



© 1994 Disney

44

318th A.A.F.F.F.D.

W

3

High As 6 Pilots

WASHINGTON—W... ed group of W... Service Pilots who... training on G B-296 medi... bers several months a... been assigned tentative... erations with the AA... ing Command, piloting th... "Marauder" for flexibl... er students in practice... ngen and Laredo, Texa... War Department announce... ss. Jacqueline Cochran... ator of Women Pilots, an... al Assistant to the A... Operations, Commitmen... Requirements, has receiv... commendation of Traini... mand officers upon the ski... performance of WASPs... ling the B-26.

spite of the fact that it... has been consider... a difficult pla... class of... ain o... ntage... ne

9's To Return Cross Country
 Fairchild PT-19's will be numbered among Avenfeld's training ships after according to Capt. Buster engineering officer. The olds, old friends to the no learned to fly them in y, will be used for the cross country trips because have a longer cruising than the Stearmans.

struments. colours instr... On page 35 of the ad... ed instrument manual is a... re of a harrassed instr... student. A devil, pitchfork... il is whispering in one ear... the other ear speaks a... angel. This week, a weary... ment student sought ref... om her cares in sleep, on... dream of a devil in the... of a certain Army check... had in red long handles... ng at one ear, while in... er Mr. Merchant, becom... ttired in a robe of white... whispered words of... gement.

FLYING 'ZONES' OR CROSS COUNTRY NITE HOPS ARE TRICKY BUSINESS

By Gene Shaffer

NEWS OF HANGAR II

Things have been popping fast and furiously around the middle hangar the past weeks. W-2 finally got their eyes uncrossed, passed instruments with flying colors, and have gone on to the Big Hangar. Ann Darr, of W-3 is still trying to live down her reputation of the original Hello Girl, after having no end of trouble with the radio one day.

MAJOR URBAN PRESENTS

... was greatly respon... the minor hurricane th... us all that dust to cl... SMI.

The hangar is really in a roar most of the time now, W-3 dazedly trying to comprehend instruments and W-4 beating their heads against the wall at the mention of the AT cockpit procedure.

The Tower is ready to give up, with BT's "gear down and—Oh, over," or "I am on the base leg, with the landing carriage down . . . and locked . . . over," and all the new team rides with forgetfulness in switching from radio to interphone.

At least there is little doubt as to who is riding with whom these days. Fights occur daily with buddies who just can't keep on a heading, thereby letting down to 5500 somewhere over Abilene. Three of W-3 have decided to be madly in love with their new instructor. Looks like this will be a fight soon. "with Marge Redding, (P. S. We wonder who gets the bugler up). In G-7 we have Mary A. Watson, who has been hopping from one Army Air Field to another. While at home in River she worked



men and unattached.
 2nd Fifinella: Are they tall?
 1st Fifinella: Weeelll. they're by
 "Sun Valley" blurb.—Photo by
 Bill Stutler.

VENGER PERSONNEL URGED TO HELP 'PUT OVER' FOURTH WAR LOAN DRIVE

The Fourth War Loan drive got off to a lightening start at Avenger Field, January 18th. Capt. J. C. Ward, post ward and officer, has announced. Even before the official beginning of the drive, however, approximately 90 per cent of Avenger personnel were regular War Bond subscribers. 100 per cent of military personnel are now making Class B payments for the "preferred" victory. Every member of the new WASP class, 44 in all, has also made allotments for their pay for bonds. "I want to ask the cooperation of all members of this in going beyond our quota of War Bonds," says Capt. "Our part in the Fourth War Loan drive is over, but we can't stop here."

Mrs. Mattox Returns From Georgia

Mrs. Adelene Louise Mattox who has been on detached service for two months with the WASP detachment at L. Field, Camp Stewart, Ga., returned to Avenger Field on regular duty as an Establishment Officer January 25.

Wife of a physician at W. Texas, 45 miles southeast of Sweetwater, Mrs. Mattox formerly was an index teacher for served

Says Ted Merchant, Flier, Bronc Buster, Actor Instrument Pilots Are The Only Real Pilots

By Alma Jacomini

You may be able to take a plane group can the back on the

A salient, cryptic report on the flying characteristics of an AT 6 is this one from Mary E. Keil to her flight mates after her first ride. "How does it take off, Keil?" "Fast!" "How does it fly, Keil?" "Fast!" "How does it land, Keil?" "Fast!"



As seen in

of the Refresher Department will not concede you the title of pilot. Mr. Merchant, who has been here since the school opened in 1942, and has instructed all phases before taking over the Refresher Department as of to his importance. And he is but the man who knows. He was born in Journal, Texas, just southwest of Antonio took business training in electrical engineering as "dusting," a procedure you that Uncle Sam nothing ordinary in the equipment, the floors special composition ways rewards labor you sweep, the most to float to the surface with the usual debris, queer substance known as "fluff" which mysteriously appears under beds and the conclusion of speculation origin of this virulent plasm is strictly extensive phenomenon will amaze and perhaps even you. It turns into a tangle between fluff and broom an eternal draw.

The pretty native of the place are to be

Mrs. Sheehy Works Hard

By Charis Pitcairn
 Mrs. Ethel Sheehy

WASPSINGS

"44-W-1 IS FLYING INSTRUMENTS"

(Tune: She'll be Coming Round the Mountain).
We are 44-1; we're flying instruments (gesture)
We are 44-1; we're flying instruments

are flying instruments, but there's nothing wrong with us
are 44-1; we're flying instruments.

our instruments are caged; we're on the ground
our instruments are caged; we're on the ground

our instruments are caged; we're on the ground
but, oh, Lordy, how we've aged
our instruments are caged; we're on the ground.

Keep that runway clear before me; here I come
Keep that runway clear before me; here I come
Keep that runway clear before me

Send my sympathies to Mammie
Keep that runway clear before me; here I come.
I am flying straight and level; yes I am

I am flying straight and level; yes I am
I am flying straight and level; yes I am
I am flying straight and level; yes I am

But I'm turning like the devil
I am flying straight and level, yes I am.
The altimeter says I'm losing altitude

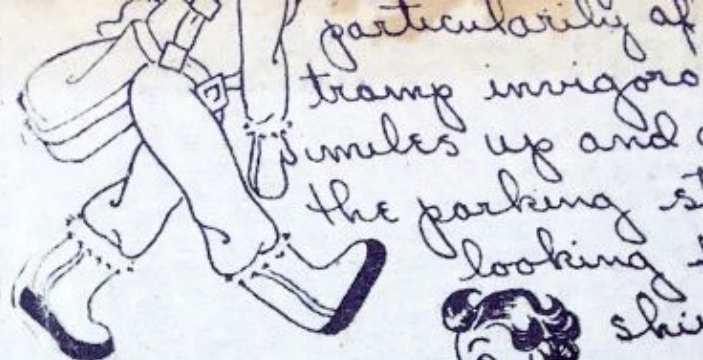
The altimeter says I'm losing altitude
Why the hell should I regain it
When I never can maintain it

The altimeter says I'm losing altitude.
Oh the ball is centered neatly, needle too.
Oh the ball is centered neatly, needle too.

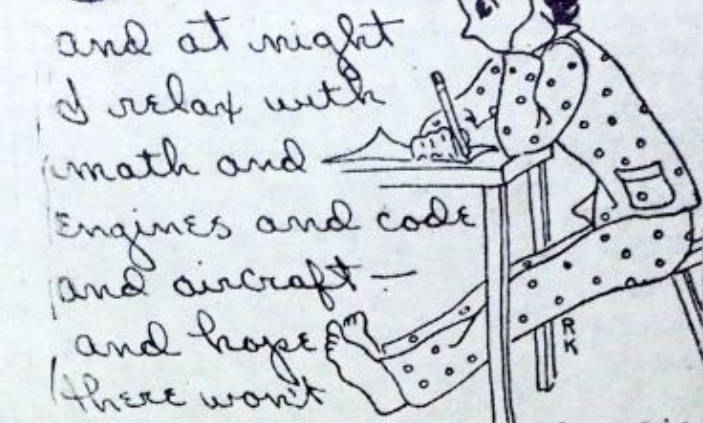
Oh the ball is centered neatly, needle too.
Oh the ball is centered neatly, needle too.
Oh the ball is centered neatly, needle too.

