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Folder Title:
Corpus Christi, TX - March-June 1943

Stack:	Row:	Section:	Shelf:	Position:
G	35	1	1	1

Much love
from
Thomas ~~and~~ Pop

Carnations
ordered
from
Corpus - May 1943

they really mean it, too

NAVAL AIR STATION



"UNIVERSITY OF THE AIR"

Friday. att.

Dear Mum,

This is literally the first minute I've had in which to write. There is so much to tell that it will probably take about 4 letters before I say all I have to tell.

We got here early Thursday morning on time and piled into a Navy bus which brought us out here - about 14 miles I'd say. The weather is really a perfect temperature, just shirts, but we've had a couple of real cloudbursts which literally flooded the place. In fact we got stuck in our bus and in the pouring rain in bare feet and blue uniforms we waded to our barracks.

This base is just beyond anything you can picture, it is so large. Buses, cars, highways right inside the gate.

It is mammoth - 1,000's of Navy men and wives and their children galore. I still can't get used to the size. The funny thing is, they have 4 or 5 ^{large} outlying fields - one is much larger than this - I

just can't believe it, but it is true. They train
B-29 bombers and fighters there. ~~The~~

As I write this letter the sky is filled
with planes. They do a lot of flying
right here and still more at the fields.

Our class 2C- is the largest by 100
cadets ever to start here. They come from all
over and our thingy delegation is the smallest.

Every day our whole class leaves for an outlying
field where we start our flying - in fact we go
all the way through "basic" out there. This
should take 4-6 weeks. We live at the
fields in barracks (rooms of 4 rather) They

all have their own stove, swimming pools etc.
We take grounds school. As a matter of
fact our class will go to 2 different bases
($\frac{1}{2}$ & $\frac{1}{2}$) They are all about 40 miles
away. The mail still goes here first so
use the address on this envelope. We are
now in the induction barracks in rooms. They
are very nice quarters. We have a special
cadet mess and waiters and tablecloths.
The food seems very good so far. Things
are well organized, although these first
few days have been hectic, and a P.A.
system in all barracks keeps us informed as
to matters. We must be quite a bit and
they are strict as to room neatness, personal
appearance etc. They treat you like men,

however, and we are not thrown with the enlisted men. They have a cadet recreation area - a beautiful building with a beer bar, soda fountain, comfortable chairs, music etc.

It is a good thing and is for cadets only. They have a big movie theater ^{here} with new and good movies which change every 2 days. They have shows in the aft. and evening, all free. There is a trowadors ship's service where you can buy all essentials. You can also get good laundry & pressing.

After our "basic" we come back here and get these instrument squadron and then you take advanced. There you know what you are going to be - and you specialize. Some stay here for advanced and others go out to Kingsville or some such base. With this large class it will probably take 4 or 5 months before we get our wings. The time is indefinite as always, but when you're through you really know something about flying. My 83 hours look ^{output} small here.

Ran into Ike Simonds. He is in photo and has about 4 weeks to go. He asked me to go to a show tonight, but we have a lecture. He is Navy and already has two uniforms. I spoke to nice friendly Mr. Weaver on the phone but won't see him till after Bosie - This school is so damn tremendous I won't

get a chance to see him, but I ran into him. Also got a message to call Frick Byers, who Garry told and who wouldn't know we from Adam. He probably has so much to do, and I just wish he ~~didn't~~ wouldn't have to bother about us.

The Mail system is poor. you never get your mail so if I seem ignorant as to what's happening at home you'll know why. I did get your letter within two days, however - not bad service.

Today we went in the Oxygen chamber. They really want to impress on you the importance of using oxygen at altitude. They DID, too. First off all we had movies and then a lecture. Then we took a test. I enclose a copy which I managed to get - this is the type. We then go, 14 at a time, into the chamber. They have 2 doctors right in with us and a lot of observers. We then start up. It is not a "chill chamber" - one which gets cold as the O_2 leaves - the temp here stays approximately the same, but the pressure changes of course. So we went up there was a sort of funny feeling in the ears but no pain. At 18,000 ^{ft.} we leveled off. Still no oxygen. They then proved that you should always use O_2 above 15,000 feet. At 18,000, without O_2 , we began to feel silly, drunk (they say). They gave us

~~the~~ a similar test. I'd have sworn I did just as well. There is ~~was~~ no way of telling you went absolutely alright. In fact the guy next to me felt for one second, and the next thing we knew he was out. The instructors, who were O₂ all the way, immediately clamped a mask on him and soon he came around. That is what is so dangerous - there are absolutely no symptoms. Our nails turned bluish and there was gas in our stomach from the pressure, but no symptoms you could feel. We then put on our oxygen (pure O₂ of course) and went up to 28,000. This is awful high ~~to~~ you know. The gas caused us to loosen our belts and nature took care of ~~Expelling~~. You could feel the bubbles form very quickly. We then took the test with O₂ and the results were pretty good. The 18,000' results are usually worse. I was worse at 28,000 with O₂. They made me follow

take off his mask. He was told to write. He soon became feble (3 minutes). He could hear but not act. As he was going out they told him to put on his mask. He stumbled around but ~~soon~~ ^{couldn't} get the mask on. They revived him O.K., however, just gave him O₂ - he had no other effects at all.

Going down was O.K. till about 18,000.

My ears started hurting them (about 5 of us were bothered) I tried to clear them, as instructed, but they still hurt like the blazes. We leveled off several times and even went up to relieve the pain. My left ear has just stopped bothering me. It is a common thing, they say but it sure was painful. The demonstration was really worthwhile, and I sure have a lot of respect for oxygen equipment now. We were at a lot here, they say. My score on the ground was 245 out of 245, at 18000' 205 and at 28,000 180. Some guys got 0 at 18,000 and some 0 at 28,000 so maybe I'll be a high altitude man. My ears will have to get used to it first though. I'd hate to be diving down and have that pain to endure. The trouble concerns you Eustachian tubes and the pressure in your ear cavity. They had a balloon, about $\frac{1}{4}$ filled at sea level. At 28,000 the balloon was completely expanded. This shows the the effect of pressure on your stomach (hence the gas) and in your ~~stomach~~ sinuses and ears.

We have to exercise and ground school quite a bit - I'll tell you more about the routine when we hit the outlying bases. Must stop now -
and love and I'll write soon again!
Pete

Dear Mum,
 The days roll by and still I don't fly. Sunday
 had a day off - yesterday I only had one hop and
 today Fritz has his day off so I am still on
 the ground with 2 hops to my credit, and
 no "B" check yet. I check tomorrow if we
 have good weather. Today is clear, and really
 hot. I don't care as long as I don't
 get any downs and as long as I get
 through by a week from Sunday. The
 former is nighty questionable, the latter
 I should do. They seem to be giving
 quite a few downs. I don't feel actually
 at home yet in those U's. In the
 Stearnman we got so we could fly
 "by the seat of our pants" - as the
 expression goes - but in these ~~for~~ I
 always have to have my head in
 the cockpit. Lou just came in from his
 B check. He got a down - his first
 since he started. Clancy got 2
 downs in B stage and Kellogg 2
 in B stage. If you forget anything
 or break a course rule it's an
 automatic down. I am sure I'm
 going to get a down somewhere along.

the line. The just don't want you go down
without one down. Besides I am not ~~any~~ any
exceptional flyer. I am sure of this, ~~there~~.
This is fact - I've really been lucky so far.
Some of the high average flyers have gotten
downed. I have seen how depressed they
can make you feel though so I hope I
don't have any real trouble. Never have
I seen a thing affect guys as much as
downs. It is a horrible thing. Some good
flyers just get "checkitis" as ~~they~~ ^{it is called} called
~~it~~ and get the old "chop". They
claim that instruments have been shortened
to 10 days, but I don't think it'll
make much difference to me, because
there is such a load of castles now.
We alternate in the link train and the
flyer just now I'm looking ahead.
I should be more concerned with my basic.
Yesterday I flew very poorly. My
landings were miserable and all in all
I gave poor Insp. Fritz plenty to be
real at. He corrects me a great deal,
much more than some, but he never
screams at me. Some of the men really

7: I miss up in the planes, but on the
ground they're nice as can be.
In a couple of days I'll write and
let you know how I did. If I fly
2 yrs I'll get thru B stage by
the day after tomorrow & check & tomorrow
and B Thursday & I fly up.?
We have a new schedule now and
we get up at 0545, breakfast ~~555~~ 0555
athletics 0715 - and tape went till
2215 (1015 PM) & pretty long day.
These athletics are just when we fly
afternoons - like this week.

This waiting around for checks
is depressing.

This not much has for now.
The wait still aggravates me. Sometimes it
takes 8 days - at the worst 4 to get your
attires. It makes me realize how far
away this Texas is. If and when I get
leave I'm going to fly home by
airline if I can't get on a Navy
transport. The former would cost \$110
the latter \$2 (entry a parachute) In the former

however the gov't gives you something
appears to you next base, so if I
go to Florida, I wouldn't be spending
too much.

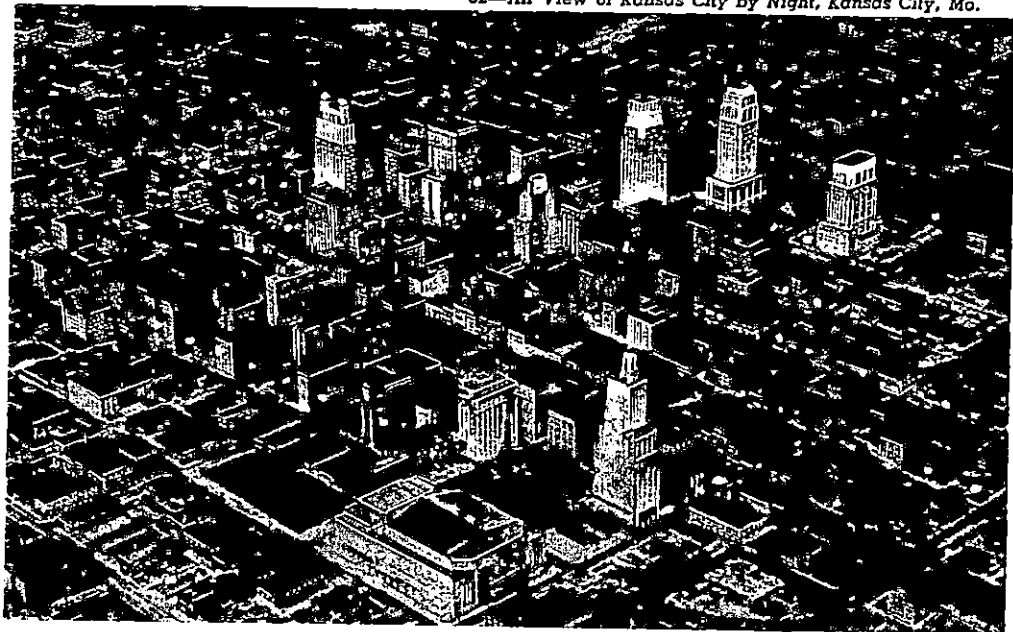
Did I ever tell you that Neil
Matton called me up last week. He
was passing through on business.

Got a card from Charlie Hankler.
He should be down here soon unless they
ship them to Pensacola. Tim White
resigned from flying and will get an A.V.S.
commission at St. Louis. Carl Morgan
worked out at Minn. He'll get an A.V.S. assign.
McDonnell, another guy in our class worked.
And I told you Tim did. Poor Tim, I
feel so sorry for him. He was so
interested, and eager and the worst thing
is he knows he can fly. A couple of
poor days fixed him.

This sun is really heaven. I certainly
hope you 3 can get down to Barry's.

Hope all are well. I'm always thinking
of you and am just signing and
praying the "Budders" will give us
sun, 5 days - much love
Bill

92—Air View of Kansas City by Night, Kansas City, Mo.



10-12516

PHOTOCOPY
GB HANDWRITING

Fell like a new Tues

mean. Tues to

a shower in

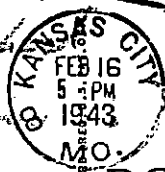
the station -

have. Are we

for 2 hours

Only 2 days
more to go -

Terrible note
Pop

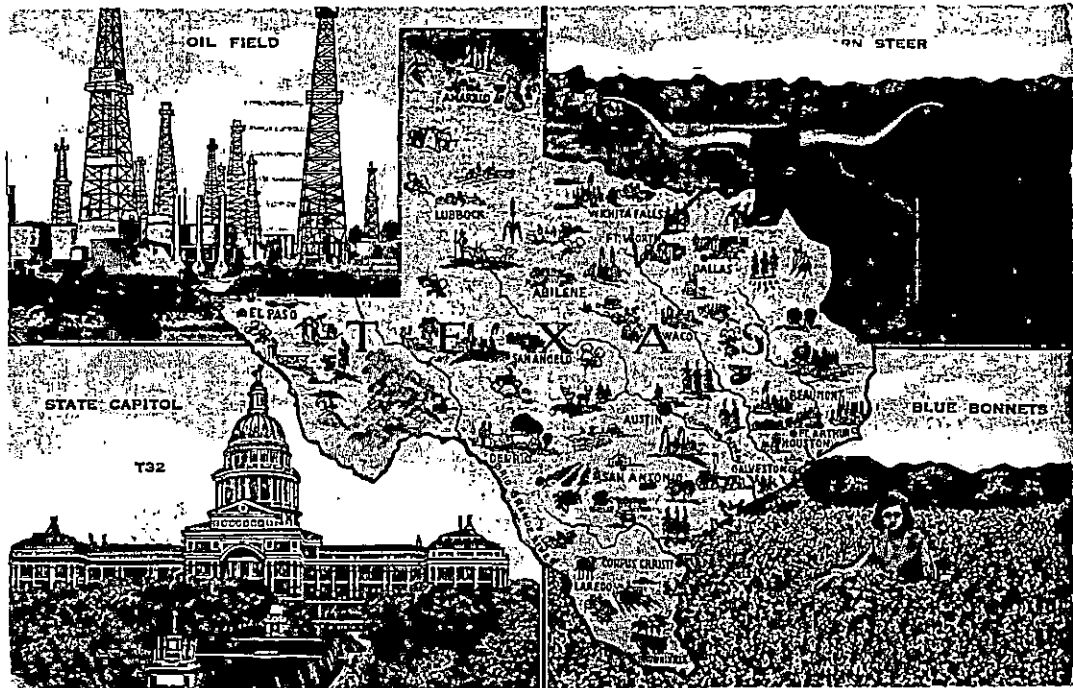


POST CARD

Mrs. P. S. Bick
Brook Lane
Greenwich
Conn.

MAX BERNSTEIN, KANSAS CITY, MO.

POST CARD NO. 1000 "C.T. ART. COLORTON" POST CARD NO. 1000 "C.T. ART. COLORTON"



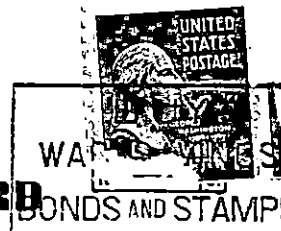
PHOTOCOPY
GB HANDWRITING

Wed. 17 M.
Texas is as large as the combined area of Maine, New Hampshire, Vermont, Rhode Island, Massachusetts, New York, New Jersey, Delaware, Pennsylvania, Ohio and Illinois. It is 17½ times as large as Massachusetts. Its greatest length is about 903 miles; greatest breadth 864 miles (about as far as from New York to Chicago); area, 265,896 sq. miles.

NATURAL COLOR POST CARD MADE IN U.S.A. AND POSTED IN U.S.A. ONLY. C. M. CO., WAVERLY, N.H.



20138



Just had breakfast
here in Ft. Worth.
Ride really not so
bad. It sure is nice
not to feel to see if
you still have your
cars - literally baby
here - I'll write from
soon - Love to all,
PD

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

Dear Mary, Cly, Tuesday
Right now I am
sitting in bed at the Flat's
house. Never has there
been anything like this
hospitality. When I got
here last night at
1030 there was Mrs.
Flato sitting up
waiting for me. She
is one of the most
wonderful people I
have met. From many
sources I have
learned that she is the
citizen of the town.
She gives dances in her
yard, parties, dances,
for all the people.
She is a diligent
worker at 4.50 and
Presby Church. When -

even they want anything
how they call Mrs.
Flato. They know the
Coulters & Adam Montgomery
and have had Frickey
and his wife to
dinner. Here's an
example of what
they did. Nobody had
how anything for the
chaplains so Mrs Flato
has a dinner for
every single chaplain
out there.

