

The

WORLD

Gazette

Vol I.....Houston, Texas ,April 23,1943.....No.4

SWEETWATER O SWEETWATER

The youngest class of the 319th betook itself to Avenger Field with neatness and dispatch on April 5th, in a mass flight of PT's in a formation so loose it covered eight counties. Girls of the 318th, in their solitary splendor of complete possession of the post, sat on the fence to watch them land. Odds were offered as to the height and degree of bounce to be made by each successive PT.

Sweetwater students are lodged in barracks, Billeted is the better description, for they sleep in bays. Six beds, six chairs, six two section lockers, two tables divided into four parts, each for community studying. The chances of being lonely are quite remote; one even has a companion in the shower.

There is a canteen on the post, a long bar at which one found milk shakes and orange juice and all kinds of notions. The girls foregather here an hour after dinner. They also have a juke box which trips.

The demerit list was a surprise to 43-W-4 which left the comparatively loosely knit discipline of the 319th. It is claimed that demerits are issued for everything but breathing. Breathing comes under the heading of Meteorological Phenomena, however, it cannot possibly compete with the breeze that blows at Avenger. The rumor that the wind sock is made of heavy chain, and flying operations are conducted until the links snap is not without foundation. The wind is quite a bit like Houston's but manages to be more constantly constant. Local mud drains all four ways off the post, so shoes must be shined nightly, and placed most particularly under the bed - and such a well-made

Continued on Page 4

INSIDE THE ENGINEERING OFFICE

Meet the men that keep our planes in the air and the jobs they do...

Capt. Buster Rose, Engineering Officer, was transferred to the 319th the beginning of April. A graduate of the AAF Technical School at Chanute Field, and in the army 15 years, he's been stationed at Kelly Field and with the 24th AAFPTD at Okmulgee, Okla., where he was promoted to Captain in Dec. 1942. He spends 12 hours a day here and he's subject to call during the night too.

Under energetic Capt. Rose's supervision are the contractor's maintenance men, mechanics, instrument specialists, radio specialists, engine mechanics and line crew chiefs as well as the army trained inspectors.

And here's the kind of men they are.

D. B. Lamb, assistant maintenance supervisor, has been keeping airplanes flying since the First World War, when he installed equipment and repaired planes at Kelly Field. Since then, he's been in overhaul work around Houston simply because he loves airplanes, he says. It was his idea to have each man working in maintenance go up in a plane and be "wrung out" so each could understand his job's importance.

Then there's Driscoll Bertillion, aircraft engine specialist, who learned his job at Curtiss Wright Technical School of Aeronautics at Glendale, Cal. plus four years experience in army work on American, South American and Alaskan engines.

And George Leo--an ex-engineering division man with the Flying Tigers along the Burma Road. He escaped capture by 60 Japs by mounting P-40 machine guns on his truck. And P. H. Loughmiller, head of the instrument department, who learned all the minute and exact work required,

Continued on page 4

The FIFINELLA Gazette

Published Bimonthly, by the 319th AAFSTD **
At Aviation Enterprises, Ltd.
Houston, Texas U. S. A.

STAFF

Editor-in Chief: Byrd Howell Granger.....
Business Manager: Catherine Vail.....
News and Feature Editor: Jean Pearson.....
Art Editor: Marion Hanrahan.....
Photography Editor: Ellen Gery.....
Humor Editor: Vega Johnson.....
Layout and Copy Department: Betty Eames....
Aircraft Editor: Isabelle Fenton.....
(Ablly assisted by 59 Students without
whose help The Fifinella Gazette could
not be published.)

No part of this publication may be reproduced
in any form without specific written permis-
sion from the Commanding Officer.

NOTE FROM THE EDITOR

The editorial WE cannot very well
pack up her dirty clothes and get
her hence without confessing how
swelegant it's been to work with the
staff of the Fifinella Gazette.

The staff consists of the entire
student body, which has contributed to,
put into print and subscribed to the
Gazette faithfully and gratifyingly.