Oh the ball is centered neatly, needle too.
I was climbing like a bird, yes I was
I was climbing like a bird, yes I was

I was climbing like a bird, yes I was
I was climbing like a bird, yes I was
What's that crash that I just heard



particularly of
tramp invigorates
smiles up and
the parking st
looking for
ship



and at night
I relax with
math and
Engines and code
and aircraft -
and hope
there won't

be a scorpion in the el
tonight! - Love - your - Dana

see FINAL TOUCHES page 4 (nodes in the school)

CHIEF WASP TALKS WITH TRAINEES, SAYS FIFIS ARE MAKING HISTORY

Miss Jacqueline Cochran, director of WASP training, spoke her charges Monday night in the field gym.
Miss Cochran quieted the enthusiastic cheering which greeted her to begin her speech on the continent.

I am flying like an angel, yes I am.
We want pink straight jackets, yes we do
We want pink straight jackets, yes we do
We want pink straight jackets, yes we do
With green and yellow plackets
We want pink straight jackets, yes we do.

the stage as she chatted with her trainees.
"I'm proud of the girls who graduate from here and you," she told them. "Those graduates already at work are making a fine record for women as flyers. It's up to you to uphold it."

Much experimenting has been conducted to see just what kind of aircraft the girls can handle best. They seem to have done extremely well in all sorts.
The chief shook her head at the tiny trainee looked enthusiastic. "No, the big ships are not for the little girls. The minimum height considered is 5 feet 6 inches."

The tiny girls can fly pursuits, such as P-47, P-51, and P-39, she comforted them. A tall girl looked unhappy. Miss Cochran smiled. "The big girls usually want the pursuits and the little girls want the big ships. But whatever you fly, from L-5's on up, you must perform your job to the very best of your ability, for you are making aviation history for women."

VISUAL EDUCATION FOR GROUND SCHOOL

Now that the motion picture machine is again in operation Avenger ground school lectures will be supplemented by movies illustrating the many subjects covered in the ground

...women can be proficient in it."
the long list of girls waiting for their call to Avenger, Cochran's next words may be heartening.
don't know now how many we'll have in the end, but you won't train numbers beyond the point where every girl is a ... the field."
the new uniform.
WASP moved about

floor in best flight ... we noticed two names ... little black board ... two lists of period ... girls whose names ... under "Ready Room" ... quires as to the w ... this public ... circuit in the near f

LINK DEPARTMENT SPONSORS LEO

The Link department is sponsoring a series of lectures

Zoot Skirts Blue Jackets, Skirts Adopted For Sky Queen

An official uniform for the WASP, the organization of military women pilots, the Army Air Force Department has announced. Hereafter, WASPs in Airforce Service Uniform will wear a dress uniform consisting of a jacket and skirt.

Better Hurry If You Want One

Put More Fifis In Sky

regular aviation cadet mental

To T/5 Ben Goldsmith

With sincere gratitude for many hours of
fine music and top entertainment.

The Entire Personnel
of Avenger Field



**The 318th
Army Air Forces
Flying Training Detachment**

SWEETWATER, TEXAS

To You . . .

who gave us shoulders to cry upon—faces to dream about—
memories to keep close to our hearts when days were darkest—

To you who built our courage—who pushed us on—who gave us
something to fight for—

To you whom we love, we give this book.

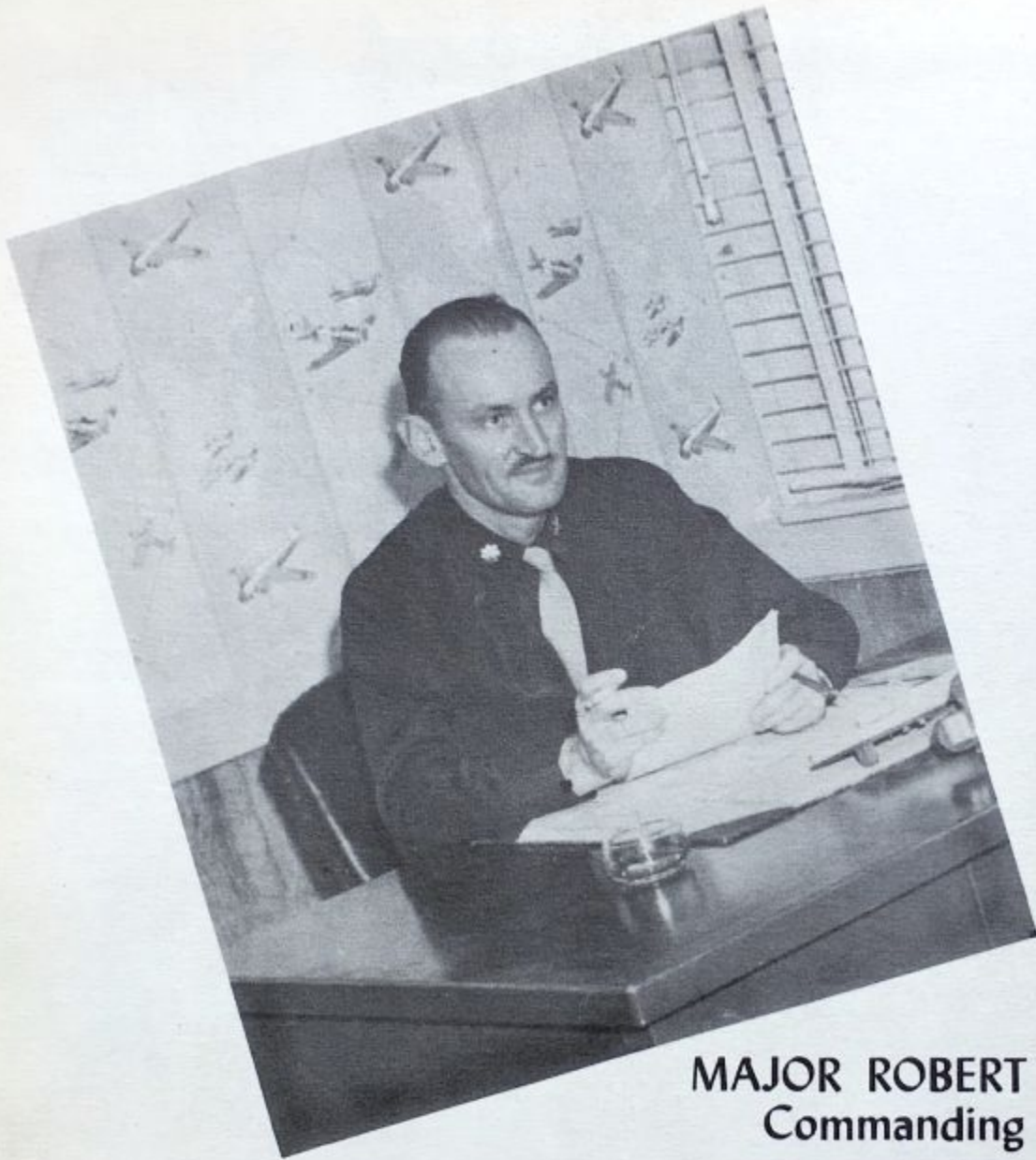




MISS JACQUELINE COCHRAN
Director of Women Pilots
for the Army Air Forces



Avenger Field Personnel



MAJOR ROBERT K. URBAN
Commanding Officer



CAPT. J. C. WARD
Adjutant



CAPT. ROBERT H. HUNT
Air Inspector



Capt. Linus A. Munding
Station Surgeon



Capt. Buster Rose
Engineering Officer



Capt. Sidney R. Haskin
Air Depot Det. Commander



1st Lt. Lloyd F. Anderson
Personnel Officer



1st Lt. James A. Ahlgrimm
Civilian Personnel



1st Lt. Patrick B. McArany
Intelligence Officer



1st Lt. William H. La Rue
Physical Director



2nd Lt. Jerome B. Timmons
Public Relations Officer



Lt. Nels O. Monserud
Assistant Surgeon



Lt. Dean Martin
Weather Officer



Lt. Leslie Cochran
Weather Officer



1st Lt. Rex E. Armstrong
Capt. Jack P. Miller
Capt. Jerrell A. Shepherd

Ass't. Air Corps Supervisors

Capt. Alvin J. Pokorny
Capt. George M. Creamer
1st Lt. Fielding Clayton

Ass't. Air Corps Supervisors



1st Lt. Arthur L. Foster
1st Lt. Walter L. Nance

Ass't. Air Corps Supervisors

Capt. Robert H. Hunt
Air Inspector

Not pictured . . .
1st Lt. Sid C. Pinkston
Ass't. Air Corps Supervisor



Aviation Enterprises, Ltd.



