

THE AVENGER

News from the "Mother-Hive" of the Army WASP's

VOL. 1

AVENGER FIELD, SWEETWATER, TEXAS, OCT. 22, 1943

NO. 5

Winged War-Women Prove Metal In Year's Test

W-6 GRADUATES HEAR PIPER TALK

The WASP and the grasshopper "have arrived" after suffering initial setbacks in their efforts to help win the war in the air. W. T. Piper, famous light plane-maker, said Saturday, October 9, at the graduation of 43-W-6.

Women pilots and Cub-type planes both were rebuffed in the early days of the war, Piper pointed out.

"Now, however, WASP graduates of Sweetwater have the honest respect of male pilots everywhere."

"And the 'grasshopper' liaison plane is doing a good job in every theater of war."

Among the sixth WASP class to graduate were five former Piper employees — Elizabeth Gardner, Lois Perkins, Mildred Caldwell, Shirley Condit and Anna Flynn. A large number of other former Piper workers are among WASP's still in training at Avenger Field.

Wings were presented to W-6 members by Jacqueline Cochran, Director of Women Pilots for the Army Air Forces, and diplomats were handed out by Major Robert K. Urban, commanding officer. Lieut. Patrick McNaney was master of ceremonies.

Because of inclement weather which plagued their pre-graduation days, W-6 was forced to cancel Friday night dance. Although the proud possessors of Army wings, many W-6ers had to complete their AT-17 time following the ceremony.

W-6-W-7 Classbook To Be Out Oct. 30

Avenger Field's class book for 43-W-6 and 43-W-7 has gone to press and will be available on or about October 30th at a cost of \$3.00 per copy, according to Pat Seares, editor for 43-W-7. Lib Gardner, senior editor, completed a copy for 43-W-6 before leaving the field for assignment.

The primary function of the publication is to record formal photographs of members of the two classes with names and home addresses. An ample section includes informal photographs; and, of interest to lower classmen, will be Pat Seares' suggestion that they begin an early planning and selection of such photographs. Editors of the next volume, which is to be shared by 43-W-8 and 44-W-1 have not yet been announced.

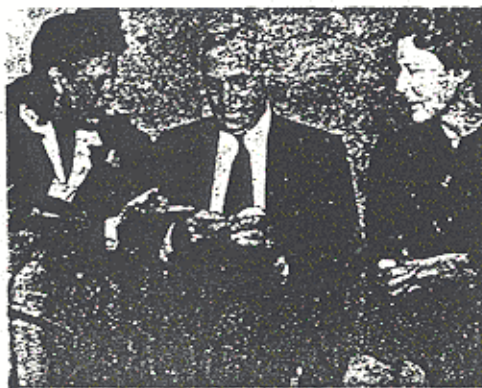
W-7 Celebrates

End Of Ground School

W-7 streamed in splendid formation straight through the wishing well after leaving the last class of their final ground school subject Friday. Lower classmen, summoned by the fire bell, looked on with envy and admiration as the class marched over the walls and through the pool without a single member losing step or rhythm. The squadron was progressing toward its barracks when onlookers saw some of the class, apparently struck by a mad ecstasy break formation and turn back to throw themselves bodily into the wishing waters.

Cross country, which took them to Amarillo, Texas and other phases of AT-6 training were also completed last week, bringing W-7 to its final stage in AT-17's. Physical training is still a part of their daily schedule. It will be terminated, W-7 anticipates, on or about November 12.

Graduation "Stars" Get Together



The Nation's No. 1 woman aviator, a leading aircraft manufacturer, and the wife of the Army's flying training chief held the spotlight at the recent graduation ceremony of class 43-W-6. Left to right are Jacqueline Cochran, shown explaining a WASP wing to W. T. Piper and Mrs. Barton K. Yount, wife of Lieut. Gen. Barton K. Yount of the Army Air Forces Training Command.

Air Forces Flying Safety Office Finds, Eliminates Cause Of Accidents

During the fiscal year 1943 (June 1942-June 1943), when the Army Air Forces flew an aggregate distance of three billion, three hundred fifty-two million miles, aircraft training accidents during that time were far less,

W1-W8 Classbook Requests Sought

Requests for the classbook to be published by WASP classes 43-W-8 and 44-W-1 will now be taken, it was announced Thursday by the quartet of trainee-editors.

Administrative and ground school personnel should submit their requests to the Public Relations Office. Flight line personnel must place their names on file in the Operations office. Trainee requests will be given the book's editors.

Editors for W-8 are Anne Lincoln and Frances Jensen. Mario Crane and Gene Shaffer are editors for W-1.

Christopher Joins Ground School Staff

W. T. Christopher is the latest addition to the ground school staff in the Navigation Department. Mr. Christopher is from Union, South Carolina, where he was principal of the high school.

Visiting RAF Sergeant Thinks WASP's Are Tops

Upon investigating the commotion and neck-craning on the flight line at Hangar 3 the afternoon of Oct. 12, we found RAF Sgt. Harry Platt right from Staffordshire, England, absent and all.

Sgt. Platt was on leave from his Washington job as N.C.O. in the Discipline Department. Sgt. Platt informed us that he was stationed at Avenger Field with the RAF Flying School No. 7 in 1942. Upon hearing that women had taken the field over, he dropped by to see how the petticoat pilots were doing.

—And I say there, he thinks we're a hit of all right!

in proportion to the amount of flying, than during the entire period 1931-1940.

This announcement comes from the Army Air Forces Office of Flying Safety, whose job it is to institute safety procedures to shave the accident curve downward. The Office of Safety is divided into and supported by three strong pillars: Prevention and Investigation, Flight Control, and Safety Education.

The Prevention and Investigation department of the Office of Flying Safety is staffed by 54 flying officers with a wealth of practical safety experience. It represents the heaviest concentration of flying experience in the Army Air Forces. These men, the Air Corps trouble See SAFETY Page 4

A HINT To The WISE

1. "Dear Airbell: Will you please tell me what should be filled in on the following blank: When the window of the altimeter shows sea level pressure, we are using the _____ system and the hands will show _____ . If we set the hands at zero the window will show _____ pressure and the reference markers will show _____ ." (Signed Ground School Deficiency)

2. "Dear Airbell: Please tell me what gas tanks to use when on the BT." (Signed Confused W1)

Dear Confused W1: Always start the BT on RESERVE, in order to be assured the lines are clear and operating. Before you leave the line always switch to RIGHT or LEFT tank. If you are flying the ship for the first. See A HINT Page 3

Welfare Fund Objectives Set

A flight-line coffee and doughnut bar, a library and furnishings for the Avengerette Club are the immediate objectives of the new trainee Welfare Fund Committee, it has been announced.

Arrangements are being made to equip and install the coffee-doughnut headquarters and necessary space for the library is expected to be provided in the near future.

Mrs. Cliff Deaton, establishment officer, is planning a trip to Dallas for the purpose of buying ranch-style furniture with Welfare Fund contributions. New additions to the Club include a hostess (Mrs. Cordy Pennington), a piano, and Pinella paintings by Trainees Marsh and San Toro.

Aeronautical Snake Defies Death In Hop With Trainee

There are snake stories and snake stories, and the latest one at Avenger Field should be told if for no other reason than to cause trainees to visually inspect their planes before take-off.

Pat Church, W-2, was dutifully carrying out her maneuvers high over the practice area one morning when her instructor exclaimed through the gosports — "Look! Before she could turn her head, he said quickly, "Never mind", and then, as if to himself, "You wouldn't believe it anyway."

Not trying to account for the instructor's whimsies, Pat went on with her flying. In a few minutes her instructor said, "Look out on your right wing."

Pat looked and leisurely crawling from underneath the aileron was a two-foot snake.

Before Pat had time to gather her wits and show her instructor how calmly she could act under stress, the snake crawled onto the top-side of the wing and the wind whipped it off.

Hmmmm—a Caterpillar snake, maybe?

Trainees Attend Hop At Abilene Army Base

Thirty-three WASP's from W-3 and W-2 were guests of Camp Berkeley at Abilene Saturday, October 16, when they attended an enlisted men's USO dance. Mrs. Cliff Deaton accompanied the group as chaperon. Lieut. and Mrs. James V. Beauchamp opened their home to the trainees to enable them to change from uniforms to "civvy" dance dresses. Lieut. Richard Reese was in charge of arrangements.

G. M. Creamer To Attend Instrument School

Capt. George M. Creamer, assistant Air Corps Supervisor at Avenger Field, left last week for the Central Instructors School at Bryan, Texas. He will pursue the Instrument Instruction course there, and will return to Avenger upon completion of his training.

HANGAR "ON WAY"

A fourth hangar will soon grace the expanding flight line at Avenger. Hangar 4, it has been announced by the Civilian Flying Director, will not serve as a regular flight training headquarters, as do the other three hangars. It will be used primarily for storage and maintenance of aircraft.