She is so wonderful
to me. She ^{calls} wants me
to come in here
whenever I can.

~~It~~ Their house
sits on a
hill - making it

possible to have the
bottom floor a
game room, with
two bedrooms, baths,
and a big porch.

The bedroom I am
in now is small but it
is a glorified sleeping
porch - 9 windows
and a great big bed.

Everything is perfect,
all
+ magazines, ground,
an icebox on the floor
jammed with chess,
coke etc. - with
everything you can
think of. They have
a maid & a butler
but Mrs. Flato seems to
do most of the housework.

They ask me what I
want for meals -

I have never felt
so completely at home
now and I am
channing people.

This aft I am going
to get my uniforms

So that if they in in
and then they in

taking me out to
their farm to go

horseback riding.

Miss Flato knows
all about the house
of course so she
says. "You have

plenty today so
that means youth."

spring, but he is
unreliable too. I

only hope that
Sunday I'll be able
to have people like
The Flatts & Wyman &
to my home.

I made a plane
reservation for 3
weeks from Saturday.

I don't know
definitely, of course, if
I'll get out there, but
after much figuring
that seems about
right. It may be
the Wednesday before.
The trouble is I

I won't know definitely
for a long time -
perhaps a day before
I graduate -
Even if I do get it,
there's always the
chance I may get
put off. I took
Eastern Air Lines
rather than Braniff,
even if I do get
put off at least
I'll be nearer Miami,
than were I put off
of Braniff en route
to Chicago. The
plane leaves at 7
PM & gets in to
N.Y.C. at 9 so

if all goes well
I'll see you 3
weeks from Sunday
noon.

Barbara gets home
the 2nd so I'll see
him for a couple
of days.

I got your
2 letters yesterday
exactly the same day
and they were
mailed 3 days
apart. Anyway I
was glad to get
them & need to get
all the news.

Bev's Cynthia -
She is the one.

① Little girl
I've heard of a
certain. Honestly her
she can be such an
indecide. The thing
that amazes me is
that she is going to
graduate from HS.
Perhaps she's OK in
books, but of all
the useless gifts
she could be
quite a queen with
her books and all.
(Remember how we
taunted her about the
shadow following her)
Pete. Clement
has been sweet
about writing me, when
he probably knows
quite a few things.

about time of
plans etc. that
I don't know about
at all.

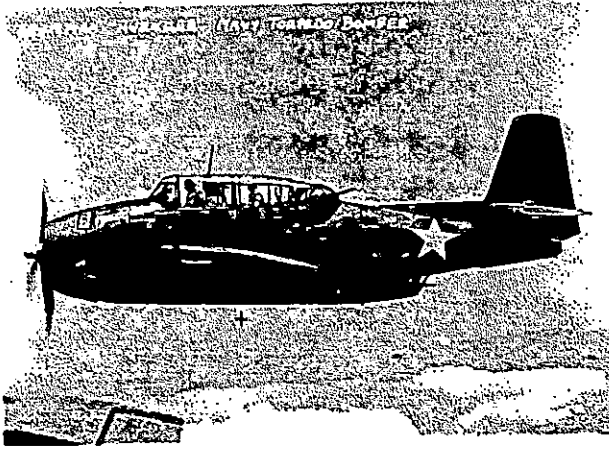
This Navigation is
really good fun in
the plans. We group
in formation and
each of us has a
big to work. We
only know where
we are supposed to
end up - don't know
where the other fellows
are. They hand you
a card before you
get in your place
telling you where
you're supposed to
end your leg
long - hat -.

You then track
the others by your
watch and compass
and plotting board,
using wind, air speed,
ground speed, magnetic
& true headings etc.
My watch is
indispensable as
you have to fly for
an exact number of
minutes & seconds.
An instruction follows
with a map. On his
map he has all the
points we supposed
to hit. It's a great
feeling to come out
right. Yesterday we

all were right
except the last one
we ended up 70
miles at the
construction. Finally
took over and
brought us home.
We have 2 more new
loads and then 4
overwater hops
before we start
January, maybe more,
etc.

So long to you
then - so much love
to all.
L.P.

BUSH LIBRARY PHOTOCOPY



Original on Permanent Exhibit

PHOTOCOPY
GB HANDWRITING

Two psychiatrists were walking down the street.
One turned to the other and said, "You're fine, how am I?"



U. S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

Friday

Dear Mom,

Today I took to the air for the first time and it was good to get up again altho these SNU's can be a bit confusing. My instructor, Enos Fritz, a perfectly marvelous gent got in with me "You've got it." Well I had read instructions etc, but there is so much to remember. These planes have radio equipment, landing flaps, adjustable prop pitch, sensitive tabs, wobble pumps, and numerous other things, making them much more complicated than the good old Stearman. They are much faster - cruise at 120; maximum diving 230; at used to cruise Stearman at 95. The ailerons on these are also very sensitive, a slight sideward movement and the old wings really dip. The plane has 2 trim tabs (elevator & rudder) so if you trim it properly it will fly along alone perfectly. This is hard to do though and impractical so you always have to change the tabs. It lands fairly easily but the approach has been complicated by the use of "flaps" to slow it down enough to land it you have to roll down, with a creak, the wing flaps. This increased drag and slows up the ship - it also increases the gliding angle. With full flaps, used only when we get emergency shots,

PHOTOCOPY
GB HANDWRITING

the plane goes almost straight down. It looks like ship going right into the ground and then you pull her out and make a 3-point. We are supposed to make 3 points here - not tailfirst as in many other places due to the weak tail wheel on their SNV's - Never do any pilots make wheel landings - supposedly (except big ships) This is for carriers where you have to make tail first landings in order to be snatched before you over shoot the flight deck. All in all the V's are fine but at present I haven't mentioned them - I always forget something or other. There are really quite a few dialo stangs us in the face at this point. We have to know them all blindfoldish - It's not too hard though. These planes are unstable (spin easily etc) but they are really well equipped ships and supposedly the best basic trainers. I have 2 more hops before my check. If I get my 1" I get 2 solo. Today was our first beautiful day in the week. We'll be flying steady starting Monday. Today it was hot actually and compared to our 280 with gale Wednesday, it was heaven. Dad - thanks for your letter.



I know how you feel and I appreciate
you letting me choose it honestly think
I'd do more good for the
Navy in TB's. Also they are big
ships - bigger than a lot of
turn motor jobs. You are sitting behind
about 2,000 horsepower with 2 other
men, a gunner and a watchman. I
probably won't get my choice anyway.
Please be sure and put also 2c
on the letter - It speeds up

delivery. It takes from 5-7 days
for me to get your letters. I got one
today (Fri) from Pres Clement mailed last Friday.

I got a letter from Puss -
also a \$3.5 check from him. Things
must be going well for him.

Paul did you ever hear of
Lilley - Ames Company. They have about
the best deal for uniforms here.
They are Columbus Ohio and sell
to West Pt every year & Annapolis
every third. We have to order our
stuff in a few weeks. It really
is a thrill being able to actually
consider buying these things. The
uniforms we get are really beautiful
Blues, Khakis, Whites, and Aviation Greens.

Enclosed is a Navigation problem. Shows
you about what we're doing now. Most
interesting work. I to not hard
but you really have to be careful.

U.S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

They have started a new
"7 day week" schedule at all fields
here. This chops our sleep but no one
cares. We get up at 5:45 instead of
6:30 and taps are at 22:15
so we lose some sleep.

We got our yellow fever shots
today. Have been having outdoor exercise
(touch, soccer etc) and it's really good.
We have a number of (some busy
sunch of guys in out class (some busy
one too) but mostly better than at Minn.
Lou Russell and Larry Starnard are about
main pals.

Pro Clement writes every so often -
answers all my letters promptly. I do
admire him so as his lot to the
toughest of any. He is so enthusiastic
about the flying. I can tell him about
I'm sure he knows far more about
the planes etc than I do. If you
can think of anything about flying or something
I could get him at Skjof. Write he
right like please tell us as I would
really love to do it.
I'm afraid Tim got washed out
in stage. I haven't heard from him but I
expect a letter - poor guy must be heartbroken
at he did wash. He felt the same way about it
as I do. Goodnight and much love - Pop



U. S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

Tuesday

Dear Mum & Dad, -
At last a few minutes so
here's a letter. Mum I loved hearing
all about Siken. It seems hard to
believe that such a place still
exists with its wonderful easy
I restful life. Now I'd be just
not surrounded by castles,
2 days hounded by bugs, and worried by flying or
something else. Don't think I'm
not happy, but the first a few
days would be most welcome. Here
are the prospects as ~~that~~ I see
them now. I should finish
instruments and proceed to advanced
in 3 weeks or less [all this doesn't
take into consideration the possibility
of down-] that would be April
18th on third month. Then I go
to advanced. If I get P. Boats
here's what would happen. I would
stay here on the main station and

PHOTOCOPY
GB HANDWRITING

take Boat instruction. The length of
 the course but it would take
 from 8-12 weeks to get through under
 the present syllabus. They fly less
 than the other squadrons, but they
 have a lot of extra stuff to learn.
 This would mean I would finish
 anywhere from June 20th - July
 20th. After this I would most
 probably get a 15 day leave
 and then report to operational training.
 If I get Torpedo planes I
 will be home much sooner but
 for a much shorter time. Here's the
 story. I would go immediately
 to Walston Field, right near here,
 where I'd go thru Torpedo Bombers.
 They fly approximately 100 hours, the
 most of my squadron, but it takes
 less time or has been taking less
 time. I'd graduate anywhere from
 May 22 - June 5. I would
 then most probably be ordered to
 Miami with 7 days travel time
 in which I would come home.
 I would be at Miami at the carrier
 school for 6 weeks and would then

get a 15 day leave - That would
be the end of July or August.

I applied for both T.B. & P.B.
and won't know till I finish
instruments which I get.

These dates and stuff are just
careless calculations. You never
know from one week to another
when they may change the syllabus.

I am now about three link
trainers. I have one more hop
and then my check. I should
get an up, but you can
get so rattled in these things
that a tiny too many degrees
on some other slip can ruin

a whole problem. As yet our
group hasn't done much flying.

Some have been up once or
twice. I may start in tomorrow.
Once underway it won't take long
to get rid of it (provided we don't!)

In 1½ weeks we are through
organised ground school for good
what a relief. We finish up
Navigation this week with N-6

a course in practical Navigation
involving Dead Reckoning and
Celestial. Next week we have
room classroom gunnery and
bombing. In the advanced squadron
you really get the actual
plane gunnery at a slave
The weather remains warm and
beautiful. Yesterday our alliteration
was swimming and who should be
in charge but the same Lt.
this was in charge at Chapel
Hill such sweet fond memories.

Those days sure seem ages away.

Yesterday I was walking along
and who should I meet but

Tom Hartman - Minneapolis or
Tony Lynd's roommate. He
just beaming from ear to ear came
tomorrow he graduates as a 2nd
Lt in the Marines. He goes to Hawaii
and then San Diego. He went through
dive-bombing.

Nancy must have seemed
like the Queen of the world to those
"Gotties". They're probably still
gossiping (?) about it over
a cup of tea after a rough game
of five.

I have gotten the word a little better in the books. In fact ~~to~~ I have really enjoyed them very much. It's almost the ~~na~~ game finding yourself and then coming home. You have to always watch your attitude and been surprised? ~~Why stop watch~~ - has been a life saver. You have to turn away ~~at~~ the legs to the second, and this is so much easier than the chock in the plane. At times there's really so much to do. For example after passing you can see you have to 1. Start timing 2. Start turning 30 way degrees to prove you can 3. Start letting down which involves throttle, airspeed, gyro horizon, and to top it all off #4. make a radio report such as. "May C.C. radio from May 37.54 - I passed my T.C. at 0405; 1000 ft. 00. 220, request instructions?" Yes, it can be quite confusing.

Celestial Navig is not quite "heavily" then - in the wrong sense of the word. In the right sense it is "heavily". Ha! Ha! Harder you can't fly by it exactly. You can, however,

laid out fairly accurately where you
are. In bad weather you fly
instruments slight but ~~that~~ this
doesn't have anything to do with
navigation. You ~~can't~~ have to
navigate to, using these instruments.

I just wish everyone could
have a chance to fly blind. It gives
you so much respect for the airline men.
The worries make it easy, but it's not.
Even the experts will usually ~~not~~
stay on the ground with a
ceiling less than 300' or so.

When at Cabanero I thought
I'd be able to fly blind right off, but
no. Take any person with 100 hours
and unless he had instrument training
will be lost as soon as it closes
in - even though he has all the
instruments. It's a fact - you
have to know what to do and when to
check it and unless you've had
training it's out of 100 men would
fall off or spin in. In contact
flying you actually do fly by
the seat of your pants as they say.
In instrument what you feel is
wrong. You'll think you're in a steep
turn when in reality you're flying
level - lunch now - so I'll sign off
with much love, 10/2

NAVAL AIR STATION



"UNIVERSITY OF THE AIR"

Wed.

Dear Mum and Dad,

I am starting this letter from a lecture. The lecture on the Fleet in general, courtesy, customs, etc - is half way through, and I now have 10 minutes to continue. Since we've arrived at C.C. it has really been impressed, that we are going to be aviators, yes, but primarily naval officers. We are treated more like men, yet the discipline is more severe and they expect more from us.

While at the main base, which, incidentally, is only 12 miles away, I was summoned before the Executive Officer, (2nd in command of the station) Commander Gould. He was very nice and gave me a lot of advice about keeping out of trouble etc. He used to be officer-in-charge of Cadet Regiment. He is greatly interested in the cadets and our lecturer yesterday gave him the credit for the development of the cadet regiment. He asked about you both and we talked about 10 minutes. He mentioned

Masses. Lovett, Gato, Harrison and many others of
your friends. I also saw Mr. Weaver for a
minute.

This base, Cabaniss Field, is really
pretty "eager", as they say in the Navy - sort
of like pre-flight in the standard of discipline
we are expected to maintain. Room inspections
every day this week etc. Some of us are in
rooms with assigned roommates. I am in
with one Princeton and one Univ. of Minn. guy.
The other fellow is a class ahead of us and
I don't know anything about him. The two others are
Ok. but that's all. I was going to room with
Russell, Starnach, and Kellogg but they got stuck in
barracks for the first week. I see them a lot
though, we really have some swell guys in our
class, (i.e. from Nplo - mostly Princeton) we
may be able to fix up the rooming deal later,
but the present set-up isn't at all bad.

So far here we have not flown. We
are now taking ground school every morning
and what they call "indoctrination" every
afternoon, also gunnery. Ground school here is
mainly code and navigation. We get 3 solid
hours of Navig. every day, ~~at least~~ ^{and} we will
~~wait~~ for the next few weeks. I like Navig.
Thank heavens. We take practical, celestial,
tactics & strategy - Very useful and interesting
courses as you can well imagine. Naval
aviators, really can navigate and when

anyone gets there here and becomes an aviator. He must know a lot about it. ③ In code we receive and send. Our planes all have radios, I'll tell you about them when we start flying.

The indoctrination consists of various lectures on different subjects. Some pretty boring

(Fred W. is now on 6 PM). Every evening we have 2 hours of required study in a study hall. Less free time, at least for the time than I've ever had in the Navy.

The gunnery is wonderful fun and how Perry would love it. Sheets and traps

50 rounds a day for each man. We shoot .12 gauge guns and I just love it. I have really improved a little, and my experience at Duncan's gun is a help. I am nowhere near the best, however. Today I got 16 for 25 and 17 for 25 shooting from three 5 positions.

↑
1 2 3 4 5
They are easier than at Duncan's and PSB Tr. would really look hot here. It has been warm and sunny. We wear dark glasses and toll around waiting to shoot - I've already gotten a nice tan. ~~There~~ This 1 1/2 hours has been our main time of leisure, since taps aren't till 1030 every evening. When we go back to the Main

Base, we shoot machine guns etc. I really
wish I were a good shot. Gunning doesn't
mean too much on your record, but it'll
mean a lot out there. I really am
careful with a .45 pistol. They make
lefties shoot right handed (except shotgun)

This base is a little bigger - no
about the same - as NAS Anple
we have a ship's service, pool,
bowling, movies, waiters at tables, not such
good food, tough instructors, all miscellaneous
concessions. Oh yes the uniform dealers are
here by the thousands - Enclosed is a typical
price list, so you can see what we're up
against. They have some standard
price stuff but its value may be as good.
Finchley's here is the best bet - none of
the other good ones are here. We have to
order our stuff early, but we have to
wait till we find whether we'll make or
navy - a matter of 4 weeks.

