

Messages From Former Pre-Flighters

Cadet, Officer Tell Of Naval Life At Squantum And Peru Bases

Fourth Battalion Cadet Relates Flight Experiences

(The writer of the following article, Aviation Cadet Hillary Waugh, was a member of the Fourth Battalion at Chapel Hill which left here in mid-October for primary flight training.—The Editor.)

By CADET HILLARY WAUGH
NRAB, Squantum, Mass.

Life at Squantum resembles that at Chapel Hill only in bedtime hours. Even less time is free than at Pre-Flight School, something I wouldn't have believed possible before coming here.

Here's a typical day:

Up at 0520, throw water at your face on the way through the head, dress, make your bed and report for formation at 0545. (At Chapel Hill we were made Supermen—here we're made Miracle Men for we're always having to do the impossible.)

Next we walk a mile and a half to breakfast which we inhale in three minutes or so, hike back to clean up the barracks and get to class by 0715. Classes last all morning till 1115. Then it's a dash to lunch and out to the flight line at 1215.

There we get our flight training and while not flying, we take care of the incoming and outgoing planes. This sport is interrupted in the middle by a reminder of Chapel Hill known as "Happy Hour." "Happy Hour" is our athletic program and students are lined up and marched off to where our meager athletic facilities are located and play touch football or volley ball or row. Sometimes, instead, we wash windows which makes it a not so happy hour.

After we are relieved from the flight line, we eat and return to the barracks, (unless we're scheduled to put the planes away) and prepare for study from 1930 to 2100. This is not in the barracks but in a classroom so we don't have the choice of studying or going to bed. Here we study. From 2100-2130 we get ready to collapse in our bunks and if we aren't in bed by then, we finish in the dark.

Our Flight, No. 95, arrived in Squantum at 0800 Oct. 22 and got its first look at the air base which is on the harbor south of Boston proper. Its position is excellent, having nice runways for land planes, the harbor for seaplanes and swamps for the amphibians.

At noon, we climbed into a ship and started our first plane engine. After getting oriented for two days, we went up for our first flight. My instructor let me fly the thing part of the time and assist him on the take offs.

On the third hop, the instructor told me how to execute a spin and proceeded to demonstrate. Suddenly I found myself twisting and rushing toward the earth. Looking out I only saw houses going around so I looked back at the instrument panel to keep from getting dizzy. Finally the pilot pulled out of it and said—"Now you try it!"

Actually spins are quite easy but one shouldn't push the stick too far forward in breaking it, I found out. I did that once and the plane and I would have separated if it weren't for the safety belt. As it was, I hung so

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Academic Instructor Reports on Daily Routine at NRAB

(Lieut. Wilbur B. Davis was formerly a member of the Academic department of the Chapel Hill Pre-Flight School. He was transferred to the Naval Reserve Aviation Base at Peru, Ind., about two months ago.—The Editor.)

By LIEUT. WILBUR B. DAVIS
NRAB, Peru, Ind.

While fighting General Mud in the center of Indiana, I can't help but reflect on the considerable natural beauty and many living comforts of Chapel Hill. Our situation was forcefully put by one seaman who said this is the only place in the world where you can stand ankle deep in mud and have dust blow in your face. I don't want to give you the wrong impression, however, for I'm sure I speak for all the cadets as well as myself when I say we like it here. A great base is already in operation and it is well on its way to being even more impressive.

Our skipper is Comdr. Morton T. Seligman who was Executive Officer of the *Lexington* when she was so tragically made the victim of repeated air attacks by our enemy. Being a flight instruction base it is as you would expect a place abounding with naval aviators. At Chapel Hill I was on the outside of the "400," since I was not a famous coach, and here at Peru, Ind., I'm not a member of the elite since I don't have golden wings.

The cadets arrive at this base in drafts, which up to the group arriving Nov. 5, have consisted of about 20 cadets each, but which are now steadily increasing in size. One such draft arrives every two weeks.

Each incoming class is divided into sections and assigned to a flight wing for all activities including instruction, drill and athletics. Cadet officers are designated to take charge of all formations and to march the cadets to and from the various activities.

