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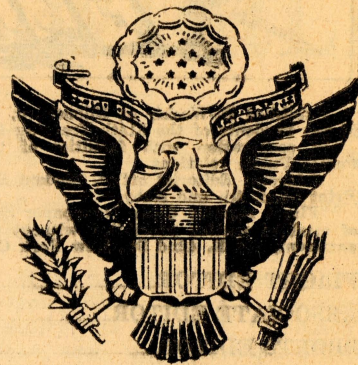
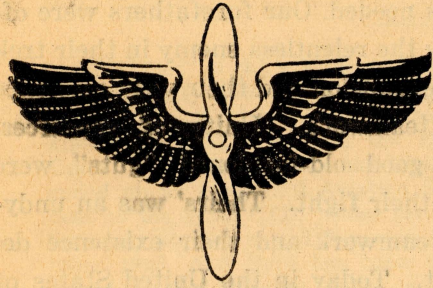
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C. T. D. ACTIVE UNTIL JUNE 30



Vol. 2

ELLENSBURG, WASHINGTON, FRIDAY, APRIL 21, 1944

No. 6

BETZ, BABINEC, KELSO PROMOTED TO GROUP POSTS

Student Officers Have New Positions

The recent appointment of Aviation Student officers shows Class 17 taking the lead with Mr. Bruce B. Betz of 17-A holding down the position of Student Major. The Group Staff is composed of three Student Officers, with Aviation Students Norman C. Janke, taking over the duties of Group Adjutant, Robert C. Beam, as Group Supply Officer, and William B. Russell, as Group Aide. These officers retain the rank of student Captains.

Squadron "A's" new Commander is Aviation Student Richard J. Kelso, who before his appointment as a Student Captain held the position of Group Liaison Officer. The new Student "CO" for Squadron B is A/S Capt. John J. Babinec.

The Squadron Staffs are made up, Squadron A, Mr. Alfred E. Brandt, as Adjutant, and Mr. R.W. Gillen, as First Sergeant, while Squadron B has A/S Cox B. Christenson holding down the Adjutant post and A/S J. F. Biery "sounding off" as Squadron First Sergeant. Squadron Adjutants hold the rank of student 1st Lieutenants.

Appointment to the rank of 1st Lieutenant was made to A/S Stanley E. Livesay, who is now in command of the CTD military band. A/S 1st Lieut. Alan Efros retains his position as Editor of "Flight."

With the promotion of Mr. Kelso came the appointment of a new Group Liaison Officer. A/S Lieutenant S. M. Auld, Jr., now holds down this important Student position.

The Flight Lieutenants of the Student Officer Organization with their respective flights are Aviation Students W. E. Cardwell, 17-A, J. E. Bell, 17-B, W. H. Newsome, 1-A, R. S. Bowling, 1-B, F. M. Pleasant, 2-A, and H. Michalski, 2-B. All Flight Lieutenants hold the rank of student 2nd Lieutenant.

Assisting the Flight Lieutenant in the execution of his duties is a Flight Sergeant. The new appointments to this position are Aviation Students G. D. Bickerstaff, 17-A, H. A. Austenfeld, 17-B, H. D. Byrd, 1-A, R. L. Stevens, 1-B, K. W. Bathazar, 2-A, and E. F. Thues, 2-B.

Another Student Sergeant appointment is that of A/S T. D. Allan who is now Associate Editor of "Flight."

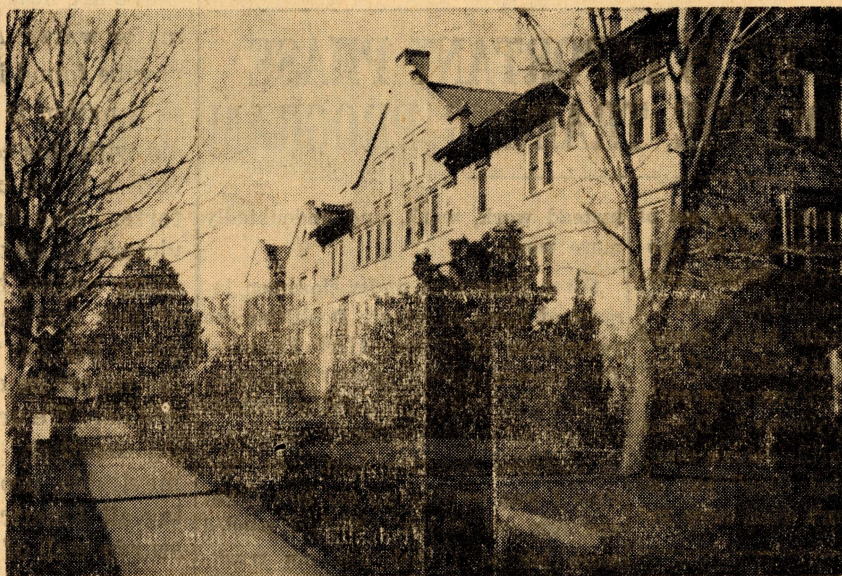
To assist in the maintenance of an efficient flight a comparatively new position, or Flight non-commissioned officer, is now in effect. The position is designated as detail Corporal, and is filled by the following Aviation Students: L. W. Cadwallader, of 17-A, R. W. Boelens 17-B, R. F. Menger 1-B, W. L. Aman 2-A, and A. E. Adams 2-B.

The appointment of Student Officers for Class 3 have not been decided upon to date and that Flight now has acting student officers in command.

VISITING OFFICERS MEET NEW STUDENTS

While traveling to Moses Lake Air Base, 2nd Lts. Weller, Watson, and Rose, casually dropped into the Brick Room recently and were instantly commandeered to talk to the new Flights. The gist of their words was that A/C training is wonderful when you complete primary. After that you get all the flying you want, plus many opportunities for relaxation. They voiced the thought that time spent in ground schools was not too high a price to pay for their wings. These officers

'THE 314TH'



CLASS 3 ARRIVES AT NEW POST; COMPLETES INTRODUCTORY COURSE

With the arrival of Class 3 from the Merced Army Air Base in California, on April 12, 1944, came the first class ever to arrive at the 314th, comprised completely of men from the Enlisted Reserve Corps, and the ranks of the Air Corps. Most of the men can boast a year or more service in the Air Corps, and have had such varied jobs as Aircraft mechanics and gunners, with a few of the men just back from Alaska where they served as Medics evacuating wounded men on bombers to hospitals for medical aid.