Special thanks must go to Jean
Pearson, new editor, for all she has
done in supervising the news stories;
to Anne Baumgartner and Isabel Fenton
for special features; to Marion Hanrahan
Martha Wagenseil, and Betty Bachman; to
Betty Eames for the bang-up layouts;
to Cappy Vail for handling the business
end of things so efficiently; to Captain
Kerr and Carol Fillmore for their eye for
fashions, to Mary Lou Colbert for article
such as that on First Aid, to--well,--
to everybody for making the whole thing
possible.

The editorial WE would be lying in
our teeth if we did not say we were
glad to be getting at long last to the
actual flying job, but by that same
token, our editorial eyes will moisten
just a wee bitty at having to leave
such a swell gang. What you did made
the Gazette possible. Thanks!



THE LONG AND THE SHORT OF IT

43-W-2 and 43-W-3 are going to
feel mighty proud on April 24th and
mighty lonely comes April 26th. The
long and the short of it is ---
GRADUATION for 43-W-1.

It is the graduation of the famed
guinea pigs, the long-awaited, once-
mourned day (remember March 15th?) --
the day we knew would never dawn. It
is not so long since we heard a certain
Senior Woofed mutter something about
"72 more times to go" while she grunted
and groaned at calisthenics. The 72-mor
times have fled, and pretty soon there
won't be any more 43-W-1's clambering
into AT's, or yelling because they can't
find their mail, or walking around in a
dzae wondering WHEN someBODY was going
to TELL them SOMETHING about WHERE
they'd BE and WHAT, after graduation.

Well, kids--pretty soon you'll know
all about it. But before you go, every-
body in the 319th would like to step
up to every one of you and tell you
what a swell job you've done. We've
seen you slogging away at it, weeks on
end with no time off; we've seen the
circles come under your pretty brown
and blue eyes; the weight come on and

FROM THE CHECK PILOT'S COCKPIT

All kidding and soft-soaping aside, the Check pilot's job is very, very hard.

"For instance, it's not easy, says Lt. Shepherd, "to tell a girl sitting up front nervously, with tears streaming down her face and lips quivering that the ride she gave you was as bad as she was afraid it was."

"Nor is it easy to put a jittery student at ease so she'll show you her best flying," Mr. Hatcher says.

Besides knowing flying in and out, the Check Pilot has to understand what the student is worrying about, he has to analyze every movement she makes and then he has to add it all up at the end of the ride and make the correct decision.

"And no two students are alike," says Mr. Achor.

"But it's a job we're trained to do," Lt. Mosser says, "and we have to set up certain standards and stick to them. Of course, it's hard to fail a student, but after all if she can't correct a habit like holding bottom rudder close to the ground maybe it's better we did."

"What we look for," Mr. Hatcher says, besides general coordination and technique are the little things that might be dangerous. And planning--which means being able to get the ship on the 45° leg when you want it to get there."

It all seems to boil down to finding out if the student is the pilot of the airplane or the passenger.

Lt. Shepherd says, "Fly the airplane the way you want to fly it, don't try to please the Check Pilot." And he says he can tell the difference between just a bad day for a student and habitual badness.

"The Check Pilot goes up completely open-minded," says Mr. Hatcher, "and he lets the student leave impressions on it ..., remembering all the time she's under a strain. And he never looks up grades beforehand."

And here's some advice from Lt. Shepherd. "Don't concentrate on just one maneuver or one part of the job, learn all about the airplane. And remember, unless you're warned otherwise, you're having just a progress check which is to check your instructor as much as you."

"But when all is said and done," Lt. Adler sums up, "Check Pilots are just like anybody else..." and maybe that's the best way to look at it.



INTERVIEW WITH MR. HATCHER

When Mr. Hatcher, Flight Commander of 43-W-3, was asked women pilots were generally apt-- or just generally apt to do anything, Mr. Hatcher replied that we gals can fly as well as any male, the reasons being we have the ability and we work harder at it or (quote): - "we're a little more eager."

