheit "His" hours.

*****N.F.I.S. SMILES*****
!!!!!!!!!!!!

A sailor cast away on a desert island. After he had been there for nine years, he awoke one morning and saw a lovely young lady floating toward the beach on a barrel. The barrel washed ashore and the woman approached in the barrel.

"Heigh ho," she said, "And how long have you been here?"

"Nigh on to ten years," he said.

"Gracious," said the lovely young lady. "Then I shall give you something you certainly have not had in a long time."

"Bust my leg!" said the sailor. "Don't tell me you got beer in that barrel?"

Whenever you observe the backward movement of the sea, avoid it when trying to reach the beach. Don't be afraid to take the spot that looks rough, follow that sea across the bar and once inside you'll find smoother running.

In this article there is no attempt to teach the actual swimming strokes, but it would perhaps be in order to state that in approaching the beach be careful of landing on wreckage, rocks, etc. This is especially true if there has been a wreck or if your ship or other ships have gone down. The breast stroke would seem the best because it lends itself to better control of the body, both for forward or backward movement. Do not ride in close to the beach on a wave if it can be avoided. This often results in injuries caused by sunken drift wood, submerged spars, etc.

If the sea reaches large and rough proportions, take it easy and slow. Save both strength and your wind, you will need it. When actually coming on the beach don't let the sea drop you in, but if it does, try not to land on your wrist or hands but bring your feet up under you, bend forward deeply and be prepared to tumble if necessary.

Keep in mind that with the breast stroke you can always swim backwards to hold your distance and then swing your feet under you to touch land.

Be careful of the next comber hitting you behind the neck and flattening you on your face.

On the way in through the surf in an ordinary sea we can get by, merely by submerging the body as a comber comes along, but sometimes in a terrifically rough sea the swimmer will be forced down by a ton or two of water being dropped on him as the waves top off or comb. Take care of your breath and catch a fresh supply whenever possible. If you are under control, this ducking will cause little or no damage and you usually get away from that spot in short time.

(Continued.....to page 12)

Notwithstanding the fact that Dolores Moran has first right to the loyalty of our personnel, beaux BETTY GRABLE can have a little, since she sent us this nice little photo and message.

Thank you, Betty!





To
Lt. Michaelis
and
the Officers of the N 71. I.S.
All good wishes.
Betty Grable

SPORTS

by

L.V. Abele



OBSTACLE WARM UP

Well, sir, as our former roommate pre-viewed in this colyum a few months back, seems as how Simon Legree (sorry--Simon Lalanne) has ridden the ice flows down the Gloomsburg Obstacle course each of the past 6 Mondays, a 'crackin' his bull whip at every lagging Uncle Tom of Av/cad group 44-B.

Now, it appears the schedule has been only a warm up for the big Track Clash between Gold and Blue (lots of the boys wound up Black 'n' Blue) staged Friday and Saturday, the 17th and 18th.

Incentive toward the whole affair was heightened by promised curcease from obstacle duty (one Monday only--but why look a gift horse in the mouth) for the winnin' team. - - - That's all it took--Gold was out to win--and did! - under the strategic leadership of Long John Larson from Pine Crick, Pa. ---- The Commandos could have picked up a few new tricks on the subject of "Promptly Disabling the Enemy"--One example was that of "Splash" Brooks and "Tee" (for Texas and for Tennessee) Webster taking care of Joines in the qualifying rounds; seemed like a perfectly harmless three legged race, too!

** BAIR SITZ IN BROAD JUMP **

Webster gave Gold an early lead with his leap of a little under 18 feet..Beniuszsis hit 17 for a close second for Blue...Bair (I'll punch ya'), skipperin' the Blues, took third tho for some time it seemed he'd misunderstood the event to be the Running Broad Sitz.

KENNEY GOES ALONG WITH SHOT

Webster (again?) kept Gold well ahead by putting the shot some thirty feet behind himself, overhead at that....Harris (G) some 28 feet...Joines (B) 27...Kenney putted himself a yard or so by hanging onto the shot to add variety to the event.

GREMLIN PUSHES HALF-MILERS

Larson took another first for Gold in the half-mile run..with Sociable Jones (B) second...Blair (B) third.

Leettle (the gremlin) Schmidt pushed the winners and Leathers (big deal) through the first two laps and probably would have placed had he not pulled both a muscle and out.

SHADES OF WOLCOTT

After only two days of practice on the low hurdles, the boys almost had the Conga rhythm (one, two, three--hurdle) down pat. Bair and Webster split first (and almost a few hurdles) for B and G respectively. Beniuszsis (B) and Harris (g) followed.



HIGH JUMP FEATURES FARMER

If he'd maintained a little higher angle of attack (instead of flattening out just over the bar), Cordell (the farmer) might have placed in the high jump. He power stalled into the pit once to often however, leaving the scoring to Webster (he's in again), Beniuszsis, and Larson.

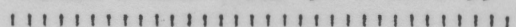
-----GOLD GLEANS ALL DASH POINTS-----

Brooks, Webster, and Larson dashed out over the measured 100 yards to give Gold all the points in that particular department.

