

# MAAF

THE WEAKLY NEWSMAG



ROGER WILCO, H. P.  
Better Known Than Mortimer Snerd . . .  
*(Training)*



# VALIANT VIBRATOR

As you hear story after story about the Valiant *Vibrator*\* one thing is apt to impress you above all else . . . and that is the deep rooted affection which aviation cadets have for the rugged plane that takes so much punishment on just about

every training flight and always comes back for more.

Valiant products have repeatedly met or exceeded all claims made for them. True yesterday, true today, it will likewise be true tomorrow . . . if it's "Viewed as Valuable by Valiant" it's bound to be excellent.

**Designers of the *Vibrator* . . . the *Eradicator*  
. . . the *Death Doctor***

*\*The terms *Vibrator* and *Eradicator* are registered Valiant trade marks.*

**VALIANT**

## LETTERS

### Generous Approval

Sergeant Harry F. Boetcher  
Aviation Cadet Department  
Merced Army Air Field  
Merced, California

TIME is all for the alleviation of boredom in classrooms and will be delighted to have you get out your next class book as a parody of TIME.

Frankly, this is not the kind of "advertising" which we generally encourage, but anything that aviation cadets want to do is all right with us. On the chance that your parody will be such a good one that it may confuse some of the public, we would appreciate it if you could find it possible to indicate that we had no hand in its editing. Also, of course we would like to have a copy of the finished product in due season.

Meanwhile, thanks very much for the compliment.

Cordially yours,

s/ISABELLA VAN METER  
Assistant to the Publisher

◆MAAF thanks TIME for its gracious permission to parody, hopes it will not be unfavorable advertising.

### Supplication

Darling,

Come back to me. I have never been so lonesome as I am without you. Why don't you answer my letters? Why do you never call, as you promised you would before you went away. Why? Why? Why?

THE GIRL FROM PRIMARY

Sir:

1. The report that I was three hours late from pass on the night of February 29th is correct.

2. It was caused by a flat tire (blonde), my running out of gas, missing the last bus, two auto accidents and the arrival, unexpectedly of my great aunt from Topeka.

3. I promise never to be late again.

4. How are you all, I am fine.

Love,

A CADET

# TOUGH, but oh so gentle



## keep HALE and hardy

Here's the **real McCoy** when it comes to fine bull whips. The CHAMPION is just the thing if you want to combine business with pleasure and exercise. Critics agree that this whip is the finest available today.

Yes, and **something new has been added**. A new grip strap that is **curved to fit the wrist**. With this added improvement it is indeed a CHAMPION. Now the CHAMPION BULL WHIP has everything you can possibly ask for in a whip—excellent construction, fine appearance, and guaranteed performance. Yet it is still **tough but oh so gentle**.

Besides bull whips CHAMPION carries a complete line especially for tactical officers. It includes **big, black cigars; morning eye openers; and pistols**.

*Tough on the Whips  
Gentle on the Hands*

Champion Manufacturing Corporation • Champion, Kansas  
America's Most Famous Name in Bull Whips





## THE GATEWAY TO YOSEMITE

### 2½ HOURS BY CAR

IF you can get the gas . . . . . or the tires . . . . . or, for that matter, the car.

### ½ HOUR BY AIR

IF you don't mind a few stars for being outside the local area.

### 3 HOURS BY RAIL

IF you can get pullman reservations . . . . . or even tourist tickets . . . . . or even a ride in a cattle car.

## NUTS! STAY IN MERCED



## MISCELLANY

**Not That Bad.** A cadet, doing his best to tame a BT at MAAF recently, was heard to remark over the radio that he was all fouled up. Came the tower quickly, "What is the number of that plane?" Replied the cadet, "I'm not that fouled up!"

**Population Rising.** An officer was giving a cadet a little bit of trouble because the cadet happened to come from the Lone Star state. Finally the officer reached the peak of his outburst on the faults of the state, in particular the smallness of the population, with the remark, "Why, the last time I was in Texas I travelled for two hundred miles without ever seeing anyone!" The cadet was silent. Sure he was putting the point across, the officer egged the cadet on, "Well, Mister, where was everyone?" Replied the bright Texan, "They were all up flying, sir."

**Nice, But . . .** Valentine's day came and was half gone, and still Lt. Moore had received no valentine from his girl, a fact that seemed to touch the good lieutenant no little. Shortly after noon, however, he went out to make an inspection, returned to find a large, red, lace-edged valentine on his desk. Eagerly he opened it, looking for those needed words of endearment. Instead he found the signatures of all of the detachment office force, who had noted his plight and decided to do something about it.

**Surprise!** The first time Morning Eye Openers were used, they created a great deal of excitement in each barrack. In some barracks men would go out of their way to awaken their buddies, in others, to lead the users of Eye Openers to sleeping cadets. The most consternation in any barrack was raised when one cadet received his portion from the eye opener, woke up spluttering out "You")" \$\*! !æ"—?— and found himself staring into the smiling countenance of Lt. Hale.

# MAAF

THE WEEKLY NEWSMAG

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THIS IS A PARODY OF TIME, THE WEEKLY NEWS MAGAZINE, PRINTED WITH THEIR PERMISSION BUT WITH NO MEMBERS OF TIME'S EDITORIAL STAFF AIDING IN THE PUBLICATION. THIS PARODY IS PRODUCED AS THE CLASS BOOK OF THE GRADUATING MEMBERS OF AVIATION CLASS 44-E, MERCED ARMY AIR FIELD, MERCED, CALIFORNIA.

## A LETTER FROM THE PUBLISHER

To answer some of the questions our readers have been asking about how MAAF gathers, verifies writes and distributes its news.

*Dear Subscriber:*

Since we have taken over the woes, trials and tribulations of producing a parody of TIME, we feel it only fitting that we should be allowed to take over one of the privileges of TIME editors—that of airing our troubles in print.

And, brother, we have plenty.

In the editorial offices, an issue of FLIGHT LINES is started about two weeks before another comes off the presses, which means that usually the editor is carrying the plans for two issues in his head at one time. Before an issue is started, it must be decided exactly what pictures are to go on each page of the forty-eight which compose the book, exactly how big each picture is to be, and the exact pattern of each picture. Then the photograph is ordered from the Station Photographic Section, art work is requested from the Art and Drafting department in Ground School, and the editor starts sweating.

As soon as some of the photography is finished, it is marked for blowup and sent back to the Photographic Section. All photographs of individuals are sent around to various offices or to cadets for identification. Provided all has gone well by this time, the book is ready to be assembled.

That leaves the editor with some 150 pictures on his desk in various sizes, some five or six pieces of art work and his original idea sheet. In feverish haste, all pictures must be cropped to the size to be printed, all art marked for reduction, a "dummy" constructed, showing the exact placement and layout of each picture and word of copy used, and the finished work must be assembled after copy has been written. Then

it goes to press where time and printing conditions do not permit adequate proofreading, and the book is done.

Ten days later, it is due from the printers.

That, of course, is merely the ideal. It doesn't work that way.

To begin with, since the FLIGHT LINES authority is the lowest in the estimation of the photographic section, it comes out after all orders from the training department, the line, photos required by headquarters authority or by the Intelligence department. Which means that an assignment for a photograph may not be taken for two weeks and not finished in the lab for another week . . . causing some slight delay. And the Art and Drafting section of Ground School is not obligated to work for FLIGHT LINES, but only produces work out of kindness. Sometimes causing more slight delays. And the printer has been known to take fifteen or twenty days to print an issue instead of the expected ten.

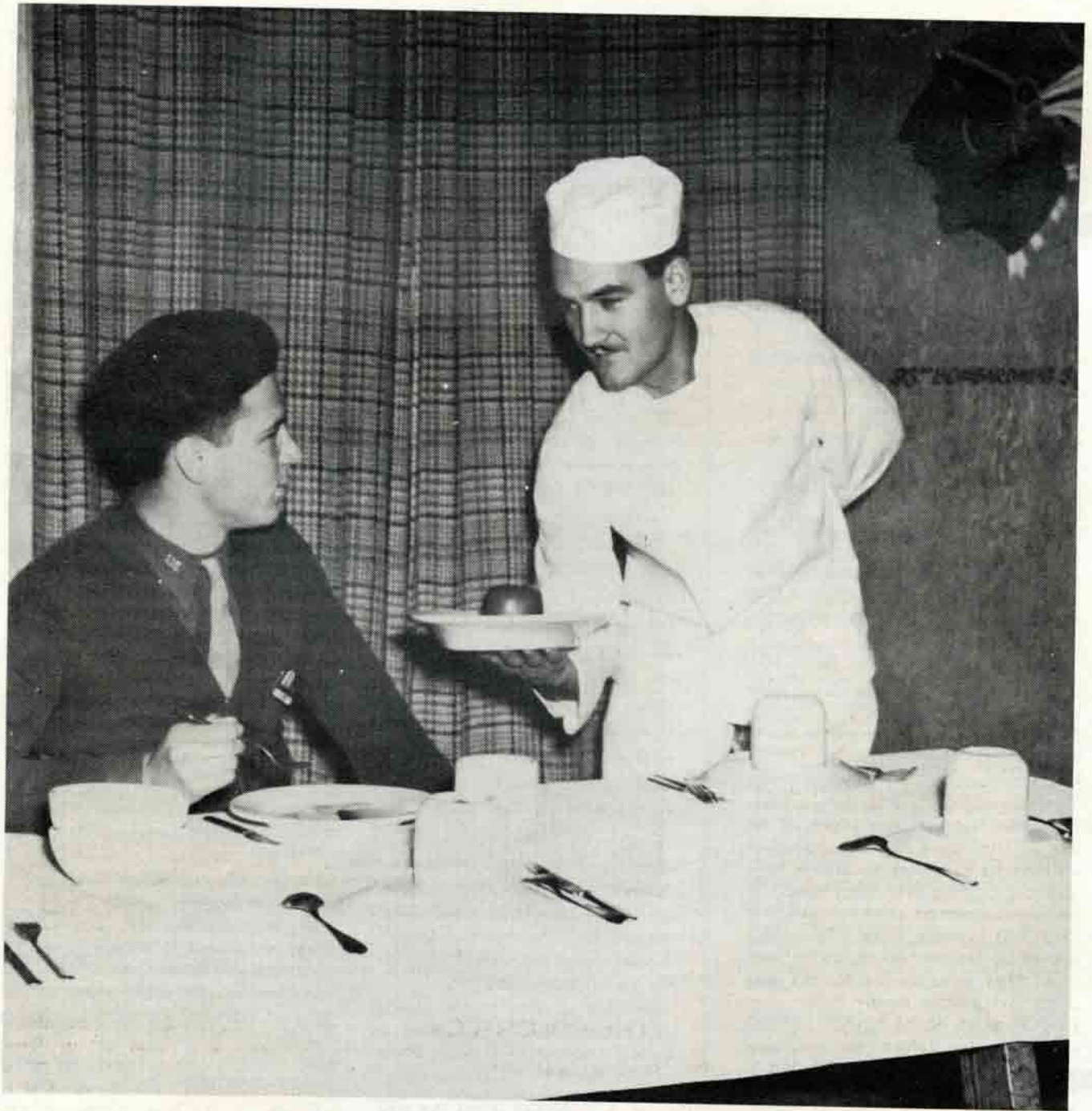
Brother, it's luck if you ever see an issue of FLIGHT LINES.