EARL McKAUGHAN
President, Aviation Enterprises

HENRY KRIEGL
Vice-Pres. Aviation Enterprises

Civilian Flight Personnel



William Lowery
... indispensable



Elmer Riley, Director of Flying



Mr. Merchant
... Instructor of instructors



MRS. HELEN SHAW



MRS. CLIFFORD DEATON
Chief

Clifford Deaton
"Dodie"



MRS. ADELENA MADDOX

Establishment

Officers



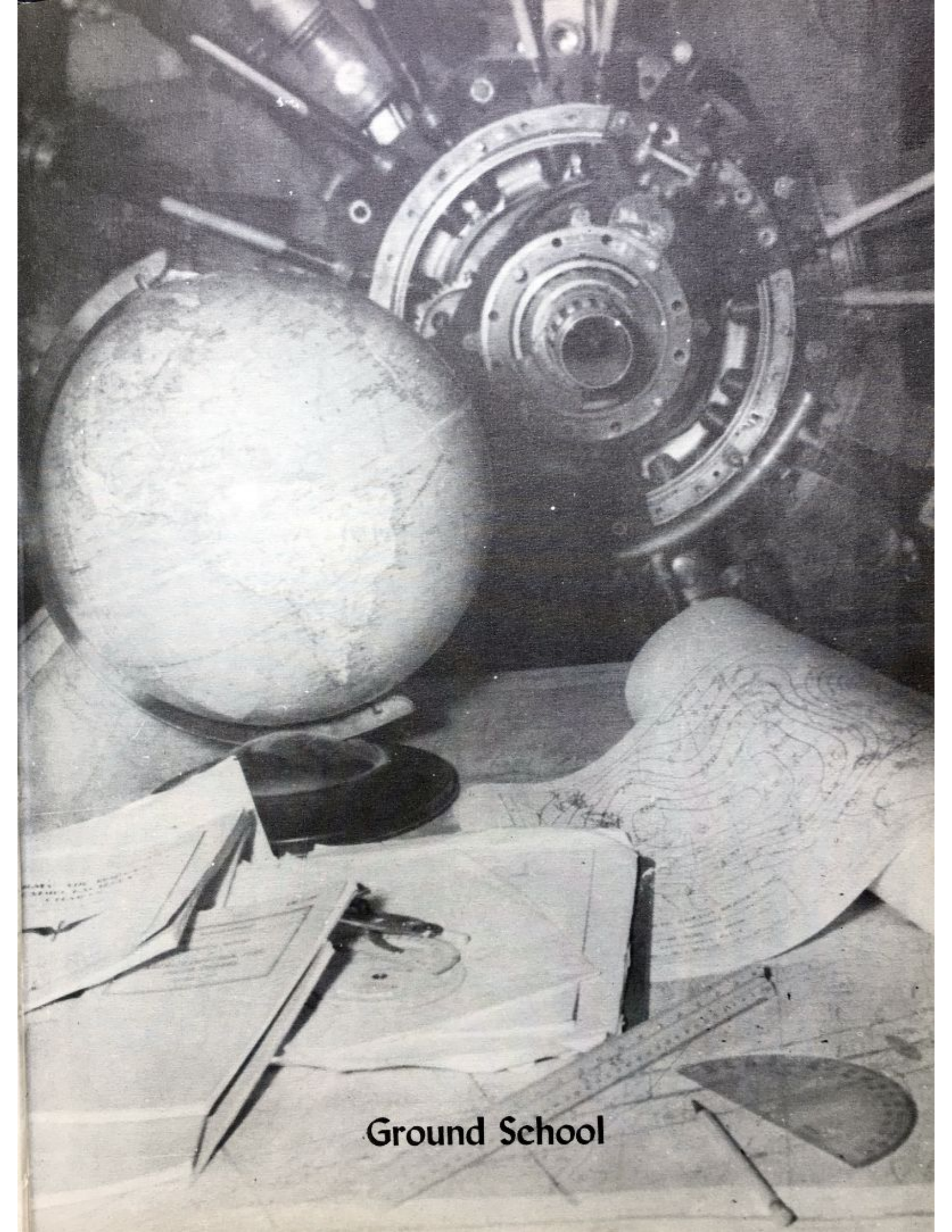
MISS ALVA LEE WEBB



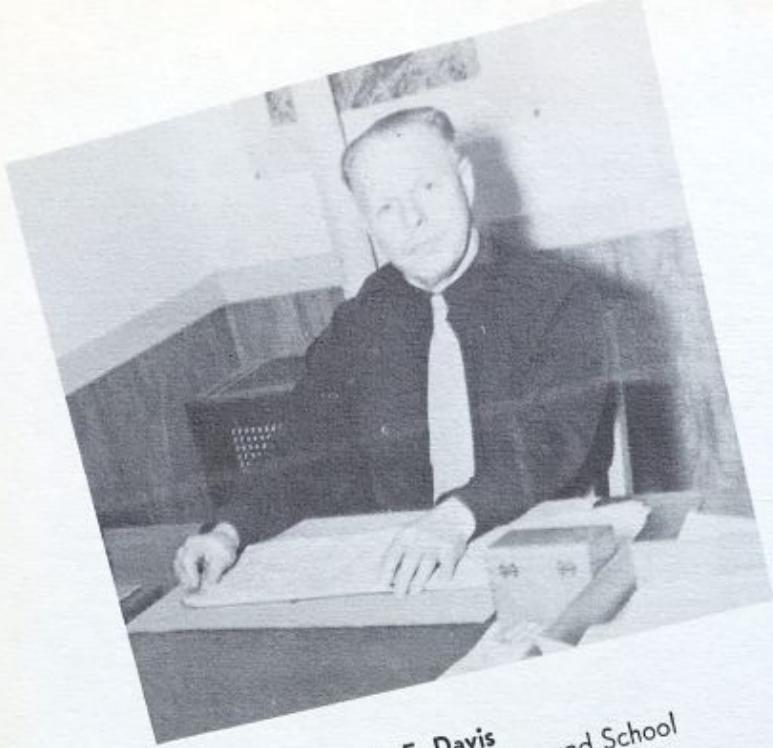
MISS HALLY STIRES



MRS. RICHARD LAWRENCE CREED



Ground School



C. E. Davis
Director of Ground School



Mr. T. W. Christopher



Mr. C. L. Kincaid



Mr. J. F. Blum



Mr. Paul Trimmier



Miss M. Dorney



Mr. C. S. Crawford



**Mr. and
Mrs. V. A. Fagin**





Mr. D. E. Hill

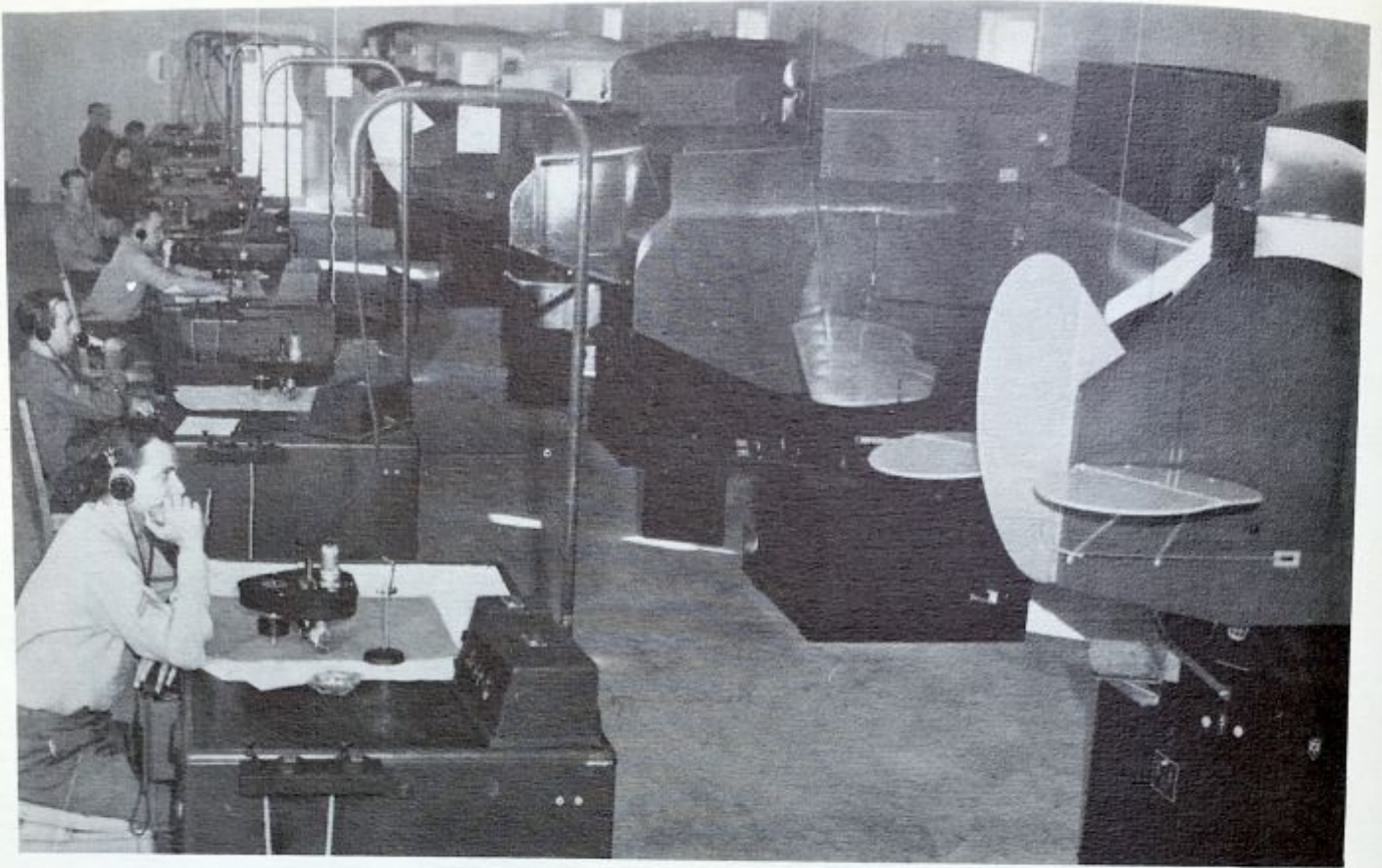


Mr. S. E. Smith



Mr. M. R. Wormuth





Link Instructors

CLASS OF 44-W-3

October 6, 1943-April 14, 1944



Class Officers Last Period



Jeanne Norbeck

Capable Group Commander of 44-W-3 graduated from State College of Washington. Also a member of Kappa Kappa Gamma. Resident of Honolulu four years prior to Pearl Harbor incident. Came to States to fly. Received pre-WASP training in Fort Worth and Dallas.



Dorothy Moulton

As Section Marcher, then Group Adjutant, this native of California has represented W-3. Began flying in 1936. Completed pre-WASP training in Reno. Formerly secretary for Lane-Wells, Los Angeles. Member of Delta Gamma Phi Business Sorority. Brother is Major Moulton, U. S. Army.



Ann Brothers

44-W-3's efficient Sqdn. Commander. Formerly Public School Instructor in Pueblo. Graduate of Colorado State College of Education. Previously working for Master in Fine Arts. Member of National Honorary Art Fraternity, Delta Phi Delta; also Delta Phi Omega. In 1941 began flying under C.P.T.P. First Lieut. as Group Adjutant in C.A.P. for two years.



June Braun

Competent leader at Avenger as Flight Lieut. and Section Marcher. Formerly attended Drake University, Des Moines. Member of Kappa Kappa Gamma. Also secretary for Bond Attorney and Personnel Department in defense plant. Began flying as hobby in 1940 in Des Moines.



Mary Waters

Popular leader at Avenger as Section Marcher and Flight Lieut. Began flying at Tri-City in San Bernardino. Completed training at Sky Harbor. Foreman of Blue Print Department and voted Miss Victory at March Field. Dispatcher at Luke Field while in Arizona.

Class Officers



Giona
... First Squadron Commander



Owens
... then Beryl commander



Giona
... also a flight lieutenant