FUTURE BRIGHT AS WASP HIVE WINS ACCLAIM

A year ago this month, General H. H. Arnold surveyed a golden-haired lady across his desk, smiled challengingly at her and said the equivalent of "All right—show me what you can do."

And a year ago next month—November 18, 1942, to be exact—this same lady repeated General Arnold's challenge to a determined group of young women who assembled at Houston, Texas, to prove that Jacqueline Cochran was right in all those hopes and dreams and plans.

There was nothing glorious in the start at Houston. As a matter of fact, had it not been for a lot of patience, a wealth of improvising and a wagon-load of grit, the whole scheme might well have been discouraged at See FUTURE Page 6

Buildings, Roads Near Completion

Despite unavoidable delays in the delivery of materials, the new gymnasium will be substantially completed by November 1st, according to M. H. Calbreth, supervising engineer of Defense Plant Corporation. The gym will be completed within two months from the time the construction was begun. Avenger Field is the only private contract school in the country to have a fully equipped gymnasium.

Another addition to the facilities of the field will be the installation of an auxiliary gasoline powered water pump. This pump with a capacity of 500 gallons per minute will be used whenever there is an electricity failure. Heretofore, the field has drawn its water from two electrically driven water pumps, and has been without water whenever the electricity has been off.

The new ramps that are under construction will increase the pavement parking space for the planes to about three times its present capacity.

The new service road that will extend from the gate to the Administration Building and from the back of the Mess Hall to the back of the hangars will also be completed by the end of this month. The road will be made of a flexible base-type pavement covered with two-course asphalt.

All the original buildings that were constructed during caeter's reign here are being repainted. These buildings will also be re-roofed very soon.

WAC Enables Eliminee To Work In Air Forces

Elizabeth (Betty) Merrylees, daughter of Mrs. Ada Merrylees of 202 E. Main Ave., Greenville, Ill., has joined the WAC under provisions of the new enlistment proviso recently announced for eliminees of Avenger Field. Miss Merrylees, who entered training as a member of 44-W-2, will be assigned to WAC duty with the Army Air Forces, according to Lt. Patricia Nicolai of the Sweetwater WAC recruiting office.

She is a graduate of the Phoenix, Ariz., Junior College and was a nationally-known archer. Her sister is First Lieut. Ruth Merrylees of the WAC.

THE AVENGER

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WASPSINGS

For the first time off the press—two new songs composed especially for W-6's graduation. They're cute, they're clever. Add them to your collection of Avenger Field songs or send them home to the folks.

MARCHING ALONG

By Handy Griffin
 We're marching along together,
 We're part of old Avenger Field.
 'Til Victory is finally sealed;
 With the Stars and the Gripes
 forever.

Knowing we never yield—
 We'll take the planes from coast
 to coast

From north to south and then—
 We'll climb aboard another ship
 And do it all again!
 We're marching along together,
 Taking our place beside the men.

We're marching along—not
 lagging
 Beneath a blazing Texas sun;
 The seat of our pants is dragging
 We take two steps instead of
 one.

We're pulling along together—
 Our suits weigh at least a ton;
 We yelled for 36 and then—
 They gave us 42.
 We're losing weight from hold-
 ing up

So damn much residue.
 We're limping along together—
 Until we take to the high, wide
 blue!

Marching along together—
 Before we gun the old B. T.
 We're out in any weather—
 To play our part in Victory.
 Hands that are strong and will-
 ing—

Hearts that are ever free;
 We sing a song as we soar along
 Away up high in the blue.
 We'll give 'er the gun and it
 won't be long

'Til th boys will come back to
 you!
 We're marching along together
 The Wings of the Wasps are fly-
 ing true.

TO THE GRADUATES

44-W-1

By Gene Shaffer
 Where do you fly 'em now, gals,
 Where do you fly 'em now?
 Generalissimo Chang Kai-Shek
 May see you in Chungking.
 They'll base you on a submar-
 ine

Or some old river scow.
 But oh boy! oh joy! you're
 Showing the Army how!
 Where do you go from here, gals,
 Where do you go from here?
 It may be towing targets from
 Chicago to Algiers.
 It may be flying B-17's up in
 The stratosphere.
 But oh boy! oh joy! you're
 Gonna get out of here!

Davis With WASPS Since Houston Days

C. E. Davis, director of the ground school, began ground school work with the original 30 women trainees at Houston and he has followed the progress of the program to its present status. Although the first classes were more advanced in flying subjects before entering the program, Mr. Davis thinks that the present group of trainees find ground school easier as they are adjusting themselves more rapidly to the new life in training and studying.

Ward Popular Administrator For Air Forces



CAPT. WARD

Should an officer's popularity poll be taken on Avenger Field, Capt. J. C. Ward, post adjutant and first-assistant to the commanding officer would, in all probability, win hands down. For in several months of "bossing" Army administration at Avenger, Capt. Ward has established a reputation for thoroughness, fairness, efficiency, and downright likableness that is hard to beat anywhere in the Army.

The captain, a native of Columbus, Neb., entered the Army as a second lieutenant three months before war was declared in 1941. He had earned a reserve commission in the Infantry after five years service with the ROTC unit at the University of Nebraska, where he was a student from 1936-1941.

"I don't know why they tagged me for an Air Forces job," says Capt. Ward, "but when I was called to active duty, my first station was Randolph Field—my first Army job, Air Forces administration."

After a brief stay at Randolph Field, Capt. Ward was transferred to the Ballinger, Texas, Army Flying School, and served there about 20 months. He reported to Avenger last June.

Capt. Ward has taken a lot of good-natured "ribbing" from his co-workers about the relative transportation merits of his one-washing-machine-powered motor scooter which he used to make the daily trip from Roscoe to Avenger. Stories have it that the commutator was often rescued from the desolate hill tops along his trek by friendly motorists who discovered him gas-less and afoot, pushing the "one-lunger" along, cussing his luck, and swearing off motor scooters forever. This strenuous business happened just once too often however, and after being caught in a sudden Texas cloudburst—without raincoat or convertible scooter canopy—Capt. Ward moved to Sweetwater and went on a share-the-ride (automobile) basis.

FOR SALE: One motor scooter. Price \$50. Good condition. See Capt. J. C. Ward, Headquarters, Avenger Field.

Throw-Away Method Outlined For Folk Who Smoke On Field

Here's a suggestion for relieving Avenger Field of that snow-speckled appearance which its grounds have maintained because of sloppy smokers:

On finishing a cigarette, clasp it length-wise between the thumb and forefinger of each hand; rip the paper open from stem-to-stern, dump out the remaining tobacco and throw it away, and, finally, wad the paper into a minute ball and flick it anywhere your heart desires. Thusly, no cigarette butts to mar the landscape.

Such procedure is required at most Army bases—you may be saving yourself future "gigs" by making it a habit now.

Service Unit Has Anniversary

Without fanfare or outward display the Air Service Command last week (October 15) celebrated its second anniversary.

The ASC was set up in 1941 as an agency to handle supply and maintenance functions of all aircraft, training and tactical. Before that time supply and maintenance were under the jurisdiction of the Materiel Branch of the Air Forces, whose primary duties were purchasing and contracting. With a greatly expanded Air Force in sight, however, it was felt that the jobs of supply and maintenance were large enough to make a separate command practical.

After the usual stormy trials and growing pains which accompany a new agency, the ASC, with headquarters at Patterson Field, Ohio, has "come into its own."

In a recent radio interview Major Gen. Frank, commanding general of the Air Service Command, told how 300 badly needed aircraft carburetor parts were extracted from carburetors in the supply warehouse at Patterson Field, and rushed to ground-ec planes in the North African theater of war. The plans were re-equipped with the new parts and flying against the Axis within 48 hours after the cabled orders had reached Patterson Field. Gen. Frank pointed with justifiable pride to this accomplishment of the two-year-old agency he heads, stating that this is but one example of the work his men are doing every day.

At Avenger Field—as is the See ANNIVERSARY Page 7

**FLIERS
 APPRECIATE**
 * PROMPT
 * SAFE

**TAXI
 SERVICE**
 * THAT'S
 * WHY

We Have So
 Many Friends
 At
**AVENGER
 FIELD**
 JUST CALL

2502
 Or
2272
 We'll Be Right Over



Look, Sharp, Sister

Women pilots aren't supposed to be clothes horses. Flying Army planes is tough enough, without a girl having to do it atired in high-heel shoes, ruffled skirt and poke-bonnet.

So that's why the Army lets you fly in suit-suits. They aren't pretty, but they're practical. The Army and the establishment of officers understand all your little personal appearance problems. They know exactly what the wind does to your hair and complexion. They are fully aware of the fact that a girl can't look her best after a hard day in the air when she has to bounce out of bed before sunrise and be all dressed up for breakfast in less time than it takes an instructor to say "Boo."

