

of color and not previously mentioned. The quit crow seemed to be more too easy to distinguish from the ordinary crow, but the white-eyed Towhee*, on the other hand, while only a subspecies, could at close range be easily separated from the more familiar red-eyed Towhee. Only less than the birds wintering further south did these permanent residents, along with some of the winter residents, become more and more conspicuous as Spring advanced.

The delightful, noisy but musical mockingbird was outstanding, being, in effect, the southern "robin" and appearing almost everywhere.

SUMMER RESIDENTS

There were few "typical" southern summer residents besides the chuck-will-widow and the war-pireil, but the all-red summer Tanager, the duller marked but musical orchard oriole, the tiny blue-gray gnatcatcher (almost a miniature mockingbird in appearance), the ^{chubbling} white-eyed vireo and the yellow-billed cuckoo belonged in this category in that they don't winter in

* THEN + APPARENTLY STILL CONSIDERED TO BE A SUB-SPECIES OF WHAT IS

northern Florida, at least in number, and aren't ordinarily found as far north as Apopka. A rather surprising ~~summer~~ resident in the paula wabber, the northern representative of which is found mostly north rather than south of Apopka.

The winter residents I noticed most of course, ^{as much} were those that nest at home or around Squam or at least "up north." Scaups and ring-necked, seen on the little pond, and Wilson's snipe*, spied nearby, were the only non-"song" birds on this list. Phoebes, tree-mallows, house wrens ^{cedar waxwings}, hermit thrushes ^{robins}, rufous-crowned kinglets, black and white, palm and myrtle wabbers and white-throated sparrows include most of the remainder.

All except the permanent resident could be considered migrants in the Spring, but even in the woods of the Naval Air Station more obvious birds of passage could often be seen. The wabbers, everyone's favorite during migration, were fairly well represented

NOW CALLED THE RUFOUS-SIDED TOWHEE

* COMMON SNIPES

WINTER
RESIDENTS

MIGRANT
WARBLERS

even with those of the very common ones that use the Mississippi Valley route missing. Redstarts and black-throated ^{blue} seemed to be the most abundant but ovenbirds, water-thrushes and at least one Lafe May, which is supposed to be common, were also seen. The only other migrants, however, were species that occurred in one or more of the resident categories. Quite a number of these have not been mentioned because of being merely southern forms, indistinguishable as such in the field, of species common "up north" and consequently of rather less interest to me. New or otherwise interesting birds seen off the limits of the Naval Air Station will be treated later, as many of these were seen during the summer.

INTERMEDIATE
SQUADRON

To go back to the main business then at hand, the intermediate or basic landplane squadron, Squadron 12, was the next stage for all of us after the primary squadron and followed automatically. It was, however

quite a step. As with all the remain-
ing squadrons in the Jacksonville
cadet training program (with the ex-
ception of the one for final training of
carrier pilots at Miami), this one was
at the main naval air station field.

Riding at first in the rear cockpit as
a passenger, then in the front one with
a check pilot in the rear, and finally
with the rear seat empty, one found
oneself flying a "real aeroplane." Instead
of one or two hundred horsepower up front
there was 550 H.P. and an adjustable
pitch propeller. The wheels were com-
pletely retractable, and altogether the
plane seemed very streamlined as it
cruised at 130 to 140 knots or consid-
erably faster when pushed. We called
them by their regular designation, SNT.

- North American scout trainers, but
they were identical with ^{the} ^(CAT-6) Texan of the
Army or Haward of the British.

Other ^{new} features besides those mentioned
were landing flaps ^{both} to lower the stalling
speed and help slow the plane down

a "real
aeroplane"
- SNT

coming in for a landing - along with ^{retractable} lowering the wheels something not to forget. Besides the various levers for these operations there were new instruments on the instrument boards, that for the rear cockpit having as many as the front - unlike most large planes. A radio ~~and an inter communication system~~ ^{used also} between pilot and passenger. ~~well~~, ^{Mr. Mast} showed me how everything worked as well as how differently such a "large" and "heavy" plane reacted "upstairs". Somehow I got by the check without any trouble, and I may say soloing the SNJ for the first time was even more of a thrill than my first solo in an N3N had been. A wonderfully smooth plane to fly, the SNJ was and is both very reliable and very manoeuvrable and perhaps still, in 1945, the finest training plane ever manufactured.

Going soon into OS2V land-planes ("Kingfishers" with fixed landing gear instead of floats) was something of a let down, even in horse power (about 100). OS2V were, how-

SOLO

OS2-V

KINGFISHER