Fried
... acted flight lieutenant



Crane
... served as flight lieutenant



Redding
... initial flight lieutenant



Owens
... was flight lieutenant



Tuffin
... a flight lieutenant



Eunice E. Boardman
 Route 4
 Albany, Oregon
 "Who wants to do a little work tonight?"



June E. Braun
 1010 29th Street
 Des Moines, Iowa
 "Maybe we should clean up the bay a little"



Lois A. Bristol
 Bayard, Nebraska
 "Oh, Stink! !"



Ann M. Brothers
 1416 E. Routt Avenue
 Pueblo, Colorado
 "You're a bunch of stinkers—I did too fasten my safety belt!"



Vergie M. Bryant
 815 N. Third Street
 Arkansas City, Kansas
 "Country club, my eye!
 Whose toothbrush did I use!"



Margaret L. Chamberlain
 639 Slattery Blvd.
 Shreveport, Louisiana
 "Oh, he's from Shreveport.
 Golly darn!"



Betty M. Chambers
 802 N. Citrus Avenue
 Hollywood, California
 "Oh, gee! Are you from California?"



Ruth A. Choquette
 Route 1, Box 192
 Del Paso Heights, California
 "Well, are you going to sleep ALL day?"



Mary E. Cooper
 316 Flower Avenue, W.
 Watertown, New York
 "Well, all's I know is . . ."



Mary Helen Crane
 Box 732
 Kerrville, Texas
 "The rest of Texas isn't like this"



Ann Russell Darr
 330 High Street
 Middletown, Connecticut
 "Hello, hello, hello, hello!"



Margaret L. DeBolt
 1951 Erie Street
 Klamath Falls, Oregon
 "Well, how much longer's this party going on?"



Gloria DeVore
1609 Hughes Street
Amarillo, Texas
"Well (censored) (censored) I've
lost my gloves"



Doris K. Duren
Commodore Hotel
Kansas City, Missouri
"That's a lot of 'who shot John?'"



Cecily Elmes
1133 5th Avenue
New York, New York
"To the rear march—march—
march"



Eileen B. Evans
5844 S. LaBrea Avenue
Los Angeles, California
"When I was at Corpus—!"



Marcella M. Fried
E. 3133 17th Avenue
Spokane, Washington
"Are my flaps down, Mr. Brown?"



Vivian P. Gilchrist
514 Second Avenue, N. W.
Jamestown, North Dakota
"Oh, jiggers!"



Mary T. Gilmore
300 Geneseo Road
San Antonio, Texas
"At ease, you all!"



Virginia N. Grant
Christiana, Pennsylvania
"The steam that blows the whistle
will never turn the wheel"



Starley M. Grona
1814 Clower Street
San Antonio, Texas
"Anywhere I go suits me"



Betty Jane Hanson
103 Atlantic Avenue
Morris, Minnesota
"Oh, absolutely!"



Shirley A. Haugan
373 E. Wisconsin Avenue
Lake Forest, Illinois
"What does the cone of
silence sound like?"



Katherine Kip Humphreys
Hold Road
Andover, Massachusetts



Alma Jean Jacomini
6553 Colgate Avenue
Los Angeles, California
"That's a big fat lie!"



