

The

WHEEL

Gazette

NUMBER ONE * * * * * ALL THE NEWS IT'S SAFE TO PRINT * * * * * FEB. 10, 1943

COCHRAN VISITS BRAIN CHILD

"I've got lots to tell you—and its good news too. But right now there are some final details which must be worked out before I can announce it." That's Jacqueline Cochran's answer to the Army plans to use pilots of the 319th.

"You can say, though", Miss Cochran added, "that those who meet the standards will go directly in the Ferry Command. And they'll be qualified to fly AT 6's and AT 17's, not just liaison and ordinary trainers."

"In the Ferry Command", Miss Cochran continued, "they'll go to one of the six ferry bases in the United States. It takes 50 pilots to make up a squadron, which is led by a squadron commander. Each pilot will be qualified to fly 25 different air planes, including the light grasshoppers!"

When asked what would become of those who failed to meet the high requirements for ferry piloting, she said plans were being worked out but not yet completed.

"We are planning to have the course include many more hours. For it is unreasonable to expect someone with 100 hours to be able to fly AT 6s or 17s without more training. There'll also be more standardization and more planes."

That's just a hint of what's to come. The longer Miss Cochran's here the more ideas she'll undoubtedly get. For her eyes, which impress you most with their warmth and friendliness are also sharply observing. And when it comes to energy, she's wound up tighter than a 10-turn spin. Wherever she goes, things rev up when she sees something to be done, it's done. Period.

"I held out for single rooms in the barracks," Miss Cochran remarked. "Even though there'll merely be partitions between them, they'll at least be private".

Uniforms are a probability.

"I think you'll agree that we should have some uniformity in clothing," Miss Cochran observed. "But they should be work clothes. No one would want to wear a uniform to a social affair anyway. The color will be the majority's choice."

Finally for those who are wondering about the "X" in the NX18562 of the trim green Beechcraft Miss Cochran flew in, she explains the X is for the engine. (Continued on Page 7)

A. E. PLANS EXPANSION

Hammering and sawing won't stop with completion of ready rooms now taking shape around Aviation Enterprises' hangars, according to Henry E. Kriegel, vice-president.

Fourteen buildings have been approved by the F.T.C. at Ft. Worth. Administration, Operations, Classroom, Mess Hall, Hospital and Link Buildings, and eight dormitories will be built on the Cubstuff parking lot when CAA, owners of the land, grants approval.

Aviation Enterprises started three years ago with six employes. Today over 380 (30% women) work in the plane overhaul and flight programs.

Miss Cochran selected A.E. for the 319th after a personal visit and on CAA's recommendation. In two days, A.E. opened the first AAFSTD class.

Somehow, they—PLUS Mrs. Deaton, started the ball rolling on the 8 hour daily schedule that still holds.

PILOT BANKING

Houston hospitality was well expressed in the action of Mr. A. D. Simpson, president of the National Bank of Commerce of Houston.

The thanks of the entire 319th are due to Mr. Simpson, for giving us the privilege of checking accounts, free of charge, with his excellent bank. This was arranged through the good offices of Mary Lou Colbert who talked the matter over with Mr. Simpson.

On Tuesday, February 2, Miss Julia E. Irwin of the bank staff was our guest. The 319th hopes to have an opportunity soon to have the bank officials as guests at Mess if the matter can be cleared with the C.O. Meanwhile, let's not neglect to stop in at the bank to cash a check next time we're in town, and say hello and thanks to Mr. Simpson and members of his staff.

When the engine fails on the take-off—
Land straight ahead.

The FIFINELLA Gazette

Published Bimonthly, by the 319th A A F F T D ***
Houston, Texas U.S.A

S T A F F

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(Ably assisted by 59 Students without
whose help The Fifinella Gazette could
not be published.)

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FIFINELLA'S UNDERWRITERS

The first issue of the Fifinella Gazette would
be incomplete if it did not carry the 319th's
thanks to Aviation Enterprises for its generosity
in making this publication possible. In addition
to the many other things Aviation Enterprises is
doing to improve our lot, it is underwriting the
Fifinella Gazette. Heartfelt thanks are due to
President Earl McKaughn, Vice President Henry E.
Kriegel and Flint Wilson. It is such interest as
theirs which is helping mold the 319th into a
grade A Plus outfit.

THE C.O.