Of course that isn't all. A lot of delays are caused by what you call "circumstances beyond our control." Like the rain, the night a photographer, a cadet and the editor sat out at Potter Field hoping to get some night pictures. Or the difficulty a photographer often has in getting appointments to take pictures. Or a person's expression in an otherwise good picture. (For this issue, we took two new pictures of the chaplains. In one, Capt. Ryan was speaking and Lt. Rogers had his eyes closed. In the other, Lt. Rogers was speaking, and Capt. Ryan has his eyes closed).

All in all, however, it's a great life and we wouldn't give it up for the world.

*Ima Foulup*

Ima Foulup  
Editor and Publisher



*For Men of Good Taste...* **HOOPER'S HIDEAWAY**

Reigning supreme with its aviation cadet guests since serving its first meal a few years ago is an enviable reputation established by Hooper's Hideaway. At this restaurant men of good taste have the distinct pleasure of partaking of food prepared to satisfy the most discriminating. Hooper's Hideaway is dedicated to those who enjoy the finest cuisine.

**HOOPER'S HIDEAWAY—HOOPER, MASTER CHEF : : : : : : SIXTH AND A STREETS, MAAF, MERCED, CALIFORNIA**

## U.S. AT WAR

### THE STATION

#### The Moment Had Come

For the Aviation Cadets of Class 44-E, the moment had come. It was with a combination of relief and regret that they raced their BT's down the runway for the last takeoff, smiled to find themselves airborne and climbed into the San Joaquin Valley air for their last Basic ride.

Perhaps they felt a little superior to the plane in which they were riding. After all, they would soon be flying the big ones. But still they subconsciously realized that this was the airship which had made fliers of dodos, the ship which had taught them the elemental principles of navigation, blind flying and of a throbbing, powerful "heavy" plane.

As they maneuvered cautiously, fearful to the last that this might be the ride to grind them into the legendary washing machine, they could look back upon the training they had received in the past two months and know just how far it had brought them. They had arrived at Merced able to fly an airship. They were leaving Merced able to fly Army ships in the Army way. They knew all of the fundamentals of flying. In the future, the emphasis would be on flying a particular ship.

What would they fly? None could say. Some hoped for the powerful, high-fighting Thunderbolt. A majority

avored the sleek, famed Lightning. Most wanted combat. But the future was up to the Army. Probably they would get to fly the plane they wanted; possibly expediency would require something else. But the main facts held. They would fly, and they would fly in the most powerful airforce of the world ... the mighty AAF.

work is a model of quiet efficiency, but seldom does he step out personally from the authority of his office to create one of those little items of interest with which it has become modern policy to fill the news sheets. He wears constantly the mantle of authority so that, while not given to aloofness, he still remains an enigma to the field even



COLONEL A. J. McVEA  
*He Wanted Credit Given*

### THE COLONELCY

#### No Newsmen's Dream

Colonel A. J. McVea is not the type of man of whom newsmen dream. His

after serving here for three months.

Perhaps it is a result of his West Point training. More likely it is a quality emanating from the mind of a man who thinks first, speaks or acts second. Still in his time here he has



LT. COLONEL R. T. MARTIN

MAJOR J. A. HAYES

CAPTAIN F. P. RYAN

LT. COLONEL R. L. JONES

CAPT. L. T. BARRETT

LIEUT. PIROSH

*All deserving credit for a fine performance*



MAJOR W. E. INGRAM  
*He directs*



MAJOR D. H. LYNCH and  
MAJOR M. E. BUCKNER  
*They re-direct*

proved on at least two occasions that a fine sense of humor lies under the eagle-shouldered uniform.

Attending a Cadet dance, he noticed the gyrations of the dancers on the floor, suggested that athletic credit be given for a strenuous hour of work.

Studying the LIFE parody of FLIGHT LINES, he commented that the idea of the parody had not been carried through completely, adding with a smile that LIFE always had a page or two of cheesecake.

To the men at large, however, he is known only for his ability to get around on the field and for the understanding administration he is giving the post.

### THE ADMINISTRATION They Continue On

When Col. McVea came to Merced to relieve Colonel Harvey F. Dyer in the Commandant's post, many wondered

what changes would ensue, but those with the hashmarks sat back quietly, knowing that administration would continue on in much the same manner, at least for a period of months. No new commandant makes rapid changes, and policies continue on for their administration lies in the hands of the same administration.

Such is the way of the Army, the reason for the Army's constant stability even with a constant shift and change of personnel. For the administrators (see cut on page six) remain the same . . . Executive Officer Martin, Ass't Executive Officer Hayes, Adjutant Ryan, Operations Officer Barrett, Medic Commander Dorner and School Secretary Piroesch, along with others to be mentioned later. And if they were to leave the officer and enlisted personnel under them would still carry on in the same manner.

To them, then, goes all the credit for maintaining the operation of the post while changes are being made and new men become acclimated to their new duties. And thus the Army will always run, with those in the highest positions of authority formulating policies and those underneath them carrying their policies out, but any man able to continue in his work even if he were to be the last man of a unit.

## AIR TRAINING

### Not The Only Part

To the cadet, already over awed at the magnitude of knowledge required for Army flying, hours spent on the line soon come to assume undue importance. The knowledge of an airplane and its flying characteristics is the goal of the cadet, causing many a dodo to conceive that hours of flying are the only part that is of importance. An elaborate system of ground training is combined with flight training in the Army aviation program.

Overseer of the entire program is the Director of Training who plans and coordinates the training program in all its phases. Under his authority comes the office of the Director of Flying which re-directs the aerial portion of the program. Still lower in the chain of Army command, but the highest authority with which the cadet is likely to come into contact, is the office of Group Commander. Through this office orders are passed on to the squadrons to which the cadets belong. The officers of the squadrons maintain direct control over the cadets and instructors



CAPTAIN R. C. BENNETT and CAPTAIN W. N. MODE  
*The group is the highest*



# SAN JOAQUIN BATTLEFRONT

in the squadrons give them their actual flight training.

The duties of any of these offices require a thorough knowledge of flying and of flight instruction. Hence it is the custom at the Merced Army Air Field for an officer to pass through each of the lower offices before attaining the authority of the Director of Training. This was done by our present Director of Training, Major W. E. Ingram (see cut), who is a graduate of Kelly Field. In the office of the Director of Flying are two officers recently promoted from group commanders; Major Lynch and his assistant, Major Buckner. Captain Bennett commands Group Three and Captain Mode commands Group Four.

Another position of extreme importance to the cadet in training is that of Air Inspector, occupied at present by Major P. L. McCoy. It is his duty to see that none of the ships used by cadets in training shall ever suffer from mechanical failure. The excellence with which he and other inspectors of the AAF do their work is attested by the fact that over ninety per cent of the accidents in training are caused by pilot error and not mechanical failure.

## THE VALLEY

### Big Enough To Get Lost

General Mud had few field days during the training of Cadet Class 44-E at



MAJOR P. L. MCCOY\*  
*Ninety per cent are errors*

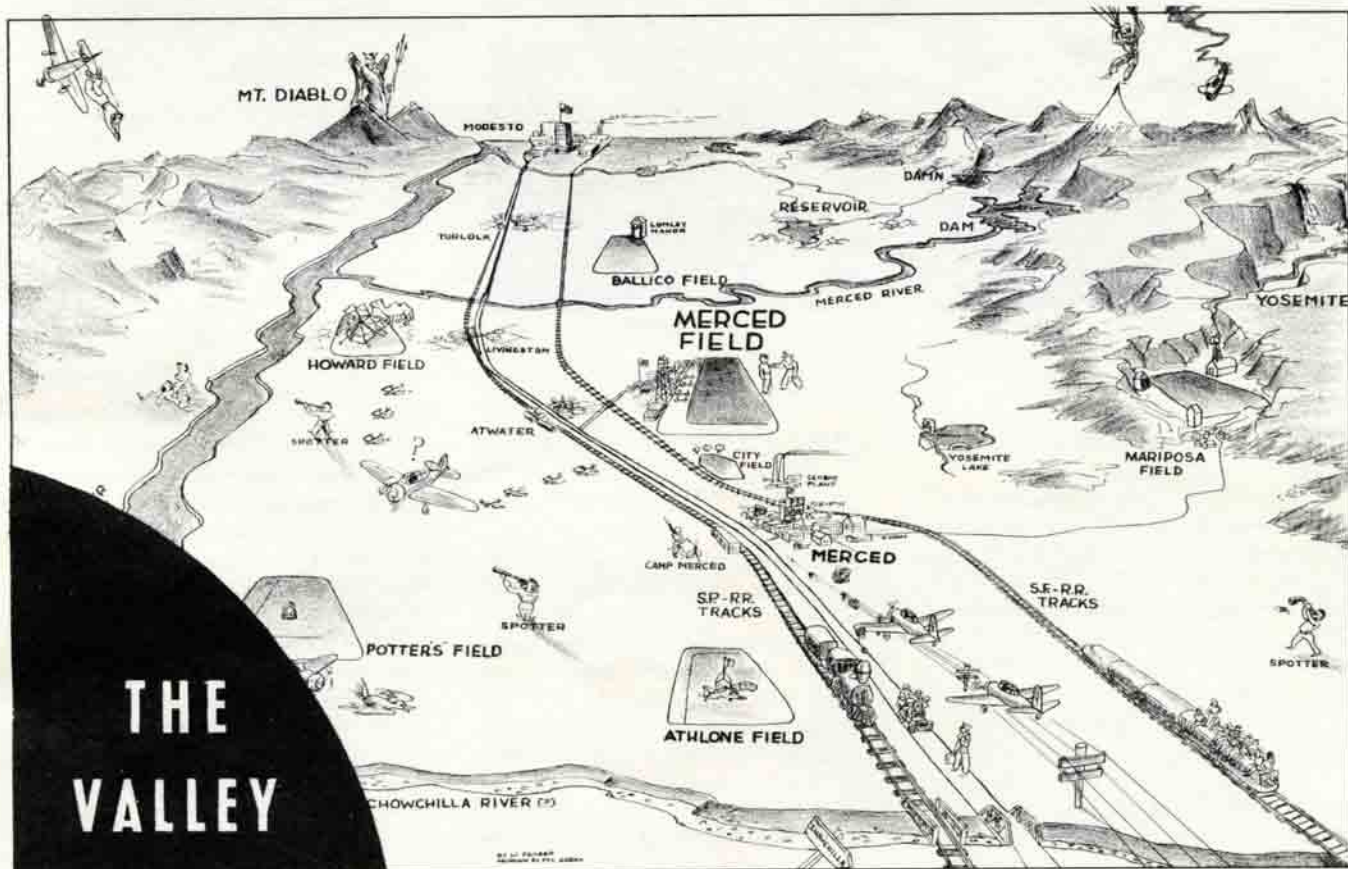
Merced. True, there were days when water flowed in what pilots normally laughingly call the Chowchilla River.