Most of the guys in our class want
navies but after having the Marine lecture
I'm more sure than ever that I want
Navy - Just hope I get it. Also I'm worried
about instructorships. They are making so many
an instructor now to relieve the ones now
instructing. That is my main dread. There
are so many fellows who wouldn't mind it,
older fellows or guys who are getting married
when they get their wings (there are alot too)

I think apparently they just choose at random. My age is my only chance. ~~Then~~ They are making a large % of both Navy and Marine instructors. You'd get a lot of good flying experience instructing, but to me that would be like doing just my old job. I might as well be in college. My heart is set on getting out with the Fleet on at least to some combat zone, so I just hope I don't get thwarted at the final stage - well there's plenty of time to worry about that. Dad, I'm glad I took your advice about Navy. The Marine Air corps is good, but there is something about the Navy I like better.

I am very seriously thinking of changing my preference from PB's to Torpedo Bombers. Here are my reasons. Please let me know soon if you think I'd be foolish to change. I will see the advantages of PB's - they give you twin engine time and you learn more about flying as well know it in the future probably ~~but~~ the P-boats themselves are slow, agonizingly so in fact. They ~~clomp~~ "clomp" along like old "Backie" down south. I inquired about the chances of getting a Liberator on B17 after completing training here but the chances appear to be small. In other words if I did go through PBoats in my advanced, I would probably get PBoats for operational and then still get them

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ORIGINAL ON PERMANENT EXHIBIT

for my own - & I
Blas they make a lot of PBoats run into ①
instructors. I wouldn't be disappointed if I got
PBoats, cause I do realize their benefits.

~~Here's~~ Here's why I like Torpedo
bombers. They are very fast. In fact
they make runs at 300 and sometimes
dive down, in the TBT's, at 500
level off, drop the torpedos, and soon.
It is a wonderful type of flying -
~~to~~ You go in high in formation - then
make your "run" and escape. You
get starts and also low fast
flying. (similar to what you'd get in
attack bombers) The Torpedo squadron
here is excellent - It is the fastest
of all (sometimes only 4 weeks)
and you really fly - something like
6 dual hours and 90 solo hours.
You train in 5 NT's - the same
ship the fighters and Dive bombers use.
After completing it here, I'd
get my wings and then go to
operational where I'd fly the TBD's
or TBT's (either Fla. or La.)
The TBT's are the best Torpedo
planes in the world. Another advantage
is I'd have a summer and a

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ORIGINAL ON PERMANENT EXHIBIT

① radioman. The TB ships are really big.
Mr. Weaver is ^{NAVAL AIR STATION} connected with the
Torpedo squadron  here. [This advanced
squadron comes after instruments
which come after the basic which
I am now in.] I'll probably be
here 3 1/2 - 4 or more months.

There there is a danger to TB's
which ~~is~~ you know about, but
I don't think we should consider
that. Someone has to fly them, that
type of flying appeals to me, and
I think that in the future TB's ^{on} with
rather the science of Torpedo bombing
will be developed somehow so as to
lessen the danger. Also I honestly don't
think they are more dangerous than
fighters or even dive bombers. You've
just heard of a couple of disastrous
instances most probably. Once again
I haven't expressed myself very
well (definitely "I" have to take in
a little college), but I honestly
think TB's are a good deal. ~~the~~
These preference lists help, but
they don't mean very much, so I

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ORIGINAL ON PERMANENT EXHIBIT

couldn't be sure of getting of course
The only thing I don't want is O.S. (8)
(observation) most fellows have been
getting either O.S. or P-boats. If
either of you feel very strongly against
~~sets~~ my putting in for TB's, let me
know and I'll refrain, but I do
think they'd be good.

I
Mum, Got your letter from the
Barclay today (not too bad service
here)

We get liberty this weekend, but
Corpus sounds pretty sad so I don't
think I'll go in. The place is overcrowded
so can be, we had a very frank
enlightening sex-hygiene lecture. Apparently,
as in most ^{village} posts, this town is
infested with venereal disease and
vice. Also the WAVES are ~~are~~ ^a source
of moral corruption - mainly for enlisted
men, it is quite a problem I understand.

Must stop and best to
study hard - much love and if you
are strongly against TB's, Dad,
"give me the word" -
Pop

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ORIGINAL ON PERMANENT EXHIBIT

NAME Bush, G. H. CLASS 2C GROUP A DATE March 26

DEVIATION TABLE

MAGNETIC	0	30	60	90	120	150	180	210	240	270	300	330
COMPASS	2	33	64	93	122	150	179	208	237	267	299	330

AIR SPEED CALIBRATION TABLE

CALIB.	70	80	90	100	110	120	130	140	150	160	170
INDIC.	72	84	96	106	114	122	130	138	145	154	164

CONSTANT DATA: Temp. 0°, Alt. 5000 ft., I.C. -4.0', Var. 4° W., TAS 100 kts.,
Date at departure from Morris Island, 8 April 1943.

MORRIS ISLAND	CAPE FEAR LIGHTHOUSE	EXCHANGE SPIRE
CHARLESTON, S. C.	NORTH CAROLINA	SAVANNAH, GEORGIA
N. 32°42'	N. 33°51'	N. 32°05'
79°53' W.	77°58' W.	81°05' W.

C.E. at 1000 LZT April 8 is 50 sec. fast. Daily rate 8 sec. gain.

Depart Morris Island LZT 1503 April 8
for Cape Fear Lighthouse to search for
submarine reported in that vicinity.
You form magnetic wind star by heading
down course on a no-wind heading for 4
minutes, 60° to right 4 minutes, 120° L.
4 minutes, then back on course 5 minutes
while determining wind and correcting
for variation.

Down Course 60° Right 120° Left
Drift 15° R. Drift 15° R. Drift 7° L.
After determining wind you track yourself,
deducting 4 minutes from the 17 minutes
elapsed to find your 1520 DR O.

You change course at 1520 for Lighthouse.

You obtain reliable drift sights as follows:

1530	11° R.
1540	10.5° R.
1550	11.5° R.

You are confident of your track but not of
your track speed so you take sun and moon
sights to obtain a 1600 check. You have a
12-hour chronometer face.

SUN	MOON
C.F. 08 ^h 59 ^m 32 ^s	09 ^h 01 ^m 32 ^s
Hs 32°25.6'	71°31.9'

If you can spot lighthouse at five miles,
is it necessary to change heading?

You sight lighthouse, take a wind star
while scouting for submarine lurking in
vicinity, and depart from Cape Fear Light-
house for Exchange Spire, Savannah, at
1800 LZT 8 April 1943. Wind is 15 kts.
from 140°.

LAS 100
WIND: Fco. 30 kts
Dir. 006°

1520 DR O Lat. N 32-47.5
Long. 79-34 W

COURSE 52
TH 40
CH 47
CS 77
MI. ON CUS. 103.5
ETA 1641

AVERAGE TRACK 52

1600 DR O Lat. 33-19
Long. 78-47

1600 A Lat. 33-24
Long. 78-38

TRACK SPEED 91
ETA 1628

COURSE 236
COMP. HEADING 228
TRUE HEADING 227
MI. ON CUS. 121
GROUND SPEED 17.00
ETA 1954

— OVER —

42-NI-25G

You are unable to get drift sights, undercast just before dark. You watch for the stars to appear and get a fix at 1930.

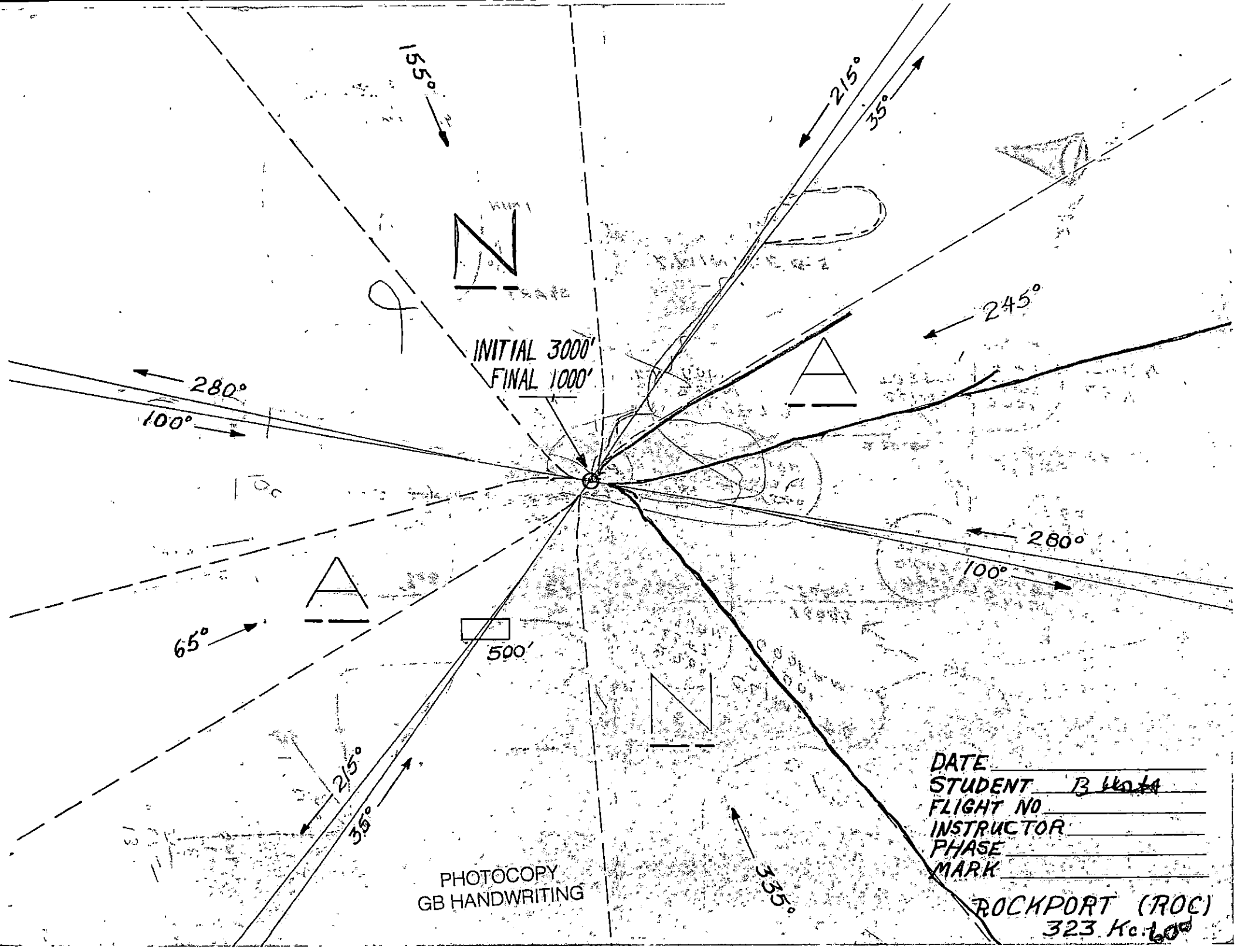
REGULUS	POLARIS	RIGEL
C.P. 00 ^h 25 ^m 33 ^s	00 ^h 30 ^m 33 ^s	00 ^h 33 ^m 33 ^s
Hs. 56°27.5'	32°42'	50°04'

You finish plotting sights and determine new course to Savannah from your 1945 DR track position.

1930 DR O	Lat. 32-26
	Long. 80-37
1930 A	Lat. 32-45
	Long. 80-30
TRACK	243.5
TRACK SPEED	10.2
ACTUAL DRIFT	8.5°R

1945 DR O	Lat. 32-28
	Long. 80-37
COURSE	196°
TRUE HEADING	188.5
MI. ON CUS.	30
GROUND SPEED	9.1
DRIFT ANGLE	7°R
ETA	2005

1215 hrs



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DATE	
STUDENT	B. H. H.
FLIGHT NO.	
INSTRUCTOR	
PHASE	
MARK	

ROCKPORT (ROC)
323 Kc. 100'

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CELESTIAL BODY	Sun	Moon	Regulus
I.C. (±)			
REF. (-)			
PAR. (+)			
TOTAL CORR.			
H _s			
H _o			
GREENWICH DATE	April 8	April 8	April 9
CHRON. (FACE)	H M S	H M S	H M S
CHRON. (24-HR.)	08 59 32	09 01 32	00 25 33
CHRON. ERROR	SLOW + 20 59 32	SLOW + 21 01 32	SLOW + 00 25 33
GCT	FAST - 34	FAST - 34	FAST - 35
GHA	20 58 58	21 00 58	00 24 58
CORR. (+)	132 00	85 45	201 23
SHA (STAR ONLY)	2 15	15	1 15
GHA	134 15 W	86 - W	208 40
ASSUMED LONG.	79 15 W	79 - W	51 - 18 W
LHA	55 00 W	7 - 00 W	80 - 18 W
"t" (WHOLE DEG.)	65 00 W	7 - 00 W	331 - 00 W
ASSUMED LAT.	33 N SAME	33 N SAME	29 - 02 E
DEC. (AIR ALM.)	7 - 06 N OR	16 - 30 N OR	32 N SAME
DEC. (H.O. 214)	7 - 06 N CONT.	16 - 30 N CONT.	12 - 15 N
	DEC. DIFF. Δd	DEC. DIFF. Δd	DEC. DIFF. Δd
ALT.	6 57	0 17	15 66
CORR. (±)	32 56.6	712 12.9	56 41.1
H _c	32 60	72 19.9	56 51
H _o	32 20.6	71 44.9	56 23.5
"a"	39.4 MI.	35.0 MI.	27.5 MI.
AZ	AWAY TOWARD	AWAY TOWARD	AWAY TOWARD
ZN	104.3	157.3	120.3
PLOT FROM	255.7	202.7	120.3
L.O.P. SHIFT (±)	LAT. 33 NS	LAT. 38 NS	LAT. 32 NS
	LONG. 79 15 W	LONG. 79 EW	LONG. 80 - 18 EW
	MIN. MILES	MIN. MILES	MIN. MILES
	1 1.2	0 0	4 7.5

359.10

359.10

124.5

23.5

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Rigel		CELESTIAL BODY		CELESTIAL BODY		POLARIS	
ALT.(FT.) -4.0		I.C. (±)		I.C. (±)		ALT.(FT.) -4.0	
5000 -1		REF. (-)		REF. (-)		5000 -1	
-5		PAR. (+)		TOTAL CORR.		-5	
30 04		TOTAL CORR.		H _s		32-42	
29 59		H _s		H ₀		32-37	
April 9		GREENWICH DATE		GREENWICH DATE		April 9	
H M S		CHRON. (FACE)		CHRON. (FACE)		H M S	
00 33 33		CHRON. (24-HR.)		CHRON. (24-HR.)		00 30 30	
SLOW +		CHRON. ERROR		CHRON. ERROR		SLOW +	
FAST -35		GCT		GCT		FAST -35	
00 32 58		GHA		GHA		00 29 55	
203 53		CORR. (+)		CORR. (+)		201 23	
45		SHA (STAR ONLY)		SHA		2 29	
282 03		GHA		D.R. LONG.		203 52 W	
126 41 W		ASSUMED LONG.		LHA		80 27 W	
80 41 EW		LHA		CORR. (±)		123 25 W	
76 00 W		II° II (WHOLE DEG.)		H ₀		7 8	
46 EW		ASSUMED LAT.		LAT. TO PLOT		32-37	
32 NS SAME		DEC. (AIR ALM.)		L.O.P. SHIFT (±)		32-45	
8-16 NS OR		DEC. (H.O. 214)				MIN. MILES	
8-30						0 0	
EC. DIFF. Δd				STAR IDENTIFICATION			
14 71		ALT.					
30 17.1		CORR. (±)		GREENWICH DATE			
30 -9.9		H _c		APPROX. GCT			
30 27.2		H ₀		GHA			
29 59		II° II		CORR. (+)			
18.2 MI.				GHA			
AWAY TOWARD		AZ		D.R. LONG.			
124.5		Z _N		LHA			
235.5		PLOT FROM					
LAT. 32 NS		L.O.P. SHIFT (±)					
LONG. 80.41 EW							
MIN. MILES							
34 6							

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[illegible]

Withdrawal/Redaction Sheet

(George Bush Library)

DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION	CLASS.
01. Letter	Letter from George Bush to his mother (3 pp.)	n.d.	C	
COLLECTION George Bush Personal Papers World War II Correspondence				
FILE LOCATION Corpus Christi, TX - March-June 1943 OA/ID Number Date Closed 10/12/99				

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 advice 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]

C. Closed in accordance with restrictions contained in donor's deed of gift.

Freedom of Information Act - [5 U.S.C. 552(b)]

- F-1 National security classified information [(b)(1) of the FOIA]
- F-2 Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA]
- F-3 Release would violate a Federal statute [(b)(3) of the FOIA]
- F-4 Release would disclose trade secrets or confidential or financial information [(b)(4) of the FOIA]
- F-5 Release would constitute a clearly unwarranted invasion of personal privacy [(b)(5) of the FOIA]
- F-6 Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA]
- F-7 Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]
- F-9 Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA]



U. S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

"By the pool" Sunday at 6
Dear Mum & Dad -
Today was the big day and after
a great deal of confusion it seems that your
boy is a Torpedo bomber selected. Yes
I got my first choice and tomorrow morning
unless some unforeseen circumstances arise,
I pack my belongings and move out to
nearby (3 miles) Waldron Field, new home of the
Torpedo Squadron. I really am delighted with
my lot and provided all goes well I should
be home with you all in less than 6 weeks.