This new class is also unique in the fact that it is the first group of men to arrive here who were subject to the Air Forces' new system of sending pre-Aviation Cadets to a line outfit for training before entering a College Training Detachment. These men were stationed at Merced Army Air Base where they took Basic Training, and six weeks' of Aircraft Mechanics schooling. Merced, which is an Air Force Basic Flying school, gave these men their first taste of Aviation Cadet training and discipline since they were under regulations practically identical to those which the Aviation Cadets stationed at that field were subject.

FORMER NON-COMMISSIONED OFFICERS IN FLIGHT

Of those who arrived in the new group, there are approximately a dozen men who held non-commissioned officers rating up to staff sergeant, while

the rest held a Pfc. rating. These men have done almost every job in the Air Corps, enlisted men's brackets. The new flight seems to have promises of success in their training and "Flight," in the name of the 314th, wishes to extend to them a welcome and wishes of success in their training here and elsewhere in the Aviation Cadet Training Program.

New Training Officer Assigned to Squadron B

Recently assigned to the training staff of the 314th College Training Detachment is 1st Lieut. Howard J. Govern. Upon his arrival, April 19, he assumed the duty of Squadron "B" Training Officer. Lieut. Govern, before his transfer to Ellensburg was performing similar duties at the 97th CTD, Stevens Point, Wisconsin.

His military career is nearly three years in length, during which time he has spent eight months in the Hawaiian Department with the 96th Coast Artillery. While stationed in this area as a platoon Sergeant he received his call for Officers Candidate School and he returned to the United States and attended OCS at Miami Beach, Florida. He was commissioned as a 2nd Lieutenant on January 20, 1943. On December 7 of that same year he was promoted to the rank he now holds. Lieut. Govern, formerly from New York, has been active in the CTD program since February, 1943.

Some New Commissions Authorized Overseas

WASHINGTON (CNS) — Warrant officers and enlisted men serving overseas in non-combat assignments who have demonstrated outstanding qualifications but who cannot be released for Officer Candidate Schools because of the importance of their work may now be appointed second lieutenants by their commanders, the War Department has announced.

Although overseas theater commanders had previously been authorized to appoint officers from the ranks for combat leadership, appointment of officers from the non-combat categories was formerly subject to War Department clearance. In general the new appointments will be limited to filling positions of a command nature or those which require special technical or professional skills.

are now in transitional training, having completed their work in P40's and 39's, and now expect to fly P38's. Soon they may be maneuvering these airplanes over Ellensburg.

AIRCREW TRAINEES ARE REASSIGNED IN NATIONWIDE LIGHTNING SET BACK

The Army Air Forces acted suddenly on April 1, issuing orders to close the balance of the aircrew training program throughout the Nation. This action was precipitated by the decision that for the time being the training of pilots, bombardiers and navigators must be sharply reduced. It brought grief and disappointment to a large

number of trainees whose long cherished hopes of obtaining wings and a commission have been shattered. In the ranks of those affected were many aviation student officers of the Detachment, and some of the best athletes and leading students.

REASSIGNMENT

The order from the AAF high command stated that all volunteers for flying training, including those who volunteered for this training at an Army Reception Center, must leave the program and be reassigned to AAF Technical Schools or Flexible Gunnery. All those who came directly into this training from Army Ground or Service Forces have been ordered returned to their respective former branches, although not necessarily to their previous stations. The only men who are now eligible for this training are the former Air Corps enlisted reservists, former voluntary inductees, and former assigned personnel of the Army Air Forces. These men may stay, and upon graduation they will be eligible to be classified as Aviation Cadets.

STATUS POSTED

Meetings have been held at which officers spoke to the men telling them the score, so that now there can be no doubt in the mind of anyone at the 314th as to his status. Within the last few days most of these students obliged to leave have already left the Detachment. The departure of so many good friends has been a source of genuine grief. Furthermore, the period of uncertainty during this whole affair has produced a high degree of tension among those who remain. With the posting of names of all the men in the categories of trainees scheduled to go, however, it is realized by those who are staying that they are still a part of an intensive program, which program must continue full force. Members of the Detachment took this bad news like men and good soldiers. Now that the worst is over, it behooves them to continue according to the highest standards of discipline and training.

REPLACEMENTS

It was stated at Post Headquarters that replacements will come to offset the loss of eliminees. Instructors are to remain. Military drills and parades will go on as usual. All student organizations, such as Honor Council and General Committee, will continue to function. Furthermore, as many students as possible will be given opportunity to receive flying instruction while they are in Ellensburg.

that they would like to be able to do that at examination time.

The climax of the evening was an escape trick. Julie was placed in a bag, which was tied securely, put into a trunk which was tied equally securely, and then before one had time to breathe Julie was out and "The Great Virgil" was inside the trunk.

The program was very entertaining and provided a novel evening of enjoyment.

Lt. Graf Transferred To Minter Air Base

314th Bids 'Adieu' To Popular Officer

Andrew C. Graf, Jr., Training Officer at the 314th C. T. D. and Commander of Squadron B, was transferred on April 1, 1944, to Minter Field, California, where he has assumed duties with Aviation Cadet Training Program at that Post.

Lt. Graf served with the 314th C. T. D. since May 1943 and was acting Commandant of Students prior to the arrival of Lt. Lipscomb.

Capt. William A. Whiting expressed regret upon losing the services of Lt. Graf and stated that in view of his many talents, it would be difficult to replace him. He was a popular officer who excelled in sports and was widely known as a master of ceremonies and producer of the 314th C. T. D. Pollies.

Magician Show Features Mystic Entertainment

On Thursday night, April 13, Magic was the theme as "The Great Virgil" performed before a crowd of college students, aviation students, and townspeople in the College Auditorium.

Aided by his assistant, Julie, "The Great Virgil" put on a full two-hour show of magical feats that left the audience saying, "I don't see how he did that one," and "It just isn't possible."

One act which is still being marveled at by college students was performed by Julie when she memorized a list of 28 different articles within a very short period of time, and blindfolded, repeated the list as it was written. Several students were heard to remark as they left the auditorium

AVIATION STUDENT IS GUEST SPEAKER; ADDRESSES ELLENSBURG ROTARY CLUB

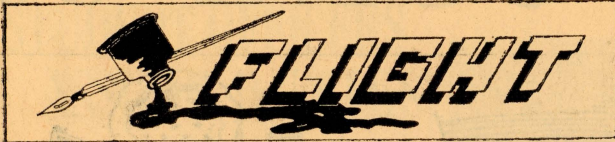
Speaking at an informal dinner sponsored by the Rotary Club of Ellensburg on Wednesday, April 8, A/S Emil F. Thues spoke on the subject of "War in the Pacific." The address was in itself, the experiences of Mr. Thues and his crew mates while on combat duty in the South Pacific theater. Mr. Thues, before his arrival at the 314th CTD, was a Flight engineer and top turret gunner on a B-24 and has been decorated with his crew five times, receiving the Presidential Citation together with the presentation of the silver star, the Distinguished Flying Cross and the Air Medal. His vast military experience which consists of four years in the Air Corps, two of which he served out of the States, makes him a very capable and well qualified speaker with a surplus of information and interesting stories of

Air Forces and their struggle for supremacy of the air in the South Pacific.