\*Inset, Capt. Parrott, Assistant Air Inspector

There were nights when flying was called off because rain or fog had crept into the San Joaquin Valley from neighboring states. But Howard Field managed, for those few who saw it, to maintain the appearance of a desert and Mariposa Field was always drained. The weather was satisfactorily clear and the battle for training at Merced proceeded under conditions better than might have been expected by residents of the Gateway town.

In the San Joaquin battlefront (see cut below) progress was excellent. The area in which the cadets strained and flew was not large, but it was large enough for some to get lost. There was a landing at Stockton (while the cadet was doing some local flying) with the inevitable question of whether the cadet had connections in that town. Some primaries and even advanced schools were honored by visits of Merced cadets. Then too, there was the cadet who reported to Minter tower even though he could not see the field; his calculations told him he was over Minter Field and he believed in his own navigation. Surprisingly, he was right.

It will be a long time before the



# TRAINING

cadets who studied at Merced will forget the smoke stacks of the cement plant, the reservoirs in the foot hills, and the iron and concrete beams which always lead them unerringly home. Those who had fought the battle of San Joaquin Valley and won had much to remember.

## TACTICAL OFFICERS, LTD.

### Genius Helped

Authorities differ in their opinions of whether it is more difficult to govern a group of newly captured lions or a group of newly arrived cadets. Some shrug off the problem by saying that a fairer comparison would be between cadets and wolves; each person who has dealt with cadets has arrived at his own answer.

The arrival of Aviation Cadet Class 44-E at Merced presented no easy problem for the tactical officers of the Cadet Detachment who would keep them under control. A long suffering tactical officer might say that this class could bring no new problems, but he

bling civilian life. Basic meant a return to barracks, GI mess, and that indefinable thing called Army discipline.

In returning the cadets quickly to Army discipline at MAAF, genius helped. It was the genius which tactical officers at Merced had developed to place themselves in the position of the cadet and know how the cadet would react to training methods. Some ground work for this change of personality had been developed by long experience; others came by experimentation. Not many classes before, Captain Burton, Commandant of Student Officers and Cadets (see cut), had come to Merced with one cadet class as a cadet in order to learn first hand the reactions when they entered this station. The lessons learned have been valuable.

The problem of instilling alertness and discipline into the minds of incoming cadets was easily solved. A few loud noises helped. Inventions such as the morning eye-openers helped, as the cadet colonel learned, and the conventional gigs, bull whips, and tours.

gods give to fools, gamblers and drunkards.

Fortunately for the future of the AAF and of America, Roger is only a symbol of the faults a cadet can have and of the mistakes a cadet can make; he is not a symbol of the actual living cadets who will be our future pilots.

But Roger does have his place in training cadets, for he is a legend playing a part in their daily lives. He may use many names. In posters he is often called Knuckle Head or the Stupid Droop. Through the vocabularies of flight instructors, he may be given other his instructors he may get many and more pointed aliases. Always he is the great bone head and fool and the cadet who makes mistakes if following in his footsteps.

Roger is far more famous than his radio contemporary Mortimer Snerd, for he plays a part in the lives of airmen, and is not just a figure created for their entertainment. He was first drawn at the Merced Army Air Field by a cadet of Aviation Cadet Class 43-A,



CAPTAIN F. BURTON, JR.  
*The noise could be deafening . . .*



ROGER WILCO  
*Or unheard.*

would know that the class would bring all the old problems ten fold.

The duty of the Cadet Aviation Cadet Detachment is to provide personal equipment, rations, quarters, and administration for cadets. Equipment could be doled out at their arrival. Rations and quarters were provided under long standing plans. Administration and discipline were the problems to be met day by day.

Arrival at a basic school means re-entering the Army for many cadets. In many of the primary schools they had lived in conditions closely resem-

## HEROES IN THE MAKING They Also Walk

Recipient of all the attentions of tactical officers and instructors at MAAF is one Roger Wilco (see front cover). Roger is not one person. He is a symbol of many persons—of all cadets in training. He is slow, ignorant, unresponsive, unpredictable, unimaginative and unkept. He never reads orders and never hears them. He sleeps in ground school, dreams in link trainer, lolls about the ready rooms, and only flies an airplane through that special grace which the

(see cut) and his portrait now rests on many ready room walls. He was most actively used by Squadron 12, which at one time had a policy of photographing the cadet who created the boner of the week with a Roger Wilco background. This policy is said to have had more effect than stars upon the behavior of that squadron.

For those who emulate the ways of Roger, many and special punishment methods have been evolved. Remembering always that a Cadet is to be, in the often distant future, an Officer and a Gentleman, punishments must be in

EVERY DAY  
 THE CADETS PRESENT

*The Cadet P. A. System*  
*Hall of Fame*

THE TOPS IN  
 ALL FIELDS

Humor, Gigs, Inspections, Tour. These  
 HALL OF FAME members were  
 picked as the best by the  
 Cadets of CLASS 44-E.



BURTON



MULLIGAN



HALE



MOORE



OLSON



DECKER



CAUDLE



FIELD

*The CADET P. A. SYSTEM, more than any other medium, brings them to the cadet barracks*

It's a well known fact that more cadets today are listening to the CADET P. A. SYSTEM than any other of its kind. For no other medium brings them the voices of the HALL OF FAME members from reveille 'til taps. Used in conjunction with the famous BELL SYSTEM this rare combination is the choice of many discriminating cadets at MAAF.

Someday when the Victory that is ultimate is ours the CADET P. A. and the BELL SYSTEM will return to civilian tasks. Until that days comes the cadets now

based at MAAF and their predecessors will long remember the tinkling of bells and the sweet voices that woke them up each morning and put them to sleep every night.

The CADET  
 P.A. SYSTEM



Don't  
let this  
happen  
to YOU

Use The

MORNING



EYE OPENER

Tested for days in our scientific laboratory in the Cadet Manufacturing Company, our Morning Eye Opener has proved an instant success in awakening even the doziest sleeper and starting him fresh for a glorious and invigorating day of work.

It has proved itself even as our other products, Manning's Little Adrenaline Pills, the Caudle Invigorator, Mulligan's Benzendrine, Decker's Pepper Uppers, Field's Pep Shots and Instructor Invigorators.

Try our products now, dream later. As the poet said, "When the date is over, there'll be time enough for sleep."



# TRAINING

a manner in keeping with their dignity . . . hence the most popular are Tours and Stars. A tour means walking at attention in full dress for one hour. A star is a gig on the line, the number given indicating the importance of the offense. Since stars may also mean a fine, payable to the squadron fund, too many stars run into cash, and the cadet may wish that he had heeded the advice given by others, particularly the Roger Wilco and Bonehead posters.

All in all, Roger has won a high place in the Army and in the Aviation Cadet training program. Symbol of much that a cadet may discover within himself, Roger is a favorite and promised to remain so as long as there are Aviation Cadets in training.

## GROUND SCHOOL

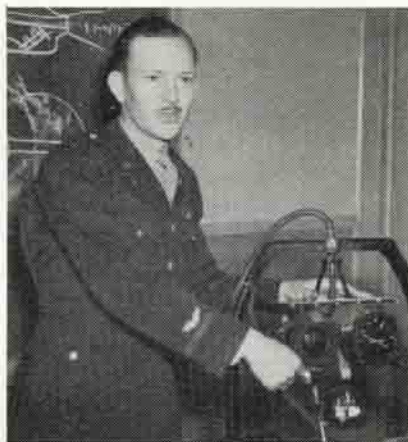
### Means More than Sleep

To the ever-weary cadet, Ground School presents a problem of values which many have been unable to answer to satisfaction and, as so many people confronted by an ethical contingency, have evaded.

The values concerned are present versus future. The greatest desire of those in a class may be sleep (present value) while the knowing aeronautical student may well realize that present sleep may mean the loss of valuable information which (future value) may sometime mean the difference between success and failure, life and death. For



MAJOR WEBER  
*A problem of ethics . . . .*



LT. J. L. BOOTH  
*Under the hood . . .*

even the least eager will maintain that none of the time spent in Ground School, if it is actually spent in learning, is wasted . . . that returning fliers deplore the hours they did not study and their supercilious attitude toward classes when they had the chance to learn. Recognition of the plane approaching, a knowledge of motors or instruments, a fundamental grounding in navigation, meteorology and code . . . these things may well mean success to a flight, or failure if they are lacking in the pilot.

Hours spent in ground school are not the favorite hours to a cadet; they may be among the most important.

Head of the Ground School at MAAF is Major Webber, under whom an efficient staff operates to provide some of the best ground training furnished in the AAFWTC. They are to be complimented for their work.

### Blind Flying

Under the hood of a Link Trainer, a new world reached the Basic cadet. In

\*GROUND SCHOOL INSTRUCTORS (First Row) Lts. C. E. Colby, B. W. Newton, F. W. Dwyer, W. Sutton and Capt. E. H. Cherrington. (Second Row) Lts. C. S. Boston, F. Gracc, S/Sgt. C. R. Heinrich, Cpl. H. W. Metcalf, and Sgt. F. A. Garrison. (Third Row) Lts. E. B. McDonald, D. W. Simonson, J. Mather and Cpl. L. P. Garth. (Fourth Row) Lt. H. E. Cole, S/Sgt. P. Scheiner, Lts. W. E. Moores, M. A. Kephart and C. S. Niewendorp.



GROUND SCHOOL INSTRUCTORS\*  
*To be complimented*

# TRAINING

a Primary flying school he has been taught to fly by the seat of his pants. In Basic, in particular with his first ride in a Link trainer, a cadet learns that his impressions of balance and angle which served him in contact flying are of no use once he no longer has sight of the ground . . . that the only way he can know the attitude of the plane and the direction of flight is to put his faith in instruments. For seat-of-the-pants flying is of little value in large ships, and of no value in an enclosed ship which is fogbound.

So in Basic a cadet is introduced to Instrument Flying. First come a series of "flights" in a Link Trainer, then a few sessions under the hood\* the cadet learns to fly a real airplane under simulated sightless conditions, and finally his course is rounded off by a few buddy rides\*\* during which the cadets check on the abilities of one another in the realm of instrument flying.

The Instrument Training School at MAAF is under the direction of Lt. Booth, assisted by Lt. Saliba. Known by

cadets as another cause for lost sleep, the school does an excellent job of grounding fledglings in the principles of instrument flying.

\*A flight made while a lightproof hood is placed over the cockpit.

\*\*A ride made with one cadet under the hood, another in the other cockpit to prevent accidents.

## THE BT

It flies by night

Queen of the lives of Mercedodoes is the BT. By day or night it is in every the BT which gives the cadet his first acquaintance with "big" airships, his first feeling of power at the surge of a "big" engine, his first impression of speed and height in flying.

During the first days after the arrival of a new class at Merced Army Air Field, the barracks are filled with talk of the gigantic size of the BT. Within the first two weeks of training a new class, some one or two can be expected to eliminate themselves giving as a reason the size of the plane . . . "It's just too much airplane."

