

LOCAL BOY MAKES GOOD IN AIR CORPS

LT. MILLS SAYS IT IS TOUGH GOING IN FLYING SCHOOL

By William Studwick

Lt. Clinton Mills who arrived in the city Friday, March 13, 1943 for the first time since he entered the flying school at Tuskegee, Ala. April 27, 1942, informed this scribe that it is tough all the way at the flying school down there.

"The weather is ideal for flying," said Lt. Mills, "but other than that I saw very little of Tuskegee itself. The idea is to make a flyer, an officer and a gentleman out of the cadets and there is little or no time left for anything else.

At the pointed query of a bystander, "Isn't that last it rather full Lt?" Lt. Mills bluntly remarked, "You make yourself a gentleman etc. or else leave." Continuing his remarks to me in spite of the interruption, "The basic training of the cadet is much more strenuous than that of the regular soldier. At the outset when pre-flight training is begun emphasis is placed mainly on putting the men in first class physical condition. This is done through the medium of all kinds of exercise and all kinds of games. Our period of training for this lasted two months.

The second phase is known as Primary Flying training, and at this time we have neither seen or touched a plane. It is then and only then that the instructors allow the student to feel himself out. There are innumerable flights made and the student is weighed out in every way to actually find out if he has the qualities necessary to carry on." This trial period is really the testing ground, the largest per cent of candidates who wash out do so during this period. Records show that only 20 per cent make the grade here to the next stage of training. Type of

plane used during this period is large easily maneuverable Biplane.

The next period of training finds the cadet using a larger plane and learning to maneuver and formations. It is necessary now, to succeed, that the cadet follow instructions to the letter and never say that he can do more than he actually can. When this period has passed, the cadet is then ready for the Advanced Period using a much larger and faster plane and learning to do the things he will actually have to do in combat maneuvering, coordination and flying in formation are emphasized. It was during this period that I had an experience that many pilots have. We were flying a Vultee and had been up for an hour when the order came to land. I pushed the control button but my tractable landing gear stuck the instructor told me to throw 'er into a dive and try to pressure them out. They still remained stuck. Calling for instruction, the Col. in charge told me to try the dive again when I reported that they were still in he ordered me to bail out.

Thinking of my record hanging perilously in the balance if the plane were lost if I had done something, I told him I felt that I could land without the landing gear. The field was cleared and I circled the field carefully to find a nice, clean, unrutted spot to feather down on. Cutting the motor down to about 50 miles an hour and cutting it completely off about a hundred yards or more and feathered it down damaging only a prop. Boy! when the instructor and commanding officer both came out and shook my hand saying it was one of the best

none wheel landings they had ever seen.

"Did you feel shaky at all before you set it down?"

"No, a pilot doesn't have time to think about himself or danger until after it is all over. But, this isn't by a long shot the greatest thrill I had. The biggest thrill of any flyer's life is that first time the instructor asks him does he feel like he's ready to go up alone. And you take 'er up and gun it around a bit and set it down neatly.

Well getting on to the end, at the close of the Advance Period all are taken out in formation and acquire the confidence necessary to fly in all kinds of combat formations sliding along tip to tip with the other fellows and kicking it. Then as you swing back in and are given the OK signal you feel swell all over, you're in. A flyer now. Following the ceremony, speech by the commanding officer and the presentation of the wings there is a twenty hour transition to the P-40 combat ship after which the flyer is recognized as a fighter pilot. That is the real pay-off.

The pilot's day is hard and yet OK. 5 o'clock reveille, clean up; 6 o'clock breakfast, 7 one flight flying and one 1. classes until 12 o'clock, Dinner 12 to 1; 1-5 alternate classes and flying; 5 o'clock retreat; 6-7 recreation; 7-9 study. Lights out 9 o'clock"

Lt. Mills is attached to the 301st Fighter Squadron.

Lt. Colonel Davis has charge the only complete Squadron, The Fighting 99th. Lt. Mills is to report to Suffolk April 1st. He is the son of Dr. and Mrs. J. N. Mills.