Mr. Thues, who was a member of the 65th Bombardment Squadron in the 5th Air Force, has to his credit 64 combat missions consisting of 700 hours of flying over enemy held territory. During this time Mr. Thues accounts for the destroying, by himself, of 7 enemy aircraft making him one of the few Ace gunners in the United States Army Air Forces today. In his talks to the Rotary Club and Junior Chamber of Commerce of Ellensburg, he told very interesting stories of the evacuation of Java, flying from Townsville in Australia, and his living for 18 months in New Guinea. He also told of his experiences over Timor, Darwin, Papua, Bismarck Sea, Coral Sea and the Solomon Islands.

NEW ENGINE GIVES SPITFIRE MORE KICK

LONDON (CNS)—A new edition of the Spitfire, the world's most famous fighter plane, has been developed by the British. The new Spitfire is equipped with an improved Rolls-Royce engine, called a marvel of compactness, whose dimensions and cylinder arrangements are similar to those used in Sir Malcolm Campbell's record breaking "Bluebird" automobile.



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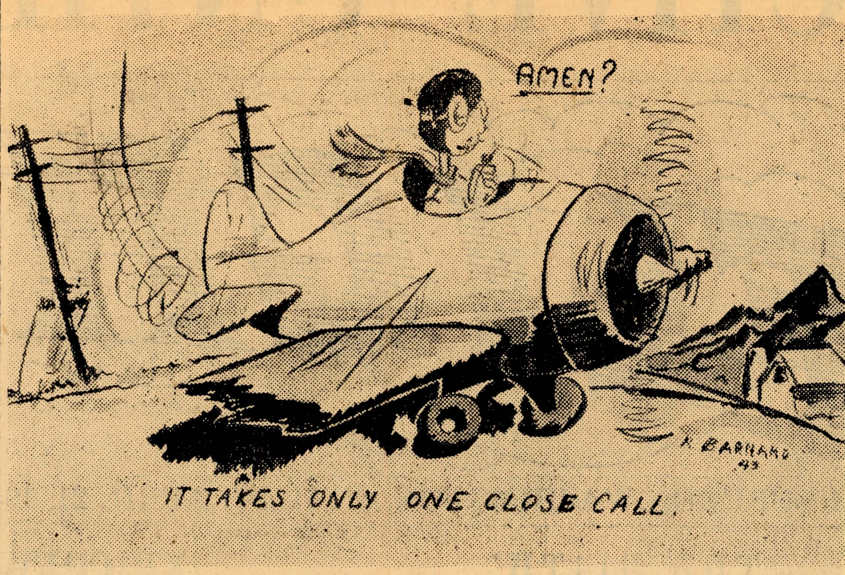
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ORIENTATION

In the 314th CTD there are gathered men from all corners of the United States. In person they don't actually look alike, but in their hearts is a fighting determination as similar as anything could possibly be. Yes, from all over the country they have gathered for the specific purpose of being Pilots, Navigators and Bombardiers in the Army Air Forces of the United States of America.

The 314th is just the beginning of a long, tough grind so why not from the start get yourself orientated in the right direction. **ATTITUDE!** Is your attitude one that will earn you those silver wings? And **WILLINGNESS!** Are you willing to sacrifice and fight for every inch of the ground you must cover before you become that Pilot? Are you studying, studying hard so that when you make calculations to drop that bomb on Berlin, you will not miss? Are you disciplining yourself? Can you take it on the chin and come out smiling? Are you sincere in all your actions? Are you considerate of those around you? Remember the Air Corps is a unit based on teamwork. Your buddy needs you and you need him. Are you off on the right foot? Can you look in the mirror and say, "Mister, I'm proud to be an Aviation Student, and I'll make myself worthy of wearing the uniform of the United States as well as the wings symbolizing a Pilot, Navigator, or Bombardier?"

Do you qualify for the characteristics just mentioned? If you do then you are orientated, whereas if you are not then get on the ball and do something about it. You are a soldier of the air. Prove you are a good one. Set your course. Stay on your course and stay on the beam. Those silver wings spell the future. Stay orientated, Mister.



FLIGHT ALERT IS IMPORTANT PHASE OF COLLEGE TRAINING PROGRAM

In the past two weeks a new set of "Hot Pilots" have dominated the runways and hangars of the Flight Alert training field. Representing Class 17, these eager individuals have donned their flying jackets and taken off into an introductory 10-hour course or pathway to the "blue sky yonder." During these few hours of thrills deluxe, many join the famed "Bird Club" but all learn that flying isn't duck soup but

instead work, work, and undoubtedly more work.

Often interested under-graduates inquire of these 45-minute Doolittles the procedures of Flight Alert Training. The answer usually goes "Well, son, we were at 32,000 ft. gaining altitude rapidly when three 'Zeros' came out of nowhere spouting lead. At that time I was writing up my last flight and ran out of ink. Well, I needed more ink so I took out my trusty water pistol, clipped three Japs and went down to get my pen filled. A very boring time, son." Of course, there are many other colorful stories related but the actual Flight Alert in its true characteristics it is very seldom depicted.

It is true that the 10 hours of flying are packed with thrills, such as: that first 360 degree turn when you lose 400 to 500 feet, or that first stall when the world drops out from under and your first take-off, and that landing when you bounced off the runway about 15 feet. But there is also study. hours of it, book flying, blackboard diagramming, open discussions, studying of cockpit procedure, take-off procedure, plane assemblage and many other necessary factors. A man must be able to know in detail what he is doing on the ground before he tries it "up there."

Then there are those study discussions with your instructor after each flight where you iron out and review your mistakes of maneuvers and coordination. But topping it all is the brief spell of actual flying that the A/S waits for months to take a crack at. Banks, turns, lazy 8's, rectangular courses, 45, 90, 180 and 360-degree turns and "S" turns add to the color of the student's flight training. Landing and take-off practice, stalls, 720-degree turns, and coordination over crossroad maneuvers, and a series of turns are also part of the program. In ten hours, things move fast and the series of events include everything from level flight to spins.

Class 17 members have taken to the air, willing and ready to head the nose of their ship toward a horizon of victory. Flight Alert is the beginning of an airman's glory and those wings of silver are on the airway of the future; for 17's Hot Pilots of today will be the Waterloo of the enemy tomorrow.