Yet it is paradoxical that cadets leave

the BT with relief, bemoaning its slowness, its small size and its lack of power. It is not so paradoxical, however, when one realizes that this change in opinion is caused by the airplane itself—an airplane whose prime purpose is to acclimate the cadet to a large airplane and go give him a knowledge of flying



TAXIING AT NIGHT  
*Under any conditions*



THE BASIC TRAINER  
*It Has Become Small*

# TRAINING

characteristics of large and powerful airships.

Before the cadet has met the BT he has acquired a knowledge of some of the fundamentals of flying. He has learned to pilot a light aircraft through the air provided that weather and other conditions permit. By the time he has left the BT he has learned to fly heavy aircraft under any conditions, for it is the purpose of the BT to train him for other planes, not for itself.

When the departing cadet bemoans

spent in preparing them for their duties as officers. For in the AAF men who qualify to fly planes receive with their wings commissions either as flight officers or second lieutenants. It is not enough, therefore, that a cadet be taught only the principles of aircraft; he must also be taught to gain and hold the respect due an officer of the United States Army.

Part of this training comes when a cadet takes his turn as Officer of the Day, a duty which, he may lament, en-

officers for their squadrons. To be a work and responsibility they have accepted.

squadron officer is important but it pays off in experience and not in glory. Those men who have been cadet officers will profit in the future from the

## NEW ARRIVALS

### They Had to Clean Up

The latest news at the Merced Army Air Field is the arrival of a group of trainees who are preparing to enter aviation cadet training. Not yet cadets, these men will enter pre-flight training or college training as soon as they leave Merced. At present they are merely a hybrid group of army personnel who have been accepted for aviation training and are awaiting their appointments as aviation cadets.

During their stay at Merced, they will be commanded by Lt. Field of the Cadet Detachment, assisted by 1st Sgt. Caskey. On their first day here they received their first orders . . . to clean out the barracks in which they were to stay and to arrange everything according to Army style. Although these were not the orders to cadet training which they had been awaiting, they read and complied from the oldest master sergeant to the youngest buck private. Comment of Lt. Field, "They are a fine bunch. It's tough they had to be the first and get all the dirty work."



THE BUSY OD  
*Each man takes his turn*

the size of the "little" BT, he is giving it his highest praise, for it has become small only in making a big time flyer of the cadet.

## OFFICERS FOR A DAY

### Nothing But a Runner

All the training of cadets is not devoted to making them flyers; some is

tailed nothing more than being just a runner. Unfortunately, in this as well as in his attitude toward many of the phases of training, the cadet is wrong.

While acting as Officer of the Day the cadet is under constant surveillance by the tactical officers of the Cadet Detachment who are able, at this time, as at no other, to correct his bearing and military discipline and to teach him the fundamentals of being an officer.

Working with the cadet Officer of the Day are a Junior Officer of the Day and Officer of the Guard. The JOD assists the OD in his many duties. The chief function of the OG is to check all formations and in particular to keep account of those men walking tours . . . a duty not in keeping with Dale Carnegie's book.

In addition to these duties some cadets gain experience as officers in acting as officers or non-commissioned



TOURS  
*Not Dale Carnegie*



NOT YET CADETS  
*They got their orders*

**FROM TIME TO LIFE.** The Editors of Flight Lines, who admit that they are not geniuses, here drop the TIME parody for convenience sake. It will be resumed on page 34.



# CADETS & OFFICERS

In this section of FLIGHT LINES are presented pictures of as many aviation cadets and their instructors as we could manage to get before cameras. Each had more than one opportunity to have his picture taken for FLIGHT LINES; to those who are not pictured we apologize but lightly, feeling that it is not entirely our fault that they are not pictured.

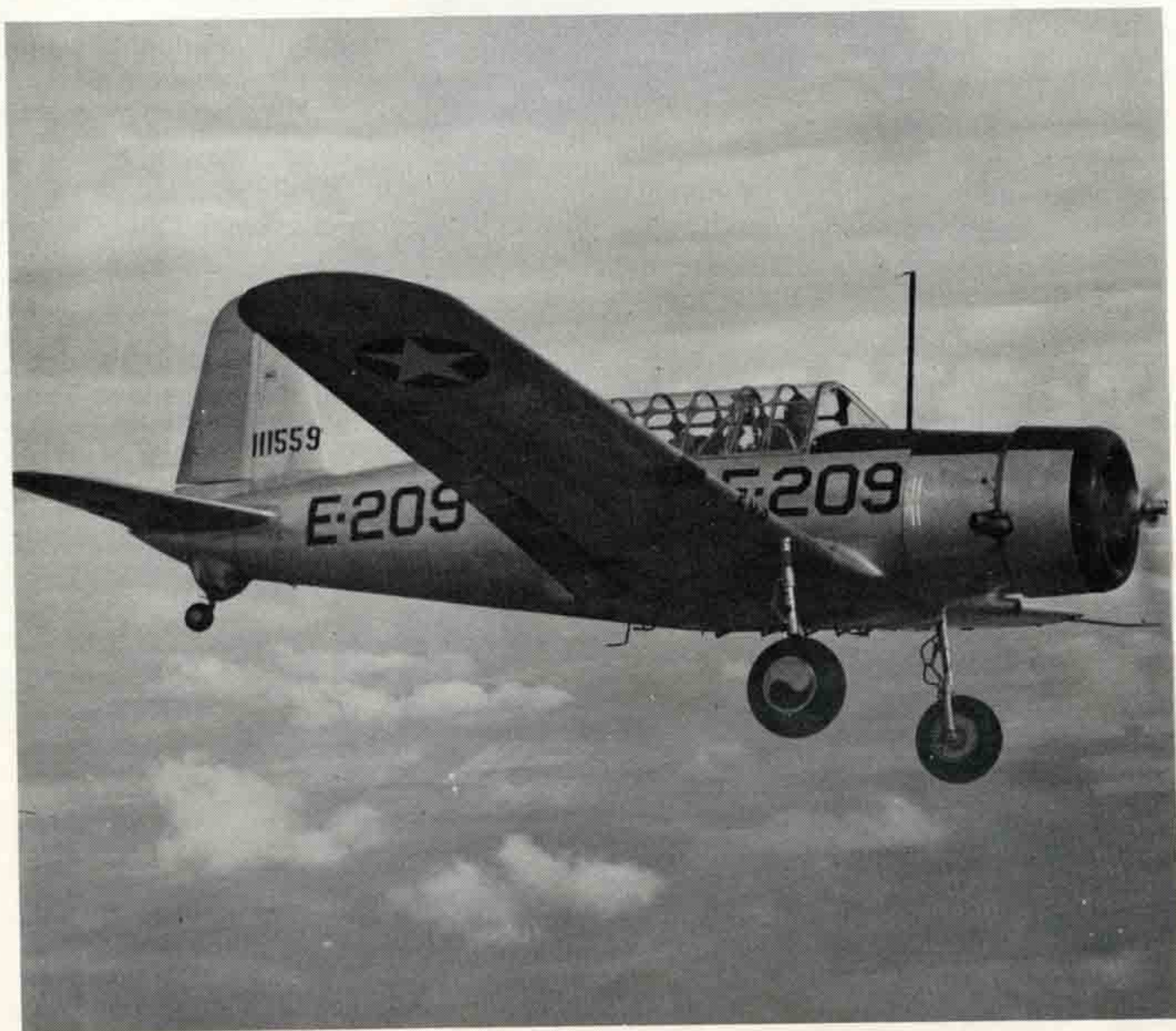
Contrary to usual FLIGHT LINES policy, we are not presenting separate

copy for each squadron. In order that there may be some semblance of squadron unity, we are presenting the pictures of the members of each squadron on facing pages . . . but no copy. There are several reasons why the copy has been omitted.

Number one, and by far foremost, is that we've had to write the copy too often ourselves. It may have been assigned to cadets three weeks in advance, but at least one squadron out of every

issue would just never get around to writing it and we no longer feel able to invent stories about cadets and officers we don't know.

Another reason is that there has been too much sameness in copy for different squadrons—needless duplication when paper and type are both rationed. There are other reasons; the editors will be glad to discuss them with anyone interested.





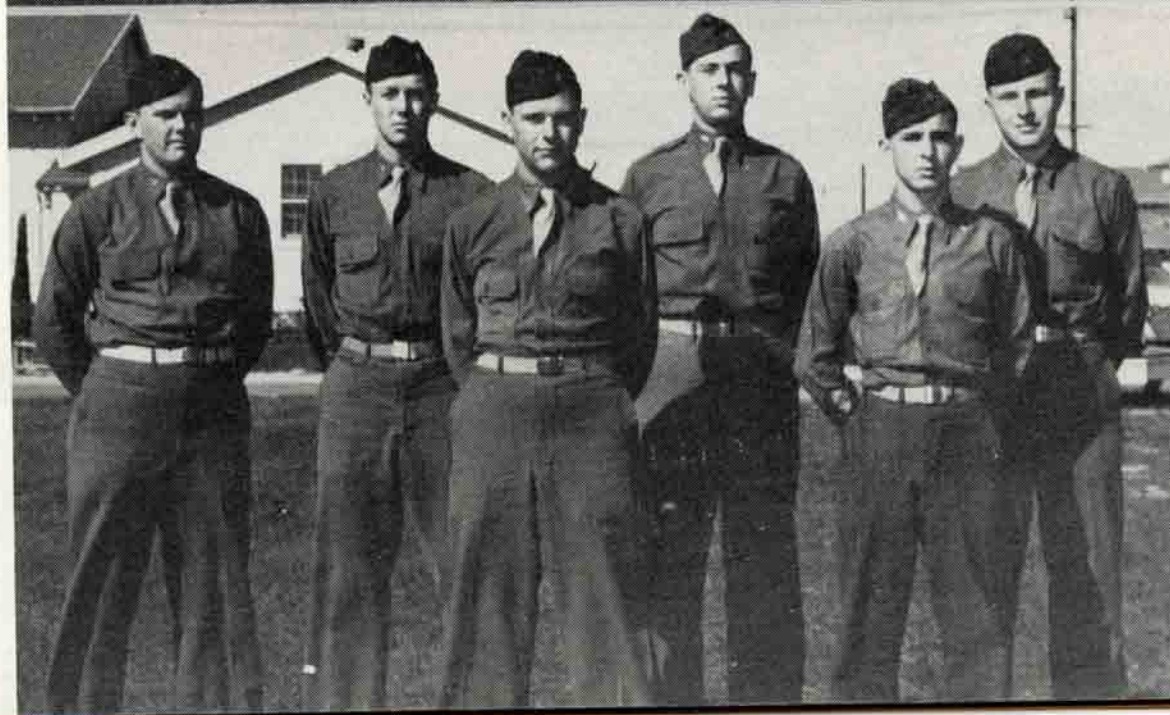
FROM MIXED SQUADRONS —  
 (Front row)—Bernard C. Clennon,  
 James J. Dunn, Frank J. Chase,  
 Donald Hopper, John D. Thomp-  
 son, Stanley Orzel. (Back row)—  
 Lyle R. Cazal, James H. Kittel,  
 Marion F. Harris, Orville Cotner,  
 Bertram R. Ryan.



