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Barracks 19



U. S. NAVAL RESERVE AVIATION BASE
WOLD CHAMBERLAIN AIRPORT
MINNEAPOLIS, MINNESOTA

Dear Mom,
Well here it is the end of the first day. The trip out wasn't bad at all. I rode out with Cash Morgan and in Chicago we met the rest of the fellows. We had a beautiful streamliner up to Minny - last night we stayed at the Radisson hotel and ate at some nice night club. All of us were impressed by the friendliness of all the people. It was very fine. This morning we got ~~in~~ cabs out here to the base. It took us 20 minutes. It's about 8 miles out right at the Wold Chamberlain field - the place the commercial planes land - a tremendous field. We really froze this morning and all day it has remained plenty crisp. I guess it won't get any warmer for a long time. The base itself is almost brand new. All of the buildings are new. Our barracks (50 men to a room double decker) are new with adequate toilet facilities. No desks there; we write from a recreation hall. All morning we just got "squared away" -
We wear our green pants, khaki shirts

PHOTOCOPY
GB HANDWRITING

green overcoats caps and brown flying jackets.
For flying we get especially lined suits - really
wonderful. We all have our own helmets
and goggles. The helmets ~~are~~ have little holes
in each ear with tubes so the instructor
can talk to us. We each have an instructor
who takes us thru all the stages here. I
meet mine tomorrow - hope I'm lucky.

All the fellows like it here. They say
there isn't have as much discipline and
routine. More time off to yourself during
the days - not much drill or athletics altho
facilities are here.

For the first 2 weeks we are restricted
and after that we get 2 to one-half
days a week off. There really isn't much
time off at all. There is a demerit
system - If you get demerits you
are restricted and you also "march
them off with a rifle."

We can send our laundry out
any day we want - just take it over
to "ship's service". We have a store,
bowling alleys, ping pong, coke machines,
grill and apparently time to use them
all. No civilians are ever let in the
base. There are an awful lot of
enlisted men at the base - many more
than there are cadets.

In our class there are about 60 cadets, all from Chapel Hill - ~~the~~ I am in class 11 (11th month) A (first class of month) L (left wing) 11 AL. There are 2 classes a month and 2 wings per class (right and left) while one wing is in ground school the other is off the flying line.

The time here varies - we will probably be here from 2 $\frac{1}{2}$ to 3 months and then proceed directly to Corpus. They all go there from here. Most of the instructors here are fairly young looking.

We may start flying tomorrow. The mess hall is right next to our barracks. We march to classes, but it is much more informal than Chapel Hill and you are treated much better. I'm afraid I'll spend a lot more cash here.

Some times out $\frac{1}{2}$ day liberty is in the afternoons - sometimes from 7.30 - 12 in the morning. You never know. After our two weeks we get liberty of some sort Sat. night. I think.

Lately the weather we has been windy
and grey but today it cleared up
nicely - plenty cool however.

We have lockers at the foot of
our beds - big wooden lockers.

Please!! send my suitcase.
coat hangers when you next send something
we - also handkerchiefs and undies I
left behind

Also in my dresser I left a
whole mess of letters from Barbara. Will
you please put these in my trunk safely.
This is quite important as I don't want
Aunt Mary ~~and~~ ^{or} any other guests we
might have to read them all over.

How is your arm I sure hope it
is much better than. You were so gone to
come home and all, and I do hope it
didn't set you back. I'm going to
remember this leave for an awful long
time.

Doesn't look like I'll have much of my
time for any social life.

I'll let you know how it goes, please.
If we have good weather I'll have school in
9 days - Not much else for now.

Much love to all - Pop

my address is on the envelope. Please tell N.B. & P.S. B. BT
when you write. I'll write 'em but don't know when.



U. S. NAVAL RESERVE AVIATION BASE
WOLD CHAMBERLAIN AIRPORT
MINNEAPOLIS, MINNESOTA

Dear Mum,

This morning marching to class 7 o'clock it was 8 below zero. The cold is very dry but you still feel it. Yesterday a lot of fellows from their faces flying and are now grounded for a few days.

This cold really limits the flying. I don't know how well we get thru it it stays this cold, and it undoubtedly will. They still claim there are more flying hours per year here, but I can't see it. The days are lovely, clear today - not a cloud in the sky, but it's so cold.

Sunday I'm going into town and have supper with Mr. & Mrs. Weyman, friends of Mr. Fish I believe.

Today was my day-off from flying but I didn't go in to town. After that one check when the others went to fly I went to bed.

Those underwear shirts are wonderful, many thanks. The Tribune

arrive every Mon. or Tuesday and I enjoy
it a great deal. I have been wearing
Agnes' socks every day - do my
own washing (of the socks). We have a
place right here where we can leave
our laundry to be done.

lately it has been so cold that we
haven't skated - Instead we do exercises
and play volley ball here in the
"rec" hall (It has a pretty big gym)

I ^{have} now completely recovered from ^{my}
brief sickness.

Now, you can't possibly come way
out here. It is way too far away
and I could see so very little of you.

Please don't even consider it.

You couldn't even come in and
look around the base, as it is all
restricted - But well you could just sit
in this rec-hall, that's all. ~~Maybe~~

It's only about 6 months anyway
before I'll be home for 3 long weeks.

Please just forget it.

Much love
Pete

Murmerjokes

Dear Mum and Dad,

It's now 0830 and the weather is a bit threatening, evening a little, so first period solo were cancelled so here I am. I was scheduled to have one by 506 and then my last instruction by 5. I hope it clears so I can at least get in my solo.

After 5 I have 1 hr of solo and immediately after my B check. I am now really worried because yesterday I couldn't hit any circles and on my B4 instructions I was awful in everything.

Small field procedure is particularly important and I was terrible. This is forced landings in small fields what you do is fly around a certain pattern at 1150 feet. At any one of 3 spots your instructor cuts the gun and you have to set the plane down in the field - into the wind of course. You are supposed to be on your wings/in and have 100'

excess altitude to slip off - then come out of the slip and make a fully stalled landing.

The army can land wheels first (my way) but we have to land tail first on 3 points. On taking off in this small field work we have to climb at a specified speed and be at

exactly the right altitude at the right time
so as to make a forced landing if necessary.
It is my valuable work but pretty difficult.

I hope I get this stuff down for my check ride.

The time now goes so much quicker than at
Cape Hill. We are now about 1/2 way
through - I can hardly believe it.

I have a sore neck from flying without
a scarf - I'm going to be sure to wear one
from now on. Yesterday was warmer (as is today)
so the boys were the regular 1 1/2 hour ones
instead of the 1 hr. jobs. In the 1 hr. ones
you do sooner get to your field than you
have to come back, and I need all the practice
I can get.

Some of the guys in our class were
AWOL the other night and 2 got caught. One
with probably got 5 days in the brig on
bread and water (solitary), and the other was
kicked out 'cause he had lousy marks and
is a real actor anyway. They'll know today
what happens to them.

My "Krus" "take" has mounted fairly well,
and it looks like a banner year.
As yet we've had no word as to what

PHOTOCOPY
GB HANDWRITING

we get news in the way of liberty - the reports
vary from none at all (like Thanksgiving) to the whole

day.

Tante wrote and said that she was asking
Tim White and some others for news. Also got
a letter from Grandfather and one from Dad Ed
in which he said he was going into U-5.
I really think it's much better than the
army - we fly more types (not single out
early like army) and get far better
thorough training.

The army planes are terrifically fast
and "hot", (and take off at phenomenal
speeds) requiring good pilots too, but their
carrier landings, though slower, are harder
because they have to be accurate and the
old carrier is really tossing around.

By the time you get this Navy
should be home - I don't know about Presq.

There is skating here on all water of
course (including parts of the Mississippi)
Hope you have the same for Kmoa.

Letter stop now
Muel [unclear]

PHOTOCOPY
GB HANDWRITING

NAME G. H. W. Bush
RANK 1st Lt. Cad. U.S. Army
SERVICE 45 NR/DB
Minneapolis, Minn.



POST CARD

FREE

BUY <u>FREE</u>	_____
DEFENSE SAVINGS	_____
BONDS AND STAMPS	_____

Mrs. P.S. Bush
Grove Lane
Greenwich, Conn.

Please send
 my mech. drawings
 in a black case no. 2
 still confused by it
 all - so many things to
 look at and look for.
 Even this 1/2 hr. stuff
 is amazingly trying.
 Everyone has noticed it.
 Type 2 also better soon.
~~some~~ some today
 (or)
 PP

PHOTOCOPY
 GB HANDWRITING

Dear Mom,

(Mum) sat. ①
Well today was the big day - in fact one of the biggest thrills of my life, I imagine. We marched down to the #1 hanger and they read out the names for the first hop. I was in. I went down, got my gear, and then consulted the board. Plane P-18, 2nd hop - 2nd hop Plane #18 check pilot Boyle. I immediately went around trying to find out what kind of a check Boyle is. All I got was "pretty tough." This was quite disheartening. I then went out and warmed up the ship waiting for Ens Crane (CRANE pronounced CROOM) to arrive. Suddenly I got the signal to cut the motor from my plane captain. "All hops cancelled." Well my heart dropped a mile. Just as I was walking back in with the other guys the loudspeaker announced "warm up all ships" so back we went. The fog was pretty thick but they let us go up. Crane came and we were off. I did it all myself and everything went O.K. However, I was so nervous, just in this instructor check, that in the beginning my legs were shivering around. Once in the air I was completely cool with to my surprise. We did some emergencies and landings and then came in. I gave him one proom landing so I wasn't sure about my "up", but when we got out he told me "O.K." Then for the real check. Ens. Boyle came out. I hadn't been able to get his shoot at the office - they said it was out, but he arrived "chutlers". I had to go way back, get him a chute - then

wasn't too smart a move on my part. Once
in the plane he didn't say a word. I
taxied out, revved up the engine, locked the
tailwheel, adjusted my goggles & seat, checked
the instruments & the tower, swung into the wind
and we were off. For about one turn of
the field I was pretty nervous. First he
signalled (wouldn't talk) to make 2 landings
[When I speak of landings I mean "touch and
go" except for the final one before taxiing
in. This means land and before the plane
stops rolling, gun her and take off again.]
The first landing was such - the 2nd rather
rough. We then dove into the fog and
went off and did 2 1000 foot emergencies.
[That is he cuts the gun, and I have to
establish a glide, get going into the wind
to land on a field which I select - we don't
actually land, just go down to about
75 feet] Once I picked out a good field
but the other time I'm afraid it'd
have been a pretty rough procedure if
I had had to land. He then indicated
to head back to the field - ~~It~~ For a
minute I was lost - couldn't see the
field thru the mist, but luckily I
beated it. I did 2 more landings and
taxied in. My nervousness, which had
subsided after the first takeoff, came on
again. As he climbed out I looked for
the verdict. "Did you get an up from your
instructor," he said - "O.K. - then take it up

yourself," and off he walked. There I was ^③
alone in the plane. I gave the "thumbs up"
to the plane captain, he removed the chocks
and I was off. I wasn't shaky on the
controls, and was completely confident for
some reason. I had to taxi way down between
rows of army bombers to get to my take
off point. My job was just "2 landings"
that's your first solo assignment. Off I

zoomed - climb to 300 ft at 65 knots;
level off - pass under the traffic circle;
climbing turn to the left, level off at
500'; - back into the circle. "Nobody was
there saying all this, this time yet
I did it - The needles seemed ~~to~~ to stay
right at 500 - whereas with the instructor
I'd drop or gain. Everything seemed so
free and easy and really wonderful.

My landings weren't good - I bounced
and didn't cut quite soon enough,
but I didn't worry as I have before.
This was the thing that made it so
much fun. I taxied back in and it was
over - just as quickly as it had come.
I felt good though. Man, ~~it~~ it was the
first time I have climbed out of the
plane without worrying or ^{having} a touch of
discouragement. Yes, tonight I am very
happy. Tomorrow I have 3 hours of
solo ~~to~~ do whatever I want or go
wherever I want. ~~That's~~

If only I felt sure that all my checks would be O.K. I'd be very happy - all the way along there is an axe hanging over your head ⁽⁴⁾ waiting to lop it off. B stage (~~precision~~ precision landings, shooting the circle etc) is the wash-out stage. so don't use your fingers (if you ever had 'em crossed.)

Tim Parker soloed today too - There were six of us to solo in class 11 AL

I was the second one to come in. we were very lucky with instructors, schedules, and weather, some fellows are in A3 because of bad weather and sick instructors etc. Poor Carl Morgan got his second down check in a row. That means he has to go up before the board for extra time (he will undoubtedly get it) or else he will "wash out".

Tomorrow Tim and I are going to fly out together. We can climb, dive - do anything we want. The sky is ours - I can't wait to go out - In these Spartans we can't stunt - not that we would or could anyway.

Tomorrow afternoon Tim and I are going out to the Phelps. Tuesday on my day off I am going to a Mrs. Kennedy's for dinner - meeting her at 5:30 at the Muncipal club - she is a friend of Mrs. ^{S. W. Wells} Nicols. A Mr. ~~Wells~~ (Luther Smith's pal) of Wells - Richey ~~wrote~~ invited me out - also a Mr. Wyman and of course "John S" ^{and Mrs. Wilson} so I am very well taken care of. My name will probably become so "common" around here that everyone will

become ill at the mention of it. I really am a little embarrassed over it all. All I hope is that "Winfield" does not call. Mr. Blakely wants me his Yale News and I got a Phillipian today so really feel right in touch with all going on - your letters are, of course, the main thing, Mum.

Today we got paid and got some of our 2nd week marks. They were O.K. except I got 2.9 in Navig. That is passing, but I know I can do better.

Thanks for the undies and much. driving stuff. I know the longies will come in handy. If the tops to those are lying around you might send them along it's not too much trouble, because we just have our jackets and those same thin shirts.

I was so sorry that Pres' luck with the Navy wasn't too good.

I hope I don't make flying sound too hard - If I do, and then I sob, it makes me out to be such an ace. It's just that I do get a bit pessimistic and it comes up as a big job.

I sure am lucky for Ensign-Crew. Haven't sworn at me yet - something few others can say. He is a tall, thin, very young fellow, and very quiet.

One fellow here has a crazy guy as an instructor. When he went up for spins he really gave him the works.