Toast To Lieutenant C. Bernard Mills

Durham is proud of you Lieutenant Mills, The man who dips and dives and thrills, The people who watch him as he flies.

Over and above us in the skies. We, the Durhamites, are really proud, We want you to feel, we want you to know,

We're pulling for you wherever you go. For you are our home boy that has made good,

We are not surprised, we knew you would. You have broken the ice, you're first in the air,

You're our first boy to have won a pair, Of SILVER WINGS for Durham, N. C.

As we all go out for Double Victory So Lieutenant Mills, in closing I want you to know,

Durham is proud of you, as soaring you go, Your parents, your friends are pulling for you,

And all of us know with honors you'll come through. —Peggy McCotta Spaulding

HOME ON VISIT



Lieutenant Clinton Mills, son of Dr. and Mrs. J. N. Mills, who was a visitor in Durham last week. Lieutenant Mills recently received his wings at the Tuskegee Flying School, and his visit here was the occasion of many congratulations from his large number of friends and acquaintances.

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1943 APRIL 1943

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NEW YORK NEWSPAPERS PLACE BAN ON ADVERTISEMENTS OF A DISCRIMINATING NATURE

NEW YORK — An item in a recent hotel trade publication stating that metropolitan newspapers would no longer accept discriminating advertisements was cited this week by the NAACP as a step forward in the interest of racial unity. The NAACP said the new policy should help in forestalling the "hate season" so labeled by the newspaper PM last year when

that paper launched a campaign against the printing by newspapers of resort and hotel advertisements in which the words "restricted" and "select clientele" were used.

The story in "Travel Items" February 15, warned: "New York newspaper will no longer accept advertising from hotels and resorts with such Please turn to Page Eight

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS



Rex Ingram is the smiling musical treat, "Cabin In The Sky" opening on Friday at Loew's, starring Ethel Waters, Johnson Choir.

JIM STEELE

A SINISTER ONE-ARMED FIGURE IN A WHITE LABORATORY COAT ENTERS THE SHACK WHERE JACK AND SPARKY HAVE DISCOVERED MANY CAGES OF GREAT GRAY RATS...

Davis

WHO ARE THEY?

THEY ARE THE THREE WISE MEN BUT THIS TIME I KNOW... NOBODY HAS EVER SEEN THEIR PHASE...

BROTHERS OF BUDDHA, WE SHALL SEE ON THIS NIGHT THE FATE THAT BEFALLS A TRAITOR WHO WOULD REVEAL OUR SECRETS... BRING IN THIS MISERABLE WORM!

HERE, YOU MUST LISTEN TO THE BERLIN RADIO, MINE GOOT FRIENDS!

B-36... BERLIN... ORDERS TO ALL AGENTS IN AMERICA... PREPARE BOMBERS AT SECRET BASES FOR IMMEDIATE FLIGHT...

By MELVIN TAPLEY

HOW ARE YOU, MY PRETTIES? ARE YOU READY FOR YOUR MISSION?

TONIGHT, WHEN I INJECT YOU WITH MY PREPARATION, WE SHALL LOOSE YOU ON THE SHORES OF AMERICA! YOU WILL BE MY -I, MORGANS' - MESSENGERS OF DEATH!

LAST WEEK YOU ESCAPED DRUNK WITH LIQUOR IN A TAVERN AND TOLD OUR SECRETS TO STRANGE WHITE MEN, AMONG THEM A DETECTIVE... BY SO DOING YOU HAVE BROKEN FAITH AND DEFILED THE BLOOD OF YOUR BROTHERS OF BUDDHA... YOU KNOW THE PENALTY... THIS NIGHT YOU DIE!

AT 2583... BOMBERS WILL TAKE OFF... CONVERGE OVER NEW YORK, BOSTON, WASHINGTON AND PHILADELPHIA AS INSTRUCTED...

BOMBERS MUST THEN DROP THEIR EXPLOSIVES ON THESE CITIES... HIEL HITLER!

1898 1943

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