After that interesting opinion we should know more about the personable Flight Commander of 43-W-3.

C. E. Hatcher (the C. E. is for Craig Elmo) claims 1911 and Beeville, Texas as the time and place for the first act of our story. He went to school in Dayton, Texas, graduating from high school there. The following two years were spent at Texas A & M where he studied Mechanical Engineering and played a lot of football. "But I couldn't teach 'em anything so I got out."

The oil fields then claimed Mr. Hatcher until 1939 when he began flying at Bay City. In reply to the standard question of "What made you take up aviation," Mr. Hatcher said he had always wanted to fly and was spending all his money riding, so he bought an Aeronca and started out. Bill Lowry, from this field went to the factory with him after the ship.

He secured his private in 1941 and said, jokingly, that up to that date he hadn't thought a license necessary until he read CAR and found out what they could do to you for breaking the numerous rules and regulations. It was not long before Mr. Hatcher had earned his commercial and instructors ratings. He then taught two classes of CPT primary followed by CPT secondary in a Waco UPF. In Nov. '42, Mr. Hatcher came to Fifi-nella Field for the refresher course. "Mac" McClain was one of his classmates. He has been with the 319th ever since and hopes to stay. He likes it!

The 319th hope he stays too. His love of flying and his well known way of helping students who want to learn - together with his genial friendliness makes Mr. Hatcher our idea of the perfect Flight Commander to check pilot. For some final advice, and it will apply not only to check rides, but in general, he says, "I don't like excuses or alibis, if you're wrong, admit it and then do better."

AIR BORNE TROOPS

Allied forces have been achieving remarkable success with dropping of troops and equipment behind enemy lines. This equipment includes miniature bulldozers, jeeps, and road scrapers all so small as to remind one of children's toys. These pieces of machinery and the men are dropped from the bays of transports such as the C-47 or C-50 or more recently the larger C-70 series. Men are trained to do their special jobs quickly and efficiently, their safe return to home base depends upon their ability to do the job well. Their danger is not so much death as it is capture - sometimes worse than death. For instance, an air borne engineering group will be dropped behind the lines with a 5 day ration supply and proceed to build an airdrome in a jungle where formerly elephants and monkeys held forth. The five day transformation includes fields, runways, maintenance huts and camouflage which blends with the surrounding country; all this within a time limit and under the constant tension of enemy observers. The great reward for such fast, exhausting work comes a few days later when roaring Fortresses and Fleet Fighters land safely in the little town created by the air base engineers.

FUTURE OF FIFINELLA INSIGNIA AND GAZETTE

Within a matter of weeks the 319th will be no more. Its present members, such as have not graduated, will join the thriving 318th at Sweetwater.

The matter of the Fifinella emblem of the 319th was taken up with a number of them Gremlins on Fifinella Field, and after due consultation it was decided that the emblem would remain with the 319th until its demise, after which, Walt Disney concurring, the emblem would transfer to the 318th.

In this way it will be possible to continue with present plans to produce stationery and sleeve emblems both for the 319th and the 318th. It is anticipated that stationery will be ready by April 25th, and there is a possibility that the embroidered emblems may follow shortly thereafter.

The Gazette will continue under the able editorship of Jean Pearson, and will in all probability continue to be published when all students have transferred to Sweetwater.

Engineering

in two years practical experience and study. And Francis M. Chaney and R. B. Williamson, heads of radio repair and rebuilding, who have each worked about a dozen years in radio.

Finally the line crew chiefs--White and Bessent. White has 10,000 hours of taxiing aircraft, all kinds, and one hour in the air. Bessent, an electrical engineer, was a flying member of the CAP in San Diego before he accompanied his 319th wife, Clarice, to Houston.

Here are just some of the things Capt. Rose and his Engineering Office staff are responsible for.

Being positive that every airplane is safe to fly. Keeping records on planes and engines. Seeing they're up to-date according to tech orders. Inspecting the Post--for fire hazards, for safety under all conditions, inspecting everything from landing fields and hangars to parachutes and the last tool used on the planes.