But, ladies, a lot of you are taking advantage of the situation. You let your hair droop and sulk and dangle like an embarrassed larjat. Some of it's so dry it constitutes a major fire hazard. For-saken complexions result in skin tough enough to cover an AT-17 wing.

Then there's the business of going into town. The townsfolk are among your best friends and, by the same token, are among your severest critics. One or two Filii's in bedraggled raiment, hair and makeup may be mistaken for "typical" trainees.

Take a few more minutes preparing yourselves before you saunter into the city. If all of you do that, first thing you know Sweetwater will rival Dallas as the Nation's No. 1 homing-place for lovely ladies.

And on the base, keep those shoes shined, those buttons buttoned, and those hairnets (!) down. By the way, you might try combing your hair before you give with the net. A buzzard's-nest-bob underneath a net doesn't fool anybody.

Aviation cadets are famous for their sharp appearance. You are their feminine counterparts—so why not you too?

After all, you've got more to work with.

Royal Blue Britches Added To Wardrobe For LaRue Lessons

Icy blasts across Texas plains and the P Tyrounds won't bother the buskv Fifinellas of Avenger Field. Those flashes of royal blue doing the Randolph Shuffle in the great outdoors are the girls in new winter phys-

ical training suits of heavy knitted cotton sweat shirts and pants built to resist the raging Texas northers.

According to Lt. W. H. LaRue, director of Physical Training, these new suits are made for service, not glamour, but we think the squadrons look pretty snappy, marching along in royal blue formations.

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OUR BUSINESS IS VERY GOOD—
 THANKS TO "AVENGER" FOLKS

Please Crowd Us
 Some More
 We Like It

**BLUE BONNETT
 Drug Store**

Marion C. May

A HINT—

(Continued from page 1)
 period or if it has not been flown for several hours, you must make the switch to RIGHT, "due to the nature of the stamper in that tank" (Field Rule of October 15th.) Other than this one exception, always take off and land on the FULLEST tank.

When in flight, on the hour and on the half hour, and otherwise when necessary, switch to FULLER tank, but do not make the switch unless you are at least 2,000 feet above the ground because no switch is to be made below 2,000 feet except in unusual cases which includes both approaching and leaving simulated forced landings.

Complicated, but don't lose your nerve, Confused, we've got this field if you have been on RIGHT or LEFT, switch to RESERVE on forced landings (simulated and real). If you are already on RESERVE (having just come from another SFL) switch to LEFT. If no gas is in LEFT stay on RESERVE—it drains from RIGHT. Never, never do a forced landing on RIGHT.

Leaving forced landings, stay on the tank you've switched to until at the altitude you intend to maintain for a while (600 feet for low work, 1,000 feet returning to the field, 2,000 feet— if climbing higher.) Then switch to FULLER unless you are on it already in which case relax. Still confused?

3. Why do "they" insist on landing with half flaps on the auxiliary field in PT and make us go around again even though we could make the field without flaps. (Signed 90 Degree PT)

Dear NDPT: To develop judgment for half flaps. Then if you get in a jam some day you judge for half flaps and for the little error you may make you will have flap leeway in both directions. A good deal, is it not?

Arbella.

'Do's' And 'Don'ts' Announced For BT Radio Procedure

By Gene Shaffer

Many amusing incidents are going on now that 44-W-1 is trying to get used to radio procedure on BT's.

Number one on the list of "What Not To Do" is to call off full cockpit procedure while turned on "Radio." Such action confuses everyone because no one else can call the Tower for instructions until you get off the air. Always switch to "Inter-Phone" when checking "procedure."

Phrases most frequently heard on the air are:

"Avenger Tower—now what do I say?" and "Avenger Tower, this is 78 turning over on the Base leg."

If landings are to be practiced the procedure is to call the Tower and request permission for a "touch and go" landing. In the confusion of it all, students request permission for a "hit and run landing," "run and go take-off," or a "touch and run landing."

One eager beaver came in with—"Tower, this is 98. May I have permission for a touch and go landing, please?" Her instructors came right in with "My, but aren't you nice."

Many times the instructor gets "of the beam" and tells the student something while still on "radio," and every ship with its switch on "radio" hears the full conversation. One new student was sitting on the take-off strip recording her time when a voice came over and said: "Watch your air speed, it's over 90." You see, it is rather confusing for everyone.

Another time everyone heard an instructor say "There, honey, that turn was better." Another voice came in on the air saying—"Will someone please tell 'Honey' to change to Inter-Phone instead of using radio?"

The Tower is usually amused by the weak, stuttering, and quivering voices on the air.

Sometimes the student forgets to release the mike button and becomes rather frantic when the Tower doesn't answer her call.

Although everyone knows that a BT has a fixed landing gear one ship call the Tower saying—

"Tower this is 68. Gear down and locked."

"68 this the Tower. You will note your gear is down and locked. Clear to land."

After parking your ship you call the Tower to let them know that you are on the ramp. However, the other day a student announced:

"Tower, this is 86 on ramp ready for immediate take-off."

Women Better Pilots Than Men, Noted Designer Declares

COLUMBIA, Missouri.—(UP)—Major Alexander DeSeversky—author of "Victory through Airpower"—thinks women would make better combat fliers than men do. Women, he says, can follow rules longer than men and stick to their jobs longer.

DeSeversky believes men degenerate under routine, but women follow rules and work more individually and with more tenacity than men.

He told a group of Stephens College girls recently that he hoped women would never have to fight. But he said women would make topnotch pilots, and more women's colleges should offer primary flight training. Stephens College says it's the only private women's school offering such a course.

Mum's De'Woid For Fiffinella

There's the old gag that the three best ways to spread news—Telephone, Telegraph and Teletypewriter. Avengerettes are out to prove the statement a gross injustice.

We can keep a secret as well as anybody. And there are plenty of secrets around here to be kept.

What may sound like news worth writing home about is probably just the item we shouldn't even mention to our best friend.

Lt. Patrick B. McNamy, Intelligence Officer, says not to talk about expected visits by important civilians or Army personnel. Don't talk about the number of students or the number of eliminations at the field. Don't talk about the number of ground school hours in any particular course or the number of flying hours required in any particular planes. And don't go counting the planes for the purpose of a report to the home front. The Public Relations Office will take care of such details. This office also will give out the proper information on accidents that may occur at Avenger Field.

So don't talk it upon yourself to give out the news. Limit

LEND A HAND
 The Avenger, contrary to initial plans, has turned out to be an eight-page job again. Such may be the case two weeks from today when the paper makes its third appearance.

It is absolutely necessary that all personnel at Avenger Field cooperate if The Avenger is to be complete and representative. To that end, it is requested that any and all persons be on the lookout for interesting bits of news, and that such items be submitted to the Public Relations Office or to one of the trainee reporters not later than a week before publication.

If a friend gets married, has a baby, is transferred, strikes oil, writes a book, devises a better way to do his or her job, attends a conference, or does anything else of interest, let us know.

Department heads are requested particularly to advise The Avenger, of any plans, changes, enlargements, etc., which may effect personnel of the school.
 Thanks.

yourself to the goings-on-around Avenger that would be of help to the enemy.

We Appreciate Your Business
 and
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Welcome

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 We are happy to have you visit with us.

SEARS, ROEBUCK AND CO.

W-8 NEWS

The voice of W-8... we may be small but we are mighty. Flight I not only held a Worry Party to end all checklists before / ray rides but held it on October 13. It was presided over by Bay 1-7, wit: May Ball, Dottie Asper and Imogene Barnes. Anybody but W-8 would have shook in their boots (in the new winter ones) to tempt fate on such a day.

Every member turned out in her favorite worry costumes. Pajamas, foot-guys, slacks, and the newest mode-designed-essentially-to-secure-check-pilots winter flying suit. Hereafter referred to as "Dumbo" suits.

After a session of worrying and drowning their sorrows in food and soda pop, everyone returned to her bay. Forevermore to have pleasant dreams free from right wing heavy airplanes and keering check pilots.

One of the most exciting things to happen in W-8's life at Avenger is night flying. After our trip to Mineral Wells, we have just about come to the conclusion it is easier to navigate by those pretty sparkling lights than by the sun. Not to mention the moon.

We would also like to take this time to wish luck to our new Group Commander and staff: Andrea Shaw, and Dee Williams. To welcome May Ball as Squadron Commander, Dot Kiesler as Flight Lieutenant, and Jackie Lake and Annabelle Shaum as Section marchers. As long as they keep "nutting," we will all get there!

Jump Band Is 1A With Avenger 'Cats'

In addition to a Sunday dinner on Saturday and the fun of showing off for the crowds Avenger cadettes have another reason for anticipating graduation day; namely, the Big Spring dance band.