The Commanding Officer of the 319th AAFSTD ,
Captain Paull C. Garrett, has made an outstanding
record in the Army in his not quite three years
of service.

He was graduated from Syracuse University in
June 1940 with a B.S. degree.

After earning his wings in December 1940 he
was a Flight Instructor at Randolph Field for
about a year--from there he went to Enid, Okla., in
the same position.

Captain Garrett had already had experience as
a C.O. before assuming his duties with the 319th.
Before coming to this post he was Commanding
Officer of the Glider School at Goodland, Kansas.

The 319th is fortunate to have a man with such
practical experience directing the Flying Train-
ing Program.

In going from TC to CC ,it is hard to remember
whether to add or subtract easterly and westerly
variation or deviation; one effective jingle is,
"East is least; West is best.

IN APPRECIATION

There is not a member of the 319th who does
not know and appreciate more than she can ex-
press the fact that to Jacqueline Cochran goes
the major credit for establishing our base at
Houston!

Like the Fifinellas, we were grounded--and
ground our teeth therefore--for many months
after the U.S.A. entered the World War II.
We had a champion in Miss Cochran who went to
bat in characteristic fashion, proving by her
work with the British that the job could be
done.

Her return to this country was cause for
women fliers to feel a deep-seated excitement
brewed from the realization that something
was in the wind. It was. The 319th was about
to enter the scene.

Enter the scene it did with the arrival of
the first group in Texas on November 16th, 42.
The vitality of these classes now here is re-
flected in their record. The record we make
here is the most concrete way we can express
to Miss Cochran the sincere thanks of every
high-flying member of the 319th.

GENERAL ARNOLD DISCUSSES A.A.F. ACTIVITIES

In an article published in American Aviation
January 1, 1943, General H. H. Arnold said:

"We are building overwhelming air power on
schedule. Our monthly airplane production is
over 4,000. Today the AAF has over a million
officers and men; we will have over two million
by the end of 1943.

"From February 1 through December 15, the
AAF definitely destroyed 928 enemy planes and
probably destroyed 276 in aerial combat. The
ratio is about 4 to 1 in our favor.

"Today we have bombers and fighters working
in eight combat zones.

"Some time ago I said the B17 and B24 were
perhaps the last of the small bombers. We have
new fighters and bombers on the way with
tremendously increased speed, firepower, bomb
loads, range and maneuverability.

"Of all accidents (AAF) only 14% are due to
engine or structural failure. Every accident
is carefully investigate.

" Our fliers are the best in the world. One
reason is that we give more hours of actual
flying in our training than do others."

Keep the nose down in turns or yours will
be permanently up.

Can ducks make vertical turns ?

THE PIONEERS

The outstanding attribute of 43-W-1---the "guinea pigs"---is their willingness to help one another. Their first few weeks found the schedule changing daily, which could have been grim if their spirit had not been maintained at a high level.

There were two breaks in routine: Teddy's position became uncertain and she visited with a farmer until the C.O. arrived to make her position much less uncertain.

The next break was the Army Day program over which Mary Lou Colbert and Betty Tackaberry broadcast for the group. And a swell job, too.

ODE TO THE THIRD CLASS

I think that I shall never see
Another girl as sore as me,
Me whose muscles have been stressed
Far past their placard valued's best.

A me who withers'neath the strain
But yet in cadence must remain
Who measures now a smaller size
From those commands to H'exercise.

Wails are made by fools like me
But Fleishman makes his own decrees.

SHOULD YOU HAVE TIME -

<u>METROPOLITAN</u>	- 1016 Main Street
4th - 10th	"Night to Remember" Loretta Young - Brian Aherne
11th - 17th	"Life Begins at 8:30" Monty Woolley - Ida Lupino
<u>MAJESTIC</u>	- 908 Rusk Avenue
3rd	"Star Spangled Rhythm" All Star Cast
4th - 18th	"Arabian Nights" Jon Hall - Sabu - Maria Montez
<u>LOEW'S</u>	- 1022 Main Street
3rd - 10th	"The Crystal Ball" Fauvette Goddard - Ray Milland
<u>DELMAN</u>	- 4412 Main Street
6th	"Here We Go Again" Fibber Magee and Molly
7th	"I Married A Witch" Frederick March - Veronica Lake
13th	"Desperate Journey" Errol Flynn - Ronald Reagan
14th	"One Of Our Aircraft Is Missing"
<u>TEXAN</u>	- 814 Capitol Avenue
3rd - 5th	"Between Us Girls" Kay Francis - Diana Barrymore - Robert Cummings
6th - 8th	"One Of Our Aircraft Is Missing"
11th - 16th	"Road To Morocco" Bob Hope - Bing Crosby

CLASS NEWS

The Hanrahan family has two in the Service now. Marion's mother, Betty Hanrahan has gone to Daytona as a WAAC Officer Candidate. Poor Poco De Nado is wondering what branch of the service will take her now.