PERMANENT PARTY —: NEWS:—

By FOGIE

Permanent party personnel of the college training program who have been instrumental in its success represents enlisted men widely experienced and with a variety of backgrounds. Such a man is Staff Sergeant Herbert H. Hillner, Acting First Sergeant of Aviation Students and perhaps better known among the students than any other member of the permanent party.

Sergeant Hillner was born in Chicago, Illinois, August 3, 1920, where he graduated from the Von Setuben High School. He enlisted in the National Guard on June 8, 1938, and was discharged therefrom on March 18, 1939, to reenlist the following day in the Regular Army and was sent to Panama where he served with the First Coast Artillery at Fort Sherman, Canal Zone. Returning to the United States he was discharged on October 18, 1941, and reenlisted in the Air Corps on January 10, 1942, after which time he served at Camp Grant, Illinois, Jefferson Barracks, Missouri, Lemoore and Santa Ana, California, and Las Vegas, Nevada. From Las Vegas he was returned to Santa Ana, California, and appointed Aviation Cadet and went through pre-flight training thereat. He was then sent to Visalia, California, for primary flight training where he was eliminated for physical causes and transferred as an enlisted man to Minter, Field, California, and later to Kingman, Arizona. He became a member of the 314th AAFCTD on February 23, 1943, four days after the activation of this organization and since then has proven his efficiency as a supply sergeant, drill instructor and First Sergeant.

TEAMWORK

Teamwork is needed. Our forefathers were often attacked by the relentless enemy in their trek for America's expansion and their very existence depended on teamwork. Unity of resources, stamina, and good old-fashioned "guts" were needed to win their fight. Theirs' was an undying unity of teamwork and their existence depended upon it. Today in the United States of 1944, a nation's existence is again at stake and now, just as over a century ago, teamwork is the outstanding factor of victory.

We are now fighting on all fronts, fighting two major wars. American soldiers and supplies can now be found in all areas of the globe. The U. S. as a nation is using every available resource to aid with this common effort to band free men together in an unbreakable chain of victorious efforts. The base upon which we maintain our victorious status is concrete in stature, strong in every phase, but teamwork is the greatest part of this stalwart, united base. Every American doing his job is a part of this team of ours and the better he does his job the stronger our team will be. We are strong because all of us are working together. We must not let down. Victory is inevitable, providing we do not let down, providing all America continues as one team, with one sturdy wall of teamwork.

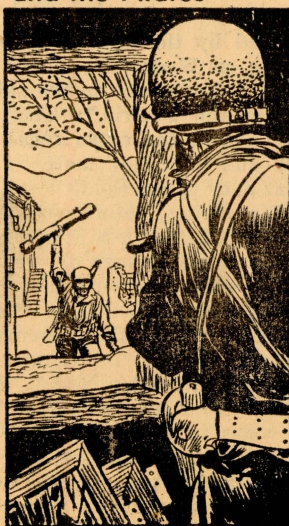
What has all this got to do with the Aviation Student? A great deal, Mister. In the past few weeks many of you have been sent to outfits in the ground forces to carry on as soldiers of a great army of men. Some of you have departed with bitterness in your heart, but up until now, you have been a part of Uncle Sam's team. Whether you are in the infantry, the artillery or any other service unit, you still have a varsity berth on Uncle Sam's team. If you let down, your team will weaken. However, if you go to your new posts with determination to do your job well, you will be adding strength to that team.

What is this team America boasts of, the team you must keep strong? Who are your teammates you must not let down? Let's look over your teammates. In Sicily the infantry, the artillery, the medics, the anti-aircraft and the Air Corps brought the American Armies to victory as a team. In Africa, the mechanized divisions, the armored divisions, the infantry and the Air Corps again spelled victory. In German occupied France the Rangers, American Commandos, were successful in their missions, but behind them were facts and information compiled by Air Corps photographers and the Engineer Corps. It is teamwork all the way through, teamwork for Victory.

As did our forefathers, we must continue to work together. Our very existence depends upon unity. No matter what be our job, we must stick by our guns. We must fight and fight hard. We must never let down. Whatever your job may be, are you going to do it well? Don't forget you teammates are forever depending upon you. Remember, Mister, and do not ever forget, that "teamwork and United effort is our strength."

Male Call

by Milton Caniff, creator of "Terry and the Pirates"



Nice Lines Of Communication



A/S BYRD, FORMER SUB CHASER NOW LEARNS ABC'S OF FLYING

"Hot Pilot" of the week is A/S Herman D. Byrd of Class 1-A. A/S Byrd, a native son of Alabama and formerly known as T/Sgt. Byrd of the East Coast Anti-Sub Patrol, has finally ended up as a peaceful Aviation Student at the 314th CTD. Since his enlistment into the armed forces in October 1939, A/S Byrd has been stationed at ten different posts in the United States ranging from Florida to Washington. He is a graduate of the AAF Technical School of Aviation Mechanics and Parachute rigging. He says that his T/Sgt. rating came the hard way; step by step, beginning as a Pvt. and adding one stripe at a time.

Perhaps the most colorful part of his military career came about as a member of the East Coast Anti-Sub Patrol. On one of his patrols which ranged from Florida to Georgia, his radio operator reported, "Sighted Sub—Sank same. Send help immediately with full load of depth charges—." Fantastic as though it sounded the SOS call was answered and the reconnaissance plane was sent out to the aid of Byrd's ship. Byrd's crew had run across an enemy submarine and emptied their full load of "ash cans" on the unsubmerged sub damaging its diving facilities thus keeping it from going under. Having dumped all of its ash cans, Byrd's ship was helpless and thus circled the sub at a safe range and radioed for help. On arriving, the rescue plane with its full load of explosives immediately put the sub out of commission while Byrd and his

crew looked on. In a later citation, Byrd's crew received partial credit as well as a well-rendered horse laugh for failing to sink the helpless sub-



A/S Herman D. Byrd

marine alone. At any rate, the job was done and without the work of Byrd's crew, there would be just one more sub for our navies to render useless.

MOM BAKER'S SALUTE

My Dear Boys:

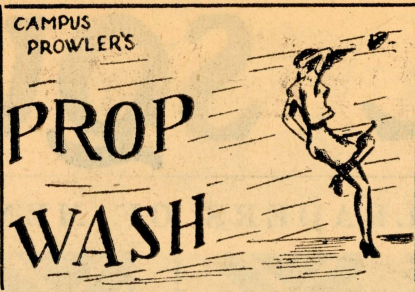
Thank you seems such a small thing to say yet with all my heart I mean just that. Thank you for your lovely gift, thank you for being the fine boys you are. Knowing you and being with you every day has been a great privilege. Some of you I have come to know very well, the rest I should have liked to know better.