This morning I got my order and they said
P-boats. I was not disappointed as I had
decided either TB or PB would be O.K. but
shortly afterwards an order came that
that all men who had received P-boats would
be changed. Apparently there was a bottleneck.
Well it rushed over, got 2nd in line and
managed to get transferred to TB rather than
VO or dive bombers.

The sun is really hot now and it looks
like a most gorgeous afternoon.
I will give you the word off the syllabus.

at Walden when I get there. I think that's
where Mr. Weaver is. It is brand new and
so yet unbroken, but they fly much more
than any other. When I stop to
think about it I just find it hard to
believe I'm actually this far along. That
how in a weeks angle, appears to me to
you. Russell got Fights, Starnard,
Dickinson, Buckley & I. Torquato,
Charlie Hoffman hasn't finished instruments
yet. Will check today I believe.

I got a letter from Tunc showing a picture of Dad from the paper. Good old Tunc with every bit of news. He gave me all the sign on Anderson and Fellers in the seminar etc. He sent you both his love, of course.

Also got a letter from Ken Keutkh. He is
at Princeton in the Navy. Ed likes C.P.T.
but is eager to get on. Vinny loves the
ship tea he says.

Did you see the articles of C. C. in Life. Those were very old pictures. They no longer have the "yellow prints" here. The red-tailed jacks were what I have believed in!

Pres C. sent me a letter of Feb. The Navy was in the same way when as far as officers

candidates school goes. Then their school
is run in a manner very much similar
to this - They do have some stuff we don't
of course but then we get some they don't.
Saw Dave Booths Mayin for Errow in
the woods and was fairly disappointed.
Had a swell USO show last night.
Most of the high pressure ground
school work is then now - high pressure
lying will take its place but that
will be more fun.

Ned I was indeed interested in
your letter to me and the advice
contained therein. There are so many
things I have had a chance to think
about while here in the Navy. That
was one. John Buckley, one of my roommates
now, 19 years old (the only other fellow
I'm not that young) is going to get
married when he graduates. Naturally
we all talk about these things, and
he is convinced that he should - However,
he has no money such from the
\$250 will be making and then his
future is a bit of a "?". I don't
quite see how these guys get married
when they know that they have no means of
support and probably will be out of the

country in a short time.
The boys are starting to arrive with
the good weather.

Jim White is an Ensign at
Philadelphia now studying catapults. He
nailed from flight training at St. Louis.

Jim Arthur is joining the Army.
I really wish they were both here -
perfectly swell guys. Jim met General
Williams out at St. Louis.

Must stop now - I'll write
very soon. My address is still the
same - just like when we were at
Cabaniss only we come over here
much more often.

Much love
Pop

Mum asked me not to tell her "no" so
I'll tell you those should let her
come down here  for my graduation
Graduation as such consists of a
5 minute address ^{by the Admiral} and a
handshake with any ^{honor} I could
hope a plane and be home the next
morning and then even though
we won't get a leave, I'll have 3 or
4 days at home before ^{leaving} on
my next station. You realize of course
that I'd be proud to have them here
but it's such an expense and still
be really hot here then. I'll tell
you when I'm going to graduate as
soon as I can - it'll probably only be
a few days before that I turn in and
then you can decide, but it does seem
far to me.

Charlie Wanklen got sent to
Kendall so I didn't get to see
him. I haven't heard about the
"North" his last a most beautiful
look at late. I've
seen you too bad it wouldn't
have turned up a little better for
your visit to Miami. I guess it'll
be there or the end of May, but
I'll be there then unless I work out
I can't get reservations. I'll be back
another or soon flying - 3 obstacles
but I hope they won't crop up. 



U.S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

Sunday
March 21st

Dear Main and Dad,

About 30 minutes until
taps, but here goes. This is being written from
the main base - yes I finished up flying
over at Cabanas this morning and am now
officially in instrument squadron 1-3-B. I'll
probably be here in this down from 4-6
weeks. I was glad that today was
clear. It didn't look like I'd get through
because of the foggy weather but today
was beautiful. Most of the fellows are
finished out.
(Our whole class is all split
up (by class I mean our Mining Bunch)
I am rooming with 5 guys I've never
seen before - know nothing about them.
Paul Kearney of Princeton is the only
fellow on this floor I know. Lou &
Clancy are in a different building
and even a different wing which means
they fly while we have ground school and
vice versa. I won't be seeing much of
this bunch. It is alphabetically arranged
so that A-L are in the right wing then
in the left. I have gotten so used to
being with guys I've never seen that
it doesn't matter flying and all the

PHOTOCOPY
GB HANDWRITING

PHOTOCOPY
OF HANDWRITING

work is so interesting that you never really
care. We do have some mighty good
fellows in our wing. My two
Camarado roommates are in the same
section of our ground school
classes I am. We have ~~side~~ ^{what}
used to be a ~~men~~ room, but in spite
of the gyping things could be so
much worse.

They say instruments are really
confusing at first. You know without
looking at the panel you never know
whether you're upside down or not. I'll
tell you all about it after I've been up.
We start in link trainers first. The
schedule here is about the same but
there is more work here. Studying is
really tough they say. Also when we fly
mornings we get up at 5:15 (pipe that)
faps are at 10:15 PM - That means 7
hours sleep.

It really is good to be back here.
I don't know much yet about our
routine, but it's good being here.
Tonight was really a sight. A lovely
full moon and the sky scattered with
night formations. It is
really ~~amazing~~ beautiful.

Celestial Nav. is pretty interesting.
I have enjoyed Navig. Luckily
for me, because some fellows hate it and
have a really tough job. In celestial
you learn how to find your "fix" using



U.S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

star rights. There is a lot of plotting
to it and my drawing tools are coming
in handy. We have 2 or 3 more weeks
of celestial. My marks so far have
been 3.7 in N-5 (Mark III plotting board)
3.1 in Scouting and search. B.7
in strategy and tactics - So far we
haven't gotten a mark in celestial.
Those marks are final grades for the
course. They may sound high but
they aren't too good. That 3.1 really
isn't a cause. I know that stuff, but
I'm too careless.

I hope you're having a marvelous
time in Aiken. I got a letter from

Tom Arthur. I think will go
back to Harvard in the new Navy
V-12 program. I wish he were
here and so does he. He's a
damn good guy.

Tell Navy I'll write as soon
as I can. I hope this is having
a gay time at Aiken. It seems so
long - we always used to take our
school vacations for granted. Now

PHOTOCOPY
GB HANDWRITING

my heart is set on those 15 days that
I may or may not get. I sure hope I
do get them. I'm quite sure
I'll be able to be USNR instead of
reassigned. I think maybe we'll
get our choice in advanced pretty
much. This last class 1B & 1C
got theirs pretty much. Some of us
don't. I'll like any thing
except VOS (observation) I'd
probably even like that after I
got in it.

I'll write again real soon.
honest injun? - last week I was
really busy trying to shut out
so much love to all

Pop



U.S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

Mon

Dear Mom,

I loved your long wavy letter.
Today we had our first day in instrument
squadron. we didn't fly but we got
 indoctrinated so it was. we have about
 $\frac{2}{3}$ of our time in link trainers $\frac{2}{3}$ under
 a hood in SRT's (perfectly numerous
 planes). Instruments are unbelievably
 hard. They very seldom wash people
 out, but everyone claims it's far
 the hardest thing we have. You
 literally said tell whether you
 yacide down or not unless you
 watch all instruments and
 watch them well. we fly racks
 hands. Our last check is to
 go way out somewhere and then
 fly back under the hood till
 we are right over the field.
 An instructor flies front cockpit
 but doesn't help at all.

In the link fellows really go
 mad. Two fellows pulled the
 stick out and beat up the
 instrument panel. One even

jumped out of the thing and chased
his instructor around. They usually
send the home for a shave (maybe
I should try it) You cannot imagine
the mental state flying can get
you in. I have experienced it
on several occasions, and I can't
even fly blind yet. It's an
utterly depressing and demoralizing
feeling much worse than getting
lost at times. You get mentally
confused and it's really terrible.

Got a perfectly marvelous
letter from June O'Brien in
which he mentioned seeing you
and Dad
Ely & Red Dog ~~are~~ ^{are} next at Valco
to Gene Williams in absentia &
several others. They have a swell
group.

Uncle Hal Bush, whom I have
never met, wrote me again. His
letters are really very interesting
and most welcome. Yes the
rail system in this Battalion
is better.



U.S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

They really keep us moving around
down. plenty of navigation and
we stay at flying till 630 P.M.
athletics might be pretty good.
Today we got our class and I
played a little ball.
My heart too aches for Tom
now. He likes to "put on" tough
sometimes, but he's sensitive
too. I sent him a little Navy
"wings" new testament for confirmation
which will probably make him think
I've gone mad, but I also sent a
little Navy book to make up. It
wasn't because of this little trouble
but Mr. Wilson, our minister,
sent in a little card and
on it said that J.T. was to
be confirmed.

I'll call Cal & see up it
I can Lou Russell's brother is
at Hood. I'm so anxious to

PHOTOCOPY
GB HANDWRITING

know how many makes out in
flying. That unusual sounds numerous
and I hope they have been
turned down by them all of
which reminds me there are an
unusually small number of ten boys
as a cadets.

I do hope that night flying
don't disturb you. They are usually very careful
that besides they have never
had a death at Cribaniso.
No - don't worry our
for a while, please.

We couldn't have 2 of us
in our family doing that - and
believe me, I've just got to.

Hope Kruger decided to
stay on.

Much love to Gary and
Garry & all of course
A.B. and the big one
so much love
Pop



U.S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

Dear Mom,

The mail system here is about to
drive us all absolutely mad. You get
mail when they are ready to look for you.
We all love to get in and they sit
with tremendous stacks. One fellow has
24 letters here and he isn't even at this
base - he's over at Cuddihy. Haven't
heard from Barbara in well over a week.
One time I got 2 letters from her the
same day, written 4 days apart. It
just doesn't make sense.

Last night we had a USO show
here. Some of the acts were really pretty
funny. They had one fellow who played in
Paul Whiteman's band. He was really a
not.

Today I really had fun in flying.
I flew three periods - 4 to hours of
formation. It was quite tiring but
enjoyable. You see, in formation
flying - it is imperative that you hold
your position. This means you hardly
ever take your eyes off the section
leader - you keep them glued on him
and keep adjusting your throttle.
When you are really set in position it's
a great feeling. Just like doing anything well.

PHOTOCOPY
GB HANDWRITING

Of course the wind and the smoothness of your
leader are a couple of important features.
In our last hop today we
met our instructor at the bowel. He said
all right with take off, go up to
1500' and do some exercises and if
you're OK, will have some fun. We got
along alright so the fun began. He
put us in column $\rightarrow \rightarrow \rightarrow$ with
a step down. $\rightarrow \rightarrow \rightarrow$
In this formation you can really
maneuver. Mr. Harrison was #1, I was #2
and Tim Cotton #3. We really worked.
Harrison was diving, and zooming
doing maneuvers, and we were trying
to hang on. We then got back in
a "V" and flew along the
prairie to an old river where we
let right down to about 50'-100'.
A real thrill! That was a marvelous
period. This stuff is bad - just to do
alone but when organized it really
gives you confidence. Ordinary straight
and level does get tedious very soon
after and a change like this is welcome.
I have about 5 or 7 formation hops left.
I'll finish easily if we get 3 good
days. I'll really be glad to get
back to NBOCC. It doesn't seem like
we've been here very long, but I'm

beginning to get tired of it. It's not the
kind of a place you can stay for long
in. Instruments should be pretty
interesting - also pretty tough. Wait till you
have what we have to do.
I'll tell you when I get over there.
Celestial Navigation is now taking
up all our ground school time. When
we reach advanced we are pretty well
than ground school that is until
operational. Operational is where
you really learn. The ships are down
there and you're flying to keep flying -
the really work you.

Got a letter today from a Mrs.
Robt. T. Wilson - a friend of Neil
Mallory's - very nice of her & Neil.

I about died over Daddy at the
grave - "Brave Charlie" - In fact I'm
still laughing. Never will I forget
Big Dad at a Beemonte tennis match
getting "shot" and over the radio
that night after he "shutted us off"
on the very place shown in picture!
The weather has lately has been
quite gray and windy, but still
warm enough. Just perfect for flying
except for the wind and clouds.
Tell Dad I got his note. I think
I will get my outfit at Colley Ams.
we have to order them in instrument

Squadron to intend to be assigned
delivery. who are the fish boys -
Buck's playmates. I'll bet Buck
hasn't seen him since I've seen him it I get
8 months since. It hardly seems possible
that I haven't seen Dad, Nancy, J. or
any of the family except you. Mum, in
that bag.

I'm glad the stuff got there. Love Mum.
I hope you kept my flying stuff. It
looked pretty rugged, but I'll never forget
how warm it looked on those sub-
zero days.

We now have our new roommate -
an Ohio State U. boy. Sort of a thick
guy but my uncle. His roommate was
killed over Europe in a fighter and
he just learned of it - really too bad.

Reading in the papers of these
stories really is aggravating. Here is our
country in the midst of a struggle,
and certain people choose this time to
leave their own nests. It is unbelievable
that people, better off than they ever were,
can be so small and selfish as to be
thinking only of their own personal gains to such
an extent that they are endangering the
lives of the very men fighting to save their
homes. It is just a horrible thing and



U. S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS.

one of which is American I would be
proud. Liberty and freedom yes, but
not so that our fellow countrymen suffer.
This ~~world~~ post-war deal will
really be tough. We pray it will
be handled intelligently.

My philosophy is over,
Mama, so I'll hit the sack.
Much love to you all,
Pop

PHOTOCOPY
GB HANDWRITING



U. S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

Thursday

Dear Mom, I had my
so far so good yesterday I had my
two solos and my "B" check, and luckily I
snared an up, so into formation I go today.
I got an up in A stage two days ago.
I checked with Mr. Thompson, pretty marvelous
guy. Before the check I was really nervous.
I had just come down from an instruction
with Mr. Fritz. He is very nice, but so
careful and thorough. I was all upset
and couldn't do a thing right. It was an
awfully windy day and I had trouble
correcting for the drift. My RPM's, air
speed, altitudes etc. would jump all over and
all in all it was poor. Well, Thompson came out
and put me perfectly at ease. We went over
shot a 15,000' emergency, one landing, and
then back (all the checks are very short
here.) He hardly said a word and when
he did, he didn't have that agitated
tone of voice that so many instructors get.

I made a pretty poor landing coming
back to Cabaniss, but he blamed it on the
wind and gave me an up.

Yesterday I had my solos and
really got the feel of the plane. I landed
for 2 1/2 hours till I really got them down
fairly well. Back here, however, we had to
land off-wind a little and the down

PHOTOCOPY
GB HANDWRITING

drift was bad. You correct by either lowering
a wing or by using a certain amount of
rudder. It sounds ~~easy~~ easy, but it
isn't so easy. I bounced a couple in
and went around till I used

U.S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

a couple of good ones. I really like these
planes much better now. Fast and much more
like service type ships. The stuff to remember, as
in the Stearns, simplifies with practice.
My B Jack was a fairly good ride with
a very nice airman.