He spun down 3,000 feet (14 turns) [I did 2-3 turns.
Damn, the guy got sick so his instruction says "take a rest" with that he dove down and started hedge-hopping over the trees. He then went up and did all the stunts in the book, including killing a duck in flight - blood splattered all over. Aren't you glad I don't have that type.

I have been playing a lot of pool in the evenings. It is swell for if you get a good bunch together.

~~It~~ when we leave here we have to specify the type of flying we want to do. I ~~was~~ have been considering the Marines [I'd be commissioned 2nd Lt. instead of Ensign] The reason is they fly a lot in attack bombers - fly low and strafes as well as bombs. ~~to~~ They clear the way for advancing troops. This or long range bombing appeals to me more than anything else, and from all I can gather, the Marines do more of it than the Navy. I have 2 months before I choose anyway, and besides you don't always get your choice. I let you know what I decide as soon as I know more about flying and find out what I'd be best in.

Haven't heard the score of the V.V. H yet, but if the day was anything like it was here it was perfect for football. This

worning up in that mist it was bitter, but
this aft. it was cold, but clear without any
wind. I was lucky not to have wind on
my check loop.

I imagine they must be pretty concerned
with the society problem. Whether he makes the
very best one or not - it is sure great
that he has chances for two, maybe more.
I should think you'd be mighty proud, I
know I am - so few make them at all. I am
glad - very glad - that I will not have to
undergo any such experience like that. To
be chosen would be fine, but I'm afraid
if I were not ~~it would be a tough blow~~
~~to me~~ it would be a tough blow.
~~to me~~ I don't know why, but that
type of thing where I'd have to feel
inferior to others would make me a little low.
This is the wrong outlook on it, I know,
but I'm just saying that's the way it would
be with me, so I hope I never have to
undergo it. Popsy is lucky - it would
mean a lot to him - but he's got the
disposition to pass it off - a real gift.

Well Mum, I better go back and get
some sleep - Much love to all,

Pops



U. S. NAVAL RESERVE AVIATION BASE
WOLD CHAMBERLAIN AIRPORT
MINNEAPOLIS, MINNESOTA

Monday.

Dear Dad,

I got your letter today, and I must say those financial arrangements are most agreeable to me. It is a great comfort to have that money in reserve and I'm sure I shall add to it. This August when I went into the Navy I had \$46 in the bank. I don't count the original \$300 balance of course. At the end of December I had \$205 in the bank. That means that all I have saved is around \$160 or in other words my Sept. - December allowance.

At Chapel Hill I hardly spent any money - except about \$30 on clothes - my khaki uniform shorts etc. - Out here it is different - not so economical to say the least. In the first place a cab to town costs \$1.65 one way. That is the only way we have of getting in. Then again we're in a city where things naturally ^{are} more expensive - also there was Xmas. At Corpus I'll be able to start saving again, according to all reports. Also I usually keep around \$20-50 in my wallet - can't tell when I might find myself forced down in Wisconsin or something. One fellow got lost, landed in Wisconsin - paid a farm boy \$5 to watch the plane all night and got a room in town.

When we get commissions we do get a fine salary \$200 ~~out~~ - actually about \$205 or \$245 I'm not sure which. ~~But~~ But there are our initial expenses - namely uniforms - The price for these for an aviator is really extremely high. After that I imagine I will have to pay for my board - guess we'll get an allowance for that. Once with the fleet the money should really amount up, however.

PHOTOCOPY
GB HANDWRITING

I shall make a conscientious effort to save, and I feel that I shall be successful in saving up quite a bit once I start making that good money.

Naturally there is a lot of gambling here, even though it is a Class "A" offense. I can quite frankly say I have not and do not intend to get in on it.

It is a funny thing - the fellows who do it are the ones who really have never had a thing. They haven't a cent other than what they make here, and yet they'll sit down after pay day, and you'll see over \$100 in the pot of "red dog" game or crap game.

Our class is definitely a queer one - a pretty tough lot, but some really swell fellows - also some pretty ~~to~~ cheap characters. One has been washed and 2 more are on the list - go before the Captain tomorrow - for cheating.

The other night I was in bed here when the phone rang and I was summoned to Cadet Battalion. It was early but I was just resting. Anyway I didn't know what I could have done. I got down there, and much to my delight I found out it was good - not bad. They were rearranging the cadets from 2 wings into 2 battalions - 1 regiment. I have been nominated or rather put up for regimental adjutant - that is second on formal list. ~~The~~ The whole regimental staff has yet to be approved. They are trying to make the place like Cooper as far as organizing the cadets. I don't know why I was chosen unless it was because the ones that were, were all pretty well along in flying. They selected by "on paper" reports, not by experience. We get little badges, scrolls of merit, and they said something about more study which would be nice. I don't know what I do on anything - the appointment isn't even definite but at least I've been nominated and I'm the only nominee for that office. It really doesn't

mean a thing but it wait here when they send our
"situation reports" on to Corpus. I'll let you know
what the story is.

Today it was warmer - 14° below instead
of 20° - It is so cold out that it is painful if there
is any breeze at all. Can't fly of course - -5° is the
lowest we fly in. We finish ground school in 10
days and then hang around till we check out of flying
we fly both AM's + PM's then. Today some fellows left
for Corpus - every Monday as a matter of fact.

I hope all goes well for Mac, and he gets
what he wants - I think he really deserves a
break long about now -

The car situation sounds a bit
depressing but there's no doubt that it must
be necessary and gradually everyone will get
used to it.

Those goggles you gave me really are
wonderful, Dad. They are better than the
Navy's by far. They don't steam up, they are
comfortable and they have a good broad
vision. Now if I could find a little warmer
weather I'd be the most comfortable cadet in
the air.

Lights out in a few minutes so I'll sign off.

I'll let you know via Mum what comes of that
cadet officer thing. ~~It~~ I am quite pleased over it,
but really it doesn't mean much at this base -
Love to all
Devotedly,
Pops

PHOTOCOPY
GB HANDWRITING

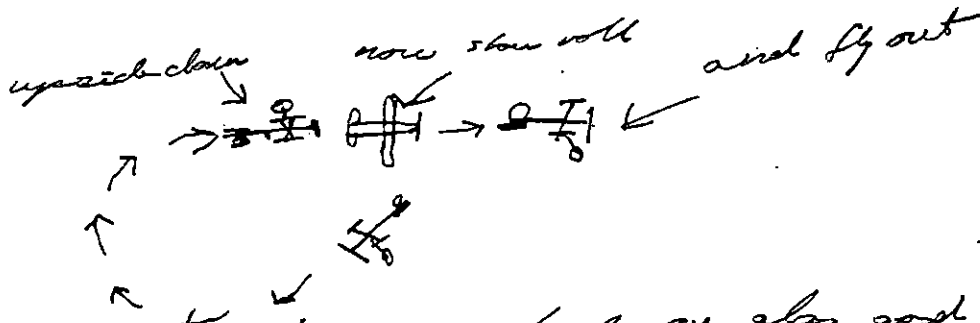
① Dear Mum,

Monday morning

Well the sky is clear today and it looks like I'll get my hop in - I'm scheduled for the 3rd period (a C₂ solo hop - after this I have one more and then C₃ instruction (the last in class))

Yesterday it was clear and up about 5,000 feet really warmish. Of course I had to wear a face mask, but I was warm compared to what it has been and what it was down low. Around here in the winter a temperature inversion exists i.e. instead of getting colder as you go up, it is vice versa. My inverted spins in C₂ were really pretty good too. You are really thrown around with terrific force and it's weird for the belt you'd fly through space. I also had immelmanis and falling leafs. An immelman starts off like a loop. Dive to pick up your 125 knots, pull back ~~and~~ to upside down - now level the difference - instead of coming around you do a slow roll from the upside down position and fly on out:

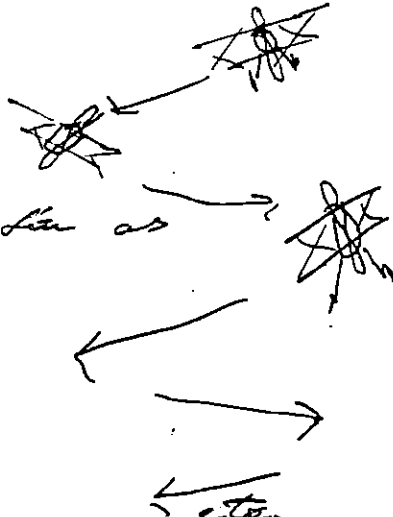
e.g.



They are about the hardest but are also good too.

PHOTOCOPY
GB HANDWRITING

A falling leaf is just what it sounds like. ②
 You cut the motor and stall your plane out.
 As it starts to spin you kick full opposite
 rudder - As it then starts to spin that
 way you give other rudder etc. There
 is little forward motion - mostly down
 course ca

it is a sweeping
 affair - not ^{as} much as the other


I'm just crazy about the stunts and if
 we only had stunts on our C check I think
 I could pass. Unfortunately we have
 small field, sharp to circles, and pylons, all
 advanced precision work. I think you
 would love to see the stunt man - all
 the planes flipping around in various
 maneuvers.

Last night we had a ~~big~~ ^{big} issue
 on night flying which I will get soon.
 (If we had had good weather I might have
 been leaving next week - it makes us funny.)

After the lecture the officer told us
 about it would be like when we got

③ Commissioned and all that. It sounds so wonderful. You get your wings as you finish, not by classes - it takes from 6-12 weeks after leaving here, maybe 12 I believe.

Some fellows get only a 3 days leave, but some get from 2 weeks to 29 days so maybe I will be one of the lucky ones.

We have to really pay out for uniforms though. We get some allowances but not nearly enough. We have to get aviator's greens, blues, top coat - shoes, shirts, and then a good set of wings costs like the ~~skins~~ ^{dickens} and the embroidered wings and braids and hat is terrific. By that time I'll have enough money though, and spend much at Corpus they say.

You all I have to do is get that far along. All of which reminds me I didn't get my 40 dollar deposit slip from the Gr. Trust. I don't really need the dough, but I'd like to know if it has been discontinued so I can figure on it. It was in the past gone to the bank, and they send a slip along. It is a very comfortable feeling but don't feel it's a necessity, cause I think I could manage without it. Besides with those new taxes etc. things'll be different. Please Inform!

The officer also told us about ~~the~~ the ⑦
advanced squadrons. Strange as it seems
P. Boats are pretty dangerous. If they spot the
enemy they just don't get back, so if I
get put in fighters don't worry about it.

I'll know much more about this later.
~~the~~ Miami, Jimmy's base, is considered ^{by far}
the best - It is a fighter base and
career school I believe.

Dad - you remember a letter you
got about ~~and~~ Air Base at Banana
River Florida - They wanted you to put
in a USO club there. That is a P. Boat
base and it's considered the worst of all,
because it is so far out. I happen to
remember it cause when I was in Florida
last winter we went out and swam near
there. Most of the operations bases are
in Florida, two in Georgia - and some in
California. The marines are in Calif and
Georgia. This officer said that they at the
present they are taking 50% for marines.
This will decrease after a while I
believe, and I really hope I get
Navy now -

Only 2 to 3 more weeks of Ground
School - Then we just fly and fly till
we complete primary formation (E stage)

① Society Flashback!

Saturday night was wonderful fun. Mrs. Wilson is really lovely and just as nice as she can be. They have taken a house in town for the winter. Lou Russell took Patty Hill there and I had June. Mrs. Wilson invited the girls. I went by taxi to Jaws' and then we walked around the corner to the Wilsons. Lou was already there (His father's picture was in time last week - head of some piping company or something) He went to Princeton and St. Pauls (kated St. P's) Patty Hill went to Westover and now goes to Pine Manor. We had a wonderful dinner. Mr. Wilson is sort of the artistic type, ~~the~~ a bit on the feminine side like Mr. Sapp sort of, but so nice and easy to talk to and a most gracious host. He really was wonderful to us. Min. Honeywell is the company here now - doing big secret army plane work. He was captain of the Yale Olympic crew of '25 I believe. After dinner, ^{and coffee} the 4 of us got into Lou's 2 passenger car and

went to Skizers where we danced till
the wee hours 10 P.M We went to
take the girls home and the car broken
down the back wheel burst out. Paddy
drove us out but we were late - 7 minutes,

so today we will be called in -
probably will get some demerits and
some marching. They switched the day off
schedule again, so I have 2 mornings,
a very poor note - I don't think I'll
even go out till Sat eve. and Sunday
afternoon. I'm going to see whether they'll

let me put in some time on my day off.
They will unless I'm up for instructions
which is quite likely. In this case I'll
just sleep. I don't know how my
weight is, but I have been feeling very
well.

It's a strange thing. Everyday out
on the field there are about 25-40
pheasants. The plow has turned the
ground up so the pheasants can
right out and peck. Please come in
and land all the time, but it doesn't
bother them at all. Some cruel
guys try to dig them, with varying
success. It's a dirty trick but
once in a while they do and a

⑦ pleasant is no match for an 1800 yph
prop. In fact there is no pleasant
left.

Frank Pelone got by his board OK.
which was a great relief to us all as he
is a fine fellow and didn't deserve to
wash out as was threatened.

Some of the guys leaving today for Corpus
are wondering around how the entry of fall.

I'll be so glad to complete this squadron.

I love Nyls - such a nice place - but

I like flying better -

Right now Jim rather and Phil
Kendley and 3 or 4 others and I are
quite a bit ahead in flying. The news
is we keep it up will have ahead
of our class which I'd love, as
Frankly most of the guys I don't like to
with. The class ahead are swell guys

(Louis class - mostly Princeton) We are up
with many of them in flying so maybe
will get to go with them if we keep up.
They finish ground school this week.

May not go up now after all

as the field is in sad condition - &
empty nets of ice and stuff - make bookings
and take off's best -

This is about the "deal"
(not famous repl. word) so I'll
quit -

Much love
Hog



U. S. NAVAL RESERVE AVIATION BASE
WOLD CHAMBERLAIN AIRPORT
MINNEAPOLIS, MINNESOTA

Friday.