And biggest headaches are accident records-- of the smallest damages--and Form 1 and 1A. The information from Form 1 and 1A is sent to about a dozen different places, so you can see what you're holding up when you fill it out wrong.

These are the men and the jobs required to keep us flying....

Sweetwater

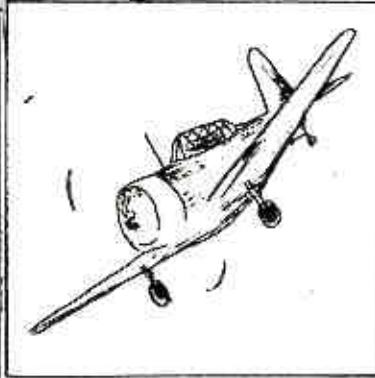
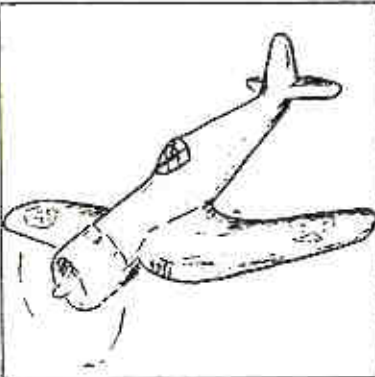
bed! done by the individual trainee by rule of thumb, and by rule of rules. Lint from the beds, and sand drifting and wafting, are mopped by said trainee. What price the Lilly Belles and Susie Maes of Houston?

Oh, yes, those fetching green coveralls we saw in the C.E. office - they fade and droop on all comers. There are nightly bed checks, just to see that, after lights out at ten the girls are all asleep. The nuisance value of using a flashlight to spot each sleeping beauty is complete, the girls waken and serenade the bed checker. The idea is catching. This quiet but dirty wake 'em up method is akin to the pebbles of Motor Inn giving off the crunching footsteps of the sleepy C.Q.

The 319th evacuees caused consternation at Sweetwater. They landed in impressive sequence and did not bounce. Very impressive completion to a mass cross country.

AIRCRAFT IDENTIFICATION

5



NAVY F4U

BT-13

BT 13 (Army Trainer)

Wings - low, slight dihedral, tapered
 Engine - single, radial, well in front of wings
 Tail - heavy, below rudder, no cut-out
 Fuselage - round, triple cockpit glazing
 Landing Gear - fixed
 Rudder - tall, thin, rounded top
 Nose - blunt

F 4U (Navy Fighter)

Wings - low, negative outer panels swept back and tapered
 Engine - single, large radial
 Tail - thin, sweptback and tapered
 Fuselage - well streamlined from heavy motor
 Landing Gear - fully retractable
 Rudder - fairly tall rounded top
 Nose - blunt, heavy

Focke-Wulf 190 (German Pursuit)

Wings - low, flat, slightly sweptback and sharply tapered
 Engine - single, radial with spinner
 Tail - sweptback and sweptback in front of rudder
 Fuselage - very streamlined
 Landing Gear - retractable
 Rudder - sweptback slightly rounded
 Nose - blunt

Always assume the other fellow is going to do the wrong thing and nine times out of ten you'll be right. ----

BUS DRIVERS STORY

We have three remarkable bus drivers. They don't mind the long, irregular hours and they get a big bang out of the girls.

George Thrash joined the rank and file on Dec. 15th, he is better known as Tex, likes it all "O.K." In fact, he prefers girl passengers but refrains from stating why. He objects not too much to the irregular hours because quoth he, a job is a job, and this one is interesting. His favorite trick when calling for the girls each morning, is to sit nonchalantly racing the motor while girls dash madly for the supposedly departing bus. A few minutes later a cool and collected George vulls away from the curb, hampered by nary a straggler.