Today I have my first formation
logs. We get 8 formation periods and
2 night flying. I should finish up in
9 days. Today we had our final scouting
and search exam. I have been doing
poorly. I know the stuff cold. It's easy -
but I get careless and plot a point
wrong which makes it all wrong. I don't
know how to plot on the exam. I got a
3.7 in Strategy and Tactics and a
3.7 in N-3 navigation, but the
N-5 is a different story. Monday we
start celestial Navig.

Life is in a couple of minutes.
I just wanted to give you the "novel"
at the check. I'll write this aft or
tomorrow, wish you
Pop

the wedding was in April. Is that right?

said



U. S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

Dear Nance

This letter is long overdue but at last it's on the way. I hope you had a marvelous time at Aiken. As yet I haven't written from there but a letter should arrive soon.

This squadron's batallion is really eager. They keep us on the ball at all times and we get very few spare minutes.

I won't bore you with my woes over instruments flying. It is very interesting work but quite tiring.

Tom Hartman here. Tonight I met Tom Lynch. He was P. M. '41 roomed with Tony Lynch. He graduates Wednesday as a Marine Lt.

and then goes to Marine to fly dive bombers. The day of my graduation will be so wonderful. Perhaps you & I will graduate about the same time. I don't know what my advanced training will be or how long it will take. It could be anywhere from 5-12 weeks.

I hope you saw Elly & Dog. How are they?

I'm so thrilled over Cing - but I can hardly believe it. Enclosed is a note and a check. I have no chance to get to town at all so please do me a favor and get her a little something and send it with this card. The odd amount is to balance my check book.

How was Aiken?

Quite a few of the guys in
our class are Marines now. I am still
Navy and am damn glad of it.

The weather here is beautiful now -
reminds me of the days at RHC
and Hammersmith last summer.

Seems Wilbur will be a
Seamus quite a while. The
Navy just won't give commissions to
non-college men - except U.S.

The Waves here are really sad.
Create a moral problem too. Mum
thinks I just say that - but she
doesn't know the half of it.

Please send me the
clippings of anything or a handwritten
always. You'll be a
love-long -

That the time is already
Seems 10:15 and 7 ago and
you're in the Navy and
Goodnight, Nance and I
love you as always.

PHOTOCOPY
GB HANDWRITING



U. S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

Monday

Dear Mum,

Still at the man house, but at 0940
tomorrow I leave for Waldron. I have my sister
and another day of liberty - nothing in town
though so I guess, I'll just "dog it"
out here.

Those tell Dad that they had a big
Bond drive so I bought a bond and am
having it mailed to 59 Wall St ^{to him} ~~in the name~~
I have a couple of other bonds there which
I bought a while back. He had Miss Coons
put them somewhere for me - a strong box.
I believe I gave big Dad beneficiary
honors on getting it out -

I'll be glad to start drawing Ensign's
pay. Of course I'll have some expenses, but
250 (I think) is pretty nice money. Especially
if I get that dirty it should amount up.

I haven't spent much since except for
those uniforms and now the bond. I get 150
back upon graduation for the uniforms - Enough for
my financial problems. Oh yes I got touched
already by P.D. for a sin.

Yesterday I really got a bad burn by
the pool. Bright red. I didn't realize it till
last night when I looked down and saw how
red I was. I put vasoline on and it almost
sizzled.

PHOTOCOPY
GB HANDWRITING



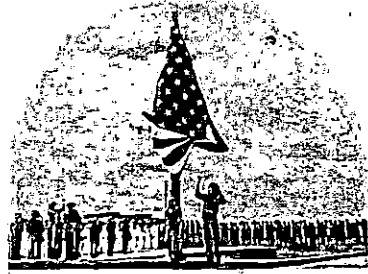
Barbara knit me another pair of socks.
The last ones, except for the soles,
were really swell. These, she says, are
too heavy and miles to big. At the last
minute she always gets embarrassed
and won't send them until I persuade her.
"I'll save forever ad a day" greatly.

a fairly good movie. my white and go see
May 1st and 2nd in town.

Handover Harvest today of squadron
in Charlie Wolfman is checking out of squadron
over and of his to take soon well take it in
and then, I don't know why, but I
can hardly believe that I'll be an officer
soon. It just is something I've really
wanted and now that it looks like I'm
going to get it, I find it hard to believe.

From what I can gather I will be the
youngest flying officer (maybe officer) in the
Navy. It's a bit of a pity of being young - but it's
a fact so it's been told. The youngest in the
Squadron is 19 years old and we have a few
others for writing just had a few
minutes so thought I'd scribble this out -

[The handwriting is extremely faint and illegible.]



U. S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

Tuesday

Dear Mum -

Am now settled (?) in Buzzard's
Gulch more commonly known as Waldron
Field, my new home and working ground
for the next 6 weeks or so. It is
a brand new place - by brand - I mean
brand. We are living in the WAVES
barracks and when we last tried
the switch there was no electricity.
In an hour it will be installed.
We live, as at "E" base, in bunks.
We don't have lockers yet. Sunday
they say we move to some other
barracks where there are lockers.

You see our class needs a tremendous
load out ~~there~~ ^{here}. This means that
we'll probably be here 6 or 7 weeks,
which I won't mind since that'll
make it sure that I'll get home.

In spite of the crude quarters everyone
seems to like the place, because
the flying is marvelous, food good
(cafeteria style stuff) and officers
excellent men. We won't start

PHOTOCOPY
GB HANDWRITING

flying, because of the crowd, for a
~~few~~ ^{few} days at least. I am in
Flight 64. with 11 others. We will
go thru together and graduate together.
I know 2 of the others. John Buckley,
a swell gent, and E. F. Hoffman, (not
Charlie) who is sort of an eager
guy and too fast-mouthed. I've never
seen a squadron where they all liked
flying so much as we. Most week
we have range gunnery, shooting
and stripping a machine gun.
In our sleep we've got aerial
gunnery.

Get letters from all these guys in
the service. They now realize what it
means to get mail. The transfer
to Walston will probably
take a while, ~~but~~ so if I seem
ignorant you'll know why.

We get to go over to the
navy base 3 nights a week - movies
etc. It's right nearby.
This letter is a before-taps
affair so I must stop now.
Much love,
Pop

can. The check consisted of the regular stuff - reversible, steep turns, unusual positions etc.

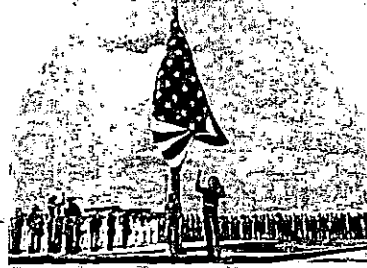
Unusual positions are really something. ~~The~~ The instructor, flying contact of course, takes the controls and zooms around and finally leaves the plane in some unusual position - He then shakes the stick and you take over and try to figure exactly what is happening and what to do. The first thing you do is check air speed to see whether you're diving or climbing. ~~Then~~ Then when you pull it out and all the instruments check the trouble is that you feel wrong - You still think you're in a turn and etc. and not to start "correcting" wrong. I now have 3 radio hops and a check to go. If I get a up in that I am then - whether something I'll check early next week and (if all goes O.K.) I'll have a couple of days with only ground

school before a dance. Well
enough for this ~~time~~ in ~~evening~~
I am glad to be through
primary but sorry to have
checked out ~~as~~ I did - would
like to have done better on the
check.

I have all day Sunday off
and I may take a much needed
rest. You wouldn't believe the
psychological effects that this
if ~~any~~ can have on ~~one~~.

~~Then~~
we have final exams in
3 week courses tomorrow -
Chemical Warfare, Naval
Photography, and Operations
Service Typing. I don't
imagine they will be hard.
Today I saw something which
actually sickened me - Right
where we have ground school
they hold the "court." Today they
were holding a General Court
(The Highest)

~~There~~ ~~were~~ ~~about~~ ~~8~~ ~~prisoners~~
There were about 8 prisoners
sitting there all up for from 2-10
years for jumping ship or
desertion. One was no older than
I. It was most depressing
then they were with white suits
on with a big red "D" on
them. They had all volunteered
for the Navy and now they
were going to have to spend
2-10 years in a Naval prison
sitting there on their fault.
I would have liked to hear
why they'd do such a thing.
Got a letter from Pave
He's only 300 miles away.
In the old pre-war days I'd
have been allowed to fly over
to see him.
Do hope the chickens come
through. I'll write again
soon - just wanted to tell you
about the check book
and box
/B



U. S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

Munday R.M.

Dear Mum,

I can't remember if I wrote you about my liberty at the States or not. Anyway it was another lovely peaceful vacation with plenty of sleep, good food, and nice company. Next week Mrs. Flato is giving a dance in her yard for Frank Delone (I took him in with me) and I.

I may have night flying on something but I hope I'll be able to go.

The weather of late has been poor. Very cloudy and muggy. Always you feel clammy and wet. Right now I'm dripping wet. It's not so hot - just frightfully humid.

Well yesterday I got a report here. I was coming in from a gunnery run. I crashed the field because of the traffic and then came on in. In doing so I cut out, and finally so, another plane. Well, it turned out to be the nastiest little officer on the base. A Marine 1st Lt. Had to keep anyone else nothing would have been said because he was wrong in not giving way to circling traffic. He was furious and ordered

PHOTOCOPY
GB HANDWRITING

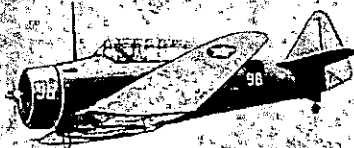
me to the Flight office to tell out a statement,
which I gladly did. If I get 'gagged' for
it I'm going to really be sore. So far
nothing has happened and he hasn't even
actually 'put me on report'. Naturally I
hate he doesn't. Our Flight officer, a Lt J.P.,
a great big man, sort of a blustering individual
like 'Rocky' Sella. (In fact his exactly like Rocky,
always coming in other people's affairs -
underneath a good guy tho) - He rose to
my defense, but instead of being tactful
he charged up to Elliot and bluntly
accused "You're wrong, Elliot". Of course
tho didn't go over to him. Elliot was
still fuming. I'll let you know what
happens, but I hope it is nothing. I've
never been on report and I'd like to
stay off. Our Flight has two officers.
I have been with 4 other fellows under an
Ensign Bowers - a perfectly marvelous guy.
Never "eats up us out" (as they say)
and is always friendly and helpful.
Edmiston, the J.P., is a good guy but he
always hands you out. Yesterday he
came up to Bowers and said, "God, Bowers,
your boys looked lovely on those gunnery

runs. He was 2 miles away at least
and had no way of telling. Bonus didn't
say anything but we got the 5 of us
together and now we're all determined to
beat Edmiston's bunch in shooting. We
start today. Yesterday we just made
dummy runs - i.e. the actual run but
no firing. We fire 100 rounds and
at first we probably won't get a
thing. It looks easy but Oh boy!
You have to be in a perfect position,
diving not too fast or slow; no
shuddering; no slipping; sights right; and
then maybe you get a hit. You
just sort of flick the trigger cause
it fires so fast and if you
shoot a couple of long bursts you
waste all your ammunition on
2 or 3 runs.

The ceiling is now low so
I don't know if we'll fly or not.

Better stop now,

Mark Jones
Pon



Sunday

U. S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

Dear Mum,

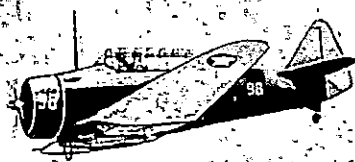
Got your Wednesday letter today.
Anna's letter was really quite touching. She
certainly was wonderful to us all, wasn't
she. Yes the 2 Annas were a grand
couple.

At the top of this paper is a formation
of SNV's. They are what I will fly in torpedos
if I get it - that is until I get
commissioned. In appearance, they are quite
similar to the SNV's we are flying now.
The V's are a little bigger and don't
have retractable landing gear. They also
have about 150 less H.P. The formation, to
be technical, is a 3 plane section in a
"vee" with a step-up. This is what we
fly here. An instructor serves as section
leader. He gives us step-up or step down
and then cross-overs into echelon, turns, dives
etc. He yells like mad over the radio if

you do wrong You can hear all the instruments as we all use the same frequency. Today we were at about 5000 right above the most beautiful white clouds I've ever seen. It was really warm up there. We'd skip right along on top of the clouds. It is pretty tough to keep position at times. We came to an opening and he dove us down, (in formation) at about 170 mph - really fun. This country is amazingly flat, but today it was beautiful especially when we looked out over the bay.

Last night it was a different story. I had night flying. There was a fog, but we had night flying anyway. We landed for $\frac{1}{2}$ hour which was ok. but when it came to circling the last $\frac{1}{2}$ hour we had to go up to 1500 and the fog was impenetrable. We have bright landing lights in either wing. Every 30 after mid flash in so as not to get clipped. We came down and I got my up. I was the supposed to solo last period.

After the second hop came down 11 PM the ceiling was really low, but they ordered us to our planes. Frankly I was scared cause above 400' it was tough. 400' is very little altitude also. They debated and still the tower wanted to make us go up to get in hours. They sent up a weather hop at 1130. Finally at 1145, after much arguing from the instruments we got cleared. I was dead tired and rightly glad we didn't have to go up. It would have been awful up there. The last period is just solos and with 20 planes all around the field below 400' in a fog there'd surely have been a collision. I have one more solo left in night flying. I have 10 formation hops left and I hope I get them completed by next Sunday. We are scheduled to go to instruments then. I got such a nice letter from



U. S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

Mrs. Flato, saying just to tell the butler to
set a place at the table for me
if she and Mr. Flato were out when I called.
She said they were every afternoon so would
probably be out. She said also that if I got
off on a boat on Sun. she'd love to take me
sailing. I was here once up at school. I wish
that were of her.

I certainly would love to have heard
Wickham's talk. Lt. Richardson (now Lt. Comdr.)
who lectured us also flew an SBR.

Didn't see Walker's PFM. If you have
a picture I'd love to see it.

Poor John. I'm sure it's just some
union misunderstanding and that all is
probably well by now. I never did like
Binky myself. Perhaps John did do some
foolish little thing but I'm sure he'll be
back in the group. It is tough though. Healy
will help - please let me know what happens.

I guess Wiley is likely. Amos now - they
have some beautiful stuff. I think I will
really get a good outfit. I'll probably have to
put in \$200 of my own, but nothing is worse
than a poorly dressed Naval Officer. Lt's
prices are very reasonable and their
tailoring good. As for the arigo Men,
your offer is very nice. On our blues and

queens we have them contrabanded right on. They are included in the price of the suit, just like braids and stars, but on khakis and whites we wear the pins, so — if you really do want to give me my wings that would be nice. They say a good pair of wings are wonderful to have. Most of the ones you buy here are imitation and quite cheap \$2.50, but if you want to get me a good pair — \$10.00 I imagine you could probably get them at Brooks or some such place. ~~But~~ If you do, make them a graduation and birthday present cause I'd love nothing better. Just be sure they are regulation size etc. Here I am talking about wings already, but it is fun. If you happen to be in Brooks or something you could look. Nothing would make me prouder than to wear a pair of wings given me by you. Maybe you could slip a DWB in the back or something. ☺

It's a funny thing when there are 3 things all cadets like to think and talk about.

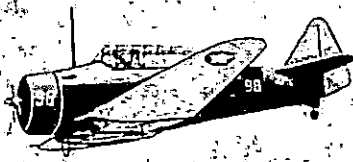
1. Taking their girl up for a plane ride.
2. ~~They~~ ^{about} uniforms, pins etc.
3. Stumbling over their own house. I am no exception. I'd

love to come winging over our house, prop in low pitch, flaps up, 2300 RPM, 190 knots, 20' off, really slatbattering!!! (strictly hot pilot talk ha-ha!)

Procy seems to be training well in Miami.

Got a letter from Jane today. What a laugh!