When you leave here I hope you will carry with you kind thoughts of the time you spent in Ellensburg. Wherever you go my best wishes go with you.

Thanks again, You are swell kids,
"MOM" BAKER.

ON WHOM THE BELLES TOLD

Some of the Squadron X boys are making sure that their heart's desire will be here when they come back—namely A/S Roy J. Browder and A/S Paul Iko. "Congratulations, Fellows." From the sublime to the ridiculous, then there is Mister Apple of 1-A who calls Munson Hall and asks for any one of four girls and takes the first one that gets to the phone. Some of the fellows are planning on having a final fling before leaving, soooo, some of the girls are thinking of forming a "Have Gone With Crochet" club, membership is increasing . . . That Iron Man Killgo from Texas, wonder how he felt when he saw his little girl, Jeanne, with the Navy Sunday afternoon. Two very sad and lonely girls from Sue were seen wandering aimlessly around the campus Easter Sunday; widows of Flight 16-A, as sure as can be . . . Yep, you're right, Midge and Scotty, personal property of A/S's Blauer and Walter, respectively. Speaking of Flight 16, have you noticed that sharp pin A/S Done left Rosie Laffin to remember the air corps by? Did you know that some of the girls from C. W. C. E. really can blush, if you don't believe me, just ask Imogene Stephens what happens on those walks down by the river, how about that, A/S Meyers, of 1-A. A/S Hull, why are you so interested in what Margo Wiley keeps in her pocket? . . . Have you ever noticed how much A/S Pinckney does for other people? Too bad there aren't more like him . . . A/S Davis, did you know that a certain Miss Dooley from Munson Hall has a new name for you, "Body Beautiful Davis." We hope you like it . . . Mr. Vild, would you mind telling us why you carry an overcoat with you on a warm spring evening walk? . . . What's the matter with a certain trio from 3-A, do they think they are too good to spend the whole evening with the same three girls? . . . Just wondering.



Rumor has it that A/S Browder (no relation to Earl) is practically an old married man. What do you have to say about it, Virginia? . . . And, speaking about flight lieutenants, how do you like yours, B. J.? The whole thing looks pretty good from here. But how are we to be the judges, we're only in the bleacher seats . . . Oh what we'd give for a grandstand spot!! . . . Too bad about Class Sixteen. We hated to see it go. Did we say that WE did, pardon us, we weren't thinking about other people concerned. Speaking about midgets . . . It used to be, "I'm on the tour ramp; can't make it Saturday night" or, "Got guard duty, sorry." Now it's, "This Flight alert really keeps a guy busy, no dice, babe, maybe some time in the future." 17-A was always good at being original. . . A/S Andrews is having a hard time with it. He keeps complaining of the blind staggers, a disease that seems to hit him on Saturday nights. Better keep away from those chocolate malted milks, old boy . . . And as long as we're on the subject of liquor ration cards, we haven't tasted a good piece of Swiss cheese in a long time . . . Don't ask A/S Anderson, (H. E., not A. P.) if he hasn't been getting much sleep lately. It isn't lack of sleep that's been giving him those dreamy eyes, it's a certain little skater from the follies show. Oh, well, he'll go the way of all A/S; to Santa Ana . . . If you think the magician at the show was good, you ought to see A/S Brandt (another 17-A prodigy) do a couple of card tricks. He's also adept at making five dollar bills disappear only his never reappear . . . Disappearing is also done on a large scale by some of the eager-beavers in 1-A. When it comes to detail, they don't need any trunks, curtains, or an audience. The act just comes natural to them . . . A/S Cox Christianson, alias "Muscles,"

The SPORTS WORLD

Well, it seems that your reporter finds "Joe 314th" athlete a little off the ball this week and taking a very noticeable rest. In the past two weeks, Squadron X has been going in for everything from tennis to football, but no actual competitions have been scheduled. Soccer ball "a favorite of Coach Nick" has been in the groove lately. Basketball, old standby still seems to be the top competitive game with the courts constantly in use at all hours of the day. But as a whole the sports world has been rather dead. A good hot competition, tournament or some such event is needed to bring it back to life.

CHINNING

Flight 17-A's "Hot Pilots" have been hitting the chinping bar and under the expert direction of champ Chuck Davis are out to raise their flight av-

erage a bit. Now that we are on the subject of chinping Flight 17-A has some hot additions too with A/S Russell adding his bit to the scores of his class.

BASKETBALL

What has been happening to those evening hoop competitions between the faculty and students. Aviation Students seem to be letting down on the job. The faculty can be beat. But the question is, who is going to do it?

BOWLING

Congratulations are in order for the "Snafus," permanent party bowling team who came through with the "dough" in winning the league championship and to S/Sgt. Hillner for coming through with the season's top score of 243 and to S/Sgt. Rand Garrett who came in second with a 236. Good bowling in any man's language.

SQUADRON X

Squadron X is sprouting some neat athletes with Fred Williams, formerly of 17-B, topping the list. The CTD sports world will miss these men and wherever they are stationed in the future, that post will raise itself one jump more in the world of sports.

CLASS 3

Flight 3 will probably shine up with some supermen and record breakers. Some of the men are fairly well out of condition, but the athletic and physical training program of the 314th will iron out the kinks.

The quiet peace of a sports world at rest has had its effect upon your reporter and he signs off with the hope that the near future will bring "Joe 314th," athlete, back on his fee. Until then, "Keep punching, Mister."

BIERY SETS NEW CTD CHIN RECORD

In the past few weeks another record has been tossed to the winds with A/S J. F. Biery of Flight 17-B cracking the chinping record of 25 made by A/S C. M. Davis of 17-A less than a month ago. Mr. Biery set the chinping record up to 30. This record although not established in PFR testing has been recognized as official by the coaching staff of the 314th. Mr. Biery is out to crack his own record in his next PFR showing.

A/S Cox B. Christensen of the same flight is out to beat the shuttle run record having unofficially clocked a speedy 43 seconds for the 300 yard run and having slipped three times during the running of this event. The record is held by A/S Livingston of Class 16 and is 42.5.

ELLENSBURG ADDRESS

(ex) A/S M. W. COLE

Eleven months and several weeks ago our Air Force brought forth upon this campus, a new C. T. D. Conceived in Santa Ana and dedicated to the proposition that all men are created, Pilots, Bombardiers, or Navigators. We have now met in a great struggle testing whether that C. T. D. or any of the C. T. D.'s so conceived and so rife with rumors could long endure. (Ed note—They didn't.)