Dearest Mum,

Outside a blizzard is now raging. The snow is already pretty deep, and I don't know how long this will keep up. Today we didn't fly. I was in my plane and taxiing out when I discovered that the right brake didn't work. I came back, of course as I couldn't possibly taxi in that condition. Soon afterwards the double recall went up to end all flying. This sure is aggravating. Every morning lately it has been 5° or so below zero and then warms up a little. We don't fly below 5 below. It really gets cool on your nose and ears. Tim rather just went out and warmed up a plane today and as he was coming back to the hangar a sailor stopped him and said "Hey, ~~that~~, Mate, your nose is frozen - It ~~was~~ was all white and frozen at the tip

Mum I got your letter about coming out here - If I didn't think I might be in E stage we could have a wonderful time. You see I'd get all Friday & Saturday off. We could have all this time together - could see things like the University (see) everybody's pride and joy and you could meet some of those people who have been so nice to me - Tom & Maggie and the Pilkingtons, Allsons etc. ~~The only~~

PHOTOCOPY
GB HANDWRITING

Trouble is I will not know definitely until a couple of days before those days. You see if we flew for 5 days straight I could be in E stage - D stage is only 2 instructions long. I guess we better just count on Texas - but that, too, is outside for you.

Are you sure Jimmy said all boys from Corpus go to Miami - I thought it was just the fighters or carrier school. Wouldn't that be wonderful if we worked out like that. I'd be commissioned then - I can hardly believe the day is coming now - I just hope and pray I make it - Five months from leaving here they say we will be out with the fleet. It all seems so big and grand to me - It'll be the first thing I've done which ever really has been constructive and means something and when the time comes I will be so anxious to go.

Genny wrote me, and it was such a cute letter - I could just picture her asking Jimmy what various things were and then showing them in turn to Genny - "that sleeve thing" she said. I could hear her so plainly.

If things should turn out so I could get some time off, I'd suggest you write the Curtis or Niccollet instead of the Radisson. The Radisson is nice, but it's a bit noisy - sort of like Grand Central, as everyone needs there. The others are both good - Curtis very quiet. Niccollet is where we go dancing sometimes - it's the best for that. As a matter of fact, all three are good.

There are some wonderful places we could eat.
It all makes me so mad - this liberty set up
here.

Had our second to last week of exams
Now only one ~~to go~~ complete week to go in
ground school and then a few more days.

My marks are just fair - My accumulated
average up to today was 3.24 (everything)
That is weighted to a class average of 3.0.

That means I'm a little above. My best
is still Navigation 3.44 accumulated - This is
still top mark - next is 3.33 by Bill Tuxbury. I
hope I can hold it, because Navig. is stressful.
So. Last week I got a 2.5 (plotted my
problem wrong - just careless -) This last score

My aerology is terrible - below average,
recognition about 3.2, code good, blinker
terrible; that's all we have now. I'll let
you know how my finals are.

In Navigation we are now using the
Mark III plotting board - we know how to intercept,
scout & search, and quite a few things now.
Fighters are the only branch that don't
require much navigation - V-O requires
a lot, but I wouldn't like that too well -
i.e. V.O. = observation scouting. The saying
goes "Fly low - Fly slow - Fly V.O." They
operate from Battleships and Cruisers as well
as from carriers -

I guess the gas really cuts you down. Do you have any guess - or is it just that you can't use it - what's going to happen to P.M. Club etc.

J.V. must be really hot on skates now.

If you want to see a good magazine on Naval Aviation by Feb. 1943's "Flying." 50¢ It is a thick volume dedicated to Naval Aviation. I think you would find it quite interesting.

You know at home I'd never thought of picking up a flying magazine on the like. Now we all love to look at them, read about the planes we may fly. Also it's fun to see a flying movie now and look for mistakes - great sports.

It's Buck a double runner lad on what. Gosh I'd love to see him in action - I hope he remembers me when I do get home - I'm sure he will, but I know I'll see ^{stray} to him at first.

I don't suppose Dad misses going out to Greenwich dinner till late in the evening -

Goodnight Mum and so much love. I think of you all constantly and anxiously await the day I'll get home - even though it may be for a short time.

Love
1/27/43



Neal

U. S. NAVAL RESERVE AVIATION BASE
WOLD CHAMBERLAIN AIRPORT
MINNEAPOLIS, MINNESOTA

Dear Mum,
I hope you don't think I don't want to see you or wouldn't like to have you here, because I would love than anything, but here's the picture.
This coming weekend (the 23rd rather) we fly Sunday afternoon and can't get off then or in the evening. All I could get would be from 6.30 till 11 Saturday evening, and a couple of hours early Sunday morning. The next weekend I was to get a lot of time off. We finish ground school and since my legs off comes on the Friday and Sat of the 28th or whatever it is I should ordinarily get all day ^{and evening} both Fri and Sat, as well as Sunday afternoon and evening but here's where the hitch comes in. Since we will be through ground school and fly both morning and afternoon on Sunday so that is out. Also by that time in my flying provided all goes well and we get any kind of decent weather I should be in "E" stage. In this stage we get no days off at all except Wednesday and Saturday evenings. So you see on the 30th I'll probably have even less liberty. If I were not in E stage I'd have

PHOTOCOPY
GB: HANDWRITING

Fri and Saturday off but I can't be sure
when I'll be by that time. It depends entirely upon
the weather.

Now, if I were
sure I'd have any length of time at all
I'd tell you, believe me, but this is the way
it is. If anything should come up whereby
I'm sure I won't be in "E" stage I'll tell you -
but quick.

Now, if people ask how I'm doing - please
don't say "Very nicely" - Just say Oh, alright
or something because you can never tell how
you're doing, and I'd hate to be washed out
and they'd call you a "liar boy" Just one

little mistake can cook your goose in this
game. I have C₃ and solo and then will be
ready to check "C" stage. I am not confident
and have the same "question mark" feeling
as before my other checks. They have been
giving a lot of downs in C stage lately -
a lot depends on the check pilot I get,
of course. If I do get a down I

will be disappointed, naturally, but it's
not unusual. Out of the 14 in our
class who have checked B - 2 got 2
downs - that means they had to have extra
time and 4 others got 1 down and then
made their two up. ~~Two~~

Did I tell you about the car that

Book done with us. well all it needed
was a new axle nuts - \$1.50 - thank heavens.
Also I haven't been called in yet about
being late - expect too, however.

Yesterday was one of the coldest
I can remember. One fellow went up
and because he couldn't see well he
pulled off his mask. His face is now
the worst thing I have ever seen. You
actually can't recognize him - It is all
red and sore and swollen to twice its
size. He was crazy to take off the
mask and now, of course, he is grounded
couldn't possibly go up with it like that.

Just the thought of your
being able to come and my not being
able to see you is really something,
Mum, but I think you will agree
that for 4 hours ~~is~~ the trip is not
worth it. ~~But~~ If anything should
come up I'll let you know immediately
about it, but until then please don't
try to come here Mum. It is an awful long
trip, and I really would hate to have you
go through it for so little. The time here

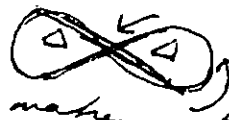
has gone so quickly - much more so than
N. Carolina - Texas will be even faster I know
and then I will be home with you once more.

So long for now dear day

Much love

Peggy

PHOTOCOPY
GB HANDWRITING

Dear Mum,
still can't get any paper on the base so this
will have to do. Yesterday was the big day, and
I managed to get an "UPT". Here's the story. I was
scared to death that I would have Ens. Warner, as I
was scheduled with him before, but luckily when I looked at
the board there was - "Bush. Ex. - Hey" (Ex. = First Check)
Lt. Hey is a Marine and a damn nice guy. He isn't the
easiest check on the station, but he puts you at ease
which helps. I had the customary solo before my check.
Most of the stuff went better than it had. It was about
5 below though well the first thing I had on my check was
pylons. Fly at 600' around  They are close
together and you have to make wind corrections
and really slip the plane over to maintain equal distance
from the pylons - also you must stay at 600'.
My pylons were O.K. I guess. We then did small field
procedure. He gave me 3 shots and they were O.K. They
we did stunts. Combined Split S and loop - inversions
and wingovers. Wingovers were hairy. We ended up
with slips to circles. What you do is circle at
800' - cut the gear, then turn into the wind and
land in the circle. Instead of an "S" turn go in B
stage you slip in. That is - put one wing low
and gear opposite rudder. By doing this the plane
loses altitude real fast. You use slips in small
field work, too. These were my best though. I hit
3 out of 3 and then he took the controls.

Photocopy-Preservation

It didn't say what I got till we got home.
I thought I flew an "up" this time - not like B
stage and sure enough he said "By the way that
an up. Man, it's the most marvelous feeling getting an
up. For days ahead you're ^{so} nervous and then to get
an "up" it just is marvelous. ^{Date} 194 I'm worried
about my D check. It is a smoothness check. If we
fly 3 days in a row I'll check ~~on~~ on the 3rd day.

I. What is your opinion of your instructor?

Phil Brasley is now having extra time in C stage
as he got 2 downs. Vic Tarras, another
guy in our class got 2 downs also. Clark
Hallogg and I are the only 2 in our class
in B stage. He ~~is~~ checked on my day off and
got an up. One fellow "checked" today. None of

II. What would you suggest to improve this Squadron?

11A. Right wing are in D yet. If the weather keeps
clear I could leave for Texas 2 weeks from
yesterday. Keep your fingers crossed please!!

* * * * * Please send me all my khakis - uniform
and pants - and whites - Also my shoulder
boards which are there somewhere. I will carry
them to Texas in the box you send them in.

(Signed)

(Aviation Cadet)

Last night I passed my "F" check also.
That is night flying. It is really amazing.

R. F. HALLADRY,
Chief Flight Instructor.

I had trouble judging speed. Even taxiing
you go faster than you think you're going.
When you get into the plane you check it to
see that ^{both} all the wing lights (port & starboard) ^(red & green the same)
are on. Also the little lights on the tail and
on the top of the fuselage. Your plane captain

PHOTOCOPY
GB HANDWRITING

Photocopy George Bush Handwriting

then hangs a flashlight around your neck and straps a "very" pistol to your right knee. In the cartridge belt there are 3 shells - 2 red and one green - in case you get in any trouble. You really are all bundled up, too, so you can see how cumbersome it is. With one obliterated man guiding each way you taxi to the runway and from there above. They have a truck with lights. You get a signal from the flight officer and then take off. You have lights on your panel so you can judge your climbing - turning - and gliding attitude.

For 30 minutes you taxi and take off and then for 30 you circle at a prescribed altitude in a prescribed sector. You get signals from the truck for everything with colored lights and rockets. When it is time to come in they switch on a special light and as a signal to you then let down from your sector and come on in. I had trouble telling when my wings were level. My check pilot - Mr. Moore was marvelous. I was mighty glad to have him there. I'll tell you. Thought I probably so. Have 3 solos and then I'm through night flying. One fellow got 3 down in night. They He just couldn't judge distance. He went out when he wasn't flying and worked on the taxi to get used to the lights but still it was no go. I don't know what'll happen. He couldn't tell if he was 5-10 - or 50 feet off the ground - a most dangerous condition.

After I came down I went over and saw Mr. Corne in Sick Bay. His severely sprained ankle was better and he hoped to get out today - not for flying however. I have a new instructor Mr. Peter. I'll just have him for 2 instructions, provided I get my injury 12 days, because in formation you don't have one assigned instructor. It will be interesting to see who I fly formation with. Clark Kellogg will be one if we go along as we are now.

Kellogg got a letter from a friend of his who went through Campes and he said 67% were being drafted for training and not to expect trainees after the operational. This is pretty marvellous news.

I don't think it will hold true always. Some fellows
still are getting their hands out of Congress.
Better stop, Mann, as there is more news for now.

Much love,

Pop.

P.S. Can't wait to hear P.S.B.'s J.T.'s course.

P.S.S. I don't want to make the uniforms another "Gratts" like
affair but please don't forget 'em.

P.S.S.S. Enclosed new wings - you can give the other to
J.T. or Buck - I think these are a better size.

Photocopy — George
Bush Handwriting

I loved hearing about Mary & Nancy's "love-life" (haha)
I never felt Mary was particularly crazy about Sam,
but I thought W.B. did like Bell a lot.



Ma.

U. S. NAVAL RESERVE AVIATION BASE
WOLD CHAMBERLAIN AIRPORT
MINNEAPOLIS, MINNESOTA

Dear Ma,

Well yesterday morning, Sam was one morning
to sleep I woke up with a terrific stomach ache. I
stayed in bed till noon and then went and tried
to eat. Oh yes, I had been going to the bathroom
regularly - every hour - I went over to sick bay
and got "grounded" so I couldn't have to fly in the
afternoon. I then went home and stayed in bed all
afternoon. I vomited which made me feel much
better. I went to ship's service and got some
orange juice around coffee time. This morning
I still feel a little queasy but nothing like
yesterday. I have been "reinstated" (opposite of
grounded) but I don't think I'll be flying
this morning because my name was taken off
the grounded list too late to get me on the
flight board. It is so bitter out that I don't
much care.

The weather really is frigid now. All our
faces are sore to the touch from the cold.
My lip is a little queer from having it
freeze on me. Saturday I had a solo and
then an instruction log 20 minutes later.
I was practically helpless as far as flying
that 2nd log went. My hands were freezing.
Before we went up I came out to the
plane, having just tried to get warm. Enough
cruelty was blue wearing a face mask. I

didn't have one - couldn't ever get a scarf
without saying it would be slipped off his neck
and gave it to me - even against all my protests.

He is such a swell guy. I don't believe
he can be much older than Pussay. I sure
would hate to be an instructor. They lead a pretty
tough life. In this cold weather they sometimes
have 4 ft. hops. You can imagine how this
is.

A Dr. Loney friend of a friend of Aunt
Macey's called - also has an indirect
invitation from some people named Taffrey.
I have no idea who they are.

I really don't know what is going to
happen here in a month or so when it really
gets cold - not that it isn't now. My long
undies have been a great comfort. Quite
a few other fellows have invested in some
now, too.

Wednesday is Emma's day-off. I get
the morning off, but I don't know whether I'll
go in or not. We have a class at 7 even
when we fly mornings now.