Elaine Holt was a happy gal recently when her husband stopped off at this field for a few days. Capt. Holt is based at Long Beach, Calif., as an instrument instructor with the Ferry Command.

Lila Burr Chapman's mother was a recent visitor at the field.

A recent birthday brought a solution to Pinkies standing in line for that beloved second cup of coffee. She received a dainty 5" diameter pint cup touchingly inscribed "For Mother" in bold script. It has a decided resemblance to being for someone lots younger than a woofteddy.

Eleanor Boysen, Claire Callaghan and Teddy DeBernard seen abbling toward the parachute room at their usual one block an hour speed.

Lt. Fleischman ann't complain of the gals lack of enthusiasm for calisthenic. Jerry Ulmer gave her all for an exercise and came out with a broken thumb.

DISNEY DESIGNING 319th INSIGNIA

In answer to a telegram forwarded to Walt Disney, asking for permission to use Disney Production's FIFINELLA for the 319th insignia, the following message was received: PERMISSION GRANTED FOR TWO YEARS FROM DATE HEREOF TO WFTD HOUSTON TO USE WITHOUT CHARGE NAME AND DESIGN OF FIFINELLA ALSO TO INCORPORATE SAME IN THAT OUTFITS FIFINELLA GAZETTE. AFTER EXPIRATION OF TWO YEARS WE WILL BE GLAD TO RENEW IF REQUESTED. INSIGNIA BEING PREPARED.

The cheers which greeted the above when it was announced at Mess are indication of the group's thanks to Mr. Disney and his staff.

When the insignia is received, it will be put on display immediately. Watch for it.

"HANK"
ERDMANN



Found at last----the champion of feminine flying. In the person of none other than our new coordinator, Mr. Henry E. Erdmann, are entailed all the attributes that fail to entertain the usual prejudice of the male pilot towards his counterpart of the gentler sex, but he has the temerity to push unbiased opinion to the point of high praise---- and greater expectations. What he thinks that our group will accomplish is downright phenomenal. So ofcourse we shall comply.

As unfortunately seems to be a characteristic or matter of protocol with people Who Have Done Things, modesty is the predominant feature with our knight in shining armor. However, by strenuous research and persistent inquiry certain salient points have been brought to light. "Hank" Erdmann began to fly back in 1926 by the simple expedient of purchasing a J-1 Standard and experimenting. There's a story concerning those early days, with the locale being our present surrounding terrain, but that's off the record. After all, one never learns anything without the sticking-neck-out, does one? Enough said.

As the thunder and fury of aviation burned into the blood of the former motorcycle enthusiast (imagine scooting around in a Silo Drome-- a sure way to render longevity highly dubitable!) We encounter evidences of the usual colorful phases -- cotton dusting, barnstorming, a flying school, etc. Then followed ten years as pilot for the Republic Oil Company, a position which involved considerable cross country experience under varied conditions. Recently he has been with Pan American Air Ferrying Service, and is there anyone present who doesn't know what that means? In brief, our Coordinator has been flying those breath-taking types of planes in all parts of the globe.

It is definitely re-inspiring to find a person who realizes the true seriousness of the U. S. situation in this war and has not gone off on the half-baked Pollyannish theory that the Russians have finished up the whole nasty business. We, the 319th, have things to do, Mr. Erdmann intends to see that we are well equipped to go after the task ahead. His purposes, he maintains, is to reduce our headaches to a minimum and increase our knowledge to a maximum. And so he has come -- our Lochinvar out of the West.

AIRCRAFT IDENTIFICATION

WOW! Look at that P39 go ! How do I know it is a P39 ? Well, gather around gals and I'll give you pointers on how to tell one plane from another.