Joy Jehl
84 N. Evergreen
Memphis, Tennessee
"I'll swanee"



Juliette Jenner
24 Central Park, S.
New York, New York
"44-7 is W-O-N-derful"



Elizabeth A. Lore
2260 Hemphill Street
Fort Worth, Texas
"Where's Dodo?"



Mary P. MacLeod
Leopard Road
Berwyn, Pennsylvania
"Isn't it devine?"



Maxine H. Manogue
2223 W. Eighth Street
Los Angeles, California
"Favorite saying: 'Oh, my lands'"



Clara J. Marsh
 3504 Courville Road
 Detroit, Michigan
 "Do take care of our be-yoo- ti-
 ful furniture"



Josephine F. Martin
 Box 47
 Pecos, New Mexico
 "Most amazing, what?"



Mary E. Martin
 168 E. 5th Street
 Bloomsburg, Pennsylvania
 "Oh, Mac—"



Isabelle Garrett McCrae
 425 Central Avenue
 Leman Grove, California
 "Graduation must have been
 wonderful"



Lea Ola McDonald
 Star Route 2
 Seagraves, Texas
 "Let's go ginning over there!"



Dorothy M. Moulton
 6920 B Malabar Street
 Huntington Park, California
 "Everyone be quiet—I'm gonna
 sleep for five minutes"



Rita E. Murphy
456 Baker Street
West Roxbury
Boston, Massachusetts
"Is it 'uh-uh' or 'uh-huh'?"



Jeanne L. Norbeck
714 Chestnut Street
Columbus, Indiana
"Really, I don't get it"



Beryl M. Owens
2042 N. 2nd Street
Abilene, Texas
"Hey, you all, the canteen closed
at 7:59 tonight"



Jimmie E. Parker
Kosse, Texas
"Some days you just don't
make a nickle"



Norine G. Patterson
102 W. McDowell
Phoenix, Arizona
"But I'm only 40 hours behind"

Mary Louise Prine
Mt. Olive, Mississippi
"That does it!"



M. Abbie Quinlan
3828 Lougridge Avenue
Van Nuys, California
"My husband says—"



Marjorie E. Redding
Mystic, South Dakota
"Roger"



Hazel Sue Richter
3705 Lake Austin Blvd.
Austin, Texas
"I'm not about to"



Winfrey M. Robinson
222 North Avenue, W.
Cranford, New Jersey
"Anybody going to Abilene?"



Bettie M. Scott
518 W. Maple
Monrovia, California
"Let me go to California, please!"



Delrose Sieber
1305 N. Hudson
Oklahoma City, Oklahoma
"You can push me too far"



Kristin Swan
 105 E. First Street
 Minden, Nebraska
 "Let's get with it"



Evelyn R. Taylor
 1445 E. Wilson Avenue
 Glendale, California
 "Hello, you Flatheads"



Harriet Thyson
 28 1/2 N. W. 11th Avenue
 Miami, Florida
 "'Twas a long, long way, but we
 earned 'em, youbet!"



Marguerite L. Tuffin
 N. Granby Road
 Granby, Connecticut
 "Well, it was leap year"



Jeanne A. Wagner
 108 Belleplaine Avenue
 Park Ridge, Illinois
 "Don't think it hasn't been
 charmin'—!"



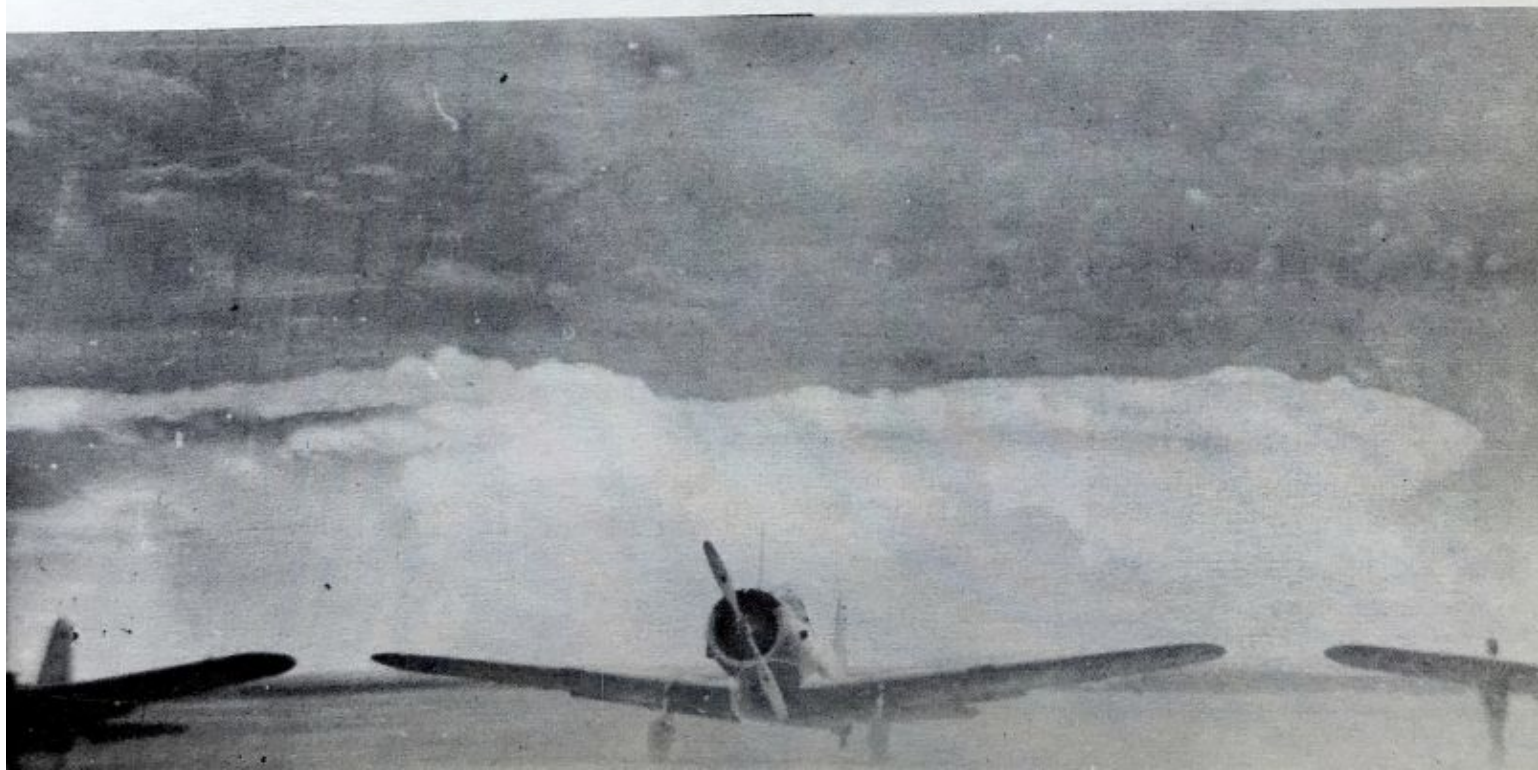
V. L. Warren
 "Oh, I had a letter from Ruth
 today"



Mary A. Waters
2751 Victoria Drive
Laguna Beach, California
"I'm so happy!"



Patricia A. Weaver
277 Toyopa Drive
Huntington Palisades, California
"I don't think I'll go to
ground school today"



With eager eyes
and hesitant steps
on the fateful days
known as October 4th
we entered the portals
called Avenger Gates

Our high heels clicking
our suits so trim
we viewed the others—
the zoot-suit wrens.

Throughout the day
our theme song ran
of what? and why?
but how? and when?

Next came the happy day,
a banner day indeed,
we took our first step
on the sacred ground
and viewed the MIGHTY PT

Our breath we held
as we looked with glee
and somebody sighed
"believe it or not
one-hundred and eighty H.P."

The instructor pleaded
but to no avail,
and with patience gone
He ranted and raved
and slowly but surely
we understood
what the poor man
was trying to say
to us of talented W-3.

Then came another day
that will be etched
in our memory
the day he said
in a kindly tone,
"o.k. kid,
take it up alone."