Jan. 12 saw Dave Burks on the scene. He too enjoys his work. First of all he likes driving the big busses which, of course, is right down his alley, and the girls are as nice as he has ever seen. Dave says the girls are fitting marvellously into the calisthenics and Army life. The buzzer on the busses used to be annoying but now everyone knows one buzz effects a stop, and two a start. Dave's biggest "gripe" is the girl's not getting on the ground on time in the evening, and his greatest thrill was watching the fourth class land at Sweetwater.

E. N. Williams is the latest member of the bus drivers. He arrived in mid March, At the time of this writing he was the most elusive person on Fifinella Field.

The drivers collect the girls at the various courts so they may keep their appointments on the field. Without question, we couldn't do without them.

HANGAR FLYING

The last issue of the Fifinella Gazette referred to the inestimable Lt. Fleishman as a "visiting fireman", it can now be stated that Lt. Fleishman is here to stay and legally, too. He has been appointed Tactical Officer, Special Services Officer and Physical Education Director, which should be enough to hold him down for awhile.

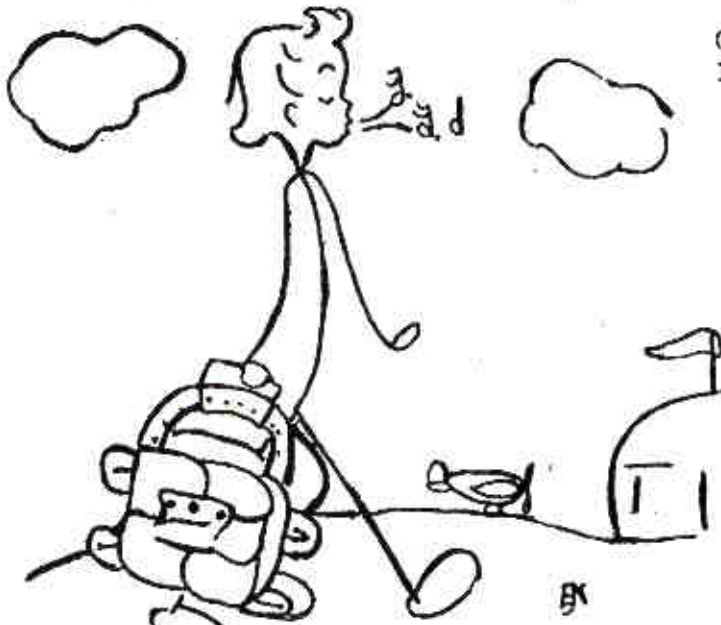
Everyone will be happy to know that Miss Hays, our Chief Establishment Officer, is recuperating very nicely, thank you. She is at her home in Fort Worth, forgetting the emergency appendectomy which ...surprised her last month.

Now that 43-W-4 is gone it seems unduly quiet around this here Fifinella Field grounds, but at least one member of the Famous 4th is left even if the method of staying attached to the 319th was slightly breathtaking. Congratulations