(1) Wings-- Look for sweep back of leading edge only, of trailing edge only or of both. Look for tapered, rectangular, or elliptical wing shape. Does the wing have dihedral; is it low or high wing. Also observe such points as gull wing, stagger, and thickness and of course note if the object of your scrutiny is an airplane.

(2) Fuselage--It is long and narrow or fat and stubby. Where do the wings appear to be joined to the fuselage--low, mid or high. Notive fuselage shape, whether rounded or squared.

(3) Tail assembly--Compare size of fin and rudder. Compare elevators and stabilizer noting their proportions, When a plane has twin-rudders, observe rudder shape. Look for dihedral in tail-plane noting also such things as stabilizer bracing.

(4) Engines--Hown many and how mounted. Are they in-line or radial; pusher or tractor type. Note engine position; above, below or centered in the wing.

(5) Other features-- Observe such features as: number of gun turrets; blisters, fixed or retracting, fairing, position of windows, type of nose as transparent or partially transparent.

If possible, select some outstanding feature or combination of features that will help you remember a particular plane. For example, a P39 has an Allison in-line engine, with the exhausts appearing to be below the pilots position, while the nose section is long and narrow. That ,plus tricycle landing gear, are two distinguishing features easily remembered.

RECENT VISITOR

Rear Admiral L. O. Colbert, Director of the U. S. Coast & Geodetic Survey, which publishes our Aeronautical charts, while flying through the Southwest on an inspection trip with the Maritime Commission, stopped in to view the progress of 319th. (Perhaps to see for himself if daughter were really that busy?) Reported favorably impressed with set-up.



FIFINELLA GETS HER WINGS!

ORGANIZATION OF THE 319th

An outstanding characteristic of the AAF is the way in which it carries out orders, whether bombing mission or—as in our case—organization of a new unit.

The 319th could not attain the record it is making without the material aid and understanding of its problems which it receives from the AAF. Thanks are due first to Lt. Gen. H. H. Arnold Chief of the AAF who realized that Miss Cochran's proposal would, if put into action, conceivably aid the war effort. Thanks are due also to Brig. Gen. Luke Smith, Director of Individual Training, and to Major Gen. Barton K. Yount, commanding the Flying Training Command with headquarters at Ft. Worth.

The 319th is located in the Gulf Coast Training Center area, and many of its problems were solved with the assistance of Brig. Gen. Warren Carter of that organization.

To the staffs of Generals Arnold, Smith and Yount, and to the newly appointed commander of the Gulf Coast Training Center, Gen. Brant and his staff, from the 319th—

—our greetings, gentlemen, and thanks to you.

Safety belts on aircraft are installed for use

Add wind right. Why add it wrong?

FIFINELLAS ADOPT 319th

Members of 43-W-2 will recall that in their early days at Houston a warning was posted that all students must carry used postage stamps to feed and pacify Them Gremlins.* Not long thereafter female Gremlins, or Fifinellas, were seen shoving ships off the runways into the tenacious Texas mud. However, no male or female Gremlins were seen in the air.

The first student to see a Fifinella on board in flight was Sidney Miller whose phenomenal practically on-the-back spin recovery during a check ride was definitely due to three Fifinellas visibly (1) swinging on the throttle (2) holding the stick firmly forward (3) throwing dust into the Lt's eyes so he failed to note the goings-on.

Those familiar with Them Gremlins will recognize that something new has been added. Formerly only Gremlins and male children, or Widgets rode the air waves, it being claimed that the diminutive Fifinellas lacked the ability to undertake such hazardous Gremlintrix as (1) playing see-saw on the artificial horizon (2) using the compass as a merry-go-round (3) drinking gasoline (4) sliding down the beam and rolling up the runway, thus making planes under-shoot.

Like members of the 318th, Fifinellas needed only training in order to turn in a good job. When the 319th was formed, a squadron of pioneering Fifinellas arrived with the first Gremlins, forcing Them to undertake specialists jobs such as that of the big-stomached Puff Gremlin who sucks air from under a plane, making it jounce.

At Houston, Gremlins and Fifinellas are bred at a rate sufficient to supply each cubstuff flier with a Flipperty-Gibbet, or young Fifinella, which reaches Fifinellahood upon the student's graduation to PT's. For the benefit of those students who have not been adopted to date (by the way, Them Gremlins take the name of their pilot, as Fifinella Richards) we present top left, the first Fifinella to arrive at the Houston Municipal. Fifinellas are about a foot high. Whereas Gremlins have stubby horns, those of Them Fifinellas are delicate and curled.