FROM MIXED SQUADRONS —  
 (Front row)—Donald D. Horning,  
 Richard M. Prewitt, Robert R.  
 Rowe, Larry J. Rice. (Back row)  
 —Wayne F. Swegle, Cast A. Tal-  
 zunas, Roy E. Harris, Roderic S.  
 Montgomery, Gordon N. Johnson,  
 Elmer B. Freeman.



FROM MIXED SQUADRONS —  
 (Front row)—Robert E. Myers,  
 Burris W. Young, Mark V.  
 Hughes. (Back row)—O. A. Berg,  
 Robert M. Adams, Ernest W.  
 Haygeman.





Lt. J. A. Davis  
*RE. DUNLAP*



Lt. G. W. Otto



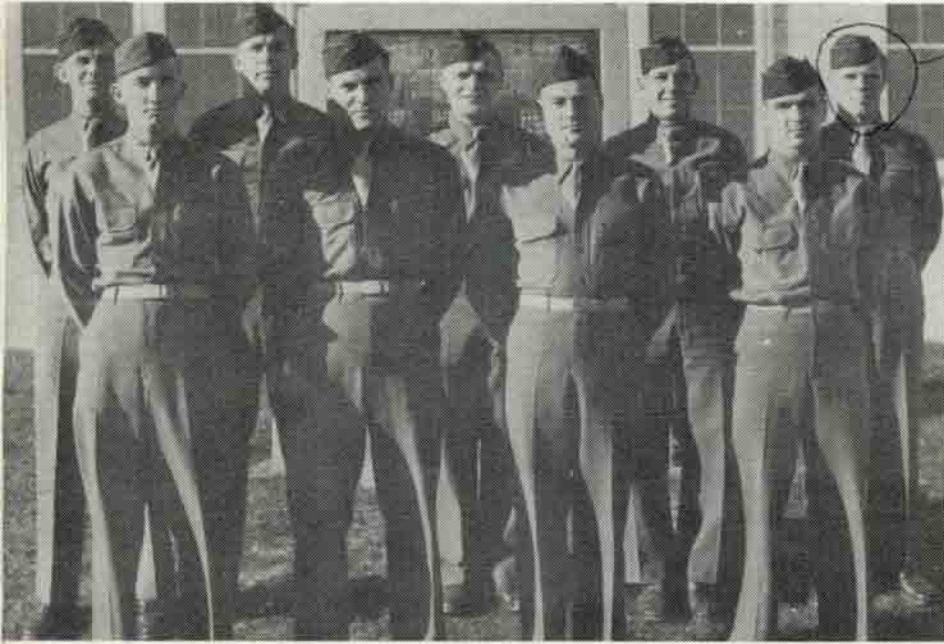
Lt. E. J. Davis, Jr.



Lt. W. D. Brown



Lt. W. H. Yerplanch, Jr.



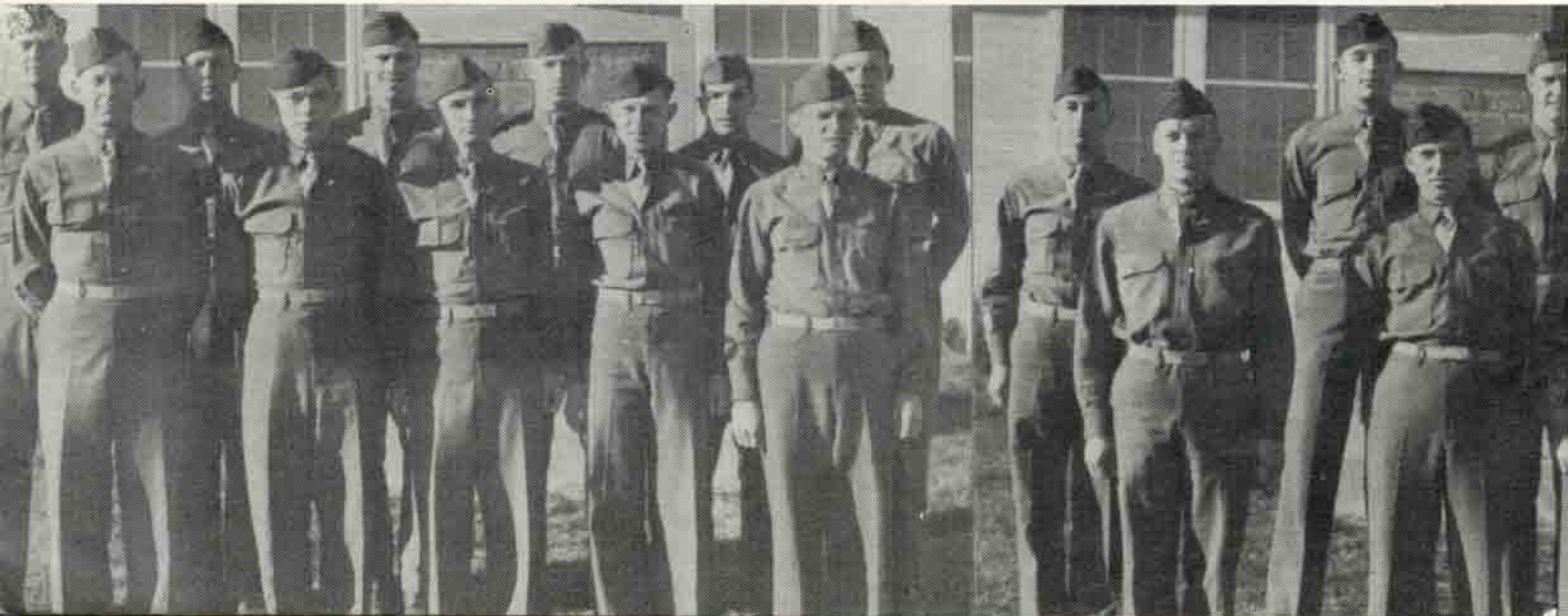
*killed in accident  
soon after we got here.*

# SQUAD ELEVEN

SQUADRON ELEVEN CADETS (Rear row)—James A. Mulvey, Robert G. Miller, Thoren W. Fravel, Herbert C. Armor, Egbert Studd. (Front row)—Terrance J. McElroy, Wilbur M. May, Charles E. May, Robert W. Jenkins.

SQUADRON ELEVEN CADETS (Rear row)—Roy A. Nelson, Dolpha N. Hull, Reese P. Evans, Jr., Westley H. Hamilton, Charles H. Ware, Jr., Frederick W. Barlay. (Front row)—John T. Nielson, Leland Cambell, Jr., Bateman G. Hutchinson, Robert N. LaVigne, Richard D. Courtney.

SQUADRON ELEVEN CADETS (Rear row)—James F. McKeever, William W. Wick, Truman L. Turner, Herbert L. Harrison, Charles W.





Lt. R. E. Dunlap  
J. R. DAVIS



Lt. J. W. Greenleaf  
J. W. GREENLEAF  
(my instructor)