Immediately after dinner on graduation day, the Big Spring boys set up their stands in the rec hall and for two hours obligingly sound out the songs requested by Avenger 'hup' cats. They play sweet and loud and solid. They play rumbas, jazz and boogie. The leader sings clever parodies and straight love tunes. He plays an accordion—but good—and tosses banter with the gals lucky enough to be in the row nearest the band stand. For much too short a time the rec hall rocks to rhythm as the fifteen boys put their hearts and bond-selling toughened lungs into their work. Music, it's wonderful.

Warrant Officer Bruner directs the Big Spring dance band and marching band.

WINDY ON THE FLIGHT LINE TODAY ???!



It's No Gag, Jags—'Sniffles' Get 'The Works' At Avenger Hospital

By Gene Shaffer

The new winter fashion this year is to blossom out with red or dripping noses in what is commonly called a "cold." Of course very few of us here at the field will ever be afflicted with this, but just in case, here's what to do.

Dash madly to the hospital and tell the doctor that you have a cold. If you have lost your voice hand motions will do, as our doctors are very understanding.

The nurse will lead you to a large and comfortable ward where you may select a "bed with a view". While sitting up the other patients the nurse will clamp a thermometer in your mouth, take your pulse and say—

"First get into these pajamas then crawl into bed, I'll give you a robe and slippers later. Here's a duffle bag for all of your personal things (last wills and such). These nose drops are to be used every three hours along with a swig of this cough medicine (guaranteed to make your toe nails curl, and tastes like Old Dutch Cleanser). This box of Kleenex may be used at will. The two pitchers on this table have water and fruit juices in them which you may guzzle whenever you have strength to reach the table."

Somewhat confused you weakly try to crawl or rather climb into a short but high hospital bed... 20 degree flaps is the best approach although you will no doubt end up on your nose. As you just get comfortably situated and ready for a snooze, the nurse comes up with a weird contraption called an "inhalator" which throws off a steam spray which is good for colds. (Also good for mosquitoes. Try it sometime.) You put a towel over your head and get chummy with this inhalator, coming up for air periodically during your 20 minute stay "under the hood". It's really a great life in the

hospital—where else on the field do you have your meals served in bed? Plus the grand food you also get wonderful service and naturally the best of care. This is also a good time to get caught up in any unfinished letter writing, reading or sleeping that you haven't had time to do since you landed here.

After a night in the hospital you wake up feeling like a new man, but as there is no such thing on the field you settle by getting yourself released for duty and make your departure from the hospital.

See, there's nothing to it, so why are you afraid of the hospital?

44-W-1 NEWS

Caught unprepared in a rain storm in town one day Ann Nogle and Mary K. Willis (alias Stinky) parted company to remedy the situation. When they met again only Ann had an umbrella—Stinky thought it would be cheaper to buy a 1941 Buick.

Virginia Bell in Flight I is bemoaning her fate because her new nephew can't be president. He was born recently in Trinidad, British West Indies.

This class would like to go on record as making their stand that they all like our newly-installed stoves—smoke and all.

A psychology major from U. C. L. A., in Flight 1, will be only too glad to psycho-analyze all your problems (personal and otherwise). See Bonnie Edmunds.

We all regret the loss of "Zilchmeyer" stray dog that Barracks A. & B. had adopted, as everyone misses his night barking. However we all have our eye on a black and white number which has recently made its appearance on the field.

Bonnie Edmunds, first PT soloer in W1, soloed on BT the other day and returned to the line leaving her instructor on the far eastern side of the field. A stern disciplinarian, instructor W. H. Brown, resignedly deposited his parachute on the field edge and trudged back around the field to Hangar 2. Bonnie went back for the parachute.

NIELSEN TO RANDOLPH
Cpl. George L. Nielsen of the station hospital has been selected for specialized training at the School of Aviation Medicine at Randolph Field.

Cpl. Nielsen will take a six weeks course of instruction for flight surgeons' assistants at the Randolph school and will return to Avenger Field upon completion of his studies.

LECTURE ROOMS ADDED
Latest additions to the ground school are the two new lecture rooms where the Links used to be. The Code room also has been supplied with new sending and receiving sets. More sets are on the way so that there will be room for more students in the code classes.

Tower Operators Control Traffic By Radio, 'Biscuit Gun,' And Flags

Control tower operators have rather a rugged time up there in their glass cage on top of Hangar One, as they control all traffic for the field.

H. J. Bradford, Alberts Head, Nettie Doecher, Evelyn Bibens, Charise Atchinson, Wanda Givens, and Mrs. Elmer Riley are the operators who are on duty for six hours every day.

Control tower equipment consists of one transmitter and two receivers for all radio communications. A "biscuit gun" gives light signals for P. T. traffic and for all ships if the radio goes out.

Other standard equipment of the Tower is a telephone, field glasses, stove (which doesn't work), air conditioner, clock, and crash bell. A broom is classified as weather forecasting equipment. When it is raised to an upright position and the top cannot be seen, the ceiling is considered too low for flying and the field is closed.

Chief Dispatcher Jim May Lynch looks after the "T" changing as well as his other dispatching duties. Mr. Lynch thinks it would be a good idea if the radio were eliminated one day each week to let the trainees become more familiar with the "biscuit gun" and learn all the light signals.

The Tower also runs up the signal flags for the benefit of

newcomers.

The flag colors and meanings are listed below:

Red means that the field is closed.

Red and white stripe means a "T" change.

White means dual or solo contact flying.

Yellow means dual only.

Green means impending weather so stay close to the field.

No flag means that there is no flying and the tower is closed.

The tower also records all violations.

SAFETY—
(Continued from page 1)

shooters within the United States, are known as Regional Safety Officers. Here's a typical workday of an RSO:

He checks in at a base that has reported frequent landing accidents, and meets a group of cadets who complain that they haven't had any breakfast. (He records this fact for future use, and proceeds with the investigation.) He finds that a ditch parallel to a runway was the cause of the landing accidents, and recommends the ditch be filled in. Looking at his notes, he sees the mess officer and finds that breakfast is being served too late to permit every cadet to finish his meal. Sensing that a morale and fatigue problem exist—both accident factors—he recommends a new breakfast schedule. Later, he gives the cadets a pep talk on the importance of instruments. They pepper him with questions; he likes it, and they like it. Back at headquarters, his findings are carefully recorded and used as a basis for accident prevention—not only in the investigated field but in fields all over the country where similar problems exist.

Just as railroads have switchmen, sidings, and dispatchers, the Air Force has a Flight Control system to guide pilots on U. S. airways. Flight Control Officers working in Airways Traffic Control Centers across the nation offer pilot's advisory service to lead Army fliers through or around dangerous weather or traffic conditions. Example: A Flight Control Officer in the Seattle center, radios Lt. Smith information on the progress of a cold front moving across his path from the Pacific. Lt. Smith detours to an alternate airport, avoiding the menace of bad weather.

A fact well known to most fliers is that most aircraft training accidents in the U. S. are the result of personnel error. Reduction of these accidents is the mission of the Safety Education Division of the Office of Flying Safety. This division is educating pilots with movies, manuals, cartoons, posters, and booklets.

In the pattern of the United Nations act, the U. S. Army Air Force form a decisive design. The Office of Flying Safety is determined that every man and every plane possible will be a part of that design.

Your life insurance is given a tax advantage—if properly endorsed—in Treasury Decision 5231.
JOE H. BOOTHE
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YANKWIZ

By Bob Hawk, Quizmaster, "Thanks to the Yanks," Saturdays, CBS

1. Do frogs have teeth?
2. What body of water does the International Date Line cross?
3. What are the first words of the Declaration of Independence?
4. How often does a seagull's nest occur?
5. Does the flag have more red stripes than white stripes or more white stripes than red stripes?
6. Name a movie in which the cast was made up entirely of women.
7. In the "Tale of Two Cities," what are the two cities?
8. If you strike two glasses partly filled with water, which glass would give a higher tone—the one with the larger amount of water or the one with the smaller amount?
9. Is the average life of a dollar bill less than one year, less than five years or less than seven years?
10. Did Benjamin Franklin sign the Declaration of Independence or the Constitution or did he sign both?

(Answers on page 5)

Lt. La Rue 'Pays Off' After O.U.-T.U. Upset

Lt. Bill LaRue practically liquidated all his assets because of the results of the Oklahoma-Texas University football game. Anyone could approach him, hold out a hand, and Lt. LaRue would ruefully say, "Did I bet you, too?" Then he would proceed to pull out his ever-ready billfold and give out a dollar bill. The poor lieutenant had bet so many people on that game that he couldn't keep track of them all, so he paid off to anyone and everyone.

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HANGAR 3

By Frances V. Opavsky
Probably the busiest little hangar in any training field west of the Mississippi is No. 3 on our hangar line at Avenger with four flight groups making up classes 44-W-2 and 44-W-3, zooming in and out of this beehive of activity.