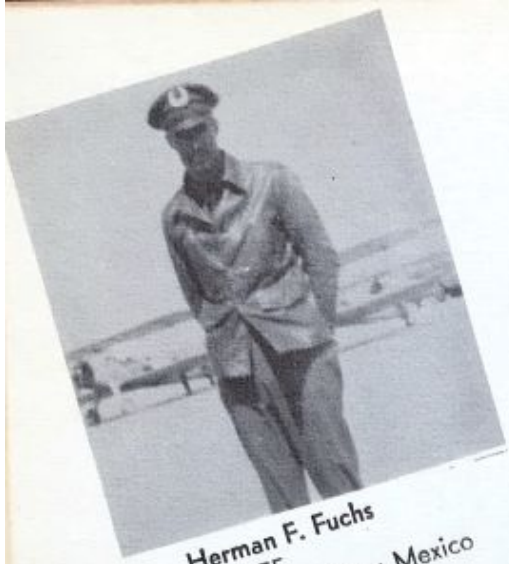
We flew the pattern
and bounced it in—
then swaggered back
with a casual grin.

Check rides came next
as a constant threat
but we gritted our teeth
and all got through
except for—well,
maybe a few.

We got our start
there in hangar 3
and we thank you all,
we of W-3.



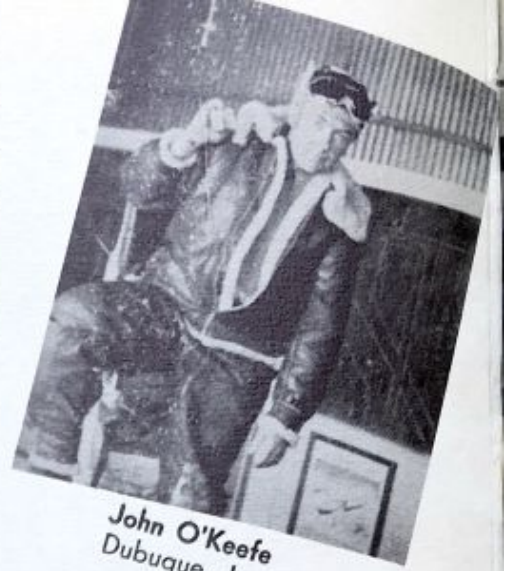
Primary Phases



Herman F. Fuchs
Box 575
Lovington, New Mexico



James R. Smith
Hot Springs, Arkansas



John O'Keefe
Dubugue, Iowa



Hubert Hoogerwerf
Illinois



Bill Grout
San Diego, California



George C. Martin
301 N. 12th Street
Duncan, Oklahoma



Airplanes



Glen R. Greear
Box 674
Alpine, Texas



William S. Norman
Rusk, Texas



Grant J. Pool
840 N. 2nd Avenue
Phoenix, Arizona



Albin O. Williams
Route 3, Box 307
Austin, Texas



Harry W. Curley
205 W. Oklahoma Street
Sweetwater, Texas



Evans



Julius Murray
Sweetwater, Texas



Curtis C. Scott
Bellevue, New Mexico



Alvin D. Yates
Ossining, New York



Harry Nettles
Coleman, Texas



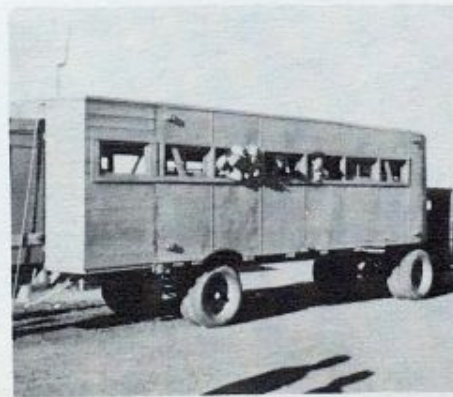
Rigdon Edwards, Jr.
Sweetwater, Texas



Gip Oldham
Abilene, Texas



Justin La Font
Albuquerque, New Mexico



Cattle truck



Jack Greer
Sweetwater, Texas



Arthur Glasenapp
Rochester, Minnesota



Fredrick Gross
Crawford, New Jersey



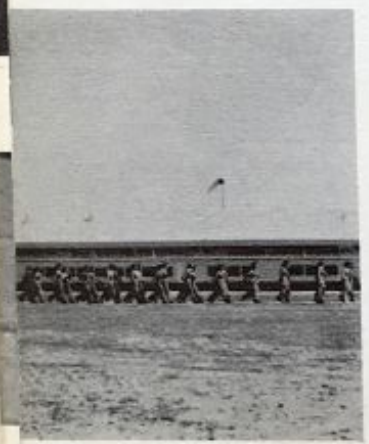
George Martin
Los Angeles, California



Robert Newman
Madrid, Iowa

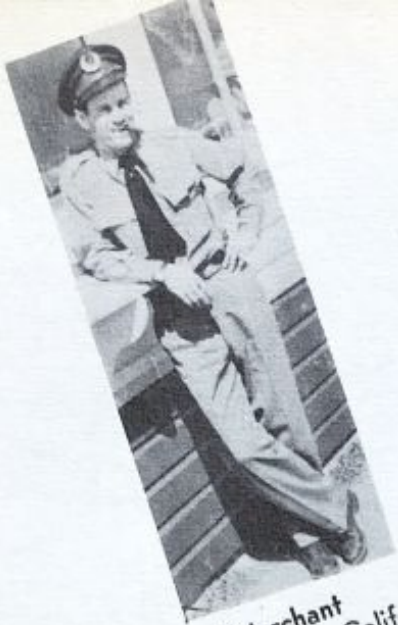








Basic Phase



Ted Merchant
Los Angeles, California



Eules Parker
Dallas, Texas



Robert L. Summers
Houston, Texas



Cliff B. Green
915 S. 15th Street
Temple, Texas



Burton P. Bohlen
Cedar Lake, Iowa



Charles Mayer
Texas



William F. Moore
Fort Stockton, Texas



James L. Heard
Plainview, Texas

Avery Hargrove
Buna, Texas



Arthur L. Ryan
808 Bowie Street
Sweetwater, Texas



James L. Heard
Plainview, Texas



Darhal Wolf
Nacodocats, Texas



Kenneth Eckley
Ogden, Iowa



Front row: Woods; Fred Nespex, Muscatane, Iowa; Back row: Kermit L. Reavis, Touchet, Weshington; Gilbert Geurin, Hot Springs, Arkansas; Milton Lamareau, San Francisco, California; William J. Hebenstreit, Jr., Kansas City, Kansas

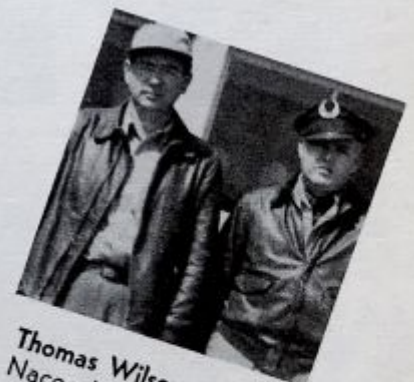


George B. Wanamaker
Rock Falls, Illinois



Harold W. Wood
Fort Collins, Colorado

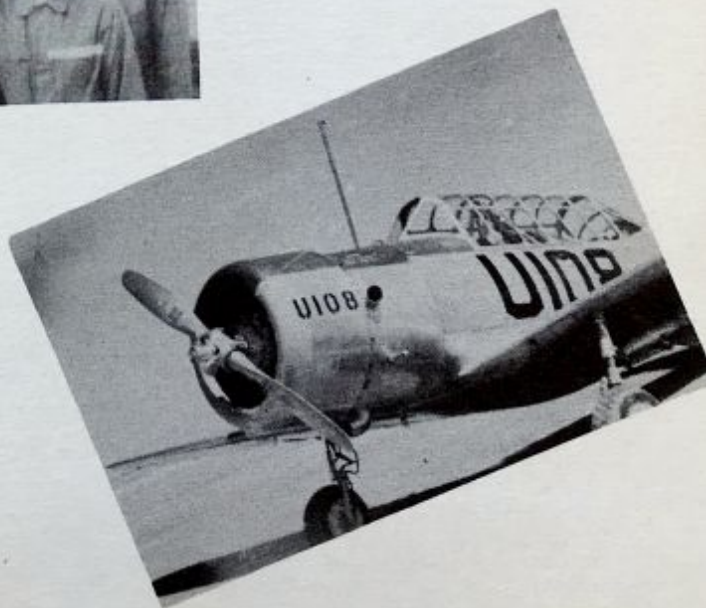
Vera Story—Sweetwater
Clifford B. Green—Houston

