

Saturday morning  
July 25, 1942

Howdy, pardners!

Here it is - with another inspection and everything. - Only this time the inspection is over. But don't get me wrong - I still didn't meet the formation. - I was roaming around the barrack when I saw the commandant head this way. - and suddenly - I got conscience stricken and thought it about time to run an inspection of the locker rooms in each barrack! - (That's the only duties I can find listed for the "supply sergeant", and I had to have some excuse ready!) But he didn't come in - so I had a little work for nothing! - But I do mean "little", cause the second barrack down I found another fellow missing the formation so I stopped and talked the rest of the time. - At least my intentions were good, - jverdad?

It sure feels good to have all my check rides over and behind me. - About 100 lbs has been lifted off my back! - I've never been able to see it, - but I always knew it was there, cause I could feel it. The rest of my flying time, about 7 hrs. will be spent mostly on my back, I expect. From now on my instructor and I will just ha.

and I can guess just what form that will take. Mostly upside down flying! It's the most peculiar feeling to fly "on your head" - hanging entirely on your safety belt, and it takes some time to get over the temptation to reach out and "hold on". You see, - as long as you're in some sort of a turn, or movement, - centrifugal force holds you in your seat, so you really never realize you're upside down 'cept the ground and sky get awfully mixed up. But when you just fly upside down - old man gravity takes hold and regardless of how tight your safety belt is fastened, - down you fall out of your seat, - for several inches, anyway, it feels - but of course it's just your weight shifting! But it's all part of the fun. - (Hope the chute works!)

We get all the real acrobatic training we'll have right here, (so they tell us) cause <sup>the</sup> further on we go, the bigger & faster the ships, so they can't be thrown around to quite the extent these are. - Don't get me wrong. - The ships will be even sturdier built, - but there's a limit to the physical capacities of the pilot. - The faster you go over a certain point, the ~~more~~ less <sup>of</sup> abrupt the maneuver will have to be because of "blacking out". It's even possible to do that on our trainers here. - Even so, don't think the flying at Basic is orthodox! Far from it! - I guess I'll have to learn to fly all over ~~over~~ ... as I did when I came here. You see - our ~~in~~ compared to

the trainers here of 165 h.p. - and those we get in Basic will have 450 h.p. - There's quite a bit of difference, you'll agree. - Also in Basic we get formation flying, - night flying, - instrument flying link training, - lots of other stuff plus a continuation of what we've taken here! - It's plenty rough according to all reports, - but so was primary! - It's funny how you start in on each of these phases - working full tilt with every possible moment taken up, but yet finishing it a such a stuck they can throw as much again at you. But I'd better finish primary first and worry about other details later!

I've still 3 final exams to take before I finish here! -

Yesterday we had one of our two cross-country ~~long~~ trips. - Not a bad one. - We went to a town around 45 miles from here, landed, and then returned. A round trip of 90 miles made in 1 hr. 10 min., - counting time circling the airports! - Not bad, eh? It was an easy trip, though. - We had a highway + railroad track to follow if we wanted to, but I tried to actually navigate it just for practice. - The reason why Monday we have to take another trip in another direction without a single thing to use as a check point to tell if we are going straight. This one is to a little town about 50 miles north west of here across barren land - no rivers or towns)

no highways, no nuthin'! - He figure our course  
and everything on the ground, and in the case ~~of~~ where  
there are no check points to be used, - you have to be  
sure than ever of getting the right wind direction &  
velocity, - or else you won't even be close, which is at  
least embarrassing! - Ho, hum, - Maybe there's a reason  
for "Corregans" wrong way?

What happened, Ma? - Did my picture actually  
scare you out of your wits so badly you didn't  
know what you were doing? Thanks for the letter,  
in any event! And what do you mean you have  
to get set for ice-cream? - Don't tell me things  
have changed that much! - And I hope you aren't  
displaying my pictures all over the house. - Don't you  
remember I'm the "retiring type" and don't like  
"publicity"? - They were meant to be displayed only for  
Rats and I'm sure you haven't any left by now!

Say, Sister, - you'd better join the Army. We  
have all the cokes we want, and then some. - If  
sue must be hard on a "poor civilian", - no tires,  
no gas, no sugar, no cokes, no nowthin'? - What's  
this new job Ma says you start on the 10th?

Still don't know where we are going or when  
we go. - Maybe we'll be here for the week-end or  
maybe we'll be traveling. - Don't care much. - Too  
glad just to get the chance to go to Basic. - Each  
step counts! -

Well, - am wait out so bye for now.

Love  
Frank