The job of being "Big Boss" and Group Commander of the hangar rests on William Groat's shoulder. He, however, passes a good bit of work and responsibility to R. McCain, and James Follard, Flight Commanders of 44-W-2, Flights 1 and 2, respectively, and J. O'Keefe and Grant Poole, Flight Commanders of Flights 3 and 4 of the fledgling class, 44-W-3. Next we have 40 flight instructors, 18 of which fill the boots of Check Pilots (arb-b yes...).

Hangar 3's personnel doesn't end with the Bosses of the Air, for in charge of that important "First" in flying, the Parachute Department, is Harry Dodson with those six smiling girls, who take extra special care of the hefty chutes the 44-W-2 and 44-W-3 girls have to lug back and forth from the Flight Line. Then there's the "Fixer-up" Department under Head Maintenance Man, Lloyd Solber, who keeps 24 men mechanics and 11 women helpers plus office and storkroom workers and porters running things right on a day-in and day-out working schedule just to keep "them that PT's on the hum."

And don't forget to doff your helmets to the Crank boys and Gas 'n Oil fellows and gals, who're dashing around like mad on the Flight line to keep you W-2 and W-3 girls in the air.

STUDIES STANDARDIZED

At present there are four engine classes in session due to the new ground school curriculum. When class 44-W-1 graduates, the new curriculum, inaugurated with this class, will become standard.

Flying Director Riley's Students Now Serve in Many War Theaters

Elmer Riley, director of flying at Avenger Field, helped raise private flying in America from a pup. He has lost count of the total number of pilots he has trained and would probably be too modest to tell you if he could remember. He's that kind of a guy. Mr. Riley hitched his first ride aloft back in 1926, when pilots were considered mighty poor risks by insurance companies, and a couple of years later, while he was still in his very early twenties, he won a private pilot's license.

By 1934, Mr. Riley was operating his own flying school in Los Angeles, Calif. He estimates that he taught some 250 pilots to fly at the Riley Flying

School — among them two of his brothers and his wife. His "stable" of planes ran as high as fifty before he closed the school in 1941, and he had flown every one of them as well as just about every other type of commercial aircraft in use at the time.

When war was declared in December, 1941, Mr. Riley took a job as flying instructor at a British Flying School in California. He taught all three phases of training there, primary, basic and advanced. Many of the students he trained later served and were decorated with the famed Eagle Squadron of the RAF.

In early 1942, Mr. Riley worked as check pilot and group commander at the Plosser-Prince Air Academy in Los Angeles. He came to Avenger Field as director of flying when the field was opened. Mr. Riley has long since lost track of the number of present-day officers, serving with the Air Corps in combat zones who were his students at the various fields where he has served.

As for women pilots, Mr. Riley is all for 'em. "I have taught lots of women to fly," he says, "and some of my old students have graduated here at Avenger. I'm convinced that they can handle planes as well as men."

Mr. Riley is a veteran of nearly five thousand hours in the air.

ANSWERS TO BOB HAWK'S YANKWIZ

1. Yes.
2. Bering Strait and Pacific Ocean.
3. "When in the course of human events..."
4. Every 150 years.
5. More red—seven red and six white.
6. "The Women."
7. London and Paris.
8. The one with the smaller amount.
9. Less than one year—nine months.
10. Both.

Avenger 'Pep Squad' Enlivens Football Bout

Despite the cold weather, a load of enthusiastic and noisy Avenger Field girls attended the football game between Sweetwater High and Ballinger, last Friday night. The Mustangs won the one-sided affair by a score of 33-0, the most interesting feature of the game being the cheering the trainees did — cheering LA. Bill LaRue, the team's officials, the water boy, also an unidentified football hero on the Sweetwater team, known as "Scotty."

W-3 Introduces Personality Kids

After three weeks of "Hup-Hup-Hee-Haw" and "Keep your wings level," some new personalities have come to light in the new 44-W-3 class.

Over in E-5 representing Wickensburg, Arizona, more commonly known as "Out Wickenburg Way," Ruth Barnette anxiously awaits the letters from hubby, Lt. Raleigh A. Barnett, with the Army Aviation Engineers somewhere in Italy.

Flight 1's new temporary Flight Lieutenant, Starley Groat, (incidentally doing a darn good job) hails from San Antonio, Texas. Starley took extensive preliminary flight training at the San Antonio Municipal Airport. She has also worked as draftsman at the Army Map Service and instrument technician at Kelly Field, San Antonio, Texas.

Prior to Louise "You all" Frine's arrival at G-3, she was tops as draftsman, Junior engineer at Tampa Ship Co., Tampa, Florida, her home state, "sho nut."

Across the room in G-3, bunks June Orndoff of Pittsburgh. Before June started her flying career, she was a dress designer in her own little dress shop. Moving to Washington, D. C., into a job with the Navy Department, she and her fellow office worker, Jewell Shepard of G-5, whose husband is a lieutenant in the Engineers attached to U.S.A.A.P. 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 boy mates.

44-W-3 introduces their Junior Bugler (all sweet notes, thank you!) Merletem Roby, G-5, from



The new class of thaleness is having so much difficulty in finding the landing tee that Flight Commander O'Keefe has promised to remove the orange and white tent to make vision easier.

The Maytag Washing Machine Co. is putting out a new victory model called "Check Pilot." It is said to do a month's washing in a few hours.

You can fall 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 winter flying togs and become a hot pilot.

When "Hazy Mazie" was studying her physics the other night she looked up from her notes and asked, "What is a liter?" Her high I. Q. baymate informed her: "That is when a job has 6 pups."

Something that's hard to believe is the bright yellow and green pair of cowboy boots that Helen Trigg insists on wearing.

Eureka, Kansas. Since "Bronco Buster" Roby has broken so many wild horses, a P.T. should not stop her. She was also an officer in the C.A.P. on flight missions out of Wichita, Kansas, with Marge Redding. (P. S. We wonder who gets the bugler up).

In G-7 we have Mary A. Waters, who has been hopping from one Army Air Field to another. While at home in Riverside, Cal., she worked at March Field Sub Depot Supply. Upon moving to Phoenix, Arizona, to get her pre-flight training, she held down a dispatcher's post at Luke Field Advanced Flying Training. See PERSONALITY Page 7

Marooned WASPs Play H.P. in P-38

Five lucky girls in W-8 were allowed to sit in a P-38 during a stopover on one of their country flights to Amarillo. The "Lightning" was painted a light sky-blue for its work as a high-altitude observation ship. The girls, who climbed in the cockpit and pretended they were H. P.'s, were amused when civilians at the Amarillo airport mistook their "mootsuits" for mechanic's workclothes. They spent the night at the WAC quarters.

W-6 Assists Scouts in War Bond Drive

Class W-6 participated in a recent War Bond drive with the Sweetwater Boy Scout chapter. It has been announced by S. F. Gaskin, Scout executive of Buffalo Trail Council. In addition to active participation in the drive, W-6 contributed a \$100 bond to the treasury of the Scouts. Avenger Field, Army and civilian personnel also contributed to the drive.

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WOMEN IN AVIATION

"Women must try to do things as men have tried to do them. When they fail, their failure must be but a challenge to others. So runs the oft-quoted notation from the logbook of Amelia Earhart. Long before Amelia Earhart, however, women were "trying to do things" aeronautical—and long afterward. The following is the first section of a chronology of women in aviation which will run in the "Avenger."

1784—Mme. Tible of France is first woman to ascend in a balloon. Pilatro de Roster, first human being to fly, was the pilot.

1804—Mme. Marie M. S. Blanchard is named Chief of Air Service by Napoleon.

1857—Mlle. Eliza Gernarin, daughter of Andre-Jacques Gernarin, reputed inventor of the parachute, is first woman to make parachute drops.

1898—Mrs. D. Klumpke - Roberts, of San Francisco, is first astronomer to leave the earth for the purpose of studying the stars from a balloon.

1903—Aida De Acosta becomes first woman to pilot a powered aircraft solo. She made a flight across the Borneo de Boulogne to Bagratele race track in Santogible, five months before the Dumont's No. 9 "Runabout" dirigible Wright Brothers at Kitty Hawk.

1906—Mlle. Valentine Carton, 14 years old, makes her first solo flight in a balloon, staying aloft 90 minutes.

1907—Mlle. F. van Pottelsberghs, said to be first woman to fly as passenger in an airplane, flies with Henry Farman in a Voisin biplane at Ghent, Belgium. Mme. Therese Peltier, likewise claiming first, flies with Leon Delagrange in France. Mrs. Hart O. Berg is first woman passenger of Wright Brothers at Auvera, France.

1907—Mrs. Alexander Graham Bell financed the first successful experiments of Glenn Wright, producing the "June Bug."

1909—Mlle. Marie Marvingt makes balloon flight across North Sea—first person, man or woman, to accomplish such a feat. Baroness Raymonde de la Roche makes first flight by a woman pilot, flying 350 yards in a Voisin. Covered four miles on following day. Mrs. Ralph H. van de Man flies with Wilbur Wright at College Park, Md., first airport in the United States.