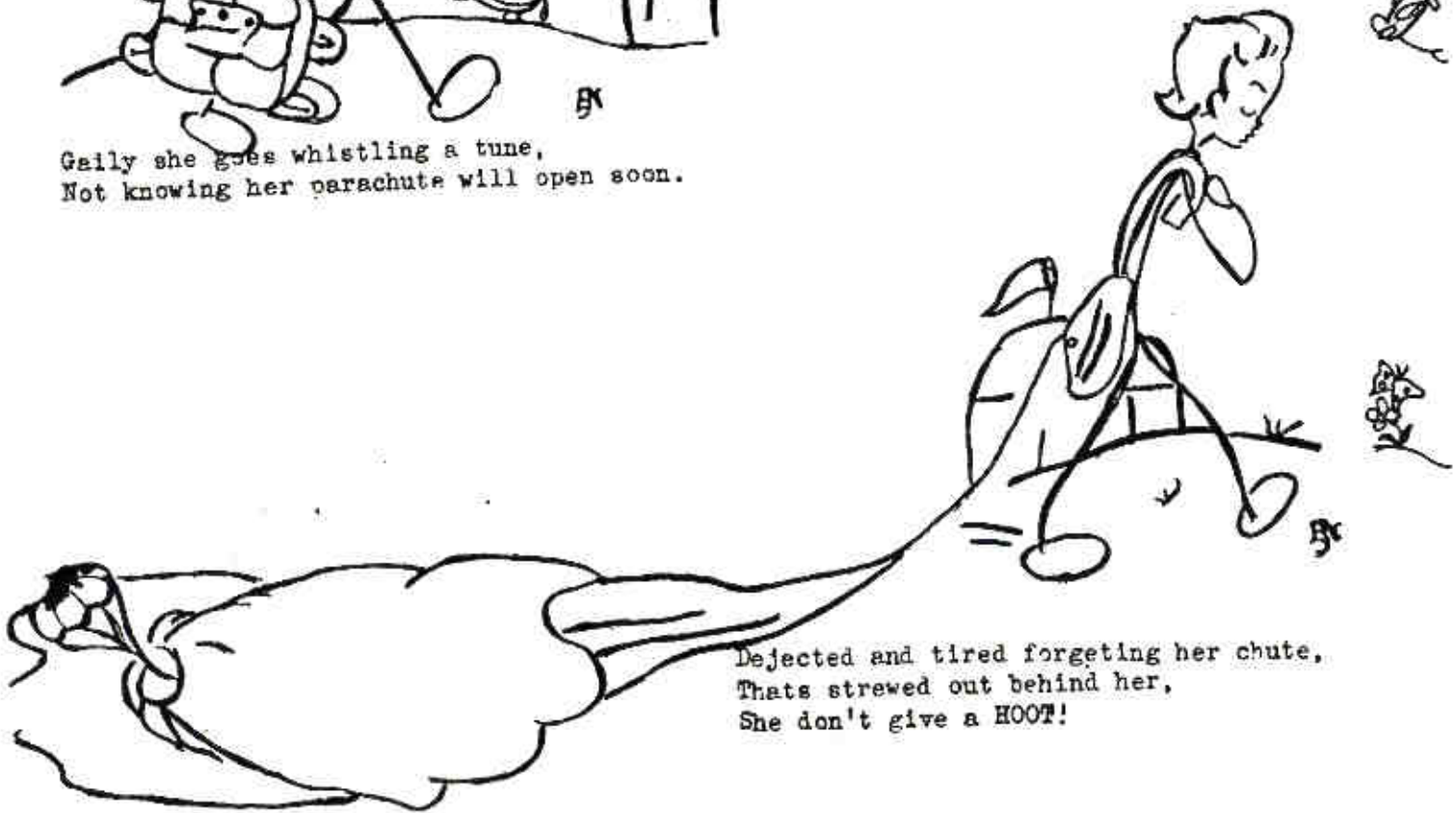
Drawings by -
EVELYN NORTON
VERSE by -
MRS. SUE TOCE



Carelessly on her chute she does sit,
If her instructor knew he'd have a fit.



Gaily she goes whistling a tune,
Not knowing her parachute will open soon.