PHOTOCOPY
GB HANDWRITING



able hand from Red Dog. Man that guy is
really a marvelous friend. He is still at college
and really interested in his work something unusual
He would like the Navajo to call him up, but
they won't. He is taking alot of "ology"s and
doing some out work. He has a very
independent mind, by that I mean he hates
to accept superficial conventions and
modes of living. He loves to be outdoors and
out and nature. I think don't think I
could name my one best friend, but
his sure be one of my (if not the) best.
He has been marvelous to me always, and
will never know how much his friendship
has meant to me. I can't wait to hear
reports of Bruce and Carl in the army. If I
had to choose 3 guys who I couldn't see in
the army I'd take those 2 and a third, Sledge.
They'll probably be good, but I can't
picture them please tell me of Bruce when
you hear.

We haven't been able to have Kodaks
on the base, but they are changing the rules
I think so I'll try to get a film of snags
if I can. My tree really improved today
from the reflection off the metal wings and

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CORPUS CHRISTI, TEXAS

the clouds. 12 letters from Ming came down today, and reported that it was 12 below or thereabouts the day they left. Tom said they had one nice spring day - but I guess it's still January. The weather is perfect except for the fog occasionally and strong winds usually. I guess around June the winds will be pretty nice.

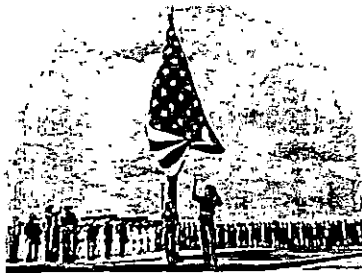
I just wish we could all be together once more. The spring has to be the only one missing. It seems so hard to believe that we can't put our finger on the day when will all be home at once. At times this seems like a school, but when you stop and think what lies ahead etc. the picture changes.

Also I guess old Pres's shares of home are quite a ways off. One thing's hell always be surrounded by friends whether it be Americans or browned Brazilians. His personality, and amiability, certainly is a great gift. Jimmy's letter is a perfect example.

Goodnight, Mum dear,

so much love

Bob



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TUES. EVE.
THURS.

Mum De-ah, Today was the most perfect flying day I have ever seen in my life. After 2 overcast soddies, it was really welcome. Not a cloud in the sky, lovely and warm. We completed our overwater Navigation today with 2 flights. Out of over the water it was lovely. I really love flying over the water.

We had our gunnery lecture today so tomorrow we start in. Attacks on stationary targets & low formation over water are our first hope. By Attacks I mean torpedo runs. There are all different effective attacks. The idea is to get the enemy from enough angles so he can't dodge all the "fish". In this squadron we don't make actual torpedo runs - just practice (run them the different methods - we don't drop torpedoes on anything) we fly 6 plane divisions and attack by sections usually getting down to 50 feet.

A typical example is like this. As I said before there are all different types.



It is really interesting to learn this stuff. Also it's
fun to go thru it. When you're going 180 on
50, 50 - above the water, you know you
are really moving and moving fast. We never
are supposed to go below 50. If you
stay above that and keep up your
speed you're never in danger. They are using
TBF's now from glide bombing ~~now~~, too, so
we get bombing in our syllabus. We drop
bombs on a target or an interest out
here. Close bombing is more effective than
dive bombing cause you can dodge "a-a"
fire on your way in. That TBF is really
sweet - I sure hope I get one. You know
when you ~~go~~ go "out" you get your own
plane to fly all the time.

Still don't know when we graduate, but
2 weeks from Saturday looks about right.

I sent my suitcase Parcel Post Today. Please
let me know when it arrives.

I'm improving in reading - that one
book of Woolcott's stories and am now on
William's book sent to me by Gary.

Dad sent me a nippy boxing "Barbarian
Bene engaged" - what a job - then I read on.
As a matter of fact, Mum, I'm really worried
I hope it's one of her lapses which she falls into

occasionally either because she's busy or
just to keep me anxious and interested; but
I haven't gotten but 1 letter in 3 1/2 weeks. Before
there were a couple of 2 week families but now
this. I don't know. hope it's not the "Fluff". Busy
~~but~~ away from all nice girls I worry now
than usual over Barb. It's silly but that's
how it's been. As I've said before Barb is
really a small girl in that she can be snooty
and all that without committing herself to any
great degree - Oh well, not much I can do now.
I'll find out when I'm home. // would it be
possible to have Don out say Monday evening
for a "hackers" tennis game and the night
(I haven't played since last summer) Don
has been a small letter writer - and always
a marvelous friend. I know kind love it,
too - There are so many things I'd like to do
I can't do them forever, but if I only have
Sun then Thursday I won't have much time.
First an evening at home in comfort (Sunday
pre-war style) Of course I'd like many even. at
home. Then ~~an~~ ^{day} at New Haven, at P.A.
at Farmington. About 8 even. with Barb
in last summer. Perhaps a "Fred & show"
A Red Dog long talk even - I could go on
forever. Most of this is impossible, but maybe

can't work out. True I need rest, too, but
I don't see where I'll get the time - Ha! Ha!
I think I'll stay well away from the tennis
court, thank you, except with Don or someone

Now my hair isn't falling out - I'm
just washing lots more face everyday!
It's not too bad really.

Did Dad ever get that bond I mailed
to the office.

Already am picturing getting out actually.
The plane (if I get on) leaves at 7 and
(if I don't get ^{on} off) I'll get to N.Y. at 9.
Walk in to town and get the 1025 or whatever
to home. When I went off to Miami I was
just so scared - scared I'd get dropped - but
this'll work up for it. I think my last
chance to get a "down" has passed. Only an
accident could keep me from graduating now.
So I look over this. I am struck by how
much I have rambled on about myself.
It was sound stuff. I'm an astronaut, I guess,
and this is just Thinking (rambling) on paper.

Please pardon Mom -

Mark honey



P.S. I forgot to insure
my suitcase so now I'll
worry for a few days.
Let me know when
it arrives please!



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Wednesday

Dear Mummy,
Well today I finally ~~finished~~ ^{got through} my flying - what a relief. I took my check today and managed to snag an up! It was a real windy day and I was really sweating under that hood, trying to keep on the beam and hit the cone. The low cone, due to a terrific tail wind, was almost impossible today. The instruction was really swell about it though and gave me all the breaks. I was really scared at first because I had him for one instruction and he yelled but today he was swell. I have never been so glad to get out, out of a squadron in my life. Tomorrow I go through the formal checking out and then I can "dog it" any morning left this week that is unless they dream up something for us to do. We are having gunnery radio for afternoon ground school.

I really didn't expect to get an up on either of my instrument checks. Now that I'm there, I certainly am glad I went thru it. It is so worthwhile and one can never appreciate its complexities unless he has had a few hours under the hood. Last Sat night I ~~took~~ ^{spent} the night with Bob Flato's family - perfectly marvelous.

PHOTOCOPY
GB HANDWRITING

people. I took Charlie Hoffmann, one of my
roommates in with me. We had a good
sleep and then old Mr. Flato drove us
around. He reminds me of Sam Robinson
dad - about the age and looks a bit
like Mr. Robinson. He showed us
the new hotel. It is really a beauty and the
proprietor knew Dad - he knew of him
rather - his wife used to teach at Brunswick.
We went out and called on the Robert
Wilson's friends of Neil Malbone who had
written them. Mr. Wilson is a big, retiring
man - they extended us all sorts
of courtesies. After a marvelous lunch at
the Flato's we were going to go sailing
but it was too foggy -

The tide course was -
back soon. Back again.

We took a little rest and just sat and
listened to the radio. Around 5 o'clock
the Flato's came downstairs after their nap
and Mr. Flato gave some excellent
Mexican beer really grand stuff. They
had wonderful chesca and it really
felt good to sit around comfortably with
some wonderful people.

Just talked to a fellow out at Torpedo
squadron. He's been there 3 days and
expects to graduate 3 weeks from Saturday.
That just seems unbelievable - They
fly like mad over there - 6 hours a day at
times. I find out Saturday if I get there
I'll let you know as soon as I get the
word. I certainly hope its either Torpedo
or P-boats - Either of those, and I will be
happy, altho P-boats takes 8 weeks on



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to go through - There is no question
about the value of this engine turn
however - so either one of them will be
available. There is a rumor circulating
that 150 of our class get VO - observation
scout - This is a thorough squadron but
it's slow and they fly slow scouting
sea-planes. This is no question that
you learn a lot but I'd have to
graduate and then get great lake
patrol on Long Island Sound scouting
I'd love Cruiser Ruty (catapult) on
Battleship - for this you'd be in
with the real Navy - the Annapolis
men and the real officers like
(apt. Joy etc. Now I'd love that
but even if I got VO my chance of
getting CB on BB would be very
slim - there are so few openings.
typical example of why I don't want
VO - "Fly Fly Seagulls - Curtis
503C's" - You saw them at
Columbus - turned up wings.
Now maybe you can see what I mean
Starting tomorrow we go into
whites and khakis - I'll be glad to get
out of these hot greens. I've taken

PHOTOCOPY
GB HANDWRITING

quite a few dips in the pool.

I may be sending some stuff home in a few weeks. Please unpack it.

It I send my blues with wings, please

hang them up. You see I'm getting my

scarlet blues ~~into~~ waste into office

I'll wear my new ones home. There'll

probably be some greens - just put

them with my winter stuff. If I get

tagged for the Athletics I'll need them

but I hope I'll never have to put

them on again. I'm sick of them.

Just thinking of getting home makes

me so excited I could die. I'm never

wanted to do anything quite so much. Just

a couple of days - just to be back

with you all - sleep late - and to

visit I please. Oh well, it may not be

long.

I hope N.B. passed his vacation

I'm sure he did. Took two from Smith

Stanza. Barbara took two from Smith

she's so busy about it - existing she

going to fail. It's a long time though. She

shouldn't get in last year like Nancy

did, but she's not dumb. I'd love

to have her tucked safely away at

college.

I suppose you heard about the moron who

flooded the football field. Cause

they told him he was going in as a

sub! Ha! Ha!

Goodnight. Sleep so much love

Bob

PHOTOCOPY
GB HANDWRITING



U. S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

Thursday

Dear Mum, you know how much I love you and how much I love the "little" jet we just got. I can't tell you how welcome it was. I was lying on my back feeling really low - and your letter was just what I needed. For the next week or so I will be in complete doldrums. The one time I was hoping for a good instructor, I didn't get one. Yes, I have a fellow who really yells at me all the time - and it is my firm belief that you can't fly "under the hood" while you're being yelled at.

You see we fly back seat. Here and there is a hood you pull over. It fastens over the dashboard - and you are alone with all the instruments. You then keep 'cross checking' and watching the instruments - if one goes off a little you figure what's wrong and correct it. It takes no concentration and it's

so easy to get confused. This fellow
I've got is really nager. He says
110 knots and he means 110 not 109
or 111. I have never seen anything
like him. Chicks at 20 - ~~and~~ ^{he says} and if
you don't trim it up exactly he
hollers. He yells "babe too tense, and
slams the stick around." Sometimes
I'm not even holding the stick and
he still accuses me of being too
tense. It's this type of thing that
aggravates me. Well he is particular
and if I can only survive, I should
be able to learn something. I have
had 4 hops so far and have 4 more
before my check. There are very few
instructors in instruments who are
quite as meticulous, so perhaps
I'll get a good one for my check.
I've had 2 periods the last 2 days
and at night I'm just dead. I
can't possibly describe how
wonderful it feels to hang out of
the ship at the end of your last
hop for the day. I'll be awful glad
to get through this squadron. Enough
for my troubles now.

In 12 days I'll know what I
get for advanced, provided I get
"ups" in primary & radio instrument
work.

About the ~~bookers~~ ~~some~~ Rhoads,
~~some~~ ~~time~~ ~~to~~ take 10 weeks to go thru
 so perhaps I wouldn't graduate
 before July. The syllabus is
 being spelt up with the ~~new~~ good
 weather so maybe it wouldn't take
 quite that long.

Bob Hope is now on what a
 riot he is.

I do hope this sandy isn't a
 "hot boy".

Yes poor Prez did sound crazy
 about this gal. Seems he always
 gets the bad breaks with the gals.
 Just wrote one he likes real then
 either doesn't really like her
 or else doesn't get to see her.

I had forgotten about the
 chickens - I just can't see that
 garage with ~~lawnmowers~~ & junk
 and now chickens - where do they fit?
 I'll bet Buck just scares them to
 death.

I wonder what kind of planes
 you saw - I can't imagine what the
 struggle was - unless he was a
 "chase pilot" or just way out of
 position. If I get T.E.'s I'll be doing

PHOTOCOPY
GB HANDWRITING

a lot more Formation Flying.
Hannit die Mr. Weaver on Frick.
I just never have any time any
way. Once again I'll say - Boy, I'll
be glad to get out of instruments.

Can't believe you're having snow
with all this beautiful weather we're
having.

well I better hit the sack -
so with love, mine,

Pope

Navigation
At last we have Recognition
now - only have Photography
Chemical Warfare.

Service Type operations.

was really
Hopio program - do you hear him
mourelous - you see him on at 9 here.



U. S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

Fre. Eve.

Dear Mum,

Tomorrow we start flying. We get one dual - a checkout in the SNT - and then a familiarization solo. We then get precision landings, acrobatics and an oxygen hop up to 20,000'. After that we start the real work. Section and division tactics - guard against fighters etc.

This should be really good. We fly 3 plane sections and 7 plane divisions. After this we go into Navigation over water & overland. You navigate out and back. Following Navig. we get gunnery both fixed and free.

Shoot at a sleeve - and then lastly we get night and day torpedo runs. This all makes up into about 100 hours of hard but interesting work. Most of it is solo.

So far this week I have been busy with ground work. Quizzes on all sorts of subjects, motors, recognition and code etc.

I passed my R.O. that so now
I don't have to worry about cool
till my next base. I hope I can get
recognition out of the way soon.

Sunday is just like any other day
here in appearance so I can't call
you there. There is no phone here.
I may get over to the main base
Monday evening so I'll try you then
if possible. The lines always seem
jammed however.

Got a letter from Peggy today.
A real long one all about her
life there etc.

The food here is unbelievably
marvelous. Every meal has been
wonderful. We're still in the WAVES
barracks, but they aren't bad.
No hot water - the only trouble.
I really think this place is going
to be the best I've been.

Today a Lt. told us that 2 weeks
ago they had begun a plan
whereby almost everyone had to
do instruction duty for $1\frac{1}{2}$ years.
I hope it's not true. I don't
mind being here now, but for 1 1/2
years more with no time off - oh
NO! I'd so much rather instruct at
away on Boston at a primary base.

Well this nothing I can do about it.
Just wait till the day before I graduate
when I get my orders.

Where is Mr. Lynch stationed?
He is entitled to wear wings isn't he?
I at least read they get the N.Y.
papers - I think there all the
time. As well as seeing to his
outicks on his Dad. I was sure
where Mr. Reggie Coomer was pres.
of the wings club for aviation
personnel. I never realized he was
a naval flier. They certainly had
a marvelous hot lunch there.

Heard Fred do "Smoke getting
your eyes" last night. Really
beautiful. I will love it when I
can stop on the bed and listen to
Fred - certainly is beautiful and
~~the~~ "sends me" as Nancy
would say.

Charlie Hoffman is here now.
The one thing he didn't want was
Torpedoes. He just hated the idea,
and really was discouraged when
he got them. He couldn't get em
changed. Some fellow just like some
things. Dive Bs or fighters don't

really appeal to me a great deal - nor does VO. However after I graduate

I may be transferred to Fighters & Divers
at transition. I hope not but sometimes
they do it.

Today was a bad day here. A cadet on his last hope before graduation crashed into the H2O. His girl, (they were to be married next week) is here - she was waiting for him. It was really tough. Just now there was an auto accident on the street out front. A bad bad day. I wish I were going to

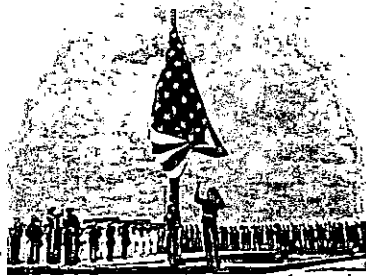
day. Well, many I sure wish I were to
be there for Easter Sunday with you all -
Pres too - We will have a short
service Sunday in the hangar at
the cadet's ready room. We'll be wearing
flying suits and life jackets, will be
tired and dirty, but I'll still be
church, and my heart will be with
you then more than always.
I wonder whether Pres. R. knows what
he says when he says "I hate war-ah!"
I probably won't actually tell I hit
the fleet, but right now I sure
wish that ~~was~~ ^{this} ~~was~~ ^{was} ~~the~~ ^{the} thing were
over - yes I'm a ^{retired} Navy pilot, surrounded
to be the oldest ^{retired} Navy pilot, surrounded
by a few nice people, a home, and plenty
of hearty and peace and quiet. I know
how the Big One used to feel on Sundays,

after a tough week in N.Y., when he'd hit
that couch on Sundays after lunch.

