

Bachelor
Officers
Quarters




U. S. NAVAL AIR STATION
DAYTONA BEACH, FLORIDA

March 30-31, 1943

Dear Folks,

O the family letters seem to have delayed this until now, so perhaps I'm forgiven.


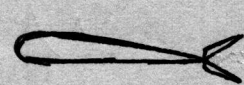
There isn't much news from this quarter anyway. By this time our squadron has done away with its night flying (four nights in a row last week, but not for long periods or late), and begun field carrier landings. These last are simulated carrier landings and none different from regular

landings than I had thought.²
We have to make or to try
to make very exacting approaches
at very slow speeds for a plane,
being directed by a signal
officer, and so far it seems
to be very difficult. Too fast,
too high or too low signals all
seem to come in too quick
succession. They are made with
"paddles" (). In every other
phase of training we are further
along. We won't have had
much navigation and gunnery,
but a lot of dive bombing,
which we all need. It is
not easy to get hits especially



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when one follows the man in front in quick succession. The variations in the strength and direction of the wind at different altitudes are other factors making it hard to determine the best pull-over point and ~~altitude~~ the best angle of dive, until one nears the release altitude, when it should be around 70 degrees, as well as the correct point of aim. Seventy degrees, incidentally, feels like about eighty-nine! Sometimes,

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as when there's a cloud layer
so low as to make dive bombing
impracticable, we glide bomb - at
only about 45 degrees, but with-
out flap split ( = cross-
section of center of wing, flap
not split.  = ditto with
flap split. For landings only
the lower flap is moved, giving
more lift with a minimum of
extra drag, but a lower stalling
speed than with flap unmoved.)

Of course, by the way,
should be finished within
ten days or so, but so far
as I know I'll be here a
while, the other heading for



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The "Wolverine", the practice carrier on Lake Michigan.

Last Sunday for a change was a beautiful day, and even the almost constantly strong wind had eased up a bit - and so began my first lengthy local bike ride. I went the few miles on this side of the river north to Omond, then crossed the bridge to the "peninsula", there continuing north first on the beach then along the river again only on the

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east side. I reversed course
when I came to a bridge
over a narrower portion of the
river, that was open, again
alternating between beach and
river road, this time, however,
continuing along the beach
from Omond to The Daytona
Beach pier and thence the
four remaining miles to N.A.S.,
covering between 35 and 40 miles
altogether.

The country isn't very
different from that around
Tex. The famous beach
is essentially a continuation
of those stretching south



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from the mouth of the St. Johns, but broken at St. Augustine's inlet and at another between here and there. Along the wilder sections are the same scrub land behind the sand dunes. Hardwoods outnumber the pines along the river, and only about a mile east of here is a fine tract of woods that actually looks luxuriant. It contains fair-sized cypresses, many different kinds of hardwoods,

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some rather exotic looking
and many tall cabbage
palms. It's ~~rather~~ somewhat
wet, so in exploring it I'll
have to try and stay clear
of mosquitoes and water
necessities. By some quirk of
fate we have nothing scheduled
until 0930 for tomorrow so
perhaps early in the morning
is a good opportunity to have
a look about there. Most
resident birds at any rate
should be in full song.

It must have been swell
to see the Great Neckers.

Love to all
Toots