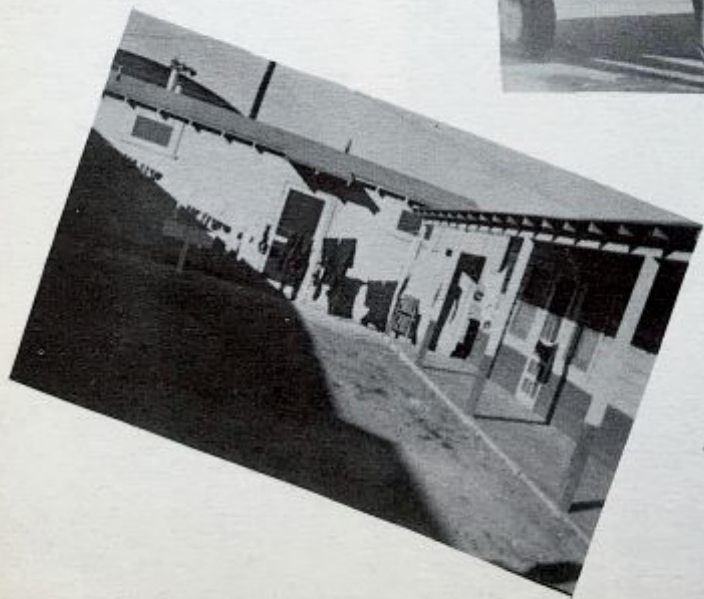


Thomas Wilson Baker
Nacogdoches, Texas

William R. Ramsey
Houston, Texas

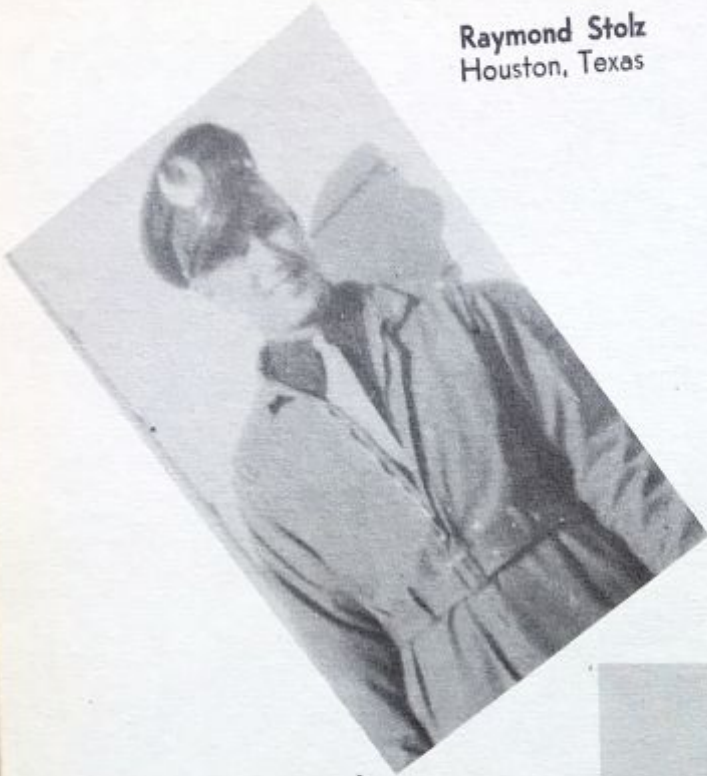








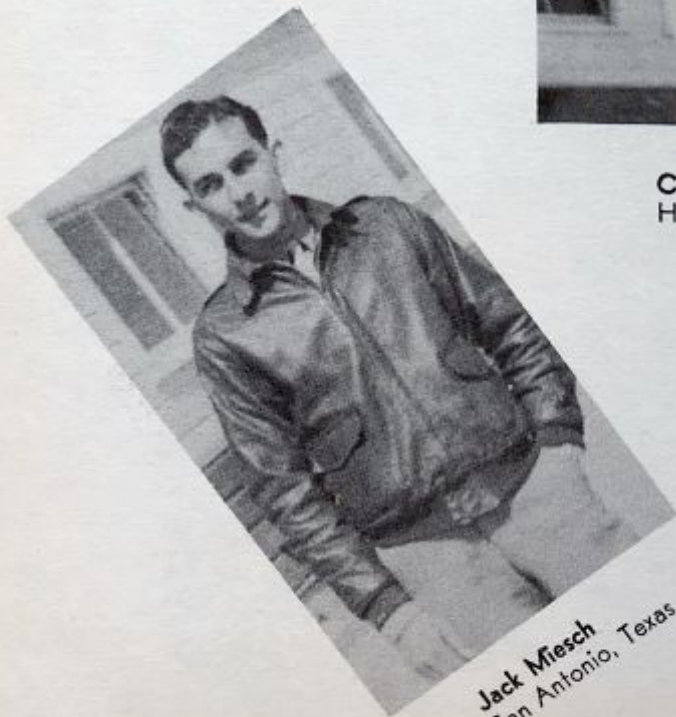
Raymond Stolz
Houston, Texas



Sam C. Ward
Centre, Alabama



C. E. Hatcher
Houston, Texas



Jack Miesch
San Antonio, Texas



Richard J. Korges
Kingsville, Texas



Bert Justice
Pulman, Texas



Robert Clinton Johnson
2903 21st
Lubbock, Texas



Darbol M. Wolf
Rock Falls, Illinois



Thomas Jordan
Long Beach, California



John Hoosier
Cleveland, Ohio



Gilbert M. Gevrin
Hot Springs, Arkansas



Richard L. Schliep
River Grove, Illinois







The calender showed only another day in December; but to W-3 came the concrete fulfillment of our A.T. dreams. Cockpit procedures two pages long, manifold pressure to watch, a constant speed prop to change, gear to raise, a tower to call. Time was spent making outlines of every step taken from entering the ship to take off; up to 5000 feet and back down. The number of things was too close to 200 for comfort. Charlie Fried kept her roommates awake with "Mr. Brown, are my flaps down?" sung all night. Ann Darr became the original "Hello girl" with tower trouble. We were warned and rewarned about landing long until most of us undershot. Sore muscles were a constant reminder that pulling a big ship through an hour of chandelles, lazy 8's and stalls was not a child's play. Weather constantly bothered us; though offset T's will never again be a problem, nor will take-off and landing on a dime. It was the first time many of us had flown over snow covered country; and snow rollings and fights kept us running out for another victim.

Link during A.T. transition was only a taste of what came later under the hood. With Mr. "Relax" Green and Mr. "Sunbeam" Summers, the class was often kept nearly sensible in spite of it all. "Needle ball and airspeed—watch the little airplane." Cockpit procedures hit a new high for length. Of course Clara Marsh learned it perfectly—and after all—their being a stick in the rear cockpit was NOT included in the usual check-list.

Abilene Air Field had many days of wonder, while we landed at our first strange field, had coffee, and went on up to the asylum again. The key clicks, the fuzzy on-course, Pattern B-1—the rate group. Kind instructors who were not allowed to "eat out" their bewildered pupils. Mr. Green's unusual positions, procedures, more procedures. And the final wonder and satisfaction, when after a hectic orientation, you shook the stick and your instructor banked the plane steeply to show the field you'd found up there in the dark. Bring on the clouds—W-3 are full fledged weather pilots now!

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Good Luck
44-W-3 !



ools And Newcomers Predict s Coming Next In Texas Weather

er or not Mark Twain
to Texas in his travels
we're not able to say,
e did, surely he would
itten his famous essay
England weather about
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AVENGER FIELD, SWEETWATER, TEXAS, OCT. 8, 1943

PAGE 6

VETERAN FLYERS, FLEDGLINGS JOIN AS W-3 ENTERS WASP SCHOOL AWE-STRUCK

By Dorothy Bancroft

New class 44-W-3 arrived Monday with a confusion of luggage and emotions, staring with awe at the rows upon rows of army aircraft, and glancing with concern at each other and their future homes in barracks E, F and G.