I could go for Dr. Nord in a big
way right about now.

Goodnight and so long for now
Much much love to you all—

Bob



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Sat.

Dear Mum,

Today we had our first overwater
Navigation hop and it was quite an
experience. Overwater we fly 2 cadets per plane.
1 pilot, 1 nav. I was pilot today. We headed
out and it was really something to strike
boldly out, out of sight of land. We flew
so far on our heading, and then completed the
2nd leg. On the 3rd we didn't know whether
or not we were right, but we hit it!
Sure enough at exactly 16 after we ended up
over the correct point - quite a relief.
The nav. has to figure the wind from the water
and then work his problem. The pilot must
hold the correct heading and altitude & airspeed.
It is good fun when you get it right. Our
instructor, a perfectly marvelous man - Ensign
Bowers, was mighty glad to see land. He
doesn't know much navigation - he's forgotten it.
We passed a tramp steamer - all war

9 my of course, and right there I got
a taste of what it might be like out there.
Flying from a cannon requires a great deal
of precision, timing, etc. I really hope I get on
one - it'll be an experience alright.

We have 3 more NW. boys and the
gunner (that's where we got our Torpedos
man etc).

Went horseback riding with the Flats
that day - it was swell. They have some
productive farmland. 3 horses and about 10

little ponies. Buck would love this place
all kinds of animals. Mr. is proud so much
over it, and I don't wonder. They are friends
of the Kings, Klebergs, etc. Thursday Frank
Mike and I are going in. Frank is 2
weeks behind me here, but will be in the
same liberty section. Phil is here too so
it's more like old times - altho I never fly
with them. I fly with one bunch - Flight #64.

We have some good fellows. Johnny Buckley
is the one I know best. We have some
real fine southern boys. So many things happen that
are so tiny - It would be hard to tell 'em
to you unless you had seen them.

My uniforms all fit nicely and all I

had was a couple of alterations on the sleeves.
 From Friday I am going to Express my
 suitcase home with some clothes. Will
 you please ~~see~~ have the khakis and
 white laundered and pressed. They can
 just be washed. Even the ones I burnt
 now will look better after a washing.
 I'll send one white and a couple of
 khakis - also my cadet blues all done over.
 They can just be hung up - I may send
 my gueses home. They are my
 uniform - winter aviation work. They can
 also be hung up - I think we're supposed
 to turn in blues - my ^{new} blues are really
 pretty nice also my ~~good~~ tropical washed khaki.
 I'll have to keep some stuff and carry it
 in case I can't get home - Maybe I won't
 get a plane reservation ~~and~~ or maybe I'll
 get put off - The Navy ~~gives~~ ^{gives} us two
 green "USN" suitcases when we graduate -
 They're beautys and light too so I'll send
 my good one home with the clothes. I hope
 it won't be too much trouble to have them
 all washed etc - Maybe my ^{old} blues 'll need pressing.

Just thinking of all this makes me so
excited - so every time I have thought about
it. I just have to get connections etc.
I wish they had that old 2 weeks system.
I wish they had that old 2 weeks plus
7 days time - But I'll get that in July
or August (unless I'm under instruction -)
I'll have to start reconciling myself in case
I get NAS CC (on way of saying instruction)
It'd be quite a job though.

Thy party in N.H. seemed swell.
Nancy was at LSU. at Baton Rouge -
was anyway. Mid very hard blues on what
at that pre-pre-flight.

I guess I better grab a little shut-eye
Tomorrow being Mother's Day I want to look
my best - ~~and~~ why shouldn't I -
haven't I got the most wonderful
man in the whole wide world? The answer
is "Yes" - if you don't believe me ask Beech,
John, Nance, Pros - they know, too.

Much, much love, Mum dear,
your ever devoted &
"sideline-sire,"

Pop



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CORPUS CHRISTI, TEXAS

Sunday

Dear Mum,

Well the first week - indoctrination - is now over. I must say I'm glad because it has been a full one and a busy one. Luckily I finished my navigation - so I have plenty of time for this letter. Between this week we had some very interesting lectures. One by Lt. Dickinson, Vice winner of the Navy Cross, on did I tell you? The schedule pilots with the Fleet track is terrific. Up at 3.30 in bed at 10 or 10.30. They can only last 6-8 months and then they get shipped home for a 30 day leave. His stories were amazing - speeding along 3 feet off the water dodging Top fighters etc.

Today I went to church here. There were only about 12 cadets and 8 others there but it was very nice. The chaplain was an awfully young fellow with a most appealing nature. It was held in ground school. I was very poor about churching in N.Y. The service was at 9 and I usually would sleep. I only went once and that was with Tare.

I got a letter from F. Von Stadel. He was on a 14 day furlough at Baker recovering from lobar pneumonia - what a break. Anyway he called up Barbara and told her all about Tare. It so happens that I had beaten him to the draw card. I used to write Barbara all about it, but Von Stadel claims he was trying to keep up her interest. She wrote me that she spoke to him too. I sure am lucky in having a well back of friends at home, Mum. He claims Barbara

said she was glad I was in Texas where the girls are loopy so maybe I still am in. I sure do hope so. If she "bluffed me off" without warning I would be absolutely sick no kidding. Every day practically guys are getting "bluffed off" from girls they've left. Yesterday I came in and Zebby, one of my roommates was really in the dumps. His girl was engaged to another guy - a 4F. All the time is happiness. You know when it's funny being thrown in with a bunch of guys so much older - They don't seem older, but here they are, all thinking and talking about getting married etc. Everyone asks me, after looking at Barbara's picture, when I'm going to marry her. Good heavens! To think that last year at this time I was thinking along lines of prep school proms and stuff seems unbelievable. That's the hard part. Being around guys ~~that~~ averaging 22 about, it's only natural to think as they do on general things, and yet my 18 years keep coming up. I wish I were 20 or 21. It's not that I feel younger or anything, but I just wish I were older. The fellows whose lives may be better for this - they are those who graduated last fall or Xmas from college. They have a degree and can probably get a decent job after the war and still with profit from having had military experience. Say the war ends in 2 years and I go to college. I'll feel like the old man of the unit. I'd be behind Frankie Parker and his group - all my friends'll be though. That'll all straighten out though, and if you think I'd change with any of those fellows at Yale, you're really mistaken. I still would like to be 21 - have a million dollars, and a beautiful wife. I can remember how I once said I wasn't going to get married. That million dollars is another thing. Some of these guys are getting married and as far as I can

see they just will have the \$250 a month they will be making from the Navy of course 250 is a pretty nice salary but you've got to live too. Well perhaps in 4 years I will have salted away some money I certainly should be able to if I ever get out of the country. The letter



U.S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

I probably will go to run off and get married (Pussy & Mac) but don't worry - sweet Klama. I'm just thinking on paper in my own incoherent way. I do still love - (I honestly feel sure of it) Barbara, mind you I know that there is such a chance of her meeting some other guy. She is very young and so damn attractive and I could hardly expect her to keep caring about me for years. ENOUGH OF THIS!!!!!! you must think I'm crazy!

Tomorrow we start flying and I'll be glad to get back up every day. The week has been beautiful - hope it lasts. If you fly a lot you can complete basic in 9 days. We should leave here for instruments in 3 weeks from today.

All the guys in our class who were put in barracks are now being put in rooms today to make way for the new indoctrination class.

I think I am going to be able to get in with Lou Russell and Clancy Stanard. They are really swell guys - (Lou's father is President of U.S. on Nat'l Pipe & Foundry - something like that.) Clancy graduated

last year from Princeton. Even if I can't get in with them here we're going to try to room together at the main base. Today some of the guys from 11A are arriving out here. Tim isn't coming this week damn it? ~~He's not~~ Neither is Frank, I don't think.

The fellows I'm rooming with now are not at all objectionable, but they are strange. Tim Cottam, ex. of Minn., and Devaughn from Princeton are both nice but quite different. The other fellow, Zebby is



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CORPUS CHRISTI, TEXAS

Dear Mum,
I got your letter today and am
really excited over the wings. They can wait
till my time - just be sure they use
this address.

Cadet G.H.W. Bush
Class 2C - cadet regiment
U.S.N.A.T.C.
Corpus Christi, Texas

They should certainly name them
cause the package service is terrible
here. Gary sent me a hairbrush, I lost
mine from my kit, and it never has arrived.
I'm sure they'll get here O.K. You
don't know how excited I am now
all I have to do is graduate and
put them on my shelves and cover
them.

Yesterday I had my check-out
in the SAT-1, the ship will be flying
in this squadron. It is really a
sweet plane - fast as lightning and
power galore. You have to be
so much more on the ball now though.
You have to be really careful, particularly
on takeoffs and landings. It took me

quite a while to get used to landing it.
It comes in much faster and has
greater spin characteristics when in a
landing attitude. I'll explain all the
stuff when I see you. We're really
learning a lot. The plane has power
operated flaps and wheels and a
constant pitch prop - 3 excellent
features. The main thing is to
remember to put the wheels down
positively - a fellow in our class, on his
first solo, forgot his wheels. He
landed on his belly and crashed the
motor. These landings seldom injure
personnel, but they do injure the
plane. Sometimes the wheels will
stick or you have to make a
forced landing in the water - Then you
land on the belly. It's safe enough
if you make a wary, fully stalled
landing.

Enclosed is a check off list - You
can see what we ^{just} know. Today we
practiced simulated carrier landings.
Tomorrow we start acrobatics. By the
time I get there then I should really
have the feel of the plane. It is wonderful
time to fly - I wish you could see
them around here. As soon as they
leave the ground, ~~you~~ pick up your
wheels and speed off.

Tuesday I stay overnight - Then
I'll go to the Flats for a good rest.

Today was Easter and your letter was
the only cheering thing about it. I tried
to phone you and couldn't get through.
This morning we were all working and this
afternoon they wouldn't let us go to
church at the main base. I was really
nervous - have seldom felt this way ~~before~~ in the
way. The officer apparently didn't
understand that there are some things
which people ~~really~~ really care about.
Church on Easter Sunday has always
been one. I really felt terribly about it.
Missing church was one thing, but that
officer's attitude was the disturbing
feature. He could very easily have let
us go over - it was most annoying.

I am very tired now, have been
lately and just can't wait to get home.
I finished radio and recognition, so
now there is more ground school. This'll
give me much more free time -

Scott Tetlow got to NAS yesterday
and is now at at Cavanaugh. I was
really surprised to see him. I was nice
telling to him. He got a 12 day leave
after Okaview "E" base. Most of the
"E" bases are giving leave now. I guess
I hit it wrong.

Sent in for my new license today.
Seems fine but maybe I'll use it.
But you find out about the gov. we get
2-5 gallons on a leave supposedly.

Still no hot water here, but the cold
showers always feel refreshing and puts
you in good spirits.

Well, Mum, I must stop now.
Your letter certainly was welcome today.
I miss you all here, and am then
counting the days till I get back with
you -

So much love
Dad

Photocopy — George
Bush Handwriting



U.S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

Sunday

Dear Mum,
We really have been flying lately. The last 3 mornings we flew 14 1/2 hours out of 18 and figuring out for early fog, refueling planes, etc. that is a lot of flying. Today we change to the afternoon wing. That means we get up at 6.30 instead of 0530 and have athletics and report to the squadron at 1000 instead of 0900. In other words the afternoon goes from 1000 to 1730 P.M.

Last week we finished all ground school when we completed range gunnery. It was sheet, trip, & machine gun work. I can now strip & assemble in 30 cal. machine gun and now know most of the parts. I never fully understood the power of a machine gun till I shot this. The TB's and most other fleet planes are equipped with 50 cal. This is some weapon. Shoots a bullet about as long as this paper is wide. A lot of planes carry cannon, too, you know. Hope I don't ever stop a 50 cal. bullet.

Our flying has been good for but plenty tiring. I have completed acrobatics and section tactics (3 plane formation)

We are now in the last stages of division tactics - we fly a 6 plane division like this

T T on the line T
T T T T

Then of course you have cross under signals etc. to go into different formations,

PHOTOCOPY
GB HANDWRITING

to "peel off", to break up etc. We have
 been learning protection against fighters etc.
 will be flying along and our
 instruction lies in a cloud. He then
 attacks and we have to go into the
 correct defensive maneuver whereby we
 can train our maximum ~~fire~~ power on
 him. You can see how important this
 might be. Flying divisions is a bit
 more precarious, as you have 6 planes
 instead of three. Here's what happens.

#1 is the T_1 division leader. All he
 does is $T_2 T_2$ fly wherever he wants to
 go, and $T_3 T_4$ he gives all the signals to
 this division. #2 both "fly wing" on #1.

They stay right in close on him except
 when he gives the echelon signal. Then they
 cross course, ca - $T_1 T_2 T_2$ -

#3 is the guy who does the work.
 He is leader of the 2nd section. He
 flies in position on the first section,
 and carries out all #1's signals. He has
 to cross his section over, ~~the~~ back, etc.

and still hold the position. $\begin{matrix} 3 \\ 4 \end{matrix} \rightarrow$
 we all get a chance to fly every position.
 It is marvelous experience. Tomorrow we
 should start Navigation. You get a problem
 and then go out and try to fly it.
 This is also good stuff, but tough.
 You have to fly your planes, work out a
 problem right in the air and fly
 formation as well. Quite a deal!



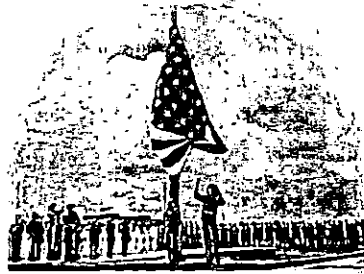
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I'll tell you more about this when I get into it. These planes are really nice to fly.

Did you see the movie "Air Force"? A lot of the planes they used in that were SWTs.

Frank Malone got Torpedoes and is coming out here soon today. Tim Sullivan is in the Army Air Corps as a cadet. He'll either be a pilot, navig., or bombardier. He thinks he'll be able to get a chance at pilot. I'm sure he'll make it, too - ~~either~~ he can fly I know and the Army really is less stringent. They don't have such a set way for doing things. For example they drag their approaches in for miles like civilian planes we come up at 500' and make a sharp turn and immediately drop the plane in with little straightaway. We have reason for over - this is easier. They also can land on their wheels - We have to 3 point on tail first. Fully stalled. I'm glad I'm in this one - The Army promotes you much faster than Navy, however. Marines are second fastest - Navy slowest.

I have to be going to the ~~line~~ line soon -
Much love to all,



U. S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

Two

Dear Garry,

Well I am now stationed at
Waldron Field, an auxiliary station - same as
the first one I went to here - for my
last stage of training before graduation.
I have been assigned to Torpedos
Bombers, and after I graduate, if I
don't get made an instructor, I will
take a bit more training and then go
aboard some carrier as a Torpedo
Bomber pilot. It is a marvelous field,
very exciting and the flying, as well
as being good fun, is excellent
training. I hope to graduate sometime
around the first of June. If I'm
lucky I may be able to sneak in
a couple of days at home between
stations.

This field is brand new and at
present I'm living in the WAVES
barracks - no waves of course. Just
today we moved in as the carpenters
were still busy hammering away.
The electrician says that we will have
lights soon and the plumbers claim
hot water is on the way. By the end of

the week will now to better quarters.
Tell Garry I was delighted to get
his letter.

We are now flying faster planes
and they have all the services of
service type ships - retractable
wheels etc.

What is the news of Timmy?
When do you go up to Maine
this year?

This is really a miserable
letter but I owe them one and
I better get it off before taps.

Happy Easter, Gars. I wish
we could all be together for
Easter Sunday, but that don't
run all. Perhaps next year on the
green after all this time we will all
be peacefully and happily back
with the ones we love,

Goodnight and much love,
Pep

This Joy touches my heart.



U.S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

Wed.

Dear Mum,

Honestly, it was marvelous hearing your voice. I went over at 7.00 to the bath. office and got to use the phone. At 9.30 they said no dice so I cancelled the call. Then I came over here and went to bed. The next thing I knew was the D.D. was shaking me and telling me I had a call.