1910—Mlle. Marvingt sets world record for women by staying in the air 56 minutes. Baroness de la Roche obtains first pilot license ever issued to a woman. Mlle. Helen Duriou of France is first woman to fly in an aviation meet held in Belmont Park, N. Y. Mrs. Sessica Raiche is honored by the Aeronautical Society of America with a dinner and medal presented by Hudson Maxim calling her the first woman aviator of America.

1911—Harriet Quimby receiv-

AVENGER MUSICIANS FORM DANCE BAND

Organization of an Avenger Field dance orchestra was announced this week.

The new seven-piece five-member unit was designed primarily for the amusement of the respective members. However, it was pointed out, when the group perfects its style it probably will be available for dances and other entertainments.

Members and their instruments are: Johnny Tucker, trumpet; "Moon" Mullins, bass fiddle; B. L. (Hot) Hunt, Drums; Mildred Buck, piano; Kenneth Vaughn, Willingham, alto sax; Freddie Nespher, tenor sax, and Sergt. Jimmy Carter, guitar.

es first pilot's license issued to a woman in America. Harriet Quimby flies her plane a mile a minute at Minola, L. I. Helen Duriou makes 137 mile non-stop flight at Bucy, France. Mathilde Molant establishes altitude record of 2,500 feet at Nassau Boulevard Aviation meet.

1912—Eleanor Trehewke Davie is first woman to fly across the English Channel from London to Paris as an airplane passenger. Gustav Hamel is pilot. Harriet Quimby flies the English Channel solo in a Bleriot monoplane.

1913—Helen Duriou is awarded the Ribbon of the Legion of Honor. Alys McKay Bryant sets altitude record of 2,900 feet at Seattle.

1914—Mrs. L. A. Whitney flies from St. Petersburg to Tampa and back as first woman passenger on a regularly scheduled airline. Lily Irving flies across part of Lake Erie through storm with Tony Jannus. Ruth Law sets world record for passenger carrying at Garden City, L. I.

FUTURE—

(Continued from page 1) the outset.

Class 43-W-1 consisted of experienced pilots with 200 or more air-hours—the average was in the neighborhood of 400 hours. Like Miss Cochran, and thousands of sky-eager women in the United States, Army training represented the rainbow's pot of gold.

Flying was done off the Houston Municipal Airport. Airplanes were a general conglomeration of everything from Piper Cubs to Spertan Executives. "Primary" was given in the light planes; "basic" in ships with more horses, and so on to Waco's and other cabin jobs.

But the girls didn't mind. They were getting Army-way instruction, even if they weren't getting Army-way equipment.

In The Closing
The civilian contractors burned midnight oil laying the groundwork for what is now Avenger Field. They had their troubles in legion—and Army personnel who witnessed those early struggles pay tribute to Earl McCaughan, Henry Krieger and Ed Rose for a dogged per-

severance that, finally, netted dividends for the Nation's pioneering women.

There were no barracks, so Mrs. Cliff Deaton (she was on hand Nov. 8) scribbled about town getting the girls located in private homes. That presented transportation problems.

Initial "triumph" was the purchase by Aviation Enterprises of a giddy-bused yellow bus, once used by an itinerant Tyrolean band in its jaunts about South Texas to beer-bouts and lodge parties. Early each morning, the "raincoater" "redrouted" at certain street-corners and the bus came clattering along to pick them up and rush them out to the field for the day's work. Except the bus didn't always clatter along. Sometimes it clattered to a stop as a vital part flew loose or a tire went the way of all rubber. At times like that, the 319 AAFPTD endured its trial by fire. Someone would call Mrs. Deaton who, in turn, would bound out of bed (into which she'd often just climbed after working all night), send out emergency 'phone calls to Rose, Krieger, McCaughan and several Army officer friends.

These sleepy genies then pulled pants over their pajamas, found their way to their respective garages, and roared through the dimness of a Houston morning to rescue the marooned Fifinellas.

Breakfast likewise was a major problem. There was no mess hall, so the girls ate at the airport cafe. Later, they found a more desirable spot several miles up the highway.

Are You Complaining?

A day at the field was nothing to be sneezed at. It started at 7 a. m. and came to a weary conclusion at 8 p. m. when the compulsory (we said compulsory) study hall was closed.

Gas rationing then reared its ugly head. Mrs. Deaton, the contractors, and others concerned, concluded that rounding up the girls each morning was expending too much fuel. So Mrs. D. began scouting around again. She made a deal to take over one wing of a tourist camp. Later, two more were added, so the trainees total mounted. Each camp had a student charge of quarters and each room was subject to inspection at any time. Uniforms, too, were a bit on the bizarre side. As a matter of fact, they consisted of whatever lay nearest to you on arising.

As for hospital care — there was a one-room first aid station equipped with one nurse. Trainees paid for all hospitalization and medical attention.

The Chamber of Commerce assisted by allowing the 319th to use one of its rooms for processing new class members.

But, despite it all, the Women's Flying Training Detachment made its mark and captured the admiration of high-ranking Air Force officers. So things started looking up. By the time W-4 arrived, a non-commissioned officer's club at the airport had been taken over as a trainee mess hall. The only catch lay in the fact that chow-time necessitated a mile-long hike to and from the new eating place.

Enter Avenger Field

It was about this time that Avenger Field came into the scheme of things. Established on the site of Sweetwater's Municipal Airport, Avenger was opened to the British Flying Training School No. 7 in 1942. In August, however, U.S. AAF cadets moved in.

On February 21, 1943, two classes 43-W-4 entered the training program, one at Houston, another at Sweetwater.

Avenger's W-4 had the unique distinction of being the only group to compose the feminine contingent of an Army "co-educational" flying school. For two months, cadets and flying women shared the air over Avenger Field. Their barracks areas were separated; they ate at opposite ends of the mess hall, and they couldn't hobnob about the "campus" except after flying-hours when they were allowed cokes/dates in the canteen.

Mrs. Deaton recalls that the girls looked unusually neat and prim during the so-called days.

After two months, the cadets moved out and the entire establishment was taken over by Aviation Enterprises.

In the meantime, W-1 received its wings in ceremony at Ellington Field, Houston. Present were Miss Cochran, Major General Gerald C. Brant, and

the 319th's commanding officer, Major W. W. Farmer, with his popular director of training Capt. H. B. Gibbon.

We "Arrive"

That first graduation was a big event in more ways than one — it spelled definite success for the women's pilot training program. W-1 had surprised even itself by the capable manner in which it had moved through to wings.

The second class went ahead to complete its work at Houston but on the day before its graduation it came to Sweetwater in a mass migration of Army trainers (the ladies had gotten real honest-to-goodness "O-I" planes by then). Its graduation was staged on April 23.

W-3 completed everything except advanced at Houston and then flew to Avenger to put "finis" to its training days. Houston's W-4, in a hair-raising but astonishingly uneventful PT-19 hop, came to Sweetwater after a month of primary training in South Texas. Thus the entire move to the present location was effected.

The first commanding officer at Avenger Field was Major Landon E. McConnell, who had commanded during the station's earlier era. He since has been transferred to Ballinger, Texas in an exchange of stations with Major Robert K. Urban.

A reminiscence about women pilot trainees wouldn't be complete without reference to the girls' "general's pants" — the khaki dress uniform. They first made their appearance when it was reported that Avenger Field was about to be visited by top-ranking officials from Washington. A hurried order was sent to Houston for sufficient uniforms to clad the entire detachment. The stacks arrived four days before the rumored visitation. Mrs. Deaton called a solemn-voiced parley, explicated that 300 pair of pants would

have to be altered. Volunteers, working in shifts, proceeded to get things in shape within the allotted time—300 pants altered in four days. Not bad, incidentally, though the officials failed to appear.

Those Yellow Pants
There was talk for some time concerning the wearing of uniforms at all times on the post. One bright morning, a precocious trainee dazzled the establishment with a fetching pair of brilliant yellow and red plaid slacks. That did it. It's been uniforms all the time since that fatal day a couple of months ago.

That's about the story, in outline. It's been a great year for the flying women-folk.

But that's not the heart, the brain and the blood of it. That's another story—all about that blonde lady who blessed air-trails across the continent and then to England. It has something to do with the Stinson girl, Amelia Earhart, and others who proved that woman's place may, after all, be in the cockpit of an airplane.

And, last but not least, the real story has to do with thousands of girls all over the country who struggled and saved that they might fly and who now are sacrificing a lot of lady's sacred privileges in order to win those Army wings. That heart of it we mentioned— it beats at Sweetwater, on the wind-swept plains of West Texas.

Miss Cochran's efforts have been recognized with her appointment as Director of Women Pilots for the Army Air Forces. Graduates of the Cochran-inspired program are earning admiration at fields throughout the Nation.