Them Gremlins have come a long way from their original home of a 1000 years ago in the quiet shadows of river pools, thence to the mountain crags and finally taking to the air. Now Them have taken another step: Them Fifinellas, like the gals of the 319th, are taking the air.

Watch out fellas! They're dillies!

* It is a grave social error to refer to Gremlins as anything but Them.

One never really learns to fly-----One is always merely practising.

THE CAPTAIN SAYS--

Hello! Hello! OPERATOR! Get me Aviation Enterprises in Houston. Yes, I know it does other places too--but get me that one. Aviation Enterprises---that's what I said ---Tell them it's about an airplane collect---at least what's left of it.What? They'll have to pay for it! I gave my last five bucks to that slack jawed hay-seed.No, not you ,sir. It's about an airplane . Of all the silly questions. Ofcourse I was forced down. Oh, I think it would be much more fun for you to guess who this is. You know,GUESS WHO and all that ! Do I have the ship number? Honestly, I never saw such poor organization---dosn't the dispatcher have it? Well what good are the records if you dont use them. I'm not prattling ,sir.Certainly there's damage. For one thing there's a bandaged ear. Not landing gear---BANDAGED EAR. I'm not swearing ,sir. What ? I don't know where I am. I was off course. The farmer dosn't know either. Says he's been trying to find out for years, but you know how big Texas is. Did I fill out my form ? That's something I've been meaning to take up with you. I wonder if you know there's not a single girl here who's been able to do anything about it,what with all these awful exercises, and no opportunity to rest after meals....I'm not wandering.You asked me a question and all I try to do is to give you a civil ---WHY SIR ! Texas does do the oddest things to to the way one speaks. You must watch it,sir. I'm not afraid you'll have to say goodbye now, sir. I just dropped an arm.Goodbye,sir---forever ,sir.

NOTES ON MUSIC

The music life of Houston slows down for a period. Sunday afternoon, February 14th, at 3:30 p m the Don Cossack Choir,"The Singing Horsemen of the Steppes", will sing at the City Auditorium. This group of singers has fine voices and has recently been presenting songs which are now being sung at the fronts of Russia. The following evening there will be a musicale in the same auditorium which will include a three piano Bach concerto.

The future looks much more luminous. There will be a Pop Concert by the Houston Symphony. Jose Iturbi and Sergi Rachmaninoff.Marion Anderson will be here on the 17th of March. Our intellectual life will be exposed to the noisier arts---the Commanding Officer and the weather allowing.

To remember the color of the airways and their order of right-of-way,think of the letters GARB for green, amber, red and blue,respectively

FIFINELLA FASHIONS

The 319th is just as clothes conscious as the outside world(there is such a thing,you know). For instance,one well known clothes designer appeared mid the delicious dizziness of our own mess hall in a "swoon-over" item. This vision consisted of a black bra against a back-drop of red flannel, to be sported either as lingerie or more appropriately in a B.T. to warn of a"closed-front". Dramatically making an appearance on the flight line, plucky Woofteddies were ready to "ride 'em cowboy" thru the stall series. Continuing in a horse and houndish theme,high water jodphurs are the newest for winter flying--to be worn in a typical Kentucky manner.

OBITUARY*****

She was brave, she was good
we loved her.
This friend that we mourn today,
And though she has gone we'll
remember
Her kind and unselfish way.

You've gone but you'll not be
forgotten
In that heaven there must be
for you.
So--Good-bye,Good-luck to you--
"Stinkie"
Our pal who was mangy but true.

PLANS UNDERWAY FOR RECREATION

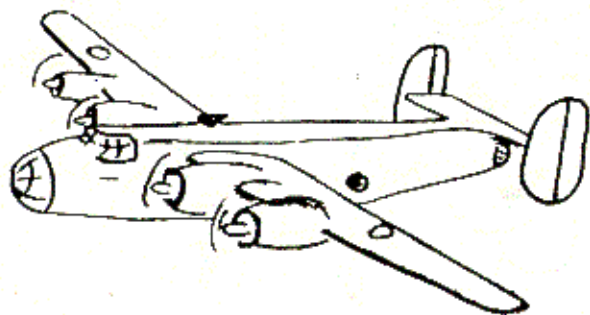
The recreation program gathers strength with each passing day. On Monday, February 1, the 319th fell in at the Y.W.C.A. pool. In the future , a swimfest will take place each Monday evening.