In my next log I have to practice wingovers
and precision landings - both are pretty hard.
In a wingover you go along straight. Do
a steep banking turn till you are in a
vertical bank. (Right on your wing tip) - then
apply more rudder and bring your topwing
on over till you are almost in a spin -
really in a diving turn. Then you come out
of it by pulling back on the stick. That
is what I love like about all these maneuvers,
the pressure when you pull out of a dive.
Goodbye for now now - much love to all, Bob



UNITED STATES NAVAL AIR STATION
WOLD CHAMBERLAIN AIRPORT
MINNEAPOLIS, MINNESOTA

Sun

Dear Mum,

Yesterday was one of the - if not the - most unpleasant days of my life - at least $1\frac{1}{2}$ hours of it. I had my check with Ensign Warren. He was very nice on the ground, but no sooner did we get in the plane than he started yelling. In no time in my life have I ever felt so uncomfortable. According to him I just couldn't do a thing right. Frankly, before my check I was confident but once in that plane I was lost. Taxing, chalking - even ^{on} fundamentals like that - he bellowed. I was so flustered I couldn't think. (How I pity guys with instructors like that) Well we got on the ground and I was beat. BUT after it was over he gave me a very weak "up" nevertheless it's an "up". It was an experience I'll probably have to undergo again but I sure hope not. That must be the philosophy of some pilots. To make you fly under tough conditions. The fact remains however, that I got an up. Shortly after

PHOTOCOPY
GB HANDWRITING

the chick I had another chick - a front seat
"check out" for formation flying. Just 2
landings, with an instructor, in
the front seat. The front seat is
much warmer and so easy to taxi from.

The reason we fly in the front in E stage
is so we'll see our formation water better.

Today I go up for E, 15th formation up.
I am flying with two fellows from the
class ahead of me, 10 B. Lou Russell
and Clancy Stannard - I hope I
don't ruin the formation for them. With
any luck I will be all through flying
by Wednesday or Thursday, and then
leave a week from tomorrow. In fact
unless the weather turns just terrible
I should definitely be gone then.
Only 2 or 3 guys in our class will
be going. I hate to leave Tim and Phil
and Frank, cause we've gotten to be
~~good~~ good friends, but I'd rather get ahead
I think. Anyway they'll be down in
a week or 2 anyway - (This is assuming
I do leave ahead of them) We have
a formation before in a few minutes.
Learn all the signals etc. I'll write
you all about it. We have different

instructors on all duals. What we have
is E₁ and E₂ duals - one solo - E₃
dual - and then E₃ solo and E check.
Not very much as you can see.

Yesterday was a real, jinx day.
13 planes were disabled - "nose overs"
on the taxi strip mostly - none was
hurt at all, however. Also Phil
Bradley had a close call in night
flying. The night before his plane
wouldn't get off the ground, ~~so~~ so
he was a little way ~~away~~ away.
Night he landed and a plane landed
right behind him. It came right up,

clipped off his tail and ate away
his lower left aileron on the wing.
He said he just remembers seeing
that prop coming at him and he yelled
"cut it - cut it" at the top of his
lungs. Luckily it stopped well before it
got to him, but the poor guy was scared.
Tim Dutton hit one of the landing lights.

(Slight damage) All in all it was a
day the "braid" will be glad to forget.
Funny accidents come in groups. The reason

for the taxiing accidents was the ice on the
runways. If you hit a deep rut or
something it's pretty easy to go on over on
your nose ~~and~~ or back. Usually
damages the prop, but there is no
injury to personnel for the most part.

Last night, feeling very ^{excitement}
for getting thru D stage, I went into
Charlie's for dinner with Frank - It sure is
nice to get away and have a good dinner
with quiet music and peace. I had a
wonderful lobster dinner.

The realization came upon me
yesterday that I'm $\frac{2}{3}$ on the way to my
commission and wings almost. It is a
wonderful feeling and I just hope that
in 3 months more I'll actually get
through -

am so thrilled over ASB J's proposed
job - sounds terrific. Hope it turns
out O.K. The weather lately has been really
perfect - heavenly in "your" word for
it - just swell that fresh Nplo. air.

Best much love to all,

Pop



U. S. NAVAL RESERVE AVIATION BASE
WOLD CHAMBERLAIN AIRPORT
MINNEAPOLIS, MINNESOTA

52

Dear Aunt Wanda,

Please pardon the delay
in writing to answer your letter and to tell
you how cold it is here.

Nancy - the day before
Thanksgiving it snowed and since then the
weather has been just brutal. It is cold
enough on the ground, but in the air it's
about to freeze. We have good heavy
clothes but the planes are open and the
wind just bites thru them. We wear
masks completely covering our faces but
they aren't too good. The main trouble is
faces, hands, and feet. We have wool-lined
leather boots but our feet have to be kept
on the steel rudder pedals so we really
get it. They claim we won't fly below 0°.
I don't know what will happen in Dec. &
January. I will be here through both of those.
I guess, altho there are rumors of a
transfer to Dallas. When we graduate from
here we go to Corpus Christi, Texas.
We're there about 3-4 months and then we're

PHOTOCOPY
GB HANDWRITING

commissioned

Tonight I got a call from a Dr. Lowry
friend of Aunt ~~Sam's~~ I + us nice
of him to call but I don't have a
possible chance of going - we get very little
time off and besides that, he is the 6th
person to ask me out. I am quite a
gay social blade.

The people here are all very nice.
When we get two off we can
have a wonderful time. The further we
get with flying - the more liberty we get.
I haven't gone far enough to make any
difference. Right now I am working
on precision landings - and a few
high altitude maneuvers.

The days here seem to go
fast. Sunday's just the same as the
rest - flying all the time. The flying
is great fun but pretty hard work.

Sorry ~~to~~ for now,

With love from
your very chilled nephew,
George

Sunday morning.
Dear Mum,
My days off were really delightful. I went in
on Friday morning - saw a movie - had lunch - and
then at 3.30 I met Jane at the Radisson. She
was coming back from the U. We then went to a movie
and then out to her house. Had a fine dinner.
Afterwards we went to Harry's and then to the
Nicoblet. A guy named Jimmy Cain and his
girl were with us. He is a friend of Jane's
and really a grand guy. He was quite depressed
because he was leaving the next day for the
Army Air Corps. We got home at 1.30 and then
went walking as it was really quite warm and
lovely out. Don't get suspicious, Mum, cause
saying your expression "The lips are not red!"
Jane is not one. We slept late, and went
skating around noon. Fiddled around in the aft.
Had dinner, and then went home early. I
had told "but I was dead tired, and besides
I had a date with her. I'll be home."
You see, it is sort of a platonic affair -

Honestly though I did have a wonderful time. Mrs. Wynne
was just as nice as she could possibly be.
So friendly. Betty is awful cute too and Pat, 13,
follows right along in her sister's footsteps. The telephone
rings all the time at that house and just what I
was there so many people dropped by the house.
Another grand family!

Still haven't checked C stage. Friday they
didn't schedule me and today it snowed. As a
matter of fact I'm lucky it did snow, because I
was on the board one of the 3 toughest check
pilots on the base - Ensign Warren. Perhaps I
won't get him tomorrow - I hope. They usually
do change them. Phil Bradley got 2 down and
just 1 up so he had to have extra time. I'm

PHOTOCOPY
GB HANDWRITING

one will be O.K. though. Jim hasn't been up
for his check yet -

I didn't sign out of ground school so
I can go to town this aft. if I want. Don't
think I will go though. Still pretty tired after
my late night 3 o'clock. You'd think I'd never
had stayed up that late. I was so tired the
next day.

My final ground school average was
3.2 something. It was 5th or 6th highest which
isn't really too good. That's just our class.
My Navis. was the only good thing about my
marks.

I am now section leader of our class.
It is terrible - have to lead the class to
activities and just do all the work such as
handing out material and ~~introducing~~ ~~lectures~~
systems which I said I was going to be
in state soon. Some of us will be in it
though. They wear gold on their blues and
everything. This is what they have at Texaco.

The skating was fun, but I really
missed sad company to Jane. I am a wretched
skater. Tell John to write me a letter -
might send him a Tim. (??) Ask him whether
he ever got that \$20 I sent him.

I'll let you know about my "check"
cards the so long and

much love to all,

P.S. They use these forms and give us a mark on every
single leg we take.

PHOTOCOPY
GB HANDWRITING



UNITED STATES NAVAL AIR STATION
WOLD CHAMBERLAIN AIRPORT
MINNEAPOLIS, MINNESOTA

Fri

Dear Mum,

Now after a 2 day lay off it looks like we may fly again today. Provided I get an up in 2 stages all I need is 5 flying days and I'll be finished here. I'm just praying the weather holds good so I can leave a week from ~~to~~ Monday. Today is going to be O.K. it seems and everything's going up.

Last night I really had quite a scare in night flying. I finished all my night flying last night.

~~but~~ I just had one solo yesterday. The wind was almost from south - a little southwest, but they had the runway laid out west. This meant we were landing somewhat crosswind to start with - an undesirable setup. Furthermore they had the runway much narrower than usual. It was like landing on a

pin. All the instructors were griping about how narrow the runway was. You see with ² the crosswind there was considerable drift. In other words you'd have your plane pointing one way, and you'd be making true a different course over the ground. It was quite tough, but I surprised myself and really made some nice landings (night flying is much easier alone as you can see all the signals none clearly and ~~a~~ command a better view of the runway. Well, I was coming in for my last landing. I got all "squared away" and even got a green light from the tower. Suddenly I heard this scraping noise - I had hit a tree - Well you can imagine my feelings. I didn't know whether the next second I'd hit one with my prop instead of my wheels. I gave full throttle and climbed up - flew across the field and came in again. It turned out ~~to~~ later that two instructors also hit this tree. The runway was too close to the woods on the east side of the field. I just thanked my lucky stars I wasn't 2 or 3 feet lower or I'd have hit the prop and then, well I don't really know.

It's a funny thing - you don't ever get scared till afterwards. Same with a dangerous landing or something. As a matter of fact, after the first period they nicknamed the runway, and then they cancelled flying because of ~~freezing~~ ^{icing} conditions.

Night flying was ~~was~~ damn good fun. ~~It~~ After my first solo all nervousness left. It was beautiful up in the sky and I had 3 warm nights. It was quite an experience and I ~~was~~ ^{now} have ~~no~~ limitations respect for these men in "hot" strips who have to land at night on ~~dark~~ dimly lit fields.

The other night I called Jane up. She said "I've got something to tell you, but I know you're going to be mad and I don't care." She told - It seems that over at the Kappa house (sorority) at the University, someone started a story that Jane & I were engaged - of all things! Mary K. is the only Kappa I know - Jane is Alpha Phi. I don't know if she started the story but I doubt it. Well anyway the story spread. Jane happened to walk into the Kappa house and found out about it. All the girls congratulated her and one of her friends was

practically in two cases. Joan didn't tell
her about it. She denied it, of course, but
the story spread. The parents ^{all} found out ④
about it and old friends of Mrs. Wynn's
called up and congratulated her, asked her
all about it, and everything. Undoubtedly the
Kennedy's know about it. ~~My~~ Mrs. W
didn't know what to make of it - Jane
was so scared I'd be mad. I thought it
was a grand joke, but I hope it's all over.
I haven't seen her since. Last week I
I get the Spring I have a big date planned for
Saturday next. Joan is ^{most} marvelous
just and my time has ^{been}
so much more fun for knowing her.
Being in the stage I won't get Wed.
evenings 5th, but Wed. I had a terrible
cold - still do. Have plenty of Vicks though,
and today I'm better.

As soon as I get the word on my
check I'll let you know - I just hope
I get an up. -

So long for now, Mum.
Much much love
Pop



Fri. 11/6.

UNITED STATES NAVAL AIR STATION
WOLD CHAMBERLAIN AIRPORT
MINNEAPOLIS, MINNESOTA

Dear Mum,

This week has been quite boring sitting around here. We really don't do much. We go to Cadet Regiment and do little errands some of the time. The rest of the time we skate and just fool around. We can go to town every evening. I went in wednesday and saw Tom, but haven't been in since. Tomorrow night we get an overnight and I am going to the Wynans, again. They really ~~are~~ are so friendly and I honestly don't think I cause too much trouble or I wouldn't go. Tom & I are going to "society party" of all things. Nancy Bush would die I know - societies to her are poison. In a place like the U. societies are pretty big stuff really.

We leave Monday afternoon and get there Thursday morning. We are at the main base a few days and then get shipped to an outlying field for basic training. Tues 'll probably present a problem as far as mail and addresses go, but I'll give you the word. Tom Outhen got "no extra time" from the squadron board after his two downchecks, so now he is waiting to go before the Captain. He feels just terrible about the whole thing. I really don't know whether ~~it~~ ^{he} will get ^{it} or not. Oh how I hope so.

PHOTOCOPY
GB HANDWRITING

It is awful to see these poor guys waiting around to see whether they wash out or not - Jim never had a lunch and didn't even know he was doing poorly till he got 2 downs in C. Then they wouldn't even hear him - There is a chance the captain will give it to him.

It is now definite that only 2 of us will go from our class this week. - Come the process of making a new bunch of friends again - Chapel Hill, then here, then Texas; - never the same guys it seems. Oh well I don't mind.

Latest report is - no leave after Corps. not too good, eh? ~~what~~ you can never tell though what will happen -

Absolutely nothing else for now,

Best love
RFB

PHOTOCOPY
OF
HANDWRITING



U. S. NAVAL RESERVE AVIATION BASE
WOLD CHAMBERLAIN AIRPORT
MINNEAPOLIS, MINNESOTA

Tuesday.

Dear Mum,

14° below again this morning. The
day promised to be clear, but the temp
just refused to rise. It is just awful.
Yesterday was the same way. We didn't
go up either. I really am beginning to wonder
just when we will leave Mpls.

Mum, I can't tell you how
wonderful it was seeing you and having you
out here this weekend. It was so perfect
and after you had gone I thought to
myself how perfect it would have been
to be around home instead of out here for
these last few months. I hope your
trip back was less arduous than the
one out here.

Sunday, instead of getting secured,
we had to go to gym because
Commander Tom Hamilton was aboard.
The last two nights I have really had

marvelous sleeps.

Now Mum - did you or didn't
you tell Betty Walker this (rather Mary W.)
I got a letter from Betty
saying I hear you have a new girl!
Did you tell Mary this? I like Jane
very much and have a wonderful time
with her, BUT I do not have a new girl
and don't want one.

I don't know what I'll do on my
days off - whether to stay in town or at
the Wynans.

There is really so little to tell after
every day so I will sign off for now.