We are now met on this policed area to dedicate a portion of it in final memory of those who here gave their all that our Air Force might send them back whence they came. But in a larger sense we cannot dedicate, we cannot consecrate, we cannot hallow this ground. Those who drilled here dedicated it far beyond our poor means to add or detract.

It is for us, rather, the remaining to here dedicate ourselves to the proposition that they shall not have passed the psycho-motors in vain and that this campus shall not revert to the Washington State Board of Education (before June 30).—Apologies to A. Lincoln are in order.

know! . . . Problem of the week: Who is going to blow the bugle for the detachment with the buglers leaving? Solution: Who cares? . . . Tip of the century: (To Class Three) Take it easy, boys, you'll be the last to go; you'll really begin to realize what leap year is soon enough . . . Bouquets for the month: To Squadron X—the most eager group we've had here since we've come (and it's taking us eight months to get out of be the last to go; you'll really begin to realize what leap year is soon

Permanent Party Keglers Capture League Title

On Tuesday, April 4, the Snafus, permanent party bowling team took to the Crystal Garden alleys winning 3 out of 4 points from Ellensburg Flying Service to cinch the league title with a safe lead of six points.

Topping the champs were S/Sgt. Rand Garrett and S/Sgt. Herb Hillner. Garrett came through with a high series of 600 and a hot game of 236. Hillner rolled the season's league high game of 243 and a series of 586.

The Snafus, following a championship season of ten pin toppling are priming for any available competition the Aviation Students of the 314th CTD can offer. It might be noted that the last unit that took a crack at the permanent party squad was set back. However, the challenge is still open and the Sunday afternoon competition will be a highlight of the near future.

1-B's favorite athlete, has been known to leave his shirt off during P. T. just to let those rippling muscles give the boys a thrill. Drop around to the gym

ATHLETES SUPERB



Pictured above are two of the 314th's talented athletes performing a tumbling feat that was exhibited to a well pleased audience as an act of the "314th CTD Follies" earlier in the month. The Aviation Students are Mr. Davis of Flight 17-A and Mr. Yeager of Flight 1-A.

A DAILY PRAYER

Dear Lord,
In the battle that goes on through life
I ask but a field that is fair,
A chance that is equal to all in the strife
The courage to fight and to dare.

If I should win—let it be by Thy code
With my courage and faith held high
And if I should lose, let me stand by the road
And cheer as the winners go by.

sometime around eight in the morning, girls, we guarantee to give your goose-pimples, goosepimples . . . A/S Roche seems to be doing all right with his tall Munson Brunette. Bring her out into the open sometimes, old pal, or are you just being smart? . . . How about those first two initials of yours, A/S Sokolowski, do they stand for anything? . . . Some of the Aviation Students and their "wimminfolk" seem to have been doing a little complaining about not getting a very good view of what went on during the show here last week. Our suggestion is to sit a bit nearer the stage. Those back rows are quite dark . . . as if you didn't

ODE TO THE CHOW LINE GIRLS

By A/S STEWART ROSENTHAL
My heart increases beat by beat
As soon as it is time to eat
My liver starts to jump like mad
It's no disease, it's not a fad.
For Ellensburg has taught me now
To never miss a day at chow.

The truth is really simple, folks.
At first I thought it was a hoax
But there they were, all six abreast
Ye Gods, what's happened to this mess.

They looked like girls, they talked
like girls

They had that stuff, those eyes,
those curls

They smiled, they blushed, they even
winked

And fifty-seven brains began to
think

Such joy, such rapture, romance,
bliss

Why even Merced was never like
this

Oh sure, we had WACs and other
things,

But skirts and sweaters always
bring

A new sensation, strive and drive
That makes one glad to be alive
But came the dawn, we were in-
formed

"Thou shalt not talk, nor look, nor
scorn."

Thou shalt not even make a fuss,
Perhaps a peek, but do not touch
For sooner or later you're bound to
hear

"No talking to civilians here."
Civilians they say, why they're an-
gels all!

But how can a gadget stay on the
ball

When his eyes, his mouth, his hands,
won't mix

And his liver and heart are exchang-
ing kicks,

The only solution that I can see
Is to put on blinders and walk on
your knees

For try and eat after being served
By those luscious KP's is plain ab-
surd.

It will do you no good to moan and
wail

Or even ask for mess detail

For Wanda, and Janie, and Betty,
and Jean

Are busily wiping the counter clean
But the smile on their lips, and the
look in their eyes

Says, "Wait for Saturday, we'll syn-
chronize."

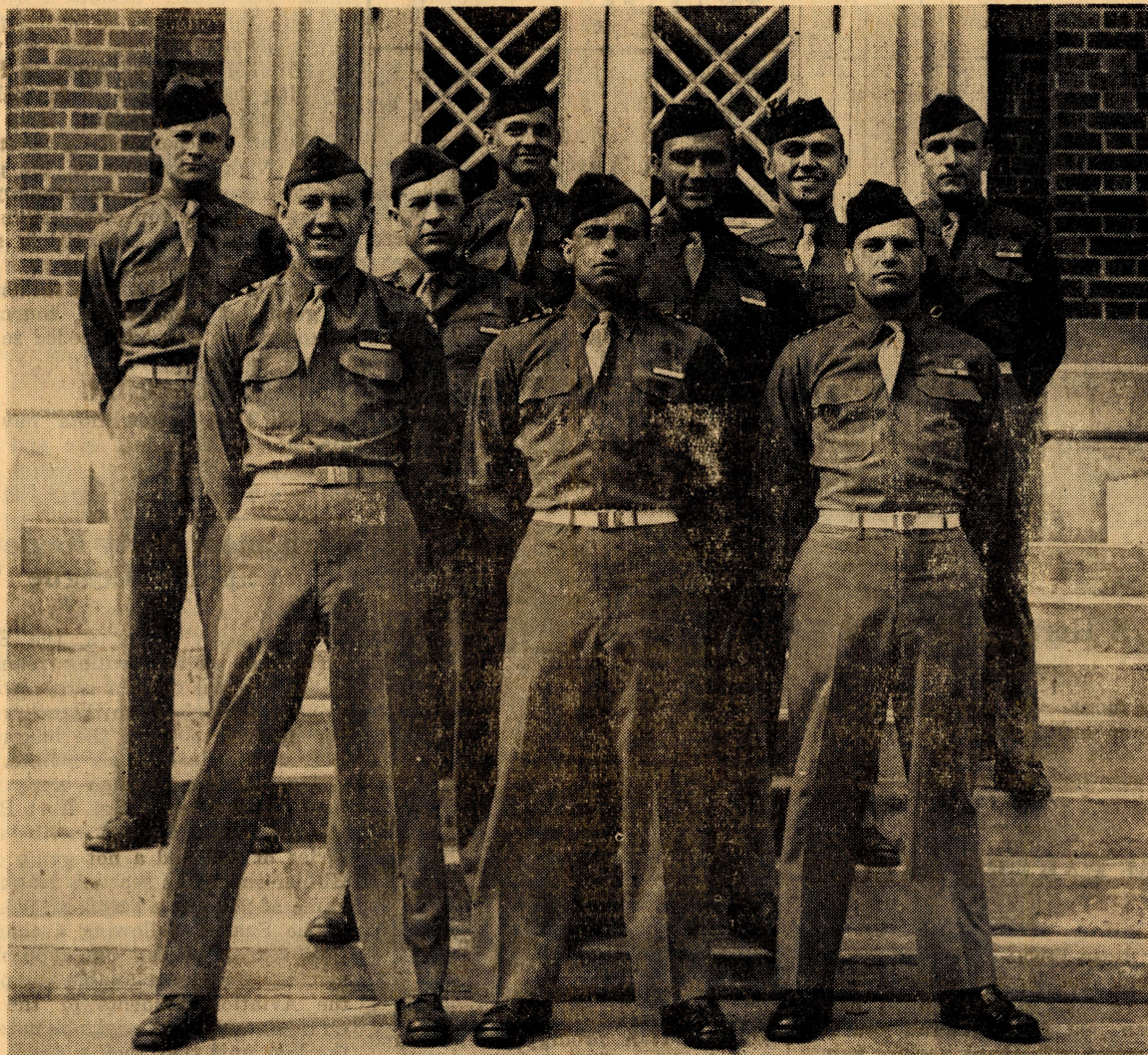
"You'll see how a female KP works
In a lovely dress, and not in a skirt
For tho' during the week, you're
love's labor lost
On Saturday night, you can be my
boss."