SHORT-SPURTERS GET UP TO TIE

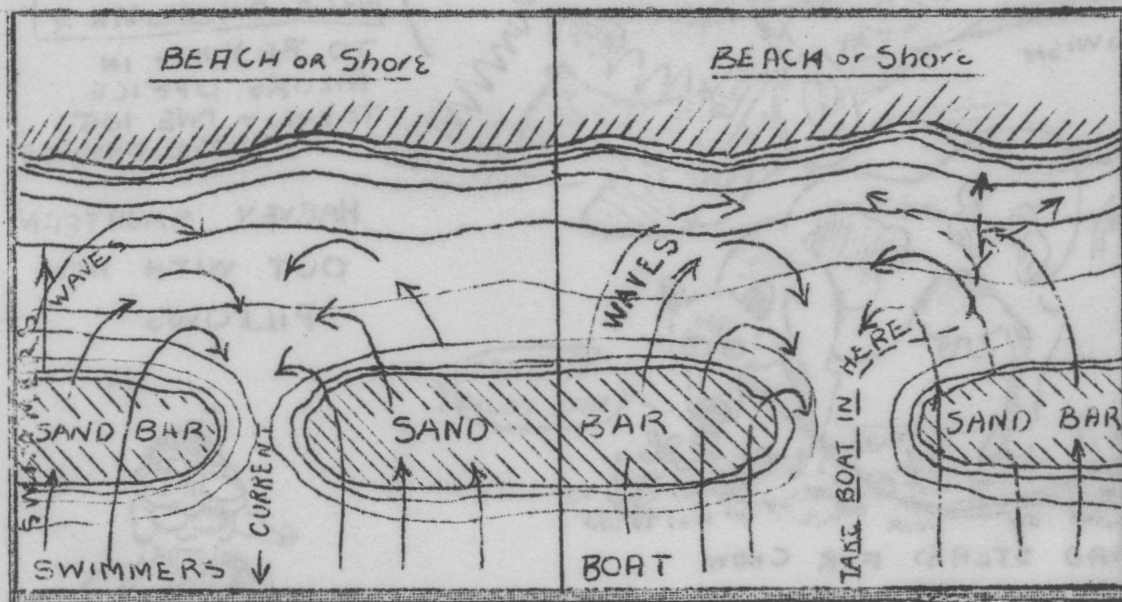
Tho' Dietzen (I'm so in love) and Learned (another check?) 3-legged it down the stretch to give Blue their second first (figure that one out, we dare ya') and Larson with Kenney tripped out a second for Gold; the most entertaining aspect of the event was that of shorties Schmidt and Marmelstein getting up half-a-dozen times to tie opponents Cordell and Jones for third!

FINAL SCORE--GOLD 50 - BLUE 33



(SURF SENSE...Continued from page 10)

If the aviator is fortunate enough to have a rubber boat, he too may do well to study the foregoing paragraph, for even though the spot where the current runs seaward is the spot a swimmer should avoid it is the very place where a boat should be beached. This perhaps may seem a paradoxical statement, but it has been found to be true. The problem of the man in the boat is not the current, but his problem is how to avoid swamping or capsizing due to the combers, surf, etc. The outgoing current is in effect the same as a channel and even though it is going to sea this fast it is neutralized by the effects of current knocking off the top of the wave flattening out the sea. Once over the bar or barrier the boat should be rowed out of the current in a lateral direction and the man at the oars pick a suitable time and place to go ashore, bearing in mind that the force and shape of the waves varies.



STUDY
THIS
DIAGRAM!
.....

Men in a boat are reminded not to rush in but sit and observe the sea. Head the boat into the sea and study that surf. Take your time but when you go through, don't change your mind; this is usually an easy way to be swamped.

If your craft does go over, hold on if possible for you are far better off holding to a swamped boat than without anything.

If in a metal or wooden boat and you must go over the side, especially if the surf be rough and shallow, go over the outboard side as this will help you avoid being run down and injured by your own craft. Some times it is necessary to go to the assistance of a friend or dive for an object; don't forget to fasten a line to your body, for too often the rescuer comes up only to find his boat drifting out of reach.