Love was a treat for
having you greater than I can say. The time will
pass so quickly now and soon I will
be back with you all -

Much much love
Betty



U. S. NAVAL RESERVE AVIATION BASE
WOLD CHAMBERLAIN AIRPORT
MINNEAPOLIS, MINNESOTA

5/11

Dear Mum,
Now in "ready room" after A 3 (A stage - 3rd hop)
I have 5 more ^{legs in "A"} and then a "check" flight. To get
out of a stage you have to check with some
instructor other than your own. This is all
assigned in the office. If I get an "up" check
I go on to B - If I get a down I have to
take 2 more checks and get up in both or
else I wash out or go up before the board for
extra time. Sometimes you get it - sometimes
not. Oh yes before you get out of A you
have to have an up from your ^{own} instructor
and then the check flight. Certain instructors
are better for check rides than others.
Today things went a little better
but still I have to improve an awful lot.
Today was real cold. I was a little better
in level flight today - controlled the nose
somewhat better. My main trouble is losing
& gaining altitude. We practiced landings
today and I was fairly unmovable. Gliding,
which always looked so easy, seems hard.
You have to keep wings level, speed at
'65 knots, nose 50-50, and a ^{cut} throttle just
right - It is confusing, but I hope with
practice I'll smooth it out.

PHOTOCOPY
GB HANDWRITING

My instructor is one of the best flyers on
the base and a swell guy. Perhaps it's bad for
me, because I have just so much
confidence in him. I know if I make a
mistake he is always on the ball. Today for
example my approach was ^{a bit} too slow. He didn't say
anything till later but I felt the throttle inch
forward. He is really neat, and I hope to
soon stop on him.

The weather remains clear. snow
threatens occasionally however, and still cool
especially upstairs. I forgot my sweater for
under my flying suit today and wish I
had it.

Mr. Pittsburg said he might come by
tonight. Sound like very nice on the phone.

Classes are pretty hard - so
much of em and little time to study
since we are so tired in the evening.

Flying is really exhausting - I never knew.

From ten till 6 I just am dead to
the world. The food isn't so hot
here, but there is a restaurant where we
eat what we want for very little money.

Can't wait to hear what Wash. had
to say to Dad. Perhaps they want him to
take over the management of La Rue.
Wasn't it swell about the Navy Cross
for Geo. Meade. Aunt Mary told me.

Will you please send me the N.Y. Sunday
tribune - I never see a N.Y. paper,
my paper for that matter. ~~It~~ Don't
bother it to me too much trouble. Also
~~and~~ I love to hear about anything at
New Haven as before. I feel so alone
far away - Don't mind it too much though.
I love the flying and all about it.
Ground school is O.K. too.

~~My~~ Paul my bed ripped up
the other day. Just a warning - about
3/4 were. Fridays we have inspections
Don't know if we pass till the demerit
list comes out. "March off" every
five demerits - 1 hour for every 5.

So sorry about Bush and Mrs
and of course you. But glad you're
improving in condition, however. I still
wish you wouldn't write till you're
well.

Will write again soon,
Must love you
ad

J.P.B.



U. S. NAVAL RESERVE AVIATION BASE
WOLD CHAMBERLAIN AIRPORT
MINNEAPOLIS, MINNESOTA

Tues

Dear Mom,
You were so sweet to send both the
wire and the letter. Altho I love hearing from you,
I certainly understand how difficult it is, so please
don't worry about writing.

Last night the thermometer dropped a mile.
We all froze to death. I put my wrapper on
and overcoat over me and that made it better.
This morning was windy but clear. The morning
wind didn't fly, but this afternoon we did.
Yesterday it rained so I took my first hop
today. I went into the No. 1 hangar where
the board of flights is and there I was listed
for the 3.30 hop. I really dressed warmly.

All my regular clothes including jackets plus
the big wooly lined ~~leather~~ leather flying suit and
boots. I had a helmet and goggles of
course, but no face mask - My face froze.
I was really eager to get up - pretty excited
too. I went out before my instructor
showed up and warmed up the plane.
I could hardly move in the cockpit with
my parachute and safety belts. We have
learned to inspect the planes and to start

them. Each plane has a plane captain, an
experienced man, who takes care of it. He cranks it
and all we do is sit in the cockpit
and hold the "contact" and throw the switch
and then watch the instruments to check the
motor. Before we go up we have to sign a
"yellow sheet" saying that we accept the
plane for flying. My instructor, Ena. Crown
was a piece of a guy, young and soft-spoken,
soon arrived and off we went. I held my
hands lightly on the controls and he took
us off. There are lots of rules about traffic
etc we have to know. We flew all around
the countryside, up and down. I felt a bit
sickish, I must confess. It was a real rough
day. After a while he took his hands off
and I was "virgin" it alone. It really is
pretty hard but had a tendency to keep the nose
too high - I also had no sense of direction.
I sure hope I do better tomorrow. Crown didn't
say I did anything wrong, but I know I
was pretty sad. All in all it was good fun.
I can't wait to get up tomorrow. I start to
take off and land - It is hard to hear
him when he gives orders. I can only
nod or shake or put my hand to my ear.
He reads my lips and sees me in the mirror.
I hope it's calmer tomorrow and not so cool. I'm
afraid it will be cold, however, for the
rest of the winter.

John S Pills has written and seems very nice.
Also one morning I was in the "ready room" when I got
a message to go to the telephour. It was a Mrs. Phelps
knew Dad, school with Aunt Magie or Mary, asking me out.

She is going to ~~write~~ ^{write} after we get off our restrictions

We get from 1 till 9.45 next Sunday
(a week from this coming rather) Mr. Loune has
a day off every 5 days - When his off, I
get the "flying period" off - have to be onboard
for ground school. On the weeks we fly
asthousons I get the ast. off and vice versa.
Most bases get at least one overnight every
2 weeks but not this one.

Charlie Hankster is now in Chicago at the
base there. He went direct with no leave - seems to
like it. I wish he were up here. We have a sort
of mixed class. some fellows are fairly loud and
"wise". Tim Brother is in the bed next to me.
He's a swell guy. I go around with him a lot
also Beau Phining and Bill Robinson. They
are my best friends here I guess - All
three of them are really swell. Also Carl, Montgomery
Tim Regan. Arthur snores something awful and
I have to shut him up with a pillow - He
rolls over and is O.K. after that. I liked the
room system better. In a dorm. there are always
the wise guys who talk etc. after taps. Noone
we cares if we talk or not or if we're up
in time or if we go to make. If the inial is

especially poor we go over and eat at
ship's service. They have most everything there.
The food isn't too hot, but it could be worse.

Seattle's too cold here some of
us will be transferred to Texas somewhere. I
saw a doubt this, but it is a Seattle.

The work is much heavier here. Have a course
in motors, navigation, aircraft indoctrination, code,
No. 1.

I was really chafed tired after flying
today - don't know why. My cold is
completely gone now. Did a bank
deposit slip come for me from the
Gr. Trust. It says please forward, so I can balance
up!

Enclosed is a list of stuff I could
use - No hurry but if you can ever get
a minute put Alice on the packing job
and send the stuff along.

I'll write soon again - after all it's
"free - feed - or you go" !!

! all had to watch that
night club - Tepping in La. River!

Here's hoping you're much better -
also poor little Buck -

So long for now -
much much love

Pop



U. S. NAVAL RESERVE AVIATION BASE
WOLD CHAMBERLAIN AIRPORT
MINNEAPOLIS, MINNESOTA

Nov. 25.
Wednesday

Dear Mum,
As I write this from the ready room
the snow is swirling down outside and already
indications of a fairly sizeable fall are
to be seen. Yes, I guess the winter is starting.
All I hope is that we don't miss too much
flying. Since my last letter I have had
3 more periods of solo (1 1/2 hrs. per) plus one
instruction period in B stage. After
each instruction in B you go up and
practice what you are shown for 3
solo periods. High altitude slips (losing
altitude fast without diving); steeply
banked turns (B looks as if the plane is
standing on its wing tip) and precision
landings were my assignment. The last
is the toughest you have to put your
plane down in a small circle; there
are certain ways you have to do it,
however, you ^{can't} just come in straight.
Have to fly at 800' - cut the gear (no power stall)
cross the windline at less than 90°
then go back to the windline and land.

PHOTOCOPY
GB HANDWRITING

It is pretty tough; I'll take a lot of practice. Solving I have made some pretty good findings but I am much less on edge than when with my mathematics. I guess I just try to hard and then tighten up.

They are really clamping down here when we fly mornings we have an early class list. The assignments are also getting much longer.

Sunday I went out to the Phelps' in Wayzata - about $\frac{1}{2}$ hr on the other side of the city. Mr. Phelps was Feb '13 and Mrs. P. out there had at Mr. Shepard's wedding. They had had a daughter, Ruth who is quite attractive. She is 17 and goes to Smith next year. I took Tim Archer out with me. He is 21 (Harvard) so I thought these girls 'd be a bit young for him. He seemed to like Ruth, however. My lot was far sadder. I had Jeanette Johnson (the golfer's daughter) she was about the same age, but oh so childish. She'd shriek and laugh at anything everybody said and asked the dumbest questions. Besides that she had so many bands on her teeth that she's holding up war production. Tim & I both had a swell time though aside from that. We baked, noised, and then had a wonderful

Mr. & Mrs. Philip ~~Washburn~~ ^{NASH}
dinner were there. Mr. Wash said he knew Dad from
business. Washburn is pres. of the Flour
Company. He is a real 5' by 5' (fat) but very
friendly.

Yesterday on my instructor's day off
I went to town for lunch, then shopped,
saw a movie and then went to the
Mpls. Club where I met Mr. Kennedy.
He took me to his house ^{Hubert} near the
city for dinner. It was a lot of fun.
Mrs. Kennedy went to Rosemary. Mr.
was in the Shepard wedding party. Mary
the oldest daughter was in Rosemary's
class at Rosemary and is now at
dramata U. and there are 2 other
younger girls, twins. Hubert was very
nice. He told me to call him up when
next in town - he'd take me to lunch
and give me a card to the club
so Tim & I could swim or play
squash. He was really very sincere
about it all, so I think I will
I ever get in to town again. (Probably
not for 2 weeks) The Mpls call me
George, the Kennedy's Walter.
They all ask my age and with

PHOTOCOPY
GB HANDWRITING

ORIGINAL ON PERMANENT EXHIBIT

a perfectly straight face I say, 19. Everyone
here thinks I'm 19 and still I'm by far
the youngest. So if anyone asks who might
see me while in the Navy - it's George and
he's 19." I suppose you told Winfield's
Ma I was just 18, too! I hope not.

It's so funny to hear those guys
talking about girls. "AW - she's just
a kid," they say - and the girl'll be
19 or 20.

Yesterday a fellow in our class
got lost and had to make a
forced landing. Poor guy has been
ridiculed about it ~~all~~ all day.

Those steamers we fly now are
much better than the Spartans. They are
more powerful and level and take off
much easier. They handle much
better in the air, and taxi easier, too.
Soon they may get rid of the
Spartans altogether.

Thanksgiving comes tomorrow.
I guess that ~~we~~ will hardly notice it
here - that is outwardly as we can't
leave the base and just get the
off, but ~~it~~ it won't just be a

regular day. Mum. We all do have
something to be thankful for, even though
the days are darker than when we could
all be together. I guess I'm the
most thanksgiving fellow here, because
even though I'm a couple of thousand
miles off I'm lucky. Mum - Lucky
for you and Dad and all the family
and so many other things. I thought when
I was away at school I understood it
all, but being away ^{in the way} for this long
and with so many different types of
fellows has made me see more
clearly still how much I do have to
be thankful for. Though I'm now
away, and will be for a long time to
come, I don't feel lost and I don't
feel left out ~~of~~ a thing. I miss
you very much - yes, that's true, but
tomorrow I can ~~talk~~ ^{talk} with pleasure of
you all at home and I can say to
myself - That's what I have to be thankful for!

Mum love, Mum dear



PHOTOCOPY
GB HANDWRITING

ORIGINAL ON PERMANENT EXHIBIT



Evening

U. S. NAVAL RESERVE AVIATION BASE
WOLD CHAMBERLAIN AIRPORT
MINNEAPOLIS, MINNESOTA

Dear Mom,
Just back from the Wynnew -
have a few minutes.

Got your package with Daddy's aid
Aunt T & Aunt C's present. First was
candy and socks; second, of all things, a
penknife - a boy scout one at that.
Do you suppose that is right - I
hope not. In any event I'm going to send
it home for J.T.

Please send that scarf if you
can find it - my white silk one
the long one -

Had a delightful time at
the Wynnew tonight - They had a
couple of cousins - 3 girls and a
mother. The oldest girl ~~is~~ ^{goes} to
the University and is very attractive and
nice - She is working at Hudson's
during vacation for the experience. I
have a date with her Wednesday, ^{we for dinner} She is
nice ~~but~~ ^{looking} but can't touch Barbara
for beauty.

I think Tom and I will spend

PHOTOCOPY
GB HANDWRITING

the night and we out at the ship's. We get the
night off as I probably told you. It was nice
of them to ask us ~~but~~ but if I spend the
whole evening with ~~that~~ Tranette
not even a ~~few~~ day in heaven could
console me.

The weather has been rather
painful in fact - never felt anything
like it. I haven't been up since ^{my}
chick. Too cold - This coming week we
by afternoon so maybe will get
some time. Tim went up for 6, today.
He said the stunts are wonderful from

So long for now

much love,

Pop



U. S. NAVAL RESERVE AVIATION BASE
WOLD CHAMBERLAIN AIRPORT
MINNEAPOLIS, MINNESOTA

Friday eve.

Dear Mum and Dad,

Well today sure has been a busy one. In the first place we had 3 exams - one of which I flunked. This is the first exam I've flunked since I've been in the Navy and it makes me plenty mad. It was in power plants - motors etc. All about valves, I didn't know a thing. I hope it doesn't happen again. I don't think it will. I don't know about the others but I think I passed all right.

I now have a face mask and flying is much more comfortably. The enclosed picture shows exactly how I looked. My nose and lip, frozen, all red and puffed up. Some fellows have their faces all peeling.

Today the ceiling was awful low so on my legs (2 50's today) I just practiced "circle shots".