FAREWELL SQUADRON X

'ROLL CALL'

Garrison, J. E.—Squadron X, this ain't the army.
 Muller, A. J.—I hate to leave but it isn't because of my sister.
 Ferguson, D. R.—From CTD to POE (Port of Embarkation).
 Coulter, J. E.—I'm too young to die and far too handsome.
 Zent, L. D.—Field Artillery, here I come.
 Klingel, R. W.—Good luck, fellows.
 Helmburger, J. M.—The furlough's over.
 Hogue, A. G.—"Goodby."
 Landsell, H. C.—It was fun while it lasted.
 Kraby, C. E.—These gals are still going out with us.
 Hyde, D. F.—No love, no nothin', no more.
 Rapp, D. A.—I never knew the army was competing with Statler.
 Schirk, J. P.—It's as good as Chicago.
 Bradley, W. R.—No reveille, no nuthin'.
 Eilers, A. E.—Wush thur inspection thus mownin, shu-ere.
 Carlson, R. W.—It was nice while it lasted.
 Horner, W. J.—Right back where I came from.
 Scott, R. C.—But I don't want to have that sack.
 Perry, R. F.—Here's to the jeeps.
 Jacobson, D. L.—One place is as good as the next. I'm just putting in my time.
 Roberts, L. L.—It was nice while it lasted.
 Hunt, R. E.—Life, liberty, and the pursuit of Margie.
 Killgo, A. E.—Here I go again, "Infantry."
 Gurley, J.—More and better drunks.
 Gothberg, J. A.—Sure hate to leave.
 Houk, D. L.—Save a woman for me.
 Colby, J. L.—More Squadron X's than Aviation Students.
 Ferrari, L. A.—Be kind to your washed out cadets.
 Hughes, R. V.—I'll be back.
 Mancuso, A. G.—The medical corps will still win the war.
 Miller, L. A.—It was fun while it lasted.
 Winefordner, J. S.—See you in Alabama.
 Pietig, R. H.—Take care of Pat for me.
 Welk, R. F.—Let's be at ease, rookie.
 Lee, L. J.—You know what I say.
 Spencer, R. L.—It's tough, men.
 LeSage, J. A.—I'll be coming back.
 Hobbs, G. W.—"Furlough."
 Crockett, H. J.—It was nice while it lasted.
 Olson, D. L.—The war's not over yet.
 Castleberry, A. H.—Take me back to Arkansas.
 Bradberry, L. R.—It's just T. S.
 Hinton, H. J., Jr.—Good deal, huh?
 Jonte, A. D.—Medics, here I come.
 Bidwell, W. G.—Aw nuts.
 Watkins, L. D.—Gentlemen, here is one fellow that liked the Gremlin.
 Amen, H. W.—Goodby, you lovable creatures.
 Edwards, R. V.—I don't want to be quoted.
 Reynolds, R. W.—"Censored."
 DeBerry, B. E.—It's rough, but that is the way it goes.
 George, R. L.—I'm coming home.
 Ellingson, G. S.—O. K., boys, who has the seniority in this room.
 Elliot, S. F.—Take me back to the farm.
 King, A. C.—To hell with me.
 Sellers, C. C., Jr.—That's what I have been telling them down in the brick room.
 Hurd, F. R.—From ping pong, tennis, swimming, and chess to Infantry, mud, rifle and pack.

LEADERS OF MEN



Nine Aviation Student Officers—all in Squadron X are (from left to right) First row: Capt. B. V. Kendziera, Major V. J. Bassani, Capt. L. A. Suhrhoff; Second row 1st Lieut. H. A. Hull, Jr., and 2nd Lieut. A. M. Myers; Third row, 2nd Lieut. R. H. Porch, 2nd Lieut. H. H. Williamson, Jr., Sgt. J. A. Welsh, and 2nd Lt. F. S. Vild

'SOUND OFF'