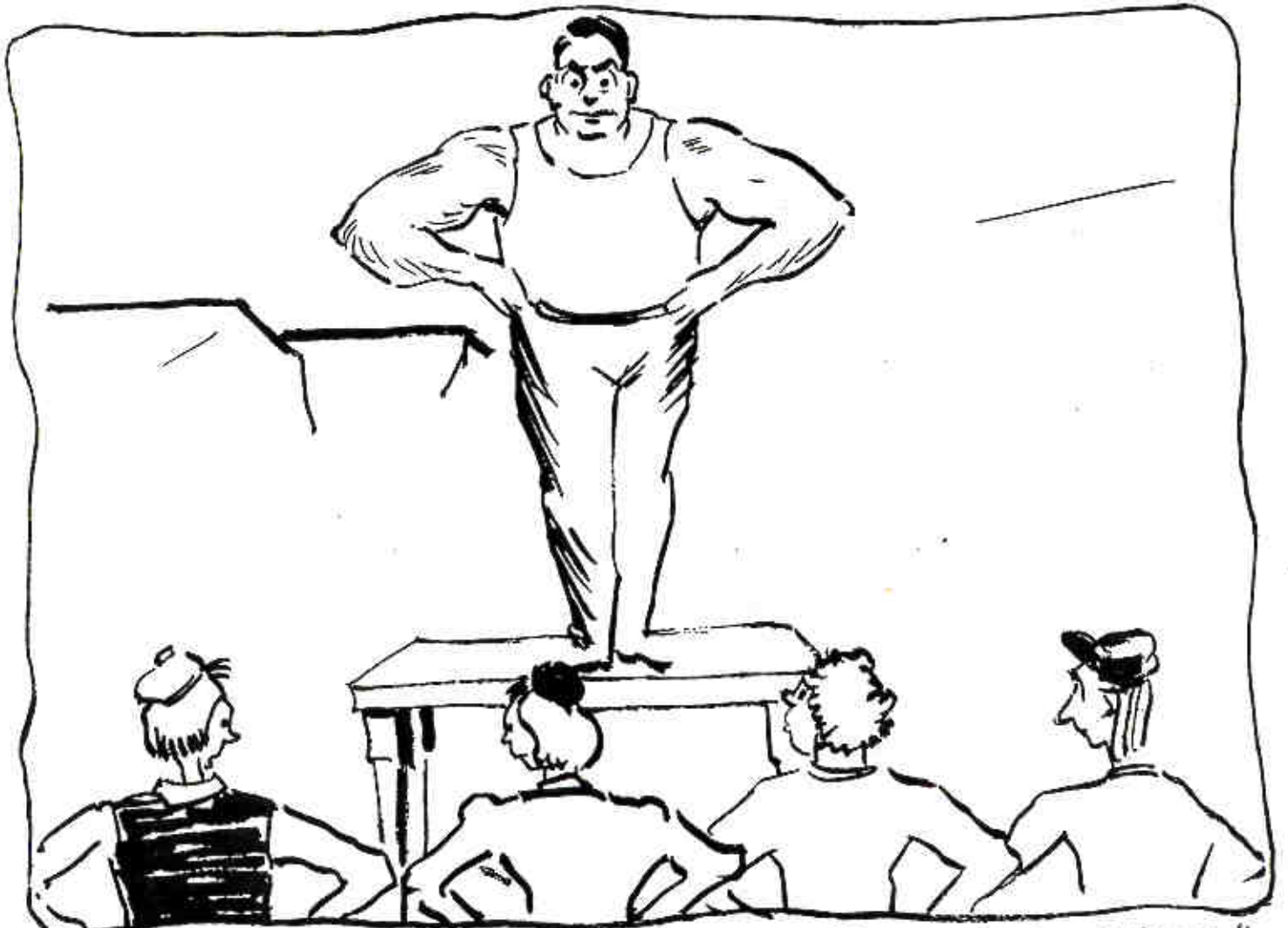


Dejected and tired forgetting her chute,
That's strewed out behind her,
She don't give a HOOT!

DO YOU THINK WE'LL HAVE LIVER FOR DINNER?



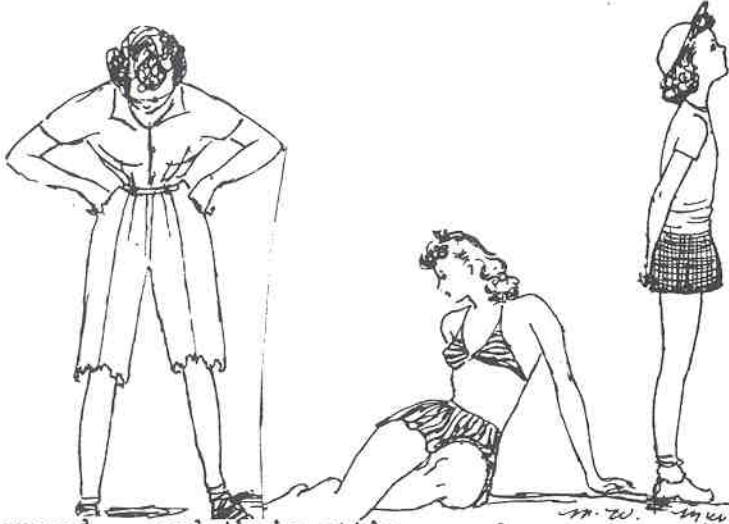
DON'T LOOK NOW, BUT I THINK WE'RE BEING FOLLOWED!