Lt. Knutilla

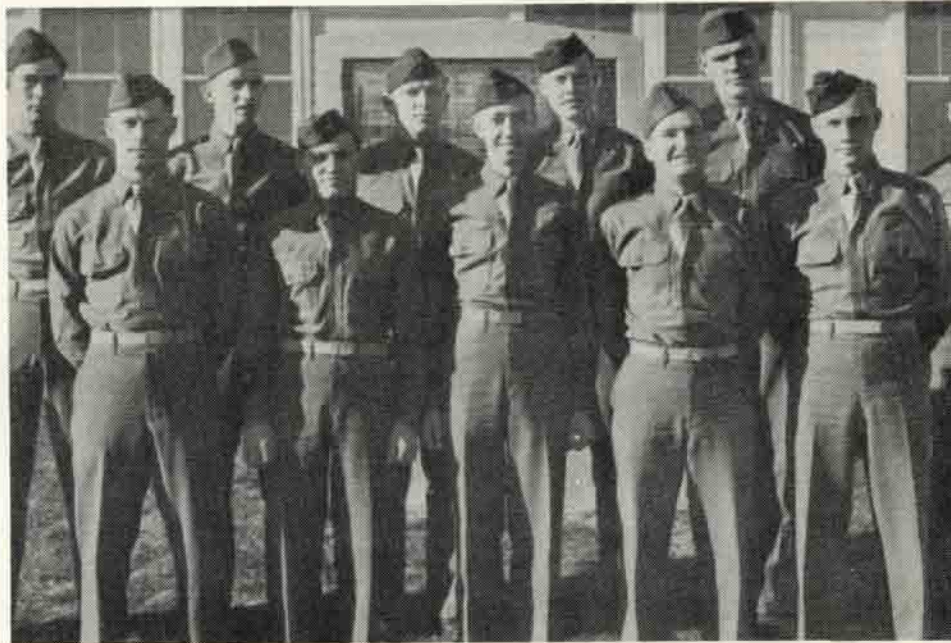


Lt. J. W. Greenleaf  
J. B. SHREFFLER



Lt. R. B. Martin

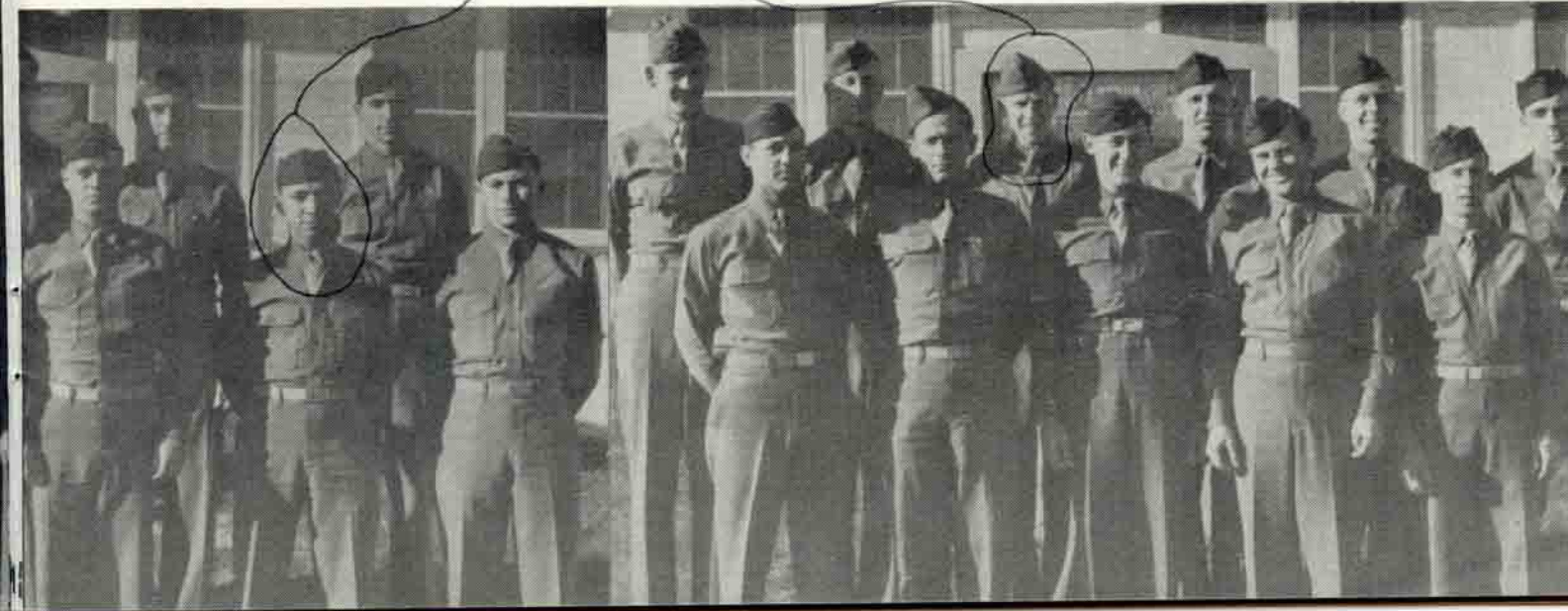
# DRON VEN

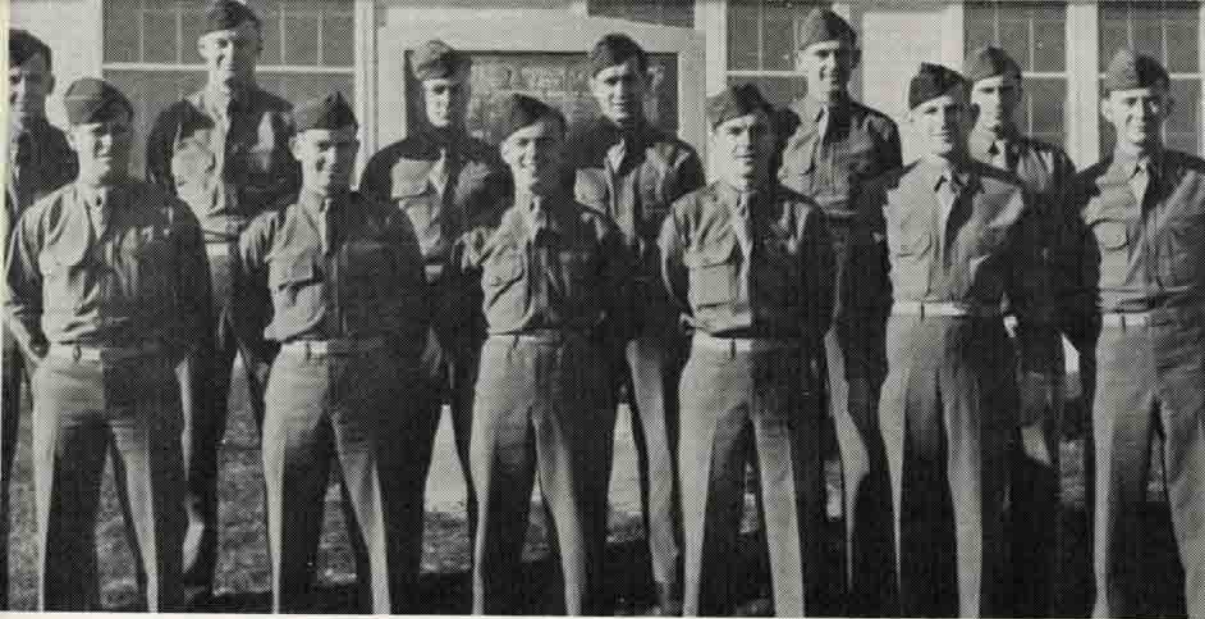


SQUADRON ELEVEN CADETS (Rear row)—Luther Rowe, Ernest R. Von Lossow, Russell E. Nelson, Frank S. Payne, Charles E. Lae, Orlo G. Vedder. (Front row)—Herbert A. Rosenthal, Clark L. Burleson, Irving D. Muir, Don C. Murphy, Thomas D. Turner.

Malley. (Front row)—Ray H. Bjarnson, Howard L. Thomas, Melvin L. Gamble, Frederick W. Mitchell, Jr., Frederick D. Freeman, Jr.

SQUADRON ELEVEN CADETS (Rear row)—Walter C. Williams, Walter E. Plockelman, James R. Scally, Allen B. Meenk, Raymond F. Swan, Russell K. Wallace. (Front row)—Wilbur E. Figuerira, Willis I. Russell, Edmund Barmasse, Joe C. Martin, Jr., Thomas I. Syfert.





SQUADRON TWELVE CADETS (Rear row)—George R. McGeorge, Robert H. Asplund, Charles E. Cline, Jr., Mario H. Barsotti, Robert A. Abbott, Philip H. Arnot, Jr. (Front row)—Francis H. Belmont, Charles A. Hudgins, Robert N. Cash, Wilbur W. Cobb, Ralph H. Wiseman, Lynn E. Pavitt.

# SQUADRON TWELVE



Lt. T. E. Horne



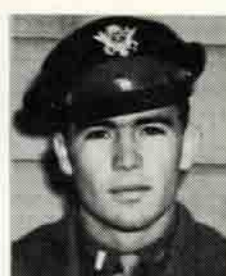
Lt. C. F. Ray



Lt. D. K. Nauman



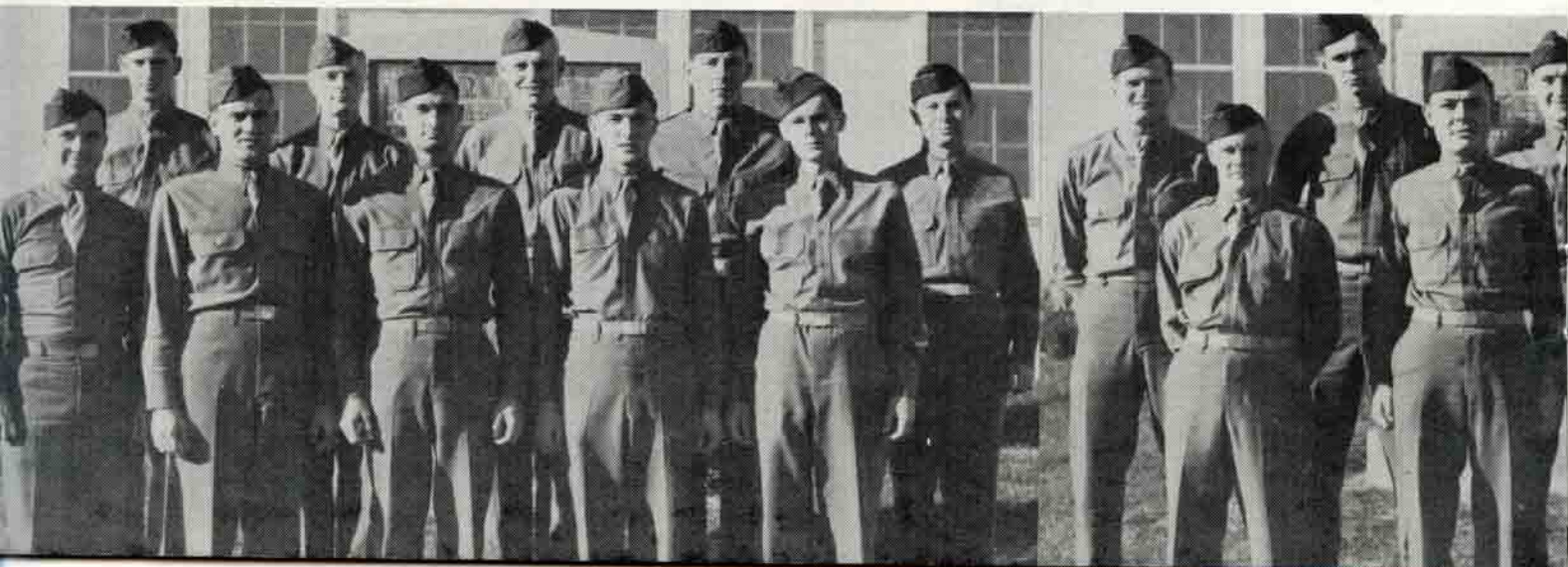
Lt. W. J. Russell



Lt. S. D. Seely

SQUADRON TWELVE CADETS (Rear row)—Robert S. Abbott, William H. Brooks, Donald F. Martinson, George J. Hekkers, Stuart C. Gordon. (Front row)—Earle B. Stanton, Harold F. Schlicksup, Wallace L. Cobb, Orville H. Cotner, Robert C. Miller.

SQUADRON TWELVE CADETS (Rear row)—Wilburn A. Allbright, Glenn E. Chandler, James F. Culbertson, Jim E. Evans, Richard





Lt. A. M. Blackwell,  
Squadron Commander



SQUADRON TWELVE CADETS (Rear row)—Donald W. Bullock, George N. Chaffin, James E. Brooksby, John Cooper, Jack A. Challacomb, Guy R. Bristol. (Front row)—George A. Collier, Clifford D. Brelsford, Jerry M. Krott, Robert E. Busch, Gerald E. Bishop.



Lt. G. R. Morrow

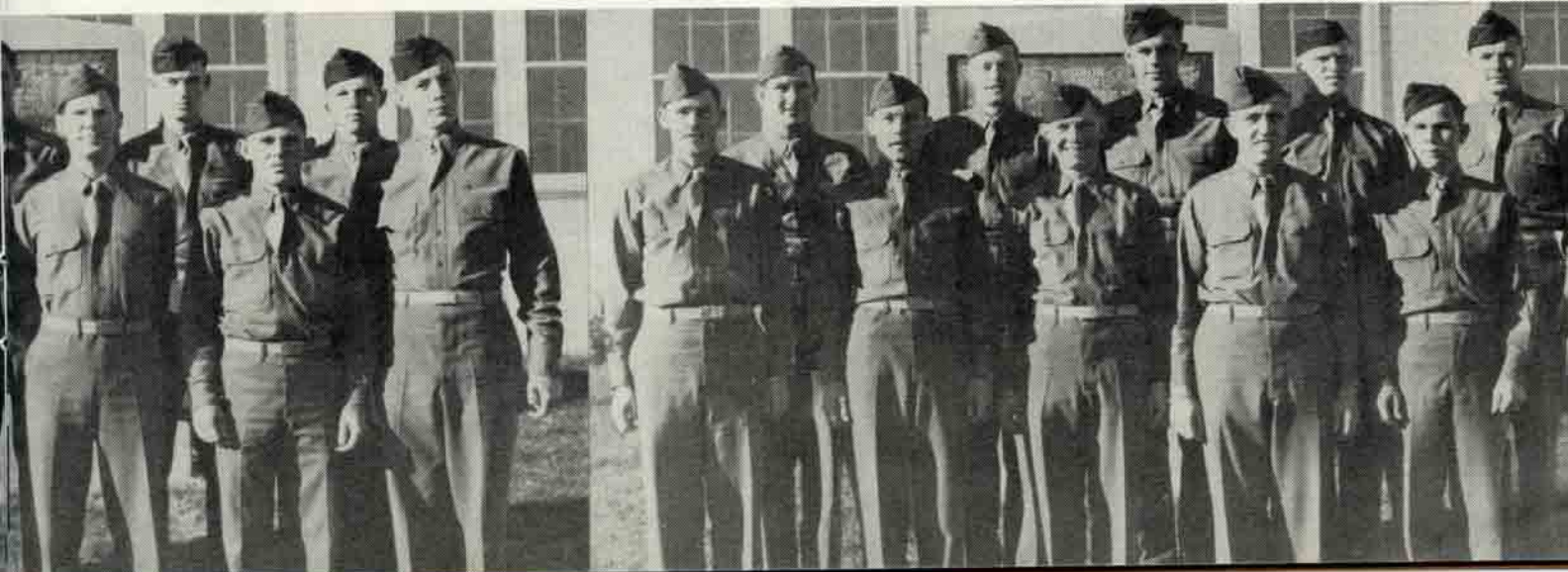
Lt. J. O. Campbell

Lt. S. M. Truax

Lt. J. J. Nuebling

M. Ervin. (Front row)—Robert M. Ellingson, William D. Krauss, Paul A. Lawis, Robert L. Carroll, Leonard W. Ely.

SQUADRON TWELVE CADETS (Rear row)—John L. French, Gene H. Wise, Raymond A. Juengermann, Irving R. Brown, Harlan R. Edson. (Front row)—Calvin C. Erickson, John F. Dittmar, Robert W. Johnson, Charles H. Enfield, Melvin A. Durst.