I am now in aerobatics. They are pretty good fun. You go into them all much faster than in a steamer of course. We went 280 in a dive the other day - awful fast, in spite of the fact that you read about 300 or 400 mph. planes. The plane really whips & snaps in maneuvers. I blacked out 3 times yesterday pulling out of loops etc. too fast. It wasn't unpleasant but I wasn't out very long either. Tomorrow we check aerobatics and then go into section and division tactics.

This week we have been having range gunnery every afternoon. We have to know how to strip and assemble a .30 calibre machine gun - know the names of all the parts. They're marvelous guns. They operate the same as the 50 cal. The fleet planes now have .30's but mostly -50's - what tremendous guns - we also get to shoot them as well as a lot more sheet and trap. It is pretty

nice but I'll be glad to get through it and
just fly -

I really dislike Texas or at least this
part of it. I long to see a tree again -
its getting on my nerves. Its water all over
the water, so I go out there to do my
stunts. We're very close to the water,
the bay that is.

Last night I went on liberty. The Flats
were out so I went to the Driscoll kitchen.
Its a poor liberty town. The flying is
the only consoling factor.

Is sure would be fun to go
up to NPS for graduation.

Will be in a letter for graduation
so I can wear your wings!

Really no news so much love for
now - goodnight sweet Mamma!

Pop



U. S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

Turn.

Dear Mum,

The wings arrived today, and they are absolutely the finest looking ones I have ever seen; and the engraving is beautiful. I can't wait to officially put them on - and perhaps come home in them. You know if you go to sea, good wings really are almost a must, since they are not affected by salt air. I ordered a cheap pair (\$2.00) with my uniform so you can see what I mean about how beautiful yours will look when I'm, too, after waiting for so long and worrying & hoping and constantly thinking about "getting my wings" I can appreciate them so well.

Today we had our first navigation hop and believe me, Mum, it's no stop snags. You have to carry a compass around your neck. A knee pad & pencil and then of course the plotting board - we have to prop that in the seat, so it will be handy. Then you have to fly formation which involves turning the ship, working the throttle, and then all the little cross checks

PHOTOCOPY
GB HANDWRITING

on the instruments. Just before we get in
our places they hand us the problem and tell
us the wind. Walking to the plane you
would like need to do some of it, but most
of it has to be done in the air. We have
8 work hours and last and then 8 hours over
water. Over water 2 cadets go in each
plane - one can navigate while the
other flies. He just uses the intercom to
phone to tell him where to go. Being in
formation, we each ^{navigate} one leg, and then
just ~~fly~~ track the rest, but at any
time we have to know where we are,
cause the instructor has you change the
lead when he pleases. He flies along in
his plane behind you.

Well finished up diversion tactics
with some real good stuff - carrier
rendezvous and break up. Leave
some to break up and with as they
do at the Fleet. This is the stuff
the army doesn't get any of. Once some
of our guys broke up Navy style
at an army field - and they went
wild. They never have this planes
so close while landing.

Today we had swimming as our
athletics - we go over to the main
base for it. It's pretty warm now. 20



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it wasn't bad.

Also had an oxygen hop today. we got out hour out to go as high as we can and get back on time. I got 18,500 and the plane would still climb but I didn't have any more time. It's just to get us used to oxygen flying & how the plane handles up high. Of course it's much colder there, also much thinner so the plane loses a lot of power. It is strange to sit and watch the manometer (manifold pressure set by the throttle) drop off. At sea level, you can get 33 inches easily, at 18,000 I got 17" with full throttle - see the difference.

Also had an instrument hop today. we flew 5 hours today in all. That's not bad at all. We're apt to be in navigation over 4 more days because they don't let you fly over water unless it's pretty clear. Flying this much really gives you the feel of the plane.

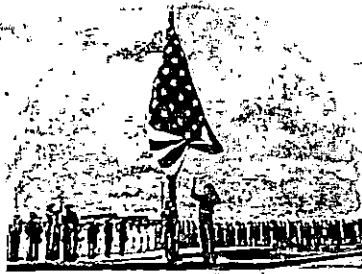
PHOTOCOPY
GB HANDWRITING

Tell John that I didn't forget his
birthday - But  hasn't been in town
lately and besides there's no decent
store there. Tell him to wait till I
get home and I'll be sure and
shoot him a gift!

Many thanks again for the
beautiful rings. I dare say they're
the most wonderful presents I have
ever had!

Much love -


A. S. Bob Hope is just coming on from
Pensacola.



U. S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

Sat AM

Dear Mom,
It's miserable and cloudy so
everything is now grounded out here. We
just had (7-8.30) our last Torpedo run
and were supposed to have to fixed
gunnery. Sunny now but now it
looks like we won't get any in. My
estimate - 2 weeks from today - may be
a little early if we get many more bad
days. That would be O.K. with me tho.

Got a sweet letter from Barb so
once more I am feeling not quite so blue.
It's not that bad, but I am so anxious to
get out of here. My plane reservation has
been confirmed so now I hope I've chosen the
right day.

Thursday night Frank Nelson and I
went into the Dineoff for supper and then
to the Flats for a nice sleep, which is most
assured as the bedrooms are so
comfortable and there's always a cool
breeze. Next day we drove Mrs. F round
and met Bill Starks, a fellow out here in

Frank's flight. His father is a friend of the
Flatts. He came back with us and we
had a marvelous fresh chicken dinner. They
were the first of their own chickens and
it was certainly a feast. The three of
us then went downtown to a movie and
then came back and lay around in
undershirts relaxing and listening to records.
After a family picnic supper with
the Flatts (his 2 oldest sons are married with
us came back to reality once more.

Next week Mrs. Flatto is giving a dance
in her yard for us three. I told you
about their outdoor dance floor. The
yard is small, but lovely with tropical
trees and sort of red stuff growing
around. The party should be good fun.

Flying is still fun. We have 3
shiny news and then we start actual
flying news. You have to come rolling
in and pull the at a specific angle
etc. in order to make an effective run
both offensively & defensively.

I sure hope Bush's foot is
well mended by now. He is such a brave
little boy.

Saw Stilly Taylor's picture on Life.
It certainly was a splendid story about
them all, wasn't it?

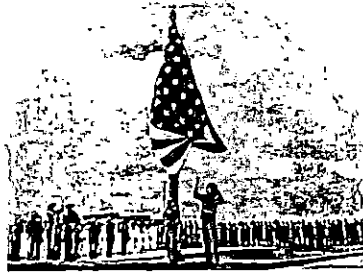
Bon Barbara - Her family can't go down
to graduation - I don't know why. She is a
"big gun on the campus" and I know she
was hoping they'd be there, but no dice!
She probably won't get home till the
2nd. I'd much rather get out a
week later than I expect, say around
the 5th

Carbainy is muggy here. Right now
I'm dripping wet - that uncomfortable
dampness. They need rain badly here.

Does Nanny go to Vassar this summer
or not? Are you ~~all~~ going to get up to
Maine at all?

That's the word for now, Nanny

Much love
Pop



U.S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

Dear Mary,
Yesterday was another delightful day
with the Flatos. We went sailing in the
day. It was beautiful - the only trouble I
got terribly sunburnt again and last
night I really felt it. It was nice
swimming in salt water again. It
was very warm, about 80° it seemed
like. Friday night was the dance. It
was very nice, but the people were
mostly full lots on J.G.'s. The evening
was lovely, however. The garden party
beautiful. Sat. we had a big home
luncheon and then Sat night Mr. & Mrs
took me to a Mexican restaurant. They
said I shouldn't leave without having
eaten a Mexican meal, so we had
a real hot one. They both appreciated
Rado's letter & your card so much.
You've just never seen two such
hospitable people. They have convinced me
that I am not imposing on them. They

not seem eager to ~~do~~ ^{do} things for
people.

Today we are grounded due to bad
weather. I don't doubt it it will be
Saturday now, but it should definitely
be Wednesday. Because we are in the
morning now this week we have to
finish day flying before we start our
night flying. 66, a flight behind us,
finished day flying today. We're all
jealous and pretty mad about it, but
it makes no difference.

I got your letter mailed the 15th
yesterday or the 17th 3 days ago!

The spy seems to be leaving
so maybe we will fly after all.

Better go see

Speak for
Pope

IN REPLY REFER TO

NO.

U.S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

Wed - PM

Dear Mum,

Got your wire today - Thanks! I'm glad the suitcase got there OK. Apparently they have stopped issuing 2 cases upon graduation, but I have an \$18 dollar job in mind. It is light and more convenient than a regular case because it folds up and can even hang up.

Today we had "free" gunnery - what a beating you're taking. Free gunnery is where you swing a gun from the back seat. Due to the slipstream (prop wash) it's hard to move the gun. The wind really tears you up - practically rips your clothes off. You wear a special safety belt which permits you to stand up in the plane. The gun always seems to jam - then you struggle like mad, blown by the wind, tossed by the plane - I came down covered with oil and my legs aching from crouching and standing

in that cramped cockpit.

Yesterday O Boyle, a fellow in our flight, had his older brother come visit him. He is a ~~pt~~ in the army. He got him a ride in the back seat on one of our gunnery runs. Well the poor fellow had never been ~~off~~^{up} in a highside gunnery run is not gentle, and after one run, the poor boy got sick, and the man he was with ~~for~~ had to stop driving. We pull out every time at about 5 g's - quite a bit.

I haven't felt the "blackout" as much ~~at~~ late - thank heavens. I wish I could take you on one hop to give you a sample of this stuff - gentle of course. They have started having movies out here so now we can't go to the main base, damn it all.

I hope to be back there soon anyway. It's going to depend on night flying whether I get out Saturday. We should be through day flying by.

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next Tuesday or Wednesday. The nights
have been so cloudy: we haven't
 flown at all. If we finish day
 flying first we get liberty every
 day until night flying. May have
 to wait a week. We get 3 nights
 of flying so maybe we'll get it in
 O.K.

Haven't heard anyone about
 cutting that officer out -- so I guess
 I got let off. I really did have a
 good case.

This clammy weather is terrible.
 I really had blamed poor Barbara
 unjustly -- I just got an airmail letter
 mailed May 4th. I feel like a heel
 for asking her what was up?

Flying lately has really been
 fun and interesting. I'm fast with
 the prospect of graduating so near at

hand, I feel in fine spirits.
I may not graduate till Wednesday.
after the Saturday I figured. That would be
perfect - IF I could transfer my plane
reservation. I think I may be able
to. I'm just hoping it all works out
O.K. -

Goodnight, Mum and so much
love - Just thinking about
seeing you all soon makes me
so terribly happy
much love
Paz



U. S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

Tuesday

Dear Mom,
Well here it is Tuesday PM and
I still don't know when I'm going
to graduate. We have 2 nights and 1 1/2
days of flying left. Today we had
our final journey run and now we
have 6 one-hour glide banking
hops left. The sky looks cloudy now
so I sort of doubt it will fly.
I've gotten in one set of a required
3 nights. That one was quite hectic
but I managed to walk away from
my plane after all 3 landings, so
all is well. We just have 3 more
night formation hops and one
night torpedos run.
Just now it looks clearing to
the East so maybe will fly after all.
If we fly tonight & tomorrow night
we'll probably graduate Saturday -
otherwise it'll be next Wednesday.
I've been planning to not tell you
which, but I'll wire when I
am coming I guess. I'm mailing some
more stuff today (my blues, greens etc)
since I can only carry so much luggage.
It's ironic then since the guess is

my best informers.
Today I took an enlisted man up
with me when I toured the target
slieve. It was his first ride. He was
a real little fellow and Mexican as could
be. He shook a bit sick when we got
down and he admitted he was pretty
scared when we landed. I used a
tame Navy language and hem-plunked
him in. It brought back memories
of my first hope - Benson's plane.
Remember Perry & I both got sick.

I got a long letter from Alf
Wright telling me all about Texas
move to remove Fraternities. It seems
he met with a good deal of informal
opposition.

Yesterday, 2 boys with about
a week to go got nickel out for
cheating in recognition. Everyone's beginning
to realize that the Navy doesn't go for
cheating. It happens this way every so
often. I saw a fellow's engine stop and he
crashed into the bushes on a takeoff. He
was uninjured quite a sight.
No more news, Mama, which would be -
I can hardly wait to see you all
again - Pop

U.S. NAVAL AIR STATION
CORPUS CHRISTI, TEXAS

Friday

Dear Mom,

In about 1 hour we take to the blue, but I have time for this I believe. I got your letter yesterday and was delighted to hear about N.B.'s triumphs. That's marvelous - both home & marshals. I guess when the ships are down she'll really be in there "beating the egg"!

This gunnery has been the most interesting of all my flying. We really have learned (and are still learning) how to handle this ship. All the various maneuvers call for a certain kind of coordination and as you practice each one you get to actually feel your ship as a part of you. In advanced gunnery, which we're doing now, you have to fly the plane and I don't mean maybe. On some runs you come diving in, others you complete a wingover and on some you even end up by a $\frac{1}{2}$ loop & snap roll. It's good fun as well as worthwhile training.

Yesterday we had strafing. Unlike the Hollywood version - right next to the ground - flying straight - we come in at 1000' - nose low over and live at about 100' going

down fairly steeply so as to concentrate
your fire. We were shooting at patches &
clawed etc. You could see the bullets
flying off the water. On one of my runs I
saw a gull. I couldn't quite get him in my
sights but I let him have a short
burst and scared the daylight out of
him. It's quite a feeling sitting there knowing that
all you have to do is touch the trigger and
that lots of bullets will fly powerfully out.
Today - Sunday we finish up advanced gunnery
and then Monday we get glide bombing, our
very last thing. We just get 6 periods of
glide bombing. I'm afraid, however, we're going
to be held up by Night Flying. We won't be
scheduled tonight or tomorrow because of liberty.
After a great struggle, the laundry finally
came thru with my whites so I'm heading
for the Flats as soon as we get through
flying. The laundry has struggled to be as a
bad as the mail system and usually succeeds.
I had to get special permission to go over
to the main base to look at my stuff.
It was quite a job. They do have a problem

U. S. NAVAL AIR STATION

CORPUS CHRISTI, TEXAS

so its not fair to expect too much but
sometimes they have our stuff just sit
for weeks. I'm tired of complaining about the
mail. Yesterday I got 4 letters - mailed May 4-
10, 13-17th respectively. Ugh! One was
from Mr. Luther Smith - One from Ken Buehl
at Princeton I hope Vinny will be home. Knowing
the Navy I can hardly hope for it.

I thought Johnny Morgan graduated
long ago - I don't quite get this "restricted
liberty." Unless something special comes up
I am sure to get some time off to go
home provided I get a plane.

I sure hope I get Florida. They say
that the Torpedos run go to Cavallone - The
first day they get a hard work and the next
day they get a TBF - what a deal!

Better stop now - We have
"Max West" jackets every day now cause all
our flying is over water - Much love
- Pop

Dear Mum,
Just walked the other other
Thambo so much for the new
food canely etc. It arrived today
and is really wonderful -

So many thanks, Mary

Mary

U.S. NAVAL AIR STATION

CORPUS CHRISTI, TEXAS

May. 18

Dear Dad,

HAPPY BIRTHDAY! Only 3 days late, and by the time you get it probably a week or so. Anyway many happy returns - ETC!

I hope I'll be seeing you in 10 days or so. I'm counting on at least travel time.

Today we fired at the target sleeve for $4\frac{1}{2}$ ^{hrs.} flying time. It's really marvelous fun, but we all have one major difficulty - hitting the sleeve!

We have been making the Highside run, one of the 2 main combat runs, so far, but tomorrow we get some more. The Highside is very effective because of its protection against enemy fire. I'll show you all this when I get back. My first period I got 8 out of 50 - on this was a little better than average.

In fact if it had been 16 out of 100 it would have been a good score, but

I was using red tipped bullets, so I
got credit for some tracers, perhaps.

we ~~are~~ have ~~to be~~ scheduled for
night flying the last few nights but
it has been way too cloudy. This climate
is terrible. I think our date of
graduation may be delayed ~~it~~ unless
we get this flying in. All the day

flying we have left is - advanced runs,
free flying, strating, and glide bombing.

This flying is more fun than I've ever
had since I started.

well, Dad, just add this letter
to your birthday good wishes.
By the way, what kind of a "take"
did you get?

See you soon I hope,

Reverently,
George