



ere, adequate for what they were then  
 used for - intermediate formation work.  
 Though slower and clumsier than  
 SNJ - and terrible to taxi, they were  
 really very easy to fly and seemed  
 to practically land themselves. After  
 the usual dual instruction, checks (only  
 one <sup>up</sup> needed in this squadron) and solo  
 came three and eventually nine plane  
 formations. I may say the latter did  
 seem pretty tricky, especially when  
 one was one of the last men in a nine  
 plane echelon. It really was a  
 pleasure, however, to go through a  
 squadron without a down.

9 PLANE  
 FORMATIONS

FIRST CLASS  
 CADET

By this time I had finished  
 all the regular ground school courses  
 and thus become a first class cadet,  
 with the privilege, at least after the  
 various code tests had been passed,  
 of going ashore any or every night.  
 Signs of relief were frequent about this  
 time - late May and early June. No  
 more studying at night being necessary  
 there were any number of chances to

go "ashore". Though gas rationing had set in and made rides other than by a very crowded bus seldom available, an occasional steak in town, more often than not followed by a movie, was a good way to relieve the monotony. Movies on the base were now <sup>also</sup> available every night, for the first time since before we started ground school, and the library could be really used for a change. I found myself concentrating on certain authors, notably Cronin, Forester and Hittler, and reading everything available by them, but I enjoyed a rereading of "Pride and Prejudice" as much as any thing then.

AUTHORS  
READ

INSTRUMENT  
FLYING

The next flying came in Squadron 13, the instrument flying squadron and the best all cadets went through automatically. As far as the students were concerned, all flying was done under the hood on instruments in this squadron, half in link trainer and half in the back seat of SUV with one instructor in the front

cockpit of the latter. Besides instructing me and demonstrating the various manoeuvres, he was there to make all landings and take offs and to take over in any emergencies.

It so happened that I had more if not all my <sup>links</sup> hope before those in the real plane, though the two were supposed to go along alternating. Flying the <sup>links</sup> seemed both peculiar and difficult at first. Going on instruments entirely was itself new, and the controls, with no wind resistance or other effect on the toylike air foils, felt "flabby" or something of the sort. The instruments that were stressed the most, were the needle and ball (or turn and bank indicator) and the airspeed indicator, but the altimeter should have been considered fully as important. We also used the rate of climb indicator, the magnetic and gyro compasses and the various engine instruments such as the tachometer and <sup>the</sup> manifold pressure gauge, which indicated the R.P.M. of the propeller.

and thus roughly its pitch, and the power being used, respectively, others like the fuel and oil pressure gauges, the oil temperature and cylinder head temperature gauges merely indicating whether or not the engine <sup>was</sup> behaving properly.

The first thing to learn was to keep the needle and ball in the center during level flight, but to turn with the proper amount of bank by coordinating rudder and ailerons so that the ball still stayed in the center and didn't indicate a slip, or too much bank for the amount of turn, or a skid, just the opposite, the ball going to the inside in the first case, to the outside in the other case. Prior to this stage the turn and bank indicator served principally as a check to flying "by the seat of one's pants", pretty much the same thing as going along with visual reference to the horizon, though there is some "feel" to it too. Now we had to try and ignore all "feel", it being unreliable.