Apple, O. R.—Oh, how I hate to get up in the morning.
 Spiegman, A. J.—Hells bells.
 Shirk, R. E.—Whatta vacation, and to think that I gotta go back to the Infantry . . . Yipe!
 Morlan, M. R.—Infantry, here we come.
 Kauffman, R.—Back to the Ack-Ack.
 Barr, A.—"Snafu."
 Holliday, C. D.—"Baloney."
 Benedict, J. C.—Good racket while it lasted.
 Bianchi, L. J.—I knew it was too good to last.
 Rolfs, T. J.—Any fool knows that the infantry is better than the Air Corps?
 Pederson, G. E.—The furlough's over.
 Flutur, T. A.—It was a good deal while it lasted.
 Cook, F. B.—Short but sweet.
 Friez, L. W.—They say that this is the end . . . quack, quack.
 Larsen, L. H.—I've got nothing to say.
 Eady, A. J.—It's tough but that's life.
 Eno, C. G.—My but you're a gay blade.
 McDonald, K. A.—Flatfeet, here I come.
 Martinkevicius, B. M.—Although my name is long my stay was short.
 Bills, J. F.—Some people got it, some people get it, I got it right in the neck.
 Thomas, O. G.—Why don't we do this more often?
 Thompson, C. T.—Give me back my pack and rifle.
 Mayfield, N. W.—I'd like to stay here for the duration plus six months.
 Bassak, W. F.—"So what?"
 Cantrell, W. L.—Guadalcanal was never like this.
 Nemes, M. A.—How about that old stuff?
 Emick, H. W.—Oh, Trudy, I sure hate to leave.
 Galvin, L. A.—Hurray, I finally met sad sack.
 Wallenstein, S. D.—All together and not too loud.
 Devine, F. T.—I came, but I didn't stay long.
 Fridley, J.—The infantry was never like this.
 Loepp, P. D.—"Bougainville calls."
 Smagowicz, F. J., Jr.—"Oh my feet."
 D'Elia, J. S.—Artillery, I am on my way.
 Dittmore, C. C.—Damn if I know.
 Iko, P.—Back to steel and tracks.
 Barritt, G. H.—I'm about as sharp as a marble.
 Foster, E. T.—Oh, my aching back.
 Dorsey, J. E.—All the great men in the world are dying . . . I don't feel so well myself.
 Davis, T. E.—First cook today—, restaurant tomorrow.
 White, G. S.—I guess you know that you are making me mad.
 Tuttle, J. D.—Dorsey, what have you done with my car?
 Kiss, F. W.—It was swell while it lasted.
 Guthrey, E. G.—Let's get the hell out of here. Plenty of women and whiskey and women.
 Bryant, W. R.—What are the women going to do without me?
 Anderson, M.—It's just a tough break, pal.
 Nugent, E.—Anyone who wants my share of the army can have it.
 Yates, J. H.—Who'll take over when I leave?
 Kiofriter, W. R.—All I want now is a furlough.

BUDDIES FOREVER

TO THE MEN OF SQUADRON X

Nearly all of that group of men known as Squadron X have departed from Ellensburg. Great as is the loss to the Army Air Forces in releasing you, even greater is the Army Ground and Service Forces' gain in receiving you. In this fact there is some satisfaction.

We miss the daily contacts which we enjoyed in working with you men of Squadron X. Gone you are indeed, but never forgotten!

All of us value what you have done for the Detachment and appreciate your contributions such as the sharp student officers furnished by your group, the new athletic records which you helped us to win, your participation in the Band, Honor Council, and the prestige which you gave us. We also realize that the disappointment of two weeks ago would have broken the spirit of ordinary men, but not so with you stalwart sons. Within a few trying hours, you absorbed it all and adopted the belief that in time of war considerations of personal ambition rank secondary to the larger proposition of service to our Country.

We hope that you keep as souvenirs the good points which you learned here. Here's wishing you success in all your new assignments. Best of luck, members of Squadron X, throughout the war and into the coming peace.

WILLIAM A. WHITING
 Captain, Air Corps
 Commanding

To say "So long" to Squadron X is a statement wrong indeed. For those who line her sturdy ranks, We shall ever find a need.

On a foreign battlefield, a far off land,
 Some day we'll turn around
 And see "Joe 314th" of Squadron X
 Toward the front lines bound.

So when we level off to drop our bombs
 And hell breaks forth from under,
 We'll know our buddy down below
 Is adding his bit of thunder.

Over Germany, Japan, and all,
 We'll meet once more I know
 And as a unit we'll again fly forth
 To strike our deadly blow.

Let's not bid adieu to Squadron X
 'Cause she'll be right there at our side,
 When we gun our engines and dive our ships,
 And to final victory ride.

STUDENT OFFICERS

A/S Lt. Porch, R. H.—Swell vacation. Have to earn my money now.
 A/S Lt. Browder, R. J.—That's all, boys, take it away.
 A/S Lt. Vild—Amazing, isn't it?
 A/S Capt. Kendziera, B. V.—I spent the best five months of my service in Ellensburg. I'll remember Ellensburg as long as I live . . . P. S. Especially the blondes.
 A/S Lt. Myers, A. M.—The best gang I ever worked with . . . Are we married, ask her?
 A/S Lt. Williamson—Ellensburg is a good deal for a married man.
 A/S Capt. Pinckney, R. W.—I broke my five months' record that last night in Ellensburg.
 A/S Major Bassani—What the hell—Such is life.
 A/S Lt. King, J. L.—"Hate to leave."

FELLOW SOLDIERS OF THE 314TH

It has been a great honor to have attended the 314th OTD, and a privilege beyond expression to have served with you in the capacity of your Student Major. My elimination from the Air Crew Program, needless to say, caught me with my guard down, but I realize that personal ambition is a secondary matter in time of war. Those of you who are fortunate enough still to be a part of this great program, keep up the good work. Take it from me you are mighty lucky.

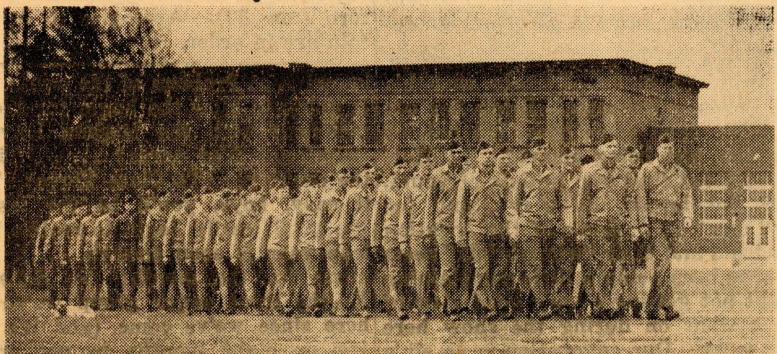
I wish to express my deep appreciation to Captain Whiting and his capable staff for the fine training instruction given me during my stay with this Detachment. I wish further to thank my fellow soldiers for the splendid cooperation they have given me as a Student Officer. The 314th is "four star" in my estimation and I regret that I must leave.

For Squadron X, I am extending an unexcelled thanks to the C. W. C. E. Coeds for making our stay during training so enjoyable. Personally I would like the word Coed, without the "s." You have been grand companions and we will remember you for your grand hospitality.

In closing, all I can say from the bottom of my heart is "Good luck to you, Gentlemen, it has been wonderful knowing you."

Aviation Student
 VICTOR J. BASSANI,
 Student Major.

SQUADRON A-X



SQUADRON B-X