PHOTOCOPY
GB HANDWRITING

The Skimmers are open planes. There are only certain fields where we can do circle shots. ~~The~~ ^{One} but ~~the~~ thing about them are the number of planes. Usually a lot of people are doing them. You land, take-off (touch & go) and climb right in a set pattern. When you get a lot of planes in the pattern it is tough as can be. When flying behind another plane you get in his "slip-stream" (wake) This is awful. It makes your plane uncontrollable - you toss around violently. The dangerous thing is when it hits near the ground. Coming into a circle where another fellow is just taking off is where I mean. You're right near the ground coming in about 60 knots and that slip-stream raises havoc. If you aren't quick in applying opposite aileron it's apt to catch a wing and shove it into the ground. My circles were a little better but still a lot of improvement is needed. Tomorrow I have at least one more solo hop - maybe 2 and then B3 instruction "hot-rock" I can't possibly use that "hot-rock" coat, Mum. I'm-a-green!!

Mrs Wilson called and asked me out for
Xmas. I told her I was going to the
Kennedy's. She said, point blank "Where would
you rather go?" I was confused but told
her I had already accepted the other.
I want to go there because of Mr. N, he
is swell. Anyway she kept saying
something about Winford and how I'd
have a better time there. She is very
nice though. However she did treat me
as if I were J.S.'s age which turned me up
a bit. I can't exactly explain it.

Got a note from J.S. Mills asking me there
Sunday, but I'm going to the Wynans.

This place is far worse than
Chapel Hill as far as time. We
are really kept busy - at least this
week has been tough.

No news about Dallas - These last
2 days have been O.K. here. Cold but
bearable - If we did go south
all instructors would go.

Tom Hartman used to go to P.A.
know him well. He leaves next week
for Corpus - all then his flying here.
A new class came in yesterday

Yesterday a friend of mine cracked up. His motor cut on him and all landing sites were poor. He managed to get it fairly well down but then he nosed over, slipped onto his back, and was hanging by his safety belt - about 1 ft. from the ground (his head). The tail was wiped right off the plane. Luckily he unhooked his belt and could slip out O.V. Poor Ed. He hasn't been doing too well anyway and this maybe just what he doesn't need. The motors are apt to cut on cold days. Once I started looking for a field but the thing got going OK again.

Sunday night some broadcast so being given from here. I don't know which it is - it starts at 9 (10 p.m.)

Martha had her baby as you probably know. A little girl - 7 1/2 lbs. Barbara knitted me a pair of socks which she claims don't look at all like socks but she's sending them anyway. Maybe I can make a neck protector out of 'em if they are too big.

I'm so glad the boys are going to Bonwell. Pres sure eats it up. We have a keel shooting here once in a while, as they claim it is excellent for machine gunning while in the air.

All the intricacies of the plane are now almost under control. I'm getting to watch things mechanically and talk it all's O.K.

more by the feel than by the instruments.
For example I can sort of feel it its doing
65 kts. in a climb as its supposed to.
It's the greatest feeling I know - just being up
there, turning & climbing - It makes me feel so
grand. I can't wait to get into the
bomber ships - It'll be a long time though.

I was very glad to receive your letter,
Dad, about the marine. If I joined
them it would be to get that particular
type of flying I mentioned. The marine
air-corps so small. For each marine division
there are 2 aircraft wings, I believe.
The marine are planning to expand or
are expanding to something like 7 or 8
divisions. This would mean more wings.

As far as the air-corps goes they are
good - no question about it. You have to
be chosen to get in. This is about as
such as I know except for some details
as to tactics and training. However, I
believe you are right. The Navy has
always appealed to me, so when it
comes to choosing in a couple of months I
will say Navy. As to my choice of
specialty (which we indicate - but do not
always get - now seldom get I think)
I don't know what to indicate. The Big
one appeal to me for some reason, but
I don't want to be patrolling to L.I.
sound for the war. The PBV's are mostly
patrol and I don't believe I'd like to

patrol: Attack bombing or long range offensive
bombing (which the Navy is beginning to train men for)
do appeal to me. I think the best possible
thing I've heard of would be flying those PB4's
like dive bombers in the Aleutians. I think
I will sign up for bombers then with Fighters
2nd, Torpedo Bombers 3rd, Dive-B's 4th
and Observation 5th. As I said before these
choices don't mean much, but they are
supposed to help.

Better stop now and get some
sleep if possible -

Blah blah,
~~Pop~~

Can't tuck anything under bed, Mum. This
place doesn't have one single thing except
beds and lockers (small) I'll stick it in
my suitcase.

~~Love to the~~



U. S. NAVAL RESERVE AVIATION BASE
WOLD CHAMBERLAIN AIRPORT
MINNEAPOLIS, MINNESOTA

Dear Mum,
The funnest thing happened. For two days in a row I got letters? From you. Sat & Sun. On Sat just a ripped open empty envelope arrived yesterday an open envelope arrived but the letter was in it! The savoy paper must be poor.

Last Night I went to dinner at the Wynans after seeing a movie - Bob Hope. Frankly I didn't have too good a time. I did have a wonderful time though but it was a fairly boring way of spending my one Sunday in two weeks.

Mr. Wynan is sort of a funny little Jack but most friendly. Mrs. Wynan was nice too - asked me to go to church next Sunday but I don't think I'll be able to get ~~it~~ in.

My half some friends in the Sutherlands. Mr. Sutherland was Yale '17 Sheff. Didn't know Dad so he must have been

a saddy. He was sort of queer. I just
didn't feel as much at home as I did at
the Kennedys last night Mrs. Kennedy
just called up to ask me how I was,
isn't that nice - also to ask me to dinner
next Thursday. I am meeting John S.
at his place and going out to the
country for dinner.

Last night I took a cab back
here, handed him \$5 and for a \$1.65
fare. Thinking I'd give him a \$2.50
tip, I said give me back a dime.
I forgot about the 3 dollars ~~and~~ which
he had driven off bearing from
car to car. It isn't that terrible. I
felt ill.

Your box arrived and its safely
packed away in my suitcase
without even a peek. I did
cheat on Garry's and Tanta's though
the wallet from Garry ~~was~~ also socks,
picture frame, and shower slippers
which I'll have to give away cause
they're too small. Tanta gave
slippers which ~~are~~ are wonderful
Don't tell a soul and don't be mad
at me for cheating. My presents
to home may be late but don't give
up hope. I can't shop now for about

10 days.
Barbara's socks, the ones she knitted,
are far better than I expected - really
pretty darn good!

Today I had another solo. My
circle shots are terrible. I better
get going, cause if I I get a lot
of time in, I'll check B in a week
or so.

I got a 4.0 in Navig. and
a 3.5 in Aerodynamics which sort
of made up for power plants, but
it notes me furious thinking anything.

Just dying to hear what happened
to me on Tap day. Maybe there'll be
a letter when I get home in an
hour. This is being written in
the ready room.

Tom Hartman said he heard
from Corpus that we'd be commissioned
~~at~~ 8 weeks after we leave here.
Wouldn't that be wonderful?

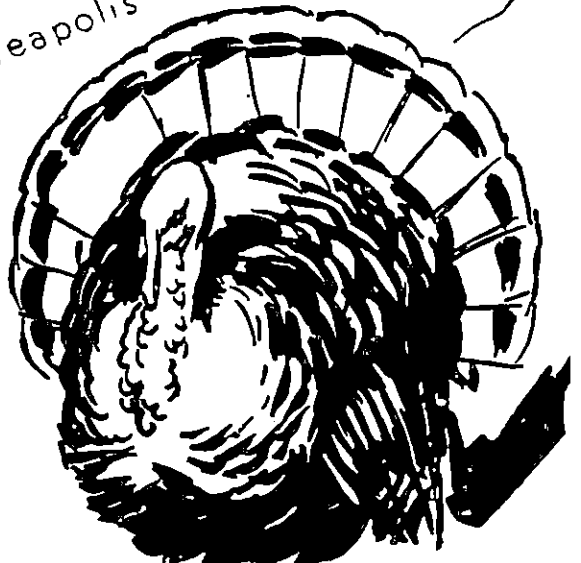
Got invitation - have to run
- (back) to Shepards, and Nobles.

The socks I gave you had
Tommy Walker's name sewed on 'em -
saw a class so I better stop - much love,
Bob

Thanksgiving Dinner

1942

UNITED STATES NAVAL RESERVE
AVIATION BASE
minneapolis minnesota



John Van Meter

PHOTOCOPY
GB HANDWRITING

Thanksgiving Day Dinner

D. M. Campbell,
Commander, U. S. N. R.,
Commanding

W. M. Hanson,
Lt.-Comdr., U. S. N. R.,
Executive Officer

A. E. King
Lt. (jg) (SC), USN
Supply Officer

J. A. Weisman
Ensign, SC-V(G), U.S.N.R.
Commissary Officer

Fruit Cocktail
Sweet Pickles Green Olives Hearts of Celery
Turkey Noodle Soup Saltines
Waldorf Salad
ROAST YOUNG TOM TURKEY
BAKED SPICED HAM
Giblet Gravy Sage Dressing
Candied Sweet Potatoes Cranberry Sauce
Creamed Whipped Potatoes
Buttered Green Peas Mashed Turnips
Hot Rolls
Mince Pie Pumpkin Pie
Apple Pie and Cheese
Assorted Fresh Fruits Ice Cream
Milk Coffee
Cigars After Dinner Mints Cigarettes

L. A. May,
Chief Commissary Steward, U.S.N. (Ret.)

PHOTOCOPY
GB HANDWRITING

Dear Mum,

Gosh it was wonderful having your voice today - It was swell of you to call. I got the message just after I came back from lunch.

This morning we had ground school, then exercise in the gym, and then ~~lunch~~ lunch was swell. We had everything on that menu. Every cadet got absolutely all he wanted, both ham & turkey and all the rest. On each table (8 cadets to a table) there were 3 regular pies. Almost half a pie per cadet. It was some feast even though we did eat it off our tin plates. The colored jazz band played and they were terrific.

This afternoon I didn't go up - too windy. The snow is not very deep. It is real dry and perfect for skiing. My long uncles came out today for the first time and they are wonderful.

I was so thrilled to hear about Mrs. That is wonderful - Be sure and send me the clipping from the news. John S. has been sending 'em, but he may stop and I wouldn't want to miss that article for anything.

I hope this weather won't put us too far behind in flying. There has been a lot of rumors that some of us may go to Dallas Texas pretty soon. It has basis, but we don't ~~know~~ know much about it. We definitely go to

Corpus from here when we finish.

Today I heard that Xmas may be the same as today as far as routes. I don't like to complain but at this base they are extra tough on the cashes about liberty. Well, after all, we'll have to learn flying and this record for that is ~~even~~ better than any other base. Fewer washouts at the advanced bases but we have to get to the advanced bases first.

Wasn't that nice of MacKinnon. Jim Pether is going with me (if we get off.)

I didn't care too much about today but I think it would be sort of nice to get a little time off Xmas day.

Bud sounded so cute on the phone.

It was a great treat hearing you all on the phone. I'm afraid I got sort of choked up so I couldn't say good-bye, ~~Mac~~

It was interesting to see a lot of these fellows today. Some tough ones, some common, other good fellows we all ran up to our beds for a ^{few} minutes after lunch, and most of the fellows were quiet - thinking of their ^{own} days. Thanksgiving for many it was the first time away and it was a bit strange. I & Will always be strange to me, to be away on a day like this, at least until I have my own home. It's days like this that make me anxious to be out fighting. Though I know I can never become a killer, I will never feel right until I have actually fought.

Be physically able and young enough ~~to~~ I belong
out at the front and the sooner then, the better.

The job seems so tremendous, yet it must end,
and when it does and we have won
perhaps days like this ~~may~~ will once again
be ~~our~~ symbols of happiness and freedom
and the income ^{note} ~~made~~ added by a hostile war
will be far removed.

I better stop writing now and get

~~on sleep~~

With love,

Bob



U. S. NAVAL RESERVE AVIATION BASE
WOLD CHAMBERLAIN AIRPORT
MINNEAPOLIS, MINNESOTA

Turn

Dear Mum

I just loved your new year letter. The ~~vacation~~ vacation sounded so wonderful and I would love to have been there for some of it. Got sort of a round robin letter from "The New Year's Party" - how I miss my friends. Today everything was "up" - It was frigid but clear so maybe will be O.K. now. I'm glad we're going again. This past week I've just sat and ~~waited~~ ^{waited}, and when I do that the time drags and you all seem so far away when flying, the time flies. Sat. night we, Jim, Frank DeLone (Penn '42, on ^{various} swimming team then) and I went to Kennedy's - this same group was there. They are nice but a bit cliquish - really nice though. Yesterday I went to Jane Wynans for lunch, and then we moved and went out to dinner. She is such a sport and really grand fun. Today was my instructor's dep't so I went to town. Didn't have any fun. That went to a couple of shows. I'll have to finish this tomorrow - too much "pre-tape" wise we now. I'll complete it in detail tomorrow.

PHOTOCOPY
GB HANDWRITING

the facts of life - of the life I'm living in 1940's -
apparently than you seemed so terribly
surprised when Phoebe and I hinted around
about the "things that went on". Phoebe
and I share a view which few others,
very few others even in Greenwich share. That is
regarding intercourse before marriage.
I would ~~never~~ hate to find that my
wife had known some other man, and it
seems to me only fair to her that she be
able to expect the same standards from me.
Pre-^(our age) agree as I said before, but not
say other, will. Rarely ~~has~~ ^{has} never discussed
such things with us ~~and~~ ^{so}
very glad. But we have learned in the
years went on by his ~~character~~ ^{character}
what is right and what is wrong. Most fellows
here - the some few engaged as well some
believe as I do - but most fellows take sex -
as ^{much} they can get. This town in particular
seems full of girls (abusing in offices etc)
rather attractive girls at that, who after a
couple of drinks would just as soon
go to bed with some cadet. They are partly
uniform conscious I suppose, but the thing is
they, as well as the cadets, have been brought up
differently. They believe in satisfying any sexual
urge by ~~the~~ ^{the} contact with men. ~~That~~
they all say - "I'm not that type of girl, but
slight - just for you!" Every single girl
says this. These girls are not

prostitutes, but just girls without any morals
at all. Somehow it does seem a little
worse for girls to me. I suppose it shouldn't
but it does. Leading the life we lead we
cannot help but feel the strain for a woman.
I would be most facetious were I to deny
ever having experienced said feeling. The difference
is ~~in~~ entirely in what we have been
taught; not only in "what" but in "how well"
we have been taught it.