Evenings of entertainment are planned at the Mess, with Claire Callaghan acting M.C. It is planned to have weekly movies, with full length features and short subjects.

According to Lt.Fleishman, who likes that sort of thing (and ,confidentially, we do too!) we will soon be playing volleyball, basketball, softball, ping pong and will have badminton courts available.These are to be used in our spare time.

Those who like to relax to music,or be soothed in lecture halls by visiting firemen will find that they have not been forgotten in present plans can be realized.

Full programs of all activities will be printed as available.



CONSOLIDATED B—24

One of the largest longest range bombers in the U. S. Army Air Force, the B-24 has seen much active service in Europe with the British R.A. F., under the name Liberator.

Powered with four 1200 horse power Pratt & Whitney twin-row Wasp engines, the B-24 has a top speed of 330 miles per hour and a range of 3000 miles. Its wing span is 110", length 63½" height 17", gross weight 40,000. Bomb capacity 8,000 lbs. Armed with power driven gun turrets fore and aft and midship above and below fuselage.

APOLOGIES TO EDNA ST. V. M.

Oh the landing field is miles away
And the traffic keeps on roaring
But never a plane takes off all day
But I hear its motor soaring.

At night there's never a plane goes by
Though the clouds are dark with thunder
But I see its lights against the sky
And hold my breath in wonder.

My work is good and my friends are tried
And better ways I'll not be knowing
But there isn't a plane I wouldn't ride
No matter where it's going.

Jean Holloway (Ft.Worth)

COCHRAN VISITS BRAIN CHILD
(Continued from Page 1)

It's a 600 horse power Pratt and Whitney instead of the usual 450.

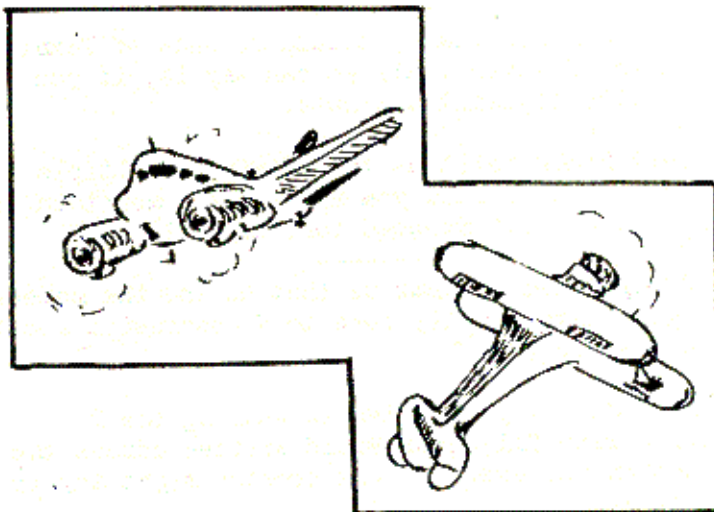
"I believe that plane has won more prizes money than any other in America" she offered with just pride." At 16,000 feet it will cruise at 240 miles per hour."

Which isn't just putting along-----even for Miss Cochran.

CURTISS AT-9

Affectionately known as "The Jeep" by Army Air Corp personnel, the Curtiss AT-9 is termed a transition trainer, being used by the Army Air Force to train Multi-engine bomber pilots. Very little data has been released on its performance, size, or characteristics, except that it is powered with two Lycoming engines.

This AT is one of the trainers in use at Ellington Field, worlds largest Multi-engine flying school, where its purpose is to simulate combat maneuvers of our modern bombers. This proves "The Jeep" can take it. It is in production at Curtiss' St. Louis plant.



BEECHCRAFT C-43-D

The Beechcraft C-43-D is used as a cross country and instrument training ship, as well as in liaison work, by the AAF. Powered with either a Pratt and Whitney or a Wright 450 horse power engine, this five place plane may be easily recognized by the pronounced negative stagger of the wings and the pinched appearance of the fuselage near the empennage. The wing span is 32"

TEXAS WEATHER

The sage who said the first liar doesn't have a chance must have just finished a session on Texas weather.