And there are greater things to come.

Maybe you can hear them in the wind, as you roar through the Lone Star skies.

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501 OAK STREET

Flight Instructor Dorothy Swain Loves Her Job, Wants To Own A PT

By Mary Strook

She's only a little gal, but she sure can put a PT through its paces. Dorothy Swain started her flying career way back in '40, the result of four loose dollars with no place to spend it. Miss Swain taught horseback riding at an Asheville, N. C. camp, and rode past airport every day on her many treks, but only once did she fall prey to the constant temptation with her and take a fifteen minute instruction period, costing her four dollars.

"And ever since then," she grins, "I've always been broke." "My family never knew anything about my flying, and were told only when I had already soled. It was a lot of fun and took every spare penny I had, but by the end of one year, I had logged the magnificent total of thirteen hours—done by the slow process of adding slowly accumulating minutes and precious seconds which meant a lot to me then. Winters I spent in New York, doing all kinds of art work: illustrations, posters, portraits, all profits of which went into my flying. In this way, I built up seventy hard earned hours."

In March, 1942, Dottie joined a crowd of young air-enthusiasts and migrated to the Piper Aircraft Corp. that mecca for all pilots who have two things in common: not much money and a love of flying. She worked in the aircraft department for six months and in spare moments got her time up to 250 hours, much of it ferrying Cubs.

Then began a new phase of her flying. The Tennessee Program for Women Pilots, which had been in operation for only a short time, proved such a success that it was expanded to include not only girls from Tennessee, but from neighboring states. Miss Swain was chosen as a representative of North Carolina, her home state. The work she had to undergo was much like the WASPs training here: flying and ground school schedules much alike. Exceptions were that all checks were civilian, and that a CAA license was received at the end of the course.

From Nashville, Miss Swain went to Portales, New Mexico, and instructing Naval Air Cadets, which was fun either way at it. Here the inevitable question comes up, just now do the women stack up with the air cadets anyway?

"Not much difference so far as my experience leads me to believe," claims Miss Swain. "If anything, girls will catch on more quickly, but there certainly isn't much to the theory that girls are more temperamental than men. I've seen just as many men break down from the strain of flying as women. Girls are naturally curious and will ask more questions than men and will retain the benefits of verbal instruction."

Instructing at Portales was a full 7-days-a-week job and no easy one. Instruction was on light aircraft mostly Cubs and Taylors. On one of her infrequent days off, Miss Swain visited some of her Piper Aircraft friends who were training at Avenger and, somehow, got herself in a PT, with a check pilot in front, a clear sky, a singing motor, and a list of maneuvers to execute. She flew it—notwithstanding the fact that this was the first time she had ever been in a PT, much less flown one. She did well—so well that she was asked to come back as an



instructor, after getting a release from Portales. She started to work at Avenger July 5.

When asked about P.T.'s, Miss Swain said she loves the ships and would like nothing better than to own one of them some day. Instructing is a great deal of fun for her, for she likes to deal with people and feels that she is doing something really worthwhile.

Hopping over sand piles and challenging students to races from the PT line to Hangar 3 are a part of Dottie Swain's daily routine. The tricks keep students in a state of exhaustion, but full of admiration for the lovely, ly, dark-haired girl with the soft voice.

Army Issues Fur Outfits To WASPs As 'Winter' Comes

According to the Army, winter is here after October 15; so with that thought in mind Uncle Sam has issued to his trainees beautiful fur outfits for this season of the year.

As you snuggle into these new winter flying suits, you wonder if the Fly-Krisp ad was written especially for you, but after gazing at your baymates you know these "Women From Mars" are beyond all advertising redemption.

Comments in favor of the new outfit were heard ranging something like this: "I've always wanted one—just look at those drape shape lines." "They are zootier than zoot suits, and can be sipped off in one piece." "Marvellous to sleep in these cold nights." "They make nice bed covers and the shoes are the classiest of all." "When do we start for Siberia."

As with every group you always have someone who finds fault like—"We have no cap to match" . . . Some even complained that the size wasn't exactly right and that the zippers were cold. Getting into a parachute seems to worry some gals, but by the time they carry their chute to the plane with full flying equipment on, they will be able to do anything. Others think it would be a wise idea to include all the zippers in the regular cockpit procedure. If there isn't enough room in your lockers or bays to hang your fur pieces, just unship them and lay them out flat on floor. Rugs will give your bay a more more home like appearance. All spare items may be carried in these roomy affairs—notebooks, pencils, toothbrush, and pajamas.

COCKPIT CACKLE

The new class is always supposed to pull the best bowers; so here's one on Mickey Carmichael. When the starter put up two fingers (which usually means to turn on both mags), Mickey thought he was just being friendly and waving goodbye to her. In the same spirit of friendliness, she smiled sweetly, coyly waved back and went on her merry way—on left mag. From now on it's "One Mag Mick."

Sneak a peek at the upper classmen sometimes when they are marching in formation. After you're back awhile, maybe you'll learn to hut-2-4 like they do, we're in step. (No offense, W-7, we're only fooling. How does that song go—"Like hell we are, like hell.")

This Texas dust is really something. After the first hour, you don't even taste the grit. Flying isn't the only time you have to correct for drift. Sometimes just going from your bay to mess hall sure gives good practice for cross wind take-off. Here's hoping your instructors note the improvement.

Fashion Note: Goggles are primarily for the purpose of helping you keep your eyes open while flying, but they're the answer to a maiden's prayer when walking through a Texas dust storm.

Three bouquets or should I say "Four Roses" from the newest additions to the Eager Beaver Society to their squadron leader Elita Grill for taking such good care of her rookies.

Attention W-3—As a safety factor, when doing maneuvers with airplanes in your hangar flying, always use the model that is stressed for inverted demonstration.

The wind was blowing so strong during the third flight period Thursday morning that all solo flights were cancelled. In order for trainees not to lose valuable solo time, several instructors sandbagged for their students. During one student's complete ride, the instructor spoke only once, but on the ground he admonished her: "Now, why don't you fly that well when I'm with you?"

After vainly trying to signal her instructor, one girl flying a PT suddenly had an inspiration. She took off one goport and shouted through it. Result? She nearly blew her ear off on the side when the other tube of the goport was still connected to her helmet, and her instructor hadn't heard a thing.

One gal in W-8 found it was very easy to keep right on the course she set her gyro-compass for, if she kept her compass caged. Wam't it, Mike?

Mobile Dental Unit At Work In Hospital

L. H. M. Jarrett of the mobile dental unit, working out of Big Springs Army Hospital, has been at Avenger Field since Oct. 19th, accomplishing work outlined by the dental identification and survey unit which visited the field several weeks ago.

L. Jarrett has completed dental work for trainees, and will be back in November to take care of military personnel. His plan calls for regular monthly visits to the post.

PERSONALITY—

(Continued from page 3) Base. From Luke she came to Avenger—"Contact".

Alma Perkecke, who makes her home in G-8, is from Pittsburgh, Penn., where she was reservation agent for the Pennsylvania Central Airlines. "Perky", flying her own Piper Cub, did her flying from the PCA field to get the 24-hour hours she's log. We learned that her big brother Jimmy is one "hot pursuit pilot" at Marianna Army Air Base in Florida.

WASPs Witness Mythical Unveiling In 'Solemn Ceremony' At Avenger

By Tony Cooney

A solemn ceremony was witnessed last Sunday by trainees and civilian personnel of Avenger Field, was unveiled. This statue is the gift of 2000 anonymous friends of eliminees, and is dedicated to "The Girl Who Passed an Army Check Ride."

The festivities were opened by the playing of the Death March from Wagner's Gotterdamung, followed by a military review of a group of trainees. The instructors then stood at attention with heads bared and bowed while the statue was unveiled. It is a figure of heroic proportions, six times life size, with a beautiful modeled pair of slippers which extend from tip to toe and are attached to the shoulder blades in the manner of the winged victory. The position of the wings was the subject of some comment by visitors, but this department has it on reliable authority that the statue, was recast just prior to shipment to Avenger Field by command of the Army Air Forces. The face of the statue is uplifted, as if toward her Heavenly Father, and bears an expression of complete amazement.

The principal speaker of the day was Mr. Eimer Riley, director of Flying Training, who was quick to point out that any resemblance to person or persons living or dead was purely accidental.