This pertains not only to the N.A.S.
Manneapolis, Minn., but to every town in the
country, to college campuses - yes, even to Yale
University. Boys you know - boys I like
very much - and even boys I admire have
had intercourse with women. The difference
is - the fellows we go out with ^{the} girls
(girls like they have gone out with for
years) and the boys from our environment
as a rule joy for what they get.

Some guys, you know one
perfect example in New Haven, because they love a
girl believe in relationships before marriage.
This seems to me more excusable than ^{just} plain
sex - sex to satisfy physical biological emotions -
yet I know it is not right.

Most of this you have probably
known, but this is how I feel. I hope
that this letter does not seem presumptuous.
To think ^{all} this was brought on by your

asking me about I thought about kissing.
Have my top soon so I better stop -

Love love,

Pop
professor of "sexology" PH.D.



U. S. NAVAL RESERVE AVIATION BASE
WOLD CHAMBERLAIN AIRPORT
MINNEAPOLIS, MINNESOTA

Mum.
1015

Dear Mum,

Today is my instructor's lay off so I don't fly. This week our wing flies mornings. ~~but~~ Then we have ground school till 6 P.M. The other schedule is better by far except on Sundays. Sunday coming we are secure at 1.30 from the line and are free till 9.45. I am going out to ~~lunch~~ ^{dinner} with a Mr. & Mrs. Phelps. They are picking me up over at Northwest airlines around 2.30. They live out in the country at Lake Minnetonka.

I also got a note from a Mr. Wyman, friend of the Fishes, asking me out some time.

They issued our Thanksgiving Liberty reports and we sure get a gala one. We get out of ground school ^{at 11.30} and don't have to fly till 2.30. Neat! Oh yea! well, I guess we aren't hear to eat Turkey dinners anyway.

Today I just had one swell sleep. All the others had to get up early but I just slept on dored - a great feeling.

Flying is the darndest stuff I have ever seen. Yesterday I went up for A 4.

My regular flying (climbs etc.) wasn't bad, but landings, takeoffs, and taxiing - oh God! I just couldn't put the plane down without bounding miles into the air. After a while I got so completely confused and frustrated I didn't know what to do. I still can't get used to all the things we have to watch and do. I am now a little worried really, and would be more so if it weren't for the fact that everyone was wearing low after A4. I have 3 more hops and then in A5 my instructor's check. Once I get rattled and mad I can't do a thing with the plane. On the takeoffs my nose keeps going left, due to the "torque" rule by the prop. and I can't seem to get the right rudder check. In Taxiing I don't have the touch at all. I put on left brake, say, and then can't check the plane before I have "ground looped" and am facing the opposite direction. My only consolation here is to look out and see some of the others doing the same things. The brakes have a queer touch and I don't seem to get it at all. Afterwards Mr. Cunningham got out of the plane dancing around in his own peculiar way. He didn't talk me out. He never does. He is really a swell guy. I did

enough to make ~~me~~ Billy Lynch raise
his voice and still come to it. Once he did
say something - that was when I almost
stalled out on a take-off. He said he thought
my mistakes could be ironed out. I
hope so. Every day on so you see guys
packing up to leave and, believe me,
I'd about die - I guess I'd go in the
Army to Bombardier school or something.

Yesterday was gray but real warm.
We just wore jackets and boots - no wooly
pants. It really was much nicer. Today is
the same. The clothes arrived - also the
food. Many thanks for boots!! This warm
spell can't last long. Yesterday the higher
we went the warmer it got. Around
3,000 I felt like taking a sunbath.

Tomorrow for A-5 I get a Stearman and
we go practice spins. Then I go back
to the Spartan till I check out of "A".

The steamers are much better for flying.
There are about ²⁰~~10~~ Spartans here
and around 100 Steamers I guess.
We just start in Spartans. No starts in
them.

We see a lot of Army planes here at this

field as well as commercial. The transports
land right here. we have other fields where we
can practice too. There are a lot of farms
where we practice forced landings (don't
actually land - just get in position) I find
this difficult. Just "swinging into position" is
tough. These Spartans are much harder than
steerage so the fellows say ~~is~~ that have
passed "A" stage

I was so glad to see where Yale came
through that was really wonderful. I couldn't
see any of the eubs so please send me a
line-up.

Jim Birkner and I were so discouraged
yesterday we felt like getting aboard one
of those big liners and heading East.
I can't wait to get up again though and
get those damn landings down.

Yesterday I frightened the life out of
a "Flying Fortress" that was going to take-off.

• The other day one fellow landed 60 miles
out of our boundary in Wisconsin somewhere.
The wind took him so fast he had no
idea where he was. He was getting low on
gas so he put down somewhere. Our
Eastern boundary is the St. Croix river,
past the Mississippi.

My first marks were 0.6. 3-5 in code. 3.42
in Navigation & 3.34 in No R.. They have
a system of weighting the marks here. They take
the class average and make it 3.0. Say if
were 2.6 all fellows who got 2.6 'd get 3.0
But if it were 3.5 why those guys 'd get 3.0.
In Naig. I got 3.7 weighted to 3.42. In
N.R. I got about 2.5 weighted to 3.34 all
because of the class average. We're leaving
Top destroyers and they all look so much alike it
is just a laugh. Matsuki, Tubaki, etc.
We won't just at the names.

I will get my needle out and get those
names on shortly.

~~to~~ Well not much see for now,
but thanks again for the packages.
Hope Bush is better,
Much love to all,

Pop



U. S. NAVAL RESERVE AVIATION BASE
WOLD CHAMBERLAIN AIRPORT
MINNEAPOLIS, MINNESOTA

Dear Mr. Smith,

Thank you so much for your letter. Mr. Wells has gotten in touch with me and has offered me a great deal of hospitality which unfortunately I have so far been unable to accept. We get very little time off from the base. I have been off two "half-days" since I've been here (Nov. 4.)

The base here is an excellent one. Their flight training program surpasses that of any other Reserve base. However, lately we have been hampered by severe cold, low ceilings, and frequent snow ~~storms~~ falls. As I write this letter it is snowing.

The flying is wonderful fun, except for the cold. We get big heavy flying suits, but we cannot get enough protection for our faces. My face is sore from the cold, and several fellows really got their faces frozen.

I soloed about 10 days ago. It was quite a feeling to go up alone for the first time. Since then, I have moved into "B" stage and have been practicing precision landings -

that is putting the plane down in a circle.
Also several other maneuvers. We have in B
stage 5 instruction periods and about
14 solo periods in which to practice. In
these solos we really have to work, because
there is a lot to learn and time is short.

The course here is designed for
3 months and then we move to Corpus
Christi, Texas for our advanced training,
following which, if all goes well, we get
our commissions.

Have to run out and carry some
parachutes so I better stop.

Please give my best to Mrs. Smith,
Tante, and my ~~all~~ of our family you
might see.

Thanks again for the ^{very} kind
letters, both to me and to Mr. Wello,

Very Sincerely,

George Bush

Dear Mum
Well today we don't fly, tomorrow is
my day off and yesterday was bad too
(low ceiling - and threatening snow) so I
won't fly for quite a while. I hate to
miss Tim like this. The last few days
haven't been so cold, but they've been quite
sour. Yesterday we got secured from
the line here and went up and drilled.
Our Platoon officer Lt. Hoban granted
6 fellows special liberty. We drew cards
and I was one of the six highest
as was Tim Arthur so we went in together.
We did some shopping and then
went to a wonderful place for
dinner before coming back here.

I got yours and Buck's presents
at a place called Dayton so it's a
package should arrive don't open it.
Poor Buck. - I bought him the worst
sobbing little book. I will send
Rae's, W.B.'s and T.T.'s in a box from
me. they are all small so if that
box arrives you'll know what it is -
I'll wrap 'em separately if I can get some
paper. Aunt Mary's present arrived and

I'm tempted to cheat cause it says
something about "keeping hands warm" on it

We have started a new ground school
course, communications procedure - All about
code calls and stuff. It is pretty
interesting but also pretty hard.

If you happen to have a lot of
all the "pledgings" in the paper I'd love to see it.
John S. is very good about the Yale News
but he may overlook that issue - He
hasn't failed yet, however he sends them
in batches of 3 or 4. I didn't know
what Pres was in. In your letter you
said "want to find about Pres" but
didn't say where. You said Bill Pugh
tapped him and ~~with~~ ^{yesterday} ~~day~~ ~~ago~~ saw
what Pugh was being married - Had him
as a member of L.I.W. Pres must really
be thrilled. ~~My~~ Mrs. Wymann's son was
in there last year.

Tomorrow I'm going to Mr. Pillsbury's

Another fellow in our class got lost. Landed
90 miles away and had to spend the night near
the plane in a farmhouse. Today he goes before
a board - don't know what will happen.

Tom Hartman left Monday for Corpus.

Best love,
Pop

Wed

Dear Mom,

Today I was encouraged for the first time, just down from A-6. A-7 tomorrow. My flying was smoother today and I am beginning to get the feel of take-offs and landings. Tomorrow is my last stage before my instructor's check. I'll let you know how I do.

Mr. Pilbury dropped by last night after classes - all dressed in his "Tux". It was swell seeing him altho I missed supper. Your cookies came in handy for supper. "J.S." is going East this week, so maybe you will run into him at U vs. A affair.

The weather is once again cold and papers are predicting

00 weather before long.

I have thought of something else
I'd like for Xmas - tell Gary. A
good pair of goggles that won't
hurt across the nose. Nothing
fancy of course (red, white, or blue,
or "remember pearl harbor goggles")

Just a good pair. The ones we
get here are good but a lot of
fellows have their own. I don't need
them, ^{really} don't care too much about
them but it's a suggestion. The
most important thing is a wallet.

Lunch soon and then classes

so I better quit -

won't ~~write~~ ~~a~~ ~~card~~ ~~to~~ ~~you~~

tho a letter -

M. Love

1955

This becomes Naval Air Station no longer N.R.A.B
after Jan 1st. - a name for the better, don't know
how exactly.



U. S. NAVAL RESERVE AVIATION BASE
WOLD CHAMBERLAIN AIRPORT
MINNEAPOLIS, MINNESOTA

Tues. eve.

Dear Mum and Dad,

This'll probably be the
last time I get to write before Xmas.

Today a big B24 came
in to one of our hangars. The B24 is
a 4 motor tremendous bomber. I am
sure that's what I'd rather fly.
It is pretty obvious I think that the way
will start flying in. more and more I really
is some plane - I got inside - You can't
imagine how tremendous they are till you've been
right in one.

I filled out a sheet like the
one I enclosed and submitted it - same
preferences as I indicated here. Being
as young as I am I doubt if I'll
get it - most probably I'll be
S.B. (chief p. or fighter) I can't possibly
tell now. First I better worry
about getting that far.
Haven't flown since my check. The

weather has been just lousy, warmish with fog
and ice all over everything. I won't fly now
till Sat since these next two
days are Ann's days off.

This cold weather is bad when wet
because ice forms on the wing and then
planes stall out - when landing - when
you don't think this fully stalled.

They have made some new safety
rules here because of the traffic.

At first it was terrific coming in at
the end of a period - so many planes
in so close a space - but now it's
getting used to it.

Shooting circles was even worse
because you'd be about ready to
land and some guy would cut you
out and you'd have to give her the
gun to keep from clipping the plane on the
ground.

Tomorrow morning is gr. school and
then ^{1st} day off. I have a date with Jane
again - The next day Tim and I are
meeting the Phelps at 8.30 at the
Kadison then we going to some party
and then to Wayzata for the night.
It will be fun, but I'm worried
about Jeanette - I'll just have to fly

her off some how. We then go to the
Kennedy's for lunch on Thurs.

Two fellows have been slipped on the ice
and gotten hurt. One broke his ankle, one
fractured his shoulder.

Here's a story from Corpus. It's pretty
funny. Seems so long since this communications
procedure.

11 B from U & K ~~question~~ ^{answer!}

no answer!
11 B from U & K ~~question~~ ^{answer!}

no answer!
11 B from U & K • Jesus Christ ~~question~~ ^{answer!}

Finally U & K from 11 B This is Jesus Christ - go ahead!!

That fellow that went AWOL
was finally washed out - He can
never become an officer in any
branch of the service ever!!

Got a letter from Corporal
James O'Brien - Still has that
job there at P.C.

When and where does
Frankie have to go?

Read in the Tribune all about
Quoniam Society - Hayes's wedding, R.H.
Lance etc It is fun seeing about this

stuff. I love seeing the papers

Got a beautiful pair of gloves
from Aunt Marsha & Father as well
as all ~~the~~ those other lovely gifts

about the scarf just after I wrote
Sunday.

On reading OF Herman Bondage
in my spare (???) time. All of a
sudden realize how much time I waste
I'd spent reading. Maybe it's seeing
some "complete" on this Navy. They
have a pretty good library 40.0 gifts
etc. here. Small but plenty.

They're starting to have movies
here now in the rec. hall.

So long for now - Am
dead tired so I better get some
sleep. They're clumping down and
making us really hop in the early
mornings -

Best love to all the family

Bob



U. S. NAVAL RESERVE AVIATION BASE
WOLD CHAMBERLAIN AIRPORT
MINNEAPOLIS, MINNESOTA

Sue

Dear Mum & Baby,

With my first Xmas away is over and gone, but I don't believe I'll ever forget it. I missed you all very much, yet I wasn't homesick. Your lovely presents are wonderful. I'm got the bracelets on and it'll never be taken ^{off} permanently until I'm back for good.

It's beautiful, Mum, and it means an awful lot to me. The goggles I wore today and they are wonderful. I'm surprised you could get such grand ones. They are just what I needed - good protection by that rubber and it holds my face mask firmly in place also they do it's best across the nose. The bathrobe is swell, too. Thank you so much - Oh yes, the stockings too - I only hope that will never think will be too old for them.

First I'll give you the letter on the flying and then my "social" work.

Today I had my first legs since my check. I had C, instruction and one, ^{best} solo. C 2 tape is 3 instructions with 3 solos after

PHOTOCOPY
GB HANDWRITING

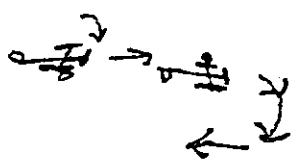
each. Today was nice and warm up high
but around 500' it was terrible.

Amotatics are entirely different
from B stops. That was precision work - This
requires abrupt - violent slaming of the
controls. The first thing was precision
spins. He says make a Z turn spin and
you do it. The way you do it is stall the
plane out - pull the stick full back and
kick full rudder the way you want to
spin. To recover kick opposite rudder, forward
stick and then throttle.