From now until summer, Texans call it the changeable season. Anything can happen. Sleet at breakfast, dust at noon, the hot sweats by supper.

The blue norther is strictly a Texas institution, so called because of its peculiar appearance. When the northern skies are a deep blue, almost black, you've got time to head for a stove.

A man (was) fishing one day and a norther hit like lightning. He got on his horse and headed for home. When he got there, it had thawed a little and his horse's mouth was covered with lather and tail was covered with ice.

From the Associated Press.

Stupid

One wonders if the instructors will ever accept lag in the student as calmly as they accept lag in the altimeter.

Some mention really should be made of Texas weather. However, all we can say is, if you don't like it, wait a minute.

Bert Black tells us that flying a multiple beam is bad because you might hit a mountain and hurt yourself. (Stubbed toe, maybe?)

Billy Steed informs us that he and the meteorologist have finally come to a conclusion about the weather (!)

Mack McKinley objected to wearing the T-shirts with Ellington Field written across the front on the grounds that someone might try to land.

Maps are no longer being used on some cross-country hops we understand. On Dottie Nichol's first XC she waved blithely overside the cockpit, map in hand. Did Dottie's face fall upon retracting her empty digits!

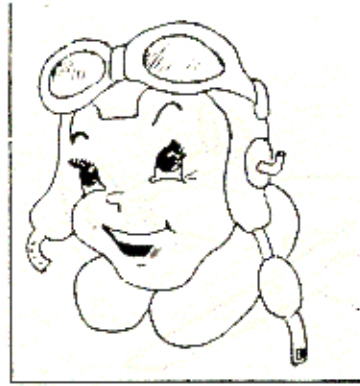
Remember way back when we thought we'd get a week off for Christmas???????

Note to a certain very earnest but slightly confused student—We would suggest that in flying a range you do not use a cloud for a heading. They move, you know.

If the control tower expects to get any information from Byrd Granger, it will have to include field glasses in its equipment because Byrd answers "Are you receiving?" with a vigorous nod of the head. Lt. Fleischman will be glad to know that his neck exercises are taking effect.

Remember the first cold snap? One lass hit the line early to line check on the cubs. She was un-self-sacrificingly searching for cabin-heaters.

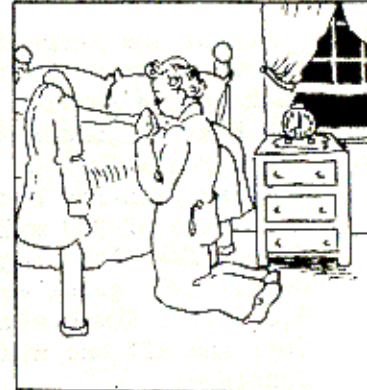
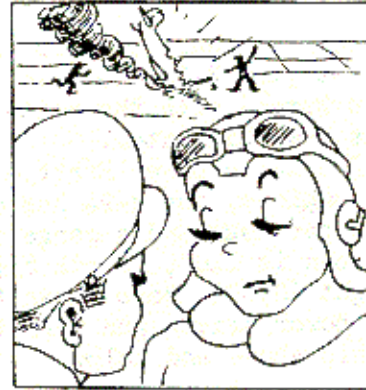
Who was the corporal who reported: "First squad, present and all absent."



HAISIE



MAISIE



FLYING FEMMES

Have you heard the words before, "How thrilling to be a part of something new."? We know you have but -- as a gentle reminder that you and I "A in't so hot" -- lend me your ears:

In 1784 for the first time in the earth's millions of years a woman took both feet off the earth for a period of time when she ascended high over Paris in a balloon. She was Mme. Tilbet of France. That was 158 years before the truly thrilling but not so new thought of women as fliers during wartime. Only 26 years ago -- in 1917 to be exact, Harriet Quimby, the first woman to fly the English Channel made a then startling prophecy: That women could and would fly passengers and freight, take Aerial photos, train students, and do everything connected with Aviation. Today the 319th is a living fulfillment of her prophecy.

Women today are a serious part of all aviation developments. They design planes, help make them, and test hop them. They fly any plane anywhere.

The threads of aviation history lying behind the beginning of the 319th are woven into a magic carpet, which carries the story of women in aviation.

Watch this column for the 1001 magic tales of the Flying Femmes.