Immediately after the issuance of bedding, flight gear and green uniform (which I assure will make you look like a naval aviator, if nothing else), navigation kits, et cetera, the cadets are given instruction in regulations of the base and the separate cadet regulations (including an explanation of the demerit disciplinary system governing the cadets and how demerits are mark-

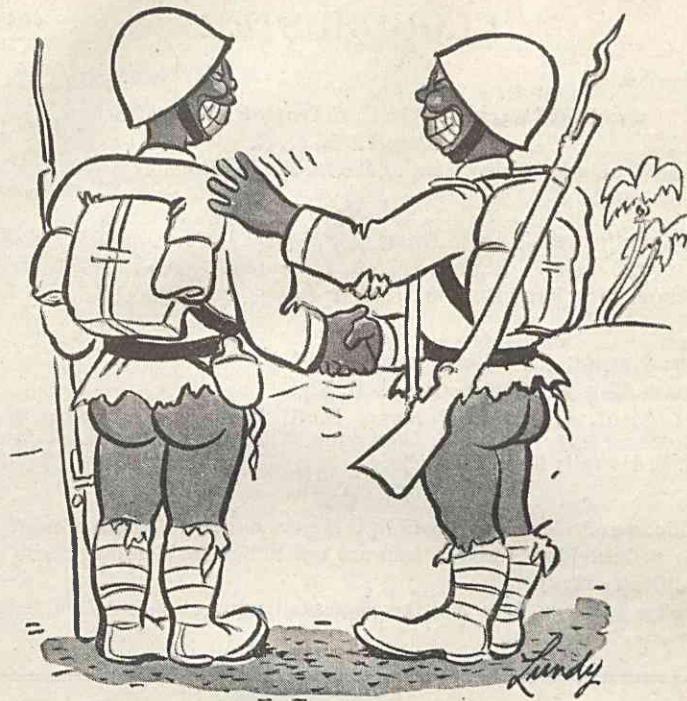
ed off). They are also given an opportunity to familiarize themselves with the organization and physical set-up of the base and their daily routine, which begins with the second day aboard.

The cadets "hit the deck" at 0530 followed at 0540 with fifteen minutes of calisthenics. Breakfast is at 0615 and the daily personnel and quarters inspection is at 0650.

The cadet regiment is divided into two flight wings—one which gets its flight training, athletics and a study period in the morning and the other which has these activities in the afternoon. The wing which flies in the morning has ground school instruction and military drill in the afternoon, and for the other wing it is vice versa. This schedule for each wing is reversed each week. Dinner for a cadet comes between 1145 and 1215 or between 1230 and 1300, depending on when his wing flies; if he is in the morning flight wing, he gets his dinner at the later time, eating earlier when he flies in the afternoon.

Supper is at 1800. This meal like all served on this base is by the Navy and of the Navy. We get our fair proportion of beans for breakfast, strong but good coffee and excellent baked food. No longer is the cadet "built up" with servings of honey and a pint of milk each meal, but he is kept strong and healthy with wholesome well cooked, hearty meals.

Evening study period comes between 1930 and 2100. Such study is compulsory for all cadets except those who during the previous week maintained



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an average of 3.5 in all ground school work. The courses taken in ground school include radio and all visual signals, theory of flight, dead reckoning navigation, power plants, aerology and ship and aircraft recognition. Each course is given in four or six forty-minute periods each week, with occasional extra periods in all subjects and in each subject in which a cadet is below passing, namely 2.5. Cadets exempt from study are given base liberty during such study period, including the chance to write to "that certain someone."

In the cadet barracks there is a "Solo Room" where those who have

soloed may enjoy the luxury of leather upholstered chairs. Taps for all cadets is 2130.

Flight instruction is, of course, individual, and naturally holds the most interest for the cadets. Each cadet has a fully qualified naval aviator assigned to him as his instructor and with whom he does all his dual time while on the base and who also supervises his solo training. This does not mean, however, that a cadet has no other flight instructor to satisfy as to his progress, for he is checked at each stage of his flight training by another naval aviator other than his regular instructor.

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