

with "Flo", though the original four of us had had very pleasant times together, both at the "Club" and on the beach.

The duties of instructor in V3 operational training were not far different from the students. We gave the boys "cockpit check-outs" and then either led them or chided them on their various exercises. After being given a refresher course in instrument flying in SNJ's, but with emphasis now on the artificial horizon, we had to put our students through the same, though regular instrument instructors did a great deal of this work. The artificial horizon, once one got familiar with it, was a wonderful instrument, consisting of a miniature aeroplane that appeared to move in relation to the bar that represented the horizon as the real plane moved. Actually, it was the bar itself that moved. The whole instrument

\*. UNATTRACTIVE ANYWAY!

INSTRUCTING

IN INSTRUMENT

FLYING

was great for all kinds of man-  
over under the hood, especially  
wingovers, performed by merely  
"flying" the little plane. If it  
hadn't been for the fact that the  
horizon tumbled at about 100 degrees  
of bank and something like 60 of dive  
or climb we could have actually  
stunted on instruments. We did  
no beam flying in this course,  
but concentrated in refreshing the  
students and practicing instrument  
take-offs, wingovers, evasive  
tactics (rapidly executed turns first  
one way then another, preferably  
varying amount of turn and bank  
as well as altitude yet trying  
to keep a generally straight course),  
recoveries from unusual positions,  
etc. It was fun if unskillful to  
execute a loop or barrel roll  
with only the student on  
instruments and then ask him  
to take over - to see if ~~the~~ he  
realized he was "straight and level."

This instrument flying broke up the monotony of flying SBD - all the time and usually in formation and gave us instructors more chances to see the countryside and practice up on our stunts, which the SNT is an ideal plane for.

We had a few duties besides flying such as attending ground school with the students, giving them occasional lectures, and standing watches. The regular watch for assistant instructors was "ready duty pilot," just as its title implies a standby job ready for any emergency or other errand by air.

The routine training in SBD - was excellent experience and often enjoyable. We assistant instructors usually led the second division when our training squadron occasionally flew together. The usual ten

ROUTINE

INSTRUCTING

DIVE  
BOMBING

students giving us five apiece or altogether a twelve plane squadron. More often than not one division went off by itself, as in gunnery, one of the six planes towing a target. For dive bombing one instructor usually led the ten students while the other circled the target at low altitude recording the hits. It was very satisfactory to find oneself really putting them "right in there" when the students were dropping their bombs all over the map, as on most windy days, but some students got very good and often one's own dive bombing had setbacks. We usually split up into three-plane sections for navigation flights, which meant that instructors couldn't always go along, and considering the way the boys sometimes behaved when we were along, there's no telling what they did when

we weren't. Squadron 33 was the last outfit to arrive at Dayton that had had pre-operational training at Miami (similar to that some of us had instructed in at Lee Field), so after that students were given a two month course instead of a one month course. Fortunately the SBD was an easy plane to fly and was rugged and reliable as well, so we never had to give any dual instruction in it, though we had our worries when a new bunch of students flew it for the first time, it being so heavy and sluggish compared with an SNJ, especially when coming in for a landing. Inevitably accidents happened occasionally, and some of these were of course fatal, but the less said about these the better except that they were few and far between, <sup>several</sup> months sometimes passing without any.

Night flying was always