I then took up snap rolls. These are
fun but awfully fast and violent.
The object - fly along - turn all way over
(sideways) and come out flying straight
ahead. What you do is get around 90
knots - give full rudder - back and over
stick then neutralize the rudder and give
forward stick. From the cockpit the world
is a bit of a blur until you come out.

It is all very fast, but good fun. I
need worlds of practice though - usually
get in a spin or something.

Then did a "split S" This means
fly along - turn over on your back and
then come out as though completing a loop.

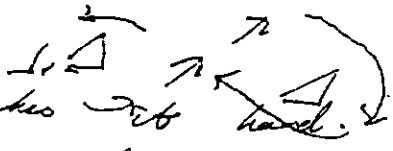


Unless you can do these
things right you find yourself

diving or spinning. Once doing a suproth, I ³
~~to~~ got my nose ~~was~~ wrong somehow and the
airspeed was 0 kts.. What surprised!
This stuff really builds confidence.

Also did the loops. You dive till
you get 110 knots then pull on back giving
full throttle, then cut gear on top, get
wings level (was difficulty and come on out.
They look easy from the ground maybe but
seem hard from in the plane now.

In some of these maneuvers, it is hard
to lift your feet off the deck, on others
your hanging by the belts alone. Funny
thing is I didn't feel sick at all. That
is it's wonderful fun, but takes a lot of
work as does most of the stuff. We also
get ~~pylons~~ pylons. Fly 600' off
around pylons


The course
is small so it makes it hard to
keep your altitude and still fly the course.

Enough for flying

I wonder whether you gets all my
letters. Sometimes we hear from a guy's family
that they haven't heard from him for 10 days
when he has written a few days before.

Now for my week - Wednesday was
my first day off. After grand school

I went to town - saw some shows and then
went to the Radisson where I met Jane Wymann.
I took her to dinner at Charlie's and then dancing
at Schreier's till ten when we had to
start as I had been back at 11. Charlie's
is the place I usually eat. Best food in town
and good prices. Better than all the hotels.

Jane is really good fun. She is sort of the
same type as Barbara, always kidding
and being "wise". Thursday evening

Jim & I went to Charlie's and then went to
the Radisson where Mr. Phelps picked us
up. He took us out to Wayzata.

we got cleaned up and then went to the
Strongo where we met Mrs. Wilson. She is
lovely and so sweet. I'm going to her
house in town on Jan 9th (Sat.) for dinner.
Peter = Winfield seemed terribly young.

Even Franette said so - and believe me
that's something. They did seem nice, but I'm
glad I didn't plan to spend the day there.
From there we went to the Pokoon's
house. - A large Xmas party. I was feeling
a bit gloomy at that point but cheered up
until the girls suggested we go dancing
in town. well we went in - waiting
and danced at the Nickel; one

dense and then the music ended. I was dead
tired. Tranter about drove me mad laughing. ⑤
I tried to see nice though. I can't wait
to go out there again because this one of the
few people whom I don't want to see any more.
Xmas morning at 10:30 we got up and
had a wonderful breakfast - also
stockings prepared for us by Mrs. Phelps.
She & Mr. are awfully nice and have
certainly been good to me.

We took the bus in and went to
the Kennedy for a very nice lunch. Old
Hubert is a swell guy. They were all nice.
Tim & Mary & I drove out to the lake
again to the Stevens (know U. Tim Birch)
... and skated for the first
time in a long while. Had a buffet supper
and drank beer (come to like it quite a bit
now). There were several instructors there, but
since two of the girls (Mary & Ann Sheldon)
came with us we had the advantage.
Phil Cuff & Al Sheldon (X'44 Jets) were
there. Also another Vassar girl, Tom Lee
Jackson - ~~the~~ Ann & Sally and are Vassar too.
We left and got back here at 10:30
although Lt. Ellsworth (my gun here) arranged
it so we could stay out till 11:30.
Saturday was inspection and ground

school just as every other day except Xmas
but weather prevented flying. Yesterday evening
on our C stage when we went to Jane Lee
Jackson's for a ~~small~~ party but we had to
go home before it started. Got some much
needed sleep ~~at~~ till 10.30 today.

My Xmas take was good. \$25 from
Camping, and numerous socks and the
like. Got a big box of food from the
Pencis and Barbara is sending me
soon what I asked for; namely a
decent picture of her.

Prager's ^{play by play} description of Penman
as he covered the various fields was a
welcome bit of news

Got a letter from Pvt. F. S. Von Steede.
He enlisted ~~as~~ with the Bellare unit and
expects to go over in January. You have
to give him credit with all his tough
and stuff I'll bet he could have gotten some
soft spot but he chose to enlist
with this bunch because they are leaving so
soon. Was glad George Warner got in
the marines.

It would seem funny to you to hear
me called George. Still love to me. Everyone
calls me that, however. All the Mpls.
people as well as Cadets.

In an hour we have to go to a
broadcast ~~on~~ the station live. This becomes

Withdrawal/Redaction Sheet (George Bush Library)

DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION	CLASS.
01. Letter	Redaction of letter from George Bush to his mother (1 pp.)	n.d.	C	
COLLECTION				
George Bush Personal Papers World War II Correspondence				
FILE LOCATION				
Minneapolis, MN - November 1942-February 1943		OA/ID Number		
		Date Closed	10/12/99	

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RESTRICTION CODES

Presidential Records Act - [44 U.S.C. 2204(a)]

- P-1 National Security Classified Information [(a)(1) of the PRA]
- P-2 Relating to the appointment to Federal office [(a)(2) of the PRA]
- P-3 Release would violate a Federal statute [(a)(3) of the PRA]
- P-4 Release would disclose trade secrets or confidential commercial or financial information [(a)(4) of the PRA]
- P-5 Release would disclose confidential advise between the President and his advisors, or between such advisors [(a)(5) of the PRA]
- P-6 Release would constitute a clearly unwarranted invasion of personal privacy [(a)(6) of the PRA]

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- F-1 National security classified information [(b)(1) of the FOIA]
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- F-6 Release would constitute a clearly unwarranted invasion of personal privacy [(b)(6) of the FOIA]
- F-7 Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA]
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- F-9 Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA]

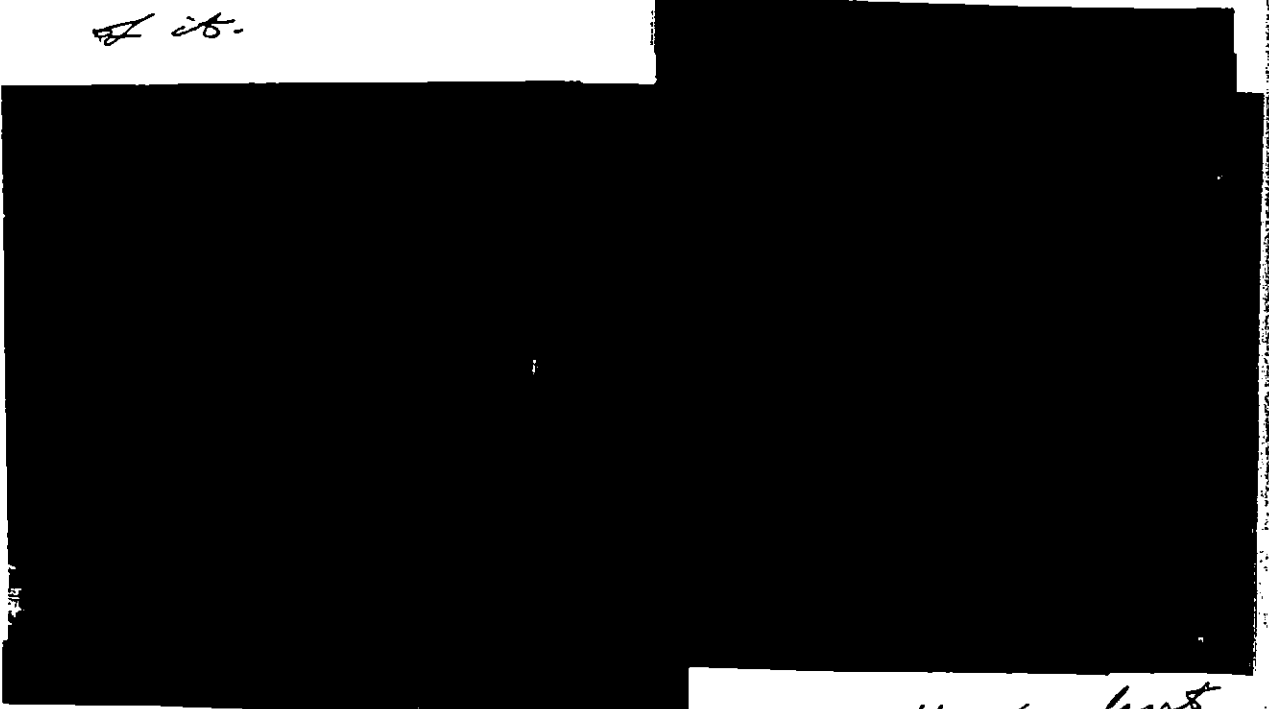
a Naval Air Station Jan. 1st with a Capt (USN)
in charge. (7)

Reports from Campos are that very very few
wash out there so if I can get by here
I'm pretty sure of getting my wings.

In Hang's the other night Harry himself
broke out a bottle of wine, had a glass with
us and presented us with the rest.

A typical example of this town - all the
people do this type thing.

Sunday next have a date with
Jan if I don't fly that night. We start
right flying soon. Only get about 6 hours
of it.



I have to struggle ~~up~~ to the broadcast
so I'll say goodnight -
Happy New Year and wish you
many thanks for your beautiful New Year
card
always
Pete

PHOTOCOPY
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BUSH LIBRARY PHOTOCOPY



UNITED STATES NAVAL AIR STATION
WOLD CHAMBERLAIN AIRPORT
MINNEAPOLIS, MINNESOTA

Tuesday

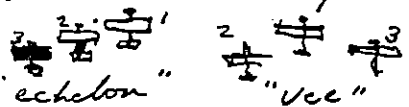
Dear Mum,
Finished at last! I have completed my primary training and have completely checked out of Squadron 1A; And so now I definitely leave for Congress this coming Monday. About 25 or 30 or maybe even more of us will leave. It all depends on how many finish formation. 2 of us in our class are through. There is a chance that 3 more may finish by Monday. They have to have all the rest of the days clear, however.

Formation flying was marvelous fun. Lou Russel + Clancy standard and I flew together. Lou and Clancy are both Princeton fellows and marvelous guys. We had so much fun flying together in formation. At first flying that close was a little scary, but gradually we got used to it and it was marvelous. We could see each other so clearly - laughed back and forth and everything. At first we just flew a "Vee" and did take-offs, climbs, turns, let-downs, and landings. The lead plane is the eyes of the formation. All we have to do is fly wherever he wants and keep his eyes open. He also gives all the signals. The #2 or #3 men always keep their eyes glued on the lead man. To miss a signal might be disastrous, so that's all you can look at. Each of us had to take the lead. The take-off was pretty difficult. You all get in position and then the leader holds up his fist.

PHOTOCOPY
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when you're set with
and brakes locked
up, you raise your
throttle as soon as
The minute the wing man see his wheels move they
let off their brakes and shoot up into position.
The lead man with about $\frac{1}{2}$ - $\frac{3}{4}$ throttle holds his
plane on the ground as long as possible. #s 2 & 3
take off as soon as possible and get in position.

Once set it's fairly easy. The lead man then
gives the signals. It is fun giving signals, but
keeping in position is also fun. After 2 solos
and 2 duets of this we learned "crossovers
to echelon." The echelon is one of the most
common formations



This sketch shows the vee and the echelon.
In echelon 3 is above 2, and 2 above 1. In a
vee 2 & 3 are both in a "stepped up" position.
To get from a vee to echelon the leader
gives the signal and # 3 crosses over # 2
into position. That is for a left echelon. For
a right echelon # 2 crosses. There are signals to
get back to "vees" too and also break up or
"peeling off" from echelon. That is swell fun.
You signal - wiggle your wings and then dive
and turn. It really is fun. Our flying was
uneventful except for yesterday when I was
in formation in the # 2 position. My motor started
spitting and losing RPM's so I decided to
go back. I peeled off and went home. The
others followed. We got the period over. Today
we checked. I had the check pilot in my plane -
just chance. Luckily he was a treating soul and

②
didn't ride the controls. He didn't say much we
just went through our maneuvers - changed the
lead several times and then came home. He gave
an "up." At Corpus mostly real tough
sometime - 9 planes.

It sure was a great feeling to finish
flying. We now have to report to Cadet Regiments
every day and do odd jobs. We get secured
every afternoon at 4:30 and Sat. we get all
night. We've turned in our helmets, jackets
and stuff. I'm going to send home a lot of winter
stuff. Please put it away for me. Perhaps
I'll be in Alaska some day and can use it.

Tomorrow and Sat. I have dates with June. I
don't believe I'll go into town other than those 2
times.
Now, Barbara's picture came. ~~It~~ Without a
doubt it's the most beautiful thing I ever
seen. I ~~at~~ almost feel like sending it to you
to see, but I won't. I can't wait till you
see it. It's 9 x 7 and I had it framed in
an oak frame. It's perfect.

So thrilled about Preszy's set-ups and
can't wait to get details.

Reports from Corpus are wonderful. 750,
short sleeves, flying hot clips, rooms not
barracks, treated wonderfully, waited on at
meals - These are just some of the
things. I'll tell you all about it as soon as
I can. We should get to them by Thursday.
One fellow wrote and said it was like a city in
itself. We get sent to an outlying field for

our basic training - back to the main
base for instruments.

Bob Tim got 2 downs in C stage and
doesn't know whether they'll give him extra then
or not. I sure hope they do - He deserved it,
but they're toughening up and you can't tell
what they'll do. Another guy in our class washed
today - 2 downs in B stage. Quite a few in
other classes have been asked off late.

Just when we got the flying the weather
got bad. There were the only ^{few} days in a row
we had since Nov. 1.

This week 20 planes were disabled.
Seemed like everyone was nosing over, just
with a net training and over they'd go,
ruining a prop. The calls for a new prop
and whole check of the rotor.

I'll write again before I leave
but with love to all,

