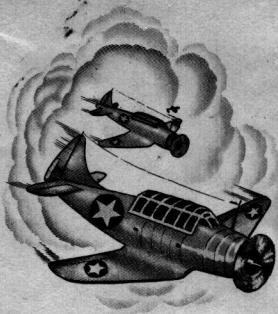


Decreases  
duties  
connected  
with flying  
W or dance



U.S. NAVAL AIR STATION  
DAYTONA BEACH  
FLORIDA

Nov. 4, 1943

Dear Folks,

You don't seem to have had the luck with the weather that we've had. October was beautiful. It practically didn't rain at all. The nights were cool and the days warm and bright. This sort of weather has made one feel much better, improved appetite, etc. Without a single un-

2

scheduled hop such as a  
test or ferry hop, I piled  
up more hours during Oct.  
than any other instructor,  
though this was merely  
a coincidence and far from  
my record. The number of  
hours pilots fly even in  
wartime is probably much  
less than most people  
realize. We do not fly  
"all day", though some  
of the boys in big bombers  
or patrol boats may upon  
occasions do so. So much  
of the flying in smaller

3  
planes consists of climbing  
to at least fairly high  
altitudes and consequently  
using tremendous quantities  
of gas that most flights  
can have only a very  
limited duration. Then  
there are the necessities  
making out of schedules,  
lectures, changing of  
clothing, assignment of  
planes before engines  
are even started, to say  
nothing of all the time  
taxiing to and from  
the "live" runway,  
discussion after the flight



etc. Even much of the actual flying necessarily involve rendezvousing and late the breaking up of squadrons, ~~into~~ divisions (two or three to a squadron) and sections (usually two ~~or~~ <sup>two</sup> three planes each, <sup>to attend</sup> to a division). Two or three hours a day is found to be enough, especially with ground school, (even for instructors and occasional odd job to do.

I have heard nothing.

5  
but wouldn't be at all  
surprised if I were sent  
out when my present  
squadron gets through,  
which is within a month.  
One might or might not  
get leave. Whenever word  
does come, it will probably  
be that I'm due in  
San Diego or some such  
place within a week.  
That's typical. One  
might or might not be  
there for some weeks  
before going further  
west. In any case one

would be given further  
training with our own  
active squadron before  
seeing action. Though such  
could be not far from  
scenes of action. For those  
who have seen considerable  
action or at least been on  
duty up front for some  
time, but who are not  
ready to return to the  
U.S.A., short leaves in  
Australia or somewhere  
are sometimes given. Of  
course I might still get  
the Atlantic. The  
Aleutians would probably



7  
be the only worse place  
in the winter.

Last Sunday everyone  
got off because of a party  
here at our new officers'  
club (an old gun club  
the other side of our land-  
ing field) Sat. night and  
because the good weather  
had brought flying well  
up to date. I had planned  
to go, but had been  
unable to get a date and  
so went to a Wac dance  
looking for one, there  
having no trouble, but  
staying because of

go back to the market this week - and, which we  
all have M again - perhaps a new system. Love T.R.

transplantation difficulties.<sup>8</sup>  
Though I didn't get the  
prettiest one, my wife was  
a nice solid citizen  
(practically six feet and  
not slim, say average)  
of Italian and Slavic  
extraction from Long Id.  
(not Great Neck) and  
fairly attractive, which  
made things very  
pleasant. No, she wasn't  
a first lieutenant, but was  
a second and despite her  
spaghettiish name really  
very nice. I might even see  
her again, though she's  
not here for long, and I mean