Most of the girls arrived on Saturday night and Sunday, coming from 30 different states, and Canada. Most heavily represented is Texas with 18, followed by California with 17. About 25 per cent of the class comes from the middle west.

Ten of the girls in the new class are in the new age group, which has been lowered from 21 to 18. Among this 10 is Marcella M. F. ried, who at the age of 20 has logged 1500 hours and holds an instructor's rating. She has been working as a flight instructor at a civilian contract school training Navy cadets.

Cecily Elmes, aged, 19 is another with much flying time, 260 hours, and also an instructor's rating. She was a flight instructor at Miami, Fla., for a short time. Eileen Evans has had an unusual training. She has logged 80 hours of Link (instrument and radio range) and was a Link trainer instructor at Corpus Christi Naval Station prior to joining W-3. Frances F. T. D. of the an

new girls have logged 100 hours, and the average for the whole class is 62.5 hours. Uncle Sam has fine material with in W-3. The organ-

Trainees Tuffin We
To Sgt. Bernhardt
January 31

Wedding bells rang out
Marguerite Tuffin of
Monday night, Jan
M. R. R. R. R. R.
Sweet-

to remove the ora
and white tent to make vis
easier.
The Maytag Washing Ma
ine Co. is putting out a new v
tory model called "Check P
ot." It is said to do a month
washing in a few hours.
You can fail ground school
classes for three months before
anyone pays any attention to it
—especially YOU!
The quickest way to improve
your flying is to sleep in your
inter flying togs and become
not pilot.

When "Hazy Mazie" was stu-
dying her physics the other
night she looked up from her
textes and asked, "What is a lit-
er high I. Q. baymate in-
dicated her: "That is when a job
3 pups." "That is when a job
ethin--



Dear Mommie -
as an alert trainee,
I snap briskly to
attention as the
ground school i
structor enters
classroom at
reasonable ho
nd 7 A.

to be
and
3 that
rin--
The traffic
I know th
where's th
I tried it m
But every
I found th
The day is
high
I scared the
sky
I bounce
twice
It wasn't
but, oh,
The day ra

HANGAR 3

There's more noise and hustle
n bustle than ever over in Hang
gar 3 these days, especially if
occupied by the new fledgling
44-W-4 class, whose two Flight
Commanders, Glen McClain for
Flight No. 1 and J. H. Pollard
for Flight No. 2 are beginning
to level things off to a smooth
take-off, with J. E. McGinnis,
M. F. Perry, M. C. Harper, and
R. Hampsuire, Check Pilot,
following through, and helping
to keep everyone on her toes.
Finishing their PT time, the
W-2 moved out of ye ole' stompy
ing grounds to make room for
44-W-3, which save ecker little
beavers move gayly up into the
front cockpit to finish off their
last half of PT training before
they try their coordination on
the heavier and faster ships.

W-3 Introduces Personality

After the
Hup-H
wip
representing Wic
more commo
"Out Wickenbu
ch Barnette anxious
the letters from hubby
A. Barnett, with th
my Aviation Engineers some
ere in Italy.
light I's new temporary
Lieutenant, Starley Grona
identally doing a darn good
hails from San Antonio,
is. Starley took extensive
minary flight training at
San Antonio Municipal Air-
She has also worked as

ar 3' Staff Day And Nigh

of the busiest littl
any training fiel
Mississippi is Av
er 3"—"home bas
ASP flight group
and 44-W-3.
d man" is Group
William Grout.
nders for W-2 are
n and James Polla
O'Keefe and Gra
we are 49 prim
of whom

Christmas Party anned For Dec.

month of Christmas o
ghtly on December
rs. Cliff Deaton p
rder for a big
umber of offi
d for an o
Christmas
massing
the

NOW ABOUT THIS PT-19—THERE'S NOTHING TO IT;
WALK UP GRAB IT BY THE TAIL AND SAY 'BOO'

Army Ferry Pilots 'Wolved' By Trainees

three's past hangar 3 and

tempting to follow in the or trails of those who ned to fly—literally from ground up in the Wright thers amazing assembly— st of us cut our teeth on his Flying Game," the be- met's bible of aviation, on hich General "Hap" Arnold llaborated with General a Eaker. Other books by eneral Arnold deal with vlation as an outstanding areer for the pioneer of this eration and have always ppressed us with their fun- mental common sense. Fur- her, they have inspired us with their stress on the im- portance of those finer hu- man qualities—courage, loy- alty, dependability, and fair play.

We've read about his fight, his firm belief in his own future and his ability to get things done. But when we see him and hear him speak, we are not surprised. He is a man of great faith in himself and his future. He is a man of great spirit and of the truly great harm of simplicity, a depth and respect- iveness. We salute you, sir, for your ability. Whether our mission is in war or in the coming peace, we will carry on and do our best, sir.—Eileen Evan, WASPT.

WATCH FOR LULU!

wo of the Engineers in the U.S.A.A.F. in England, started their pre-flight together, finished together, and came on to Avenger together.

Flight 2's temporary Flight Lieutenant, Marjorie Redding, from Mystic, South Dakota, is now stationed at G-4 (hats off to a job well done). Marge was First Lieutenant in the Civil Air Patrol out of Wichita, Kansas, and has been on many C.A.P. flight missions in that area. Previous to her flying career she was a math teacher, much to the delight of her bay mates.

44-W-3 introduces their Junior members to the sweet notes, thank

Mrs. Pauline Mason's husband is a Lieutenant in the Marine Corps, stationed at Corpus Christi, Tex. She also has a brother in the Marine Corps, and another brother who is in foreign service with the Air Corps.

Mrs. Isabelle McCrae's husband has a chief pilot's rating in the Navy and is serving overseas. She has a brother who is a flight instructor at Thunderbird Field, Ariz., and two brothers-in-law in the service.

Mrs. Jeanne Norbeck's husband is in the service, stationed at the University of Michigan, Ann Arbor.

Mrs. Hazel J. Riehl's husband is a pilot.

housekeeping chores, an intense interest in them. The secret is that Uncle Sam's for his little Fifine teach them the art and becoming good house that we may have a more orderly world.

Big Frac...

"We live in the wind and sand . . . and our eyes are on the stars"

... before, so... reasonably will need... further advice on this trite... ct. Go ahead and fly Uncle's... silver airplanes; that's... they are here for... big job... the matter... now be... you will... little... Choquette, Calif.

Wasp Trainee Carries On Flying Tradition Of Famed Stunt Pilot

Anita Mae Locklear of 44-W-3, is carrying on the tradition of flying the WASPs. She is one of the most famous of this country, who was flying...
There's a plane on the ground
And it's ready to go
It's that big BT
That I'd love to solo
And I know I could do it;
Have a flight to talk about
If that darn old instructor
Would get out—get out!

WASPSINGS

(Here are some of your WASP songs, clip them out for future reference. Learn the words—but loudly—whenever you have the chance.)

(Tune "Take It Off")

FRIDAY, OCT. 8, 1943

Big Doings: That First AT-6 Ride REGULATIONS HAVE CHANGED. THE PURPOSE . . .

my life is so well planned that I have



Warren, Armst Pinkston Prom

Promotions were in three Avenger Field of week, when second traded their gold bars ver, and one first lieute ned to the grade of captain is Med Warren, Av surgeon, sdale, Miss., La., physical a is a graduate of School of Medicine ed to active duty edical Corps at the S nio Aviation Cadet Ce year. The Warrens nov 1005 Josephine St., Sw Texas.

Promoted from second lieutenant to first were Sid Pinkston of Belton, Texas, E. Armstrong, of Des Moines, Iowa, Air Corps check Lt. and Mrs. Pinkston their Sweetwater home Green Apartments, 404 F way.

Lt. Armstrong was transferred to Avenger Field from Strother Field, Kansas, was commissioned