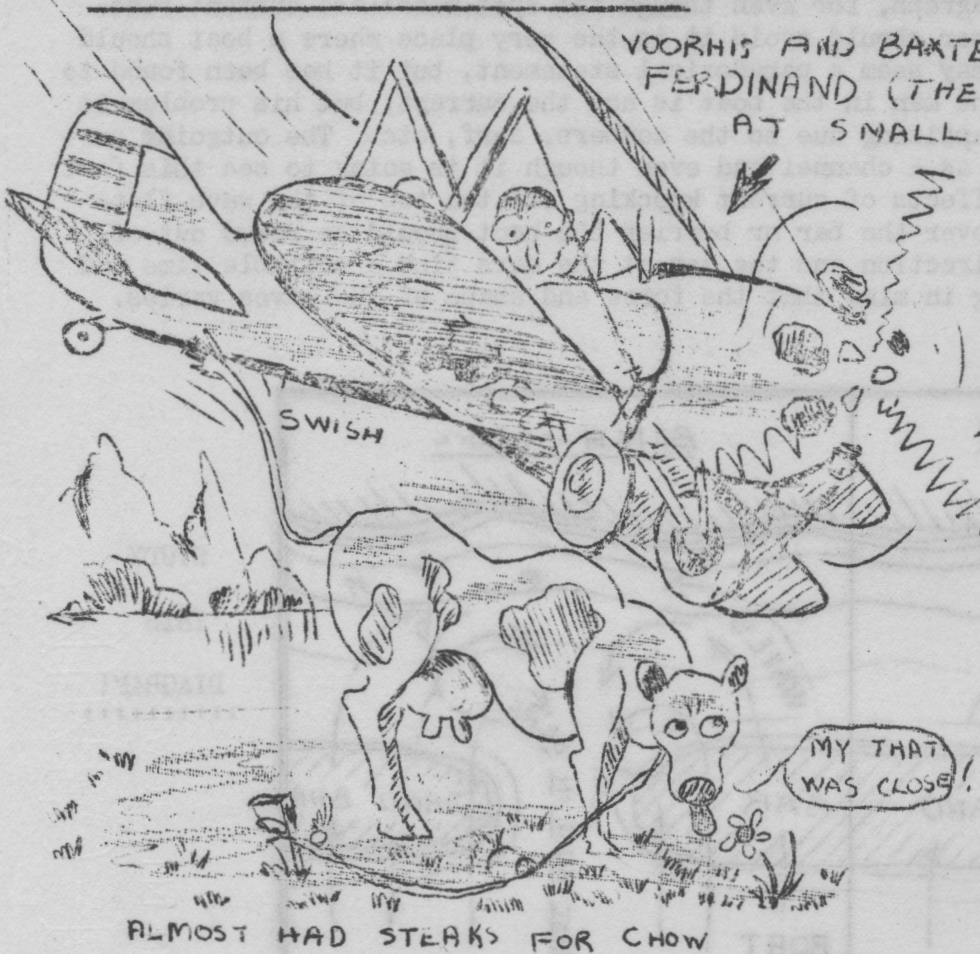
This article is written in every day language, in an attempt to enable the lubber to understand with the least confusion. In closing, remember the three most important factors:

1. An ability to stay afloat.
2. Self control and confidence.
3. Common sense.



HAVE YOU SEEN: =

VOORHIS AND BAXTER SLIPPING OVER FERDINAND (THE NEW OBSTACLE) AT SMALL FIELD



43 J HORROR ROLL
 PRES. E. FINNIGAN ★
 VICE P. D. HEGEMAN ★
 TO BE HUNG IN AILOR'S OFFICE
 TOTAL - ONE 105
 TWO FAIRCHILD'S

HARVEY SAUNTERN OUT WITH HIS PILLOWS



THOSE "DROOPY DRAWERS" THAT O'BRIEN'S BEEN WEARIN' AROUND AS A FLYIN' SUIT.



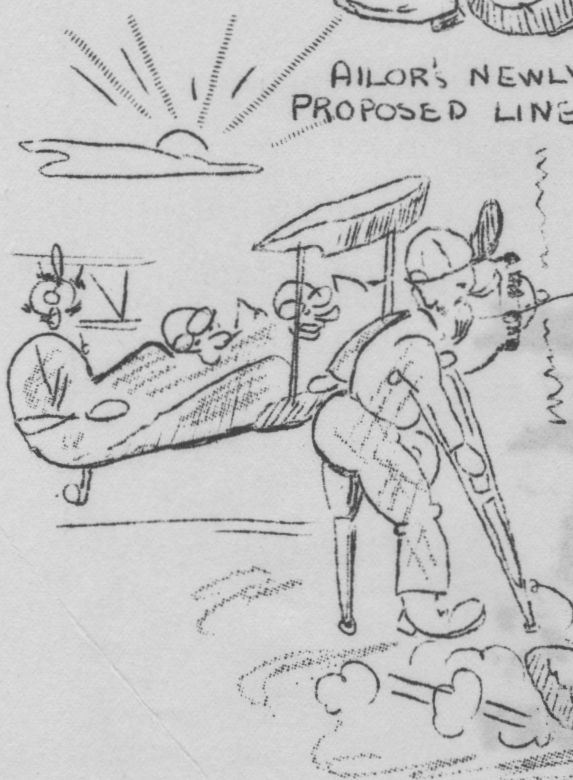
"OLD MAN MOSE" WITH THE PING-PONG PADDLES



BIG MIKE'S FLYIN SUIT - THINK HE SLEEPS IN IT FELLA?



AILOR'S NEWLY PROPOSED LINE MAN



EASY SON DON'T RUN ME

THAT 6 FTER shute [Army type] - that "Baby Snooks" Cavin insists on dragging,