Lt. H. G. Buttles



Lt. F. W. Campbell



Lt. J. P. Trowbridge



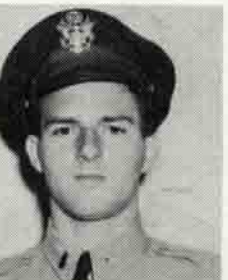
Lt. L. R. Henderson



Lt. D. C. Bell

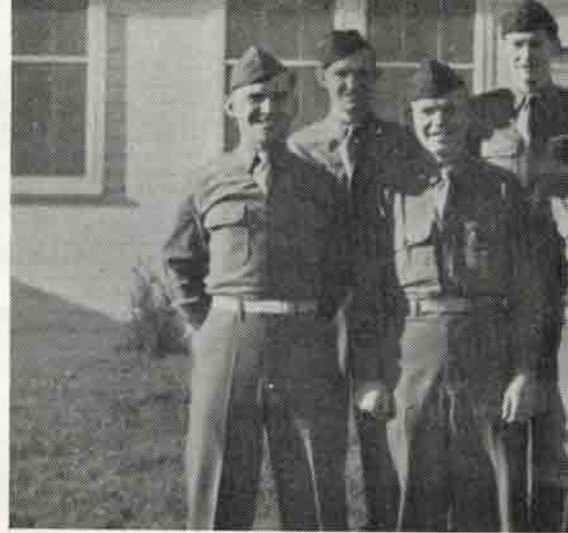


Lt. J. W. Bowman

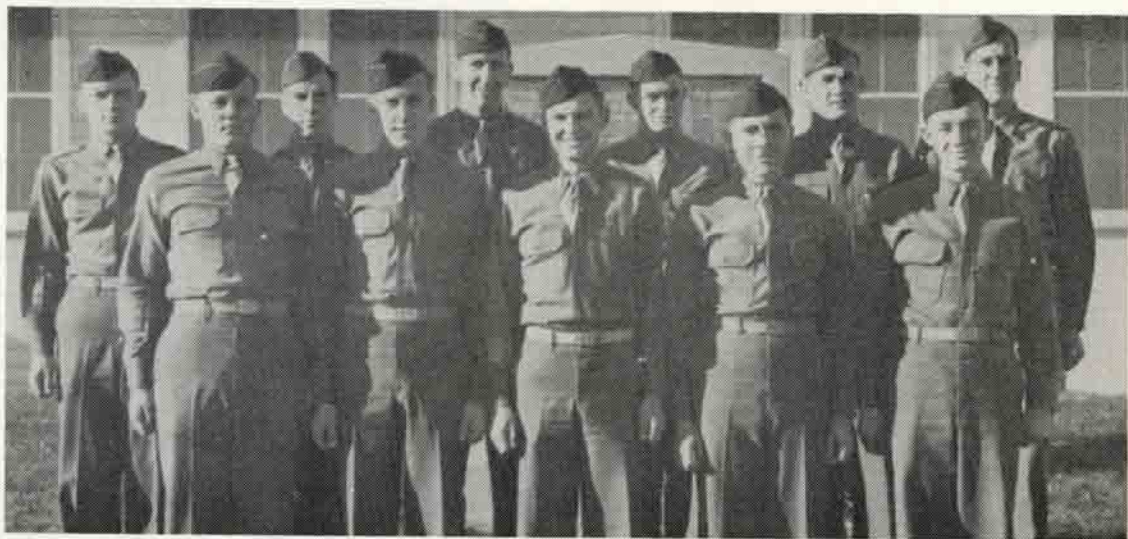


Lt. G. R. Stehl

# SQUADRON



SQUADRON THIRTEEN CADETS (Rear row)  
— Mac W. Hutto, Lester T. Kearney,  
William W. Jones, Van G. Drury, Ray-



SQUADRON THIRTEEN CADETS (Rear row)—Donald T. Freeman, Earl E. Feike, Harry H. Hess, Jr., Duane M. Norman, Harold J. Konrad, Robert W. Eichorn. (Front row)—Frederick J. Poole, Robert H. Rogers, John H. Rutherford, John C. Uicholson.

SQUADRON THIRTEEN CADETS (Rear row)—James C. Critchfield, Joseph D. Cooper, Robert A. Davis, Talton R. Craig, Donald E. Matlock, Kenyon O. Devaney. (Front row)—John J. Fait, George D. Hitchcock, Leland W. Hall, Donald J. Corwin, Charles W. Cresswell.

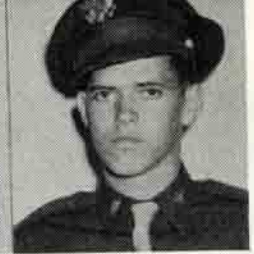




mond M. Doda. (Front row)—John W. Joy, Patrick D. Keach, Kenneth R. Humm, Homer H. Howell, Joseph B. Elizondo.



Captain C. F. Overton,  
Squadron Commander



Lt. W. H. Short

# THIRTEEN



Lt. C. D. Christian



SQUADRON THIRTEEN CADETS (Rear row)—Fred W. Easton, Henry W. Dorrough, Milton J. Eisenhart, Edward L. Patterson, Richard L. Diaz. (Front row)—Robert J. Owen, Orville H. Smith, Mitchell Doxet, Charles Scarpaci, Marvin W. Russell, Jr.

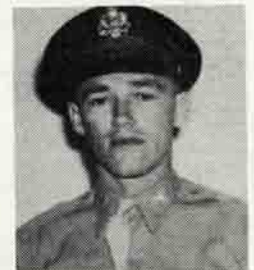


Lt. R. K. Banks



Lt. E. H. Tott

SQUADRON THIRTEEN CADETS (Rear row)—Daniel Marcos, Herbert E. Cundiff, William L. Labhart, Maurice C. Laird, Norman Kochberg, Melvin Gromfin. (Front row)—Delbert C. Dart, John A. Flower, Robert F. Froom, Roy M. Hamilton, James A. Gregorson.



Lt. C. D. Scribner



Lt. J. W. Phelps

**IN ME**

**A/S EGBERT R. STUDD**  
Kinderhook, New York

**A/C JAMES C. BLACK**  
Ben Franklin, Texas

**A/C WILLIAM O. SCHAEFFER**  
Detroit, Michigan





**MEMORIAM**

A black and white striped flag is shown waving in the wind on the left side of the page. The background is a bright blue sky filled with large, fluffy white clouds. The overall mood is solemn and respectful.

**LT. DOLPHUS A. DEROSIERS**  
Lakeport, New Hampshire

**LT. ROBERT C. FLINT**  
Billings, Montana

# SQUAD FOUR



SQUADRON FOURTEEN CADETS (Rear row)—Loy D. Fry, Jr., John D. Thompson, Robert H. Kinner, Richard C. Kendzierski, William R. McKinley. (Front row)—Jack L. Mueller, Hardy L. Miller, Arthur E. Goodwin, William Y. Showler, Elmer B. Freeman.

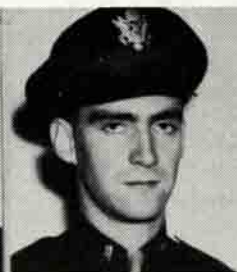


SQUADRON FOURTEEN CADETS—(Rear row)—Harry Humm, Alfred C. Grim, Leo F. Leser, Henry L. Fulton, Boyd E. Lewis, Kenneth D. Woods. (Front row)—Norman B. Freeze, Curtis H. Scroggins, Hiram L. Smith, Donald B. Fletcher, Harvey D. Findley.

Lt. L. D. Nicely

Lt. A. H. Harbaugh

Lt. J. F. Spaulding



Lt. L. R. Modula

Lt. J. T. Hauser

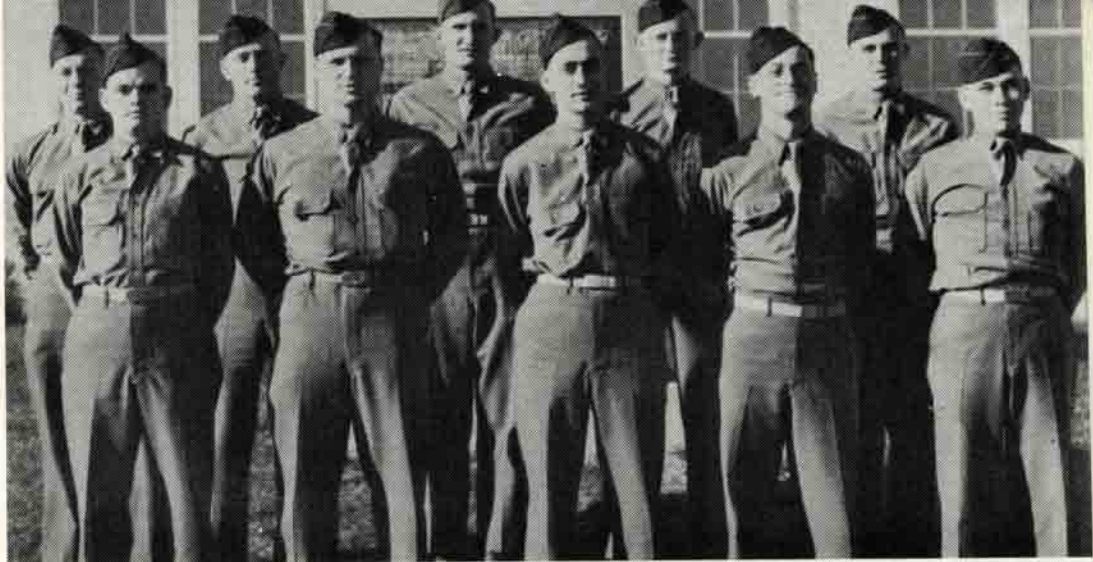
Lt. Connell



SQUADRON FOURTEEN CADETS (Rear row)  
—Clyde W. Tucker, James D. Fletcher, Ray  
K. Fairbanks, Harry S. Gallarda, Rodger W.