POPULAR NAMES FOR MILITARY AIRCRAFT

- | No. | Name | Orig. | M/gr. |
|-------------------------------|------------------|----------------|---------|
| (Heavy Bombers) | | | |
| B-17 | Flying Fortress | Boeing | |
| B-24 | Liberator | Consolidated | |
| (Medium Bombers) | | | |
| B-18 | Bolo | Douglas | |
| B-23 | Dragon | Douglas | |
| B-25 | Mitchell | N. American | |
| B-26 | Marauder | Martin | |
| B-34 | Ventura | Vega | |
| (Attack Bombers) | | | |
| A-20 | Havoc (Attack) | Douglas | |
| A-24 | Damntless (Dive) | D'glas | |
| A-25 | Helldiver (Dive) | Curtiss | |
| A-26 | Invalider | Douglas | |
| A-35 | Vengeance (Dive) | Wittec. | |
| (Patrol Bombers—Flying Boats) | | | |
| OA | Catalina | Consolidated | |
| (Fighters) | | | |
| P-38 | Lightning | Lockheed | |
| P-39 | Aircobra | Bell | |
| P-40 | Warhawk | Curtiss | |
| P-43 | Lancer | Republic | |
| P-47 | Thunderbolt | Republic | |
| P-51 | Mustang | N. American | |
| (Transports) | | | |
| C-43 | Traveler | Beech | |
| C-45 | Expediter | Beech | |
| C-46 | Commando | Curtiss | |
| C-53 | Skytrain | Douglas | |
| C-54 | Skyrooper | Douglas | |
| C-56 | Skymaster | Douglas | |
| C-61 | Forwarder | Lockheed | |
| C-69 | Constellation | Lockheed | |
| C-76 | Caravan | Curtiss | |
| C-87 | Liberator | Exp., *Consol. | |
| (Trainers) | | | |
| PT-17 | Kaydet | Stearman | |
| PT-19 | and 23 | Cornell | F'child |
| PT-22 | Recruit | Ryan | |
| BT-13 | and 15 | Valiant | Vultee |
| AT-4 | Texan | N. American | |
| AT-7 | Navigator | Beech | |
| AT-8 | and 17 | Bocat | Cessna |
| AT-10 | Whebita | Beech | |
| AT-11 | Kansas | Beech | |
| AT-13 | and 14 | Yankee | |
| | Doodie | Fairchild | |
| AT-15 | Crewmaker | Boeing | |
| AT-19 | Reliant | Vultee | |
| (Liaison) | | | |
| L-1 | Vigilant | Vultee | |
| L-2 | Taylorcraft | | |
| L-3C | Grasshopper | Taylorcraft | |
| L-3C | Aeronca | Grasshopper | Aeronca |
| L-4-B | Piper | Grasshopper | Piper |
| L-5 | Sentinel | Vultee | |

'Hangar 3' Staff Busy Day And Night

One of the busiest little hangars in any training field west of the Mississippi is Avenger's "Number 3"—"home base" for four WASP flight groups from 44-W-2 and 44-W-3.

"Head man" is Group Commander William Groat. Flight Commanders for W-2 are Glenn McClain and James Pollard—for W-3, J. O'Keefe and Grant J. Poole. There are 49 primary instructors, eight of whom double in brass as check pilots.

In the "Blue Room" upstairs, flight dispatcher is Mrs. M. Melton. Boss of the parachute department is H. Stevens. Six girls make up his staff. Maintenance of primary trainers in Hangar 3 is headed by Harry Silber, with a crew of 35 mechanics, 11 of whom are women. The office and stock room forces are on the job day and night.

ANNIVERSARY—

(Continued from page 2) case at all civilian contract flying schools — maintenance of planes is not a function of the ASC, but of the civilian contractor. Supply of all parts and equipment peculiar to planes is, however, handled by the Air Corps Supply division of the ASC. Capt. Sidney Haskin is the officer in charge of Avenger's supply depot.

We appreciate the splendid patronage accorded us by the Avenger Field personnel, and assure you of our desire to serve.

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It took us two months to find out exactly what to do to get our name in gold sewed on our leather jacket. First, go to Bob Mills' in Sweetwater where Mrs. Mills will select a nice scrap. Take this to Meyer's Confectionery Store. Mr. Meyer will get out a handmade box containing six styles of metal type and after a few minutes you will have the kind of gold stamping that filers come all the way from Stamford to get.

Take it back to Mr. Mills, and he'll sew it onto your jacket. . . . While you're waiting climb up, read a paper or watch the world going by, and let Charlie or Ernest give your shoes a professional shine. Both are experts and Charlie has been preserving the finish of Texas boots for a whole year right there in Mills' shop.

Speaking of shoe wisdom, Monday, Wednesday, and Friday are pickup and delivery days in the regular service between F-1 on the post and the Mills shoe repair shop. You get back on Wednesday what was picked up on Monday and so on.

For certain gift problems peculiar to trainees: small replicas of the big silver graduating wings. The center shield reaches Cox's Jewelry store with a design which he burnishes off and engraves there instead of class numerals . . . adding less than a dollar to the original wing cost which ranges above and below \$2.50. They are not only ideal for parents (there is a lapel size) but look mighty fine over the heart of that loved but trainee who had the same class number as yourself. . . . While in there ask Mr. Cox to please adjust your Rayban's and he will . . .

A thoughtful gift is those cellophane packages of matches bearing names, class numbers,

Enlisted Men's Club Opens October 12th

The enlisted men of Avenger Field opened their new recreation club in the Newman hotel, Oct. 12 with a party. All present acclaimed it a huge success.

Dancing and cards were the main events of the evening. Aviation Enterprises furnished refreshments. Future parties will be announced on the bulletin board, according to T-Sgt. H. A. Mills, vice-president.

Officers of the club are Sgt. C. B. Willard, president; T-Sgt. H. A. Mills, vice-president, and Sgt. E. Hill, secretary and treasurer. Entertainment for future parties and other social events of the club will be handled by a committee composed of M-Sgt. E. Hill, S. Sgt. C. Perico, and S. Sgt. C. "Vic" Holkesvik.

Secretarial Job Filled

Helen Smith of Lake Bluff, Ill., formerly a member of 44-W-2, is Mrs. Deaton's new secretary, replacing Ardelle Labraske, who has returned home to be married.

W-1 SENDS FLOWERS

Members of 44-W-1 (Flight 1) have sent flowers and books to Henry F. Perico, their former Flight Commander who was injured in an automobile accident recently.

"PT," "BT" or "AT" or what you will. . . . Matches and printing are in Bowen's Drug store where you will also find Mrs. Joe Bowen, who does all sorts of errands for girls on the field.

. . . Telephone her (801); explain what you need (you didn't bring enough towels, you need tan thread, will she pick up a package). She'll see that it gets to the OD office in your name. That's just one of a number of courtesies extended WASPs by Sweetwater people. Did you know all those books temporarily housed in Mrs. Deaton's office are gifts from Sweetwater people? Among them you'll find excellent murder and mystery diverters.



FLIGHT 1 - ON THE DOUBLE!

Medals To Be Given War Workers

Plans are now being made to present service awards to eligible civilian employees of the War Department throughout the United States in acknowledgment of faithful and meritorious performance of duty. Secretary of War Henry L. Stimson has announced. The first of these awards probably will be conferred with appropriate ceremonies early in December.

The decorations are being established, according to Secretary Stimson's order, "in furtherance of the Department's policy to encourage the continuance of the highest individual effort and to recognize those civilians who have served faithfully, meritoriously, and exceptionally." The awards are authorized under an act of the 78th Congress granting non-monetary rewards in recognition of such services.

The decorations will be in the form of lapel ribbons, suitable for wear on the coat or dress, and will bear the emblem in colors of the unit issuing the citation. The ribbon is woven in blue and silver colors. Additional strands of braid at each end of the ribbon will be used to denote the two higher awards. When an employee is presented with more than one of the awards, only the highest will be worn.

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Avenger Instructors Attend Randolph C.I.S.

According to Mr. V. A. Fagin, the Central Instructors School at Randolph Field where he spent 60 days of hard study, is no snafu.

Life for the Randolph student—instructors starts at 5:15 in the morning when the cannon goes off. They're busy until taps at 10:30. While there, Mr. Fagin marched in a formation to the seven hours of classes, drill, or physical training, and all mess gatherings. Special trips to the operations office were made daily in the hopes of getting in some flying time in spare minutes.

Mr. H. O. Schwartz has just left to attend this school for 60 days.

Ground School Party, Song Fest At USO

In order that the members of the ground school department and their families could get better acquainted, a pot luck dinner party was given recently at the USO with Mrs. P. Trimmer and Mrs. T. L. Morrison in charge.

A song fest, with Mr. T. L. Morrison of the navigation department at the piano, was the high light of the evening. Ping pong and dancing rounded out the evening.

The ground school personnel planned a picnic last month, but weather interfered.

MAKE YOUR CONTRIBUTION TODAY TO THE UNITED WAR CHEST FUND

We have a quota of \$1200 in cash to raise at Avenger Field. Every dollar that you can spare will help a soldier or a refugee.

BE GENEROUS!!

Contributions may be made to Lt. Anderson by the Military Personnel.

To Mrs. Deaton by the trainees . . . and to Miss Mildred Buck by Aviation

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