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United States Army Air Force

Sunday evening October 3, 1943

Dear Mother,

Your son is a mighty weary boy tonight. But I am also happy for today Mr. LeFriece passed me on my twenty hour check.

Starting with last Friday and continuing up through tomorrow we have been and will be on the flight line seven hours a day. We have been held in over this weekend but we still had to rise at 5:30 A.M. and a special stand by clothing, barracks and personal inspection was held for our benefit at 9:00 A.M. At 10:00 A.M. we attended a lecture on the "Aviation Student Act." Under this act a boy may continue cadet training and hope for the same future and, in fact, continue his present life while electing technically to become an Aviation Student. As an Aviation Student

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he will receive pay according to his rank prior to becoming an Aviation Cadet. Thus anyone with the rank of Corporal or above previous to his becoming a Cadet would profit. The average pay of a Cadet throughout his training is \$83.30; of a Corporal - \$125.00; of a Master Seargeant [sic] - \$250.00. Every married man would profit by becoming an Aviation Student because he could then get government allotments for his wife. Thus, as in the Flight Officer Act, the Air Corps has artificially lifted certain men above others, first in rank and now in pay. The allotments for dependents are the only excusable change as I see it. Time has brought out the chief weakness of the A.A.F. — administration — in its stories of the court martial of the Michigan Air Base Commadant [sic] and of the million dollar lot of machine tools disposed of for \$400,000.00 at the same time as other companies are selling exactly the same tools to the A.A.F.

I had just finished marking up my time after two hours of solo

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and one hour of dual flying when Mr. LeFriece tapped me on the shoulder and said to get into silver 394 for a progress check. I was worn out then and at the thought of a dreaded check ride my heart stood still. However I took off without mishap and climbed to 4,000 feet. There I proceeded to do my stall series — power on and power off stalls straight ahead, to the left and to the right. Mr. Le Friece showed me how to do chandelles and rudder stalls and I practiced them. (A Chandelle is a climbing turn of 180°. Rudder stalls are more complete than the others in that you hold the stall until the nose of the plane

passes down through the horizon.) Then Mr. LeFriece took over and gave me the works — slow rolls, snap rolls and loops and upside down flying. The only thing that worried me was "where

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was I?" However I will get them in due time. Then I did a power on spin after clearing myself with 360 degree steep bank turns. He really chewed me for using too steep a bank in the steep turns. Finally I returned to the field. It wasn't too bad but it wasn't good by a long shot.

I'm going to drop Shirley and Julia a line tonight. It seems as if Sunday night is the only time I have in which to write letters.

Does Penn have a surprise powerhouse this year?

Oh yes, five packages hit our room yesterday so we have been feasting. The applesauce cookies seemed to taste better than anything else though.

I now have six hours solo time, sixteen hours dual time, ten forced landings and eighty four regular landings.

Say hello to my Grandmothers for me. I wish I had time in which to write them.

Love,

Lee

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Monday noon

P.S. Taps came too early last night.

This morning I spent an hour in the Link Trainer. I suppose Miss Horner has described the model airplane torture chamber to you. You just climb in and shut the hood so that all you can see is the instrument panel. Then you try to fly by exerting pressure on the delicate controls. But it just doesn't seem the same as contact flight and nine times out of ten you will end up 8,000 feet below ground.

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Lazy Eight — a big steep bank turning eight on the horizon
nose rises and falls through the X (on the horizon - in Lee's hand-drawn diagram)

NOTE — I can't draw very well.

Tell Mother that I will try to check on the cactus next week.

We were flying yesterday afternoon so I didn't get to listen to any football games. Creighty really must have shown against Michigan. The T formations of Army and Notre Dame should really put on a battle. Did Dad get up to the Penn-Dartmouth game? That too must have been great. This afternoon I plan to listen to the Yanks and Cards playing the Series.

Love,

Lee

P.S. The overture [sic] from the "Chimes of Normandy" just started over the radio. Remember it at A.I. Pass these one in a million drawings on to Shirley.

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(Hand-drawings by Lee, with descriptions)

1. stall — pull nose up to an excessive climb position and hold it until gravity and weight pull the plane down dive to recover
2. spin — stall the plane feed in left (or right) rudder as the nose falls you spin down and around the tail point opposite rudder and dive for recovery
3. loop — dive for speed then pull up and over pull up to horizon to recover stall is prevented by speed
4. roll — pull into a climb hard left (or right) rudder rolls the plane fast over on its back and then up right again opposite rudder and stick makes a slow roll — while on your back you just hang
5. Immelman Turn — make half a loop then half roll off your back to the upright position turn 180°
6. Chandelle — make a regular banked turn of 180° just at the end have it so steep that she stalls