



Sunday A.M.
Oct 25, 1942

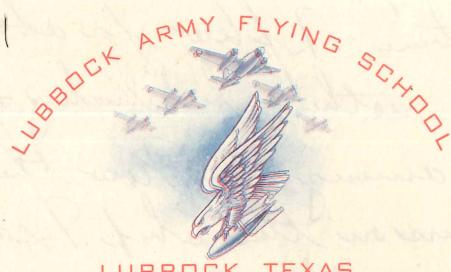
Hello, Folks,

Sunday morning again with flying scheduled for this afternoon. Tho. I have my doubts as to whether we will fly. It's blown up extra cold and the skies are pretty low again - if I were home I'd say snow, but in Texas anything can and usually does happen.

Say, - you must have had a real shonuff flood up there. - I haven't seen a paper in a week, - but from your letters it must have been a humdinger. - It's too bad I wasn't doing the P.A.U. helping to move all the furniture from the basement! Tho this time there wouldn't have been so much menial labor as before - more of a directive force, shall we say? - If that's the case it really is too bad I wasn't there!! - A mental case, that's all, nothing to worry about!

Boy, oh, boy, - I've really had my ups and downs this week! - I've kicked and joked a bit about washing out, but it was too close to home this time to even have any

resemblances to being funny. - I was a worried feller. You know I told you we have 2 types of planes here - both twin engine. - One is used more or less as a transitional ship and the other is truly a hot ship that requires the attention of the pilot at every instant. - Hell. - I also told you how I was the last of my group to be checked out - because of the alphabetical arrangement. When then came time for me to fly, all the transitional ships were being used elsewhere so I was started on the "hot stuff" from scratch. Everything went swell - I could fly it and liked it, - but when it came to landing it, - I just wasn't there. - I had most twice the time on it as most of 'em get - and I still couldn't land it. - It was the damndest feeling I ever had. - Here I was - one of the first to solo at Primary & Basic and in Advanced where one practically can't "wash out". - I was about the last one and consequently nearing the start of illumination rides! -- My instructor said he had never run upon a case like mine and didn't know what the heck to do - and I'm sure I didn't. - He said he knew I could fly, - else I'd never have gotten this far - but what now. - Hell, - there were certain little things, mannerisms about his instructing that worried me - (for instance, I could always feel him on the controls & stuff) so as I'd figured



I was lost anyhow - we had a heart to heart talk and I told him some of the things about his instructions that were different than I'd ever had before and how and why they annoyed me! Instead of getting mad, he said I might really have something there and got another instructor, who graduated when he did, but who had had lots of civilian flying before getting in the Army. - This other instructor took me up, had me do a lot of air work and then we started landings. - This time he did it more like I'd been taught and I did lots better - but still no go. I wasn't consistent - one time I'd land OK and the next time we would almost crack up, except for the instructor's help. - Sooooo - we came back.

Both instructors cross examined me as to my landing in Primary & Basic and came to the conclusion that due to eye strain the last of Basic - my depth of perception must be off. - They were going to send me to the flight surgeon for a check up. Then - the flight commander stepped in! - He said to try me on the transitional ship, and then if I had the same trouble - to go to the Doctor! - So, again yesterday - I went up and in less than half the normal time allotted to solo it - I soloed! -

Ahew, what a relief! I've never sweated so much in an awful long time. - I flew for about 3 hrs 30 min yesterday - doing nothing but landing & taking off - with not a bad landing among 'em. Now the theory is that after a few hours on this ship, I can walk in the old A.T. 9. and land it, too! - I hope!!! Anyhow, my instructor is a changed man and I have at least partially regained some of my self-confidence.

The second instructor came up to me yesterday before I flew and talked to me. - He told me not to worry about "washing out" cause after getting this much training they wouldn't get anyone out if they could help. - He said that if it were my eyes, well, two weeks of rest would fix em up. - Another instructor, (who was my instructor's instructor!) talked to me too. - He said he had had a student last class who had the same trouble I've had. - and if & when I have the same trouble - to come to him & he was sure he could help me - and that there was no chance of washing now and to forget all that's passed. He is a smart man - cause I've already forgotten.

But one more dissertation - it won't no fun sitting down thinking about getting this near, being returned to a private - and what to tell folks back home! - But now that doesn't have to be done, thank goodness!

Yesterday a man was here taking orders for our announcements, calling cards, & class rings! Our rings are very similar to the West Point's but



with the more appropriate designs of the air forces.
They had em with imitation garnet stones, and
black onyx. - I got the black onyx one. - They are
really too expensive, but I got one anyhow. - I've had
the occasion at times to wish I had had a high
school or college ring, - so I knew this would mean
even lots more to me, - so I got it anyhow. The
calling cards I had to get 'cause officers ^{had} to fulfill
the Army's own brand of Army ~~elegant~~ etiquette!

I guess next will come my uniforms and a
foot locker &c so. Who said an officer didn't cost? -
My clothing allowance of \$150 when I graduate will
take care of most of it, tho. - And after I get my
commission, being on a flying status - I'll have
nearly \$300 per month, - so maybe I'll manage to
survive!! - Want a borrow some money?

See, - you folks better buy plenty of woolen
clothes to keep warm with. - 65% of the oil you
used last winter isn't much and you gotta keep
warm. Better get some more wood, too! -

I'm enclosing an article I saw in the paper
about "link trainers" at Goodfellow. Thought you
would understand the whys & wherefores of 'em
better.

Hell. - I'll end this "book" now - so until next time -
and don't worry about me - I'm ok now! -

Love
Frank

about it though I suppose we ate down
to a point where there's nothing more down and less up
up. or you don't eat tip I - you don't
but I would eat it though I would eat it
up. but then I don't want to increase at
any blown intervals I do - you get to a place
that's going to tip I do - and eat even that won't work
because the winds may tip it. but I like's going
up though I - the first I know was good with
a kind of a power you were then been except
of too little wind resistance and - eat what you
have though I didn't go enough to get the job
finished though I did - still, the house to see that
was it - what you do is a good place to have
the house to see that you can do -

I never ever work hard - I never
work hard just eat and work on
my body though I do - then you need to eat the
body though you have the house to see that
you do, though you eat tip it all, unless
what it, you eat it as no problem of
up. I guess I would have to eat it but today
I guess it's better to just have blown