"BUT THIS IS DARN SERIOUS BUSINESS-GIRLS"

FIFINELLA FASHIONS
A Short Short Story --

Since Spring Has Come
Strip teasers are not confined to the realm of the stage nor to the ranks of the WAAS. Upon casual observation the girls of the never-faltering 319th may be seen scudding around the baseball diamond, or making tracks on the drill



ground -- and their attire, my dears, is sumpin' to see!

Dorothy Young brings back a touch of childhood via her romper type shorts. But take it from us, Dotty's a BEEG girl now. Emily Hiester, in her Honolulu creation, brings Easter cheer when she dons her Peter Wabbit suit. And then you take Trotman: she has slaved in the sun to acquire a tan to blend with the yaller of her "mature slacks."

A few hardy souls have selected a bathing suit number from which their shapely limbs protrude. This type of attire is more or less indifferent to the whims of the individual figures, for after the draw strings have been tightened, the wearer has little or no control over the way she fills out the places the suit offers for that purpose.

The "calamity short" has a very interesting history, but little else, girls and boys, little else! It seems that one cold, dense morn a certain 43-W-3'er cutie stumbled out of bed. In her chilled state, she flung her favorite slacks over a chair near the fire, in fact, -- in the fire. Yes, they burned, and so did the gal -- but the calamity of it all is that the slacks did not burn completely. The part that is left comprises the "calamity shorts." Theh terminate somewhere in the vicinity of the knees. Theh started a fad.

The culotte fancy is one we could do without believe us. We hope they suffer the same fate as the buffalo. However, at present writing, they are quite definitely rising to new heights. If we let the Army set the pace on the short circuit, the subject of our shorts will soon becoming shocking.

Stay Happy

The criss-crossing tracks on our navigation charts have led at least one person to feel like the malcontented bird who complained: "North in summer! South in winter! Why don't we ever go east or west?" Ah - for the dust of Yoakum....

Seems one night flying student, weary with it all; wanted to "just lie down and get rid of this pain." Which is no way to talk about her instructor.

And, of course, you've heard about the 43-W-2'er who dashed home from church of a Sunday just in time to find the airport bus about to leave for the field. She prevailed on the driver to wait, scrambled hurriedly into her room, peeled down to her socks, and spent five minutes trying to locate her slacks - only to suddenly realize she wasn't in her own room at all!

And we still think the Haisiest Maisie is the one who wrote on Form 1-A "Plane refuses to conform to traffic pattern".

NIGHT FLIGHT ITEM: (Student, concentrating on left hand needle-width turn, glances right for first time. Sees long blue flame roaring from ship.)

Student: My God! We're on FIRE!!!
Instructor: Great snakes!

Tower: Lower Three! Lower Three!
REPEAT PLEASE. REPEAT PLEASE! CLEAR ALL TRAFFIC! COME IN FOR IMMEDIATE LANDING.

Student: Oh - uh - it's just a blue flame.

Instructor: Well, for Pete's sake! It's just the exhaust, you dope.

Tower (In feeble voice): Who's a dope?

And how do you like those round robinping pong games, with umpsteen players. Have you noticed how they fall to their knees to rest, but keep in the spirit of the thing by blowing the ball around?

Advice our Mothers gave us
"Promise me you'll always fly low and slow, dear"

"Remember, daughter, do keep your wings level when you make a turn."