# DRON TEEN



SQUADRON FOURTEEN CADETS (Rear row)—Robert T. Spurgin, Charles D. Stroman, Melvin E. Gardner, Lawrence W. Lambert, Leroy B. Prueth. (Front row)—Wayne I. Suffer, Ben R. Sout, Jr., William M. Myers, James H. Gilstrap, Theron A. Smith, Jr.



SQUADRON FOURTEEN CADETS (Rear row)—Melvin R. Kitchen, Max L. Lemon, Hugh D. Robinson, Wallace L. Ohrt, Lowell V. Leckenby. (Front row)—Vernon E. Lee, Earl L. Kime, Harry L. Kingsbury, Howard P. Konbruck, Carl L. Washburn, Jr.

Penninger, Charles W. Gartrell. (Front row)  
—Rollin M. Trumbull, James R. Wilson, Oscar E. Olson, Jr., Carl J. Lesh, Dennis F. Lang.



Lt. P. R. Smith

Lt. R. J. Saliba

Lt. W. C. Stevenson



Lt. S. R. Anderson

Lt. W. P. Grimmer

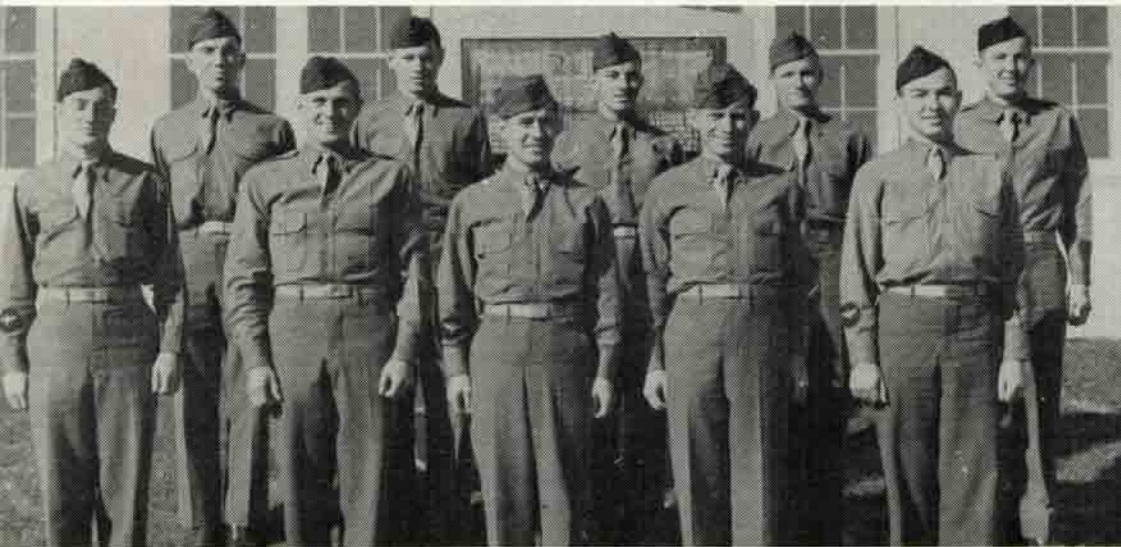
Lt. R. J. O'Keefe



# SQUAD FIFTEEN



SQUADRON FIFTEEN CADETS (Rear row)—Donald J. Mendes, Robert W. Grunski, Gale E. Rogge, Jack G. Henderson, Donald R. Walter. (Front row)—Gale L. McManus, Paul L. Webster, William E. Spragins, Jr., Samuel R. Smith, Lyle E. Stegink.



SQUADRON FIFTEEN CADETS (Rear row)—Seymour Silver, Richard E. Millage, Francis C. Weis, Herschel D. Terrell, Jr., Donald J. Sutton. (Front row)—Lyman L. Sheffield, Jr., Walter Smittle, Jr., Herbert W. Smith, Jr., Norman K. Tronerud, Billy J. Wood.



SQUADRON FIFTEEN CADETS (Rear row)—Max E. Mann, George M. Nabhan, John W. Spellman, George D. Rothber-



Lt. R. H. Olmstead



Lt. J. T. Lumley



Lt. H. J. Sowle

Lt. H. F. Hinz

Lt. W. H. Smith, Jr.

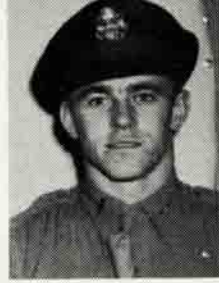
Lt. J. D. King



# ADRON EEN



Lt. T. C. Bryant



Lt. J. A. Strong



Lt. A. Perasonek



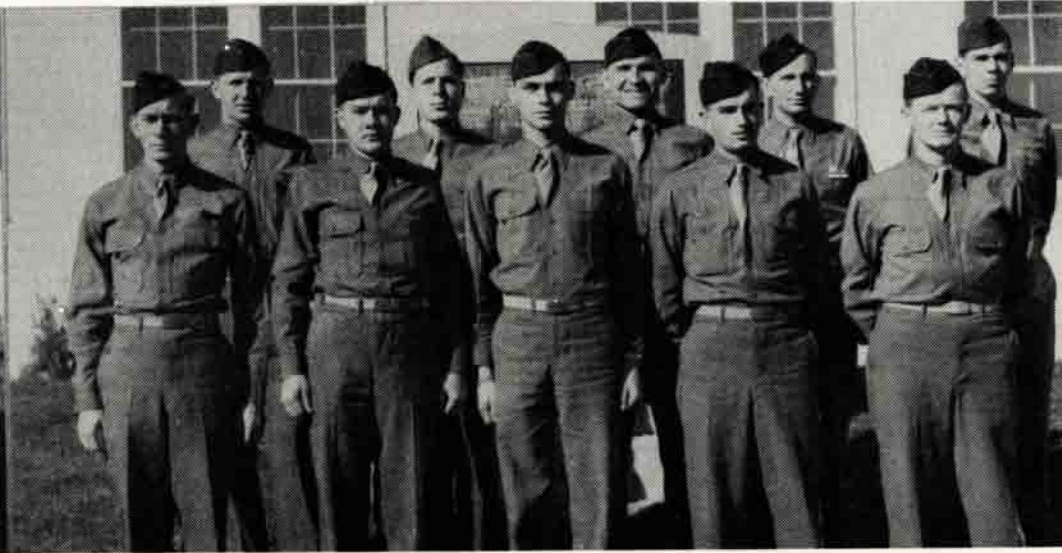
Lt. H. N. Greer



Lt. E. H. Wilson



Lt. R. D. Scott

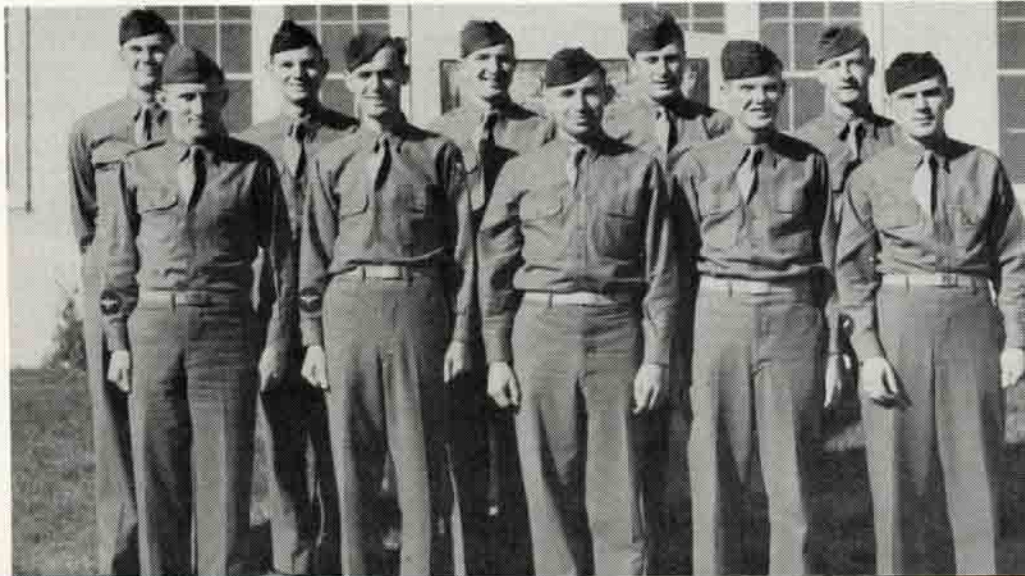


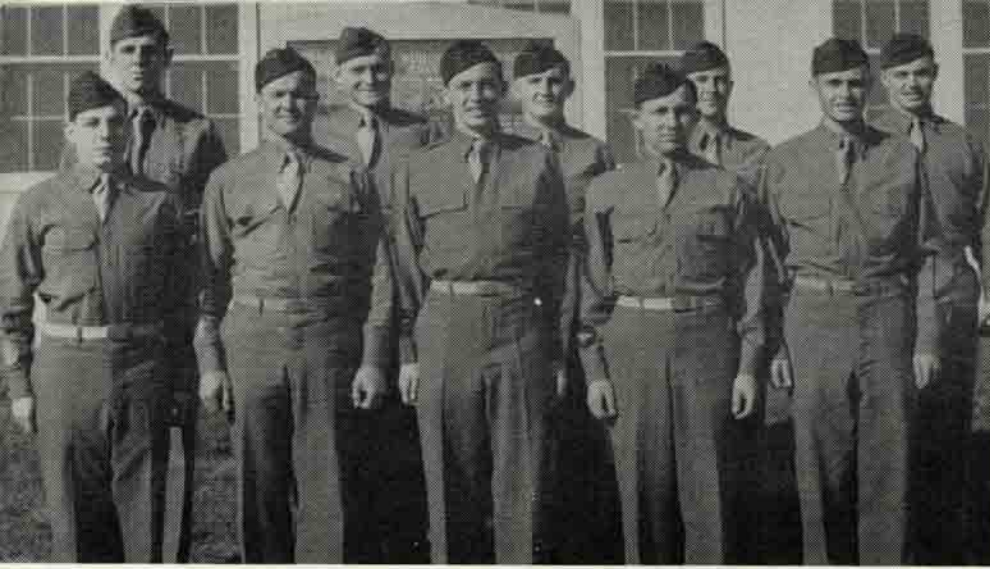
ger, Robert E. Mulhern. (Front row)—  
Raymond A. Mariconz, James A. Thomas,  
Edmund L. Stewart, Jr., Harry Steer.

SQUADRON FIFTEEN CADETS (Rear row)—Andrew F. Lueck, Hendrik J. Mouw, William O.  
Schaefer, Alfred E. Newcomb, William J. Whaughnessy. (Front row)—Arle E. Saunders, Jr., Carroll  
E. Tiller, Wayne W. Perkins, Richard M. Patch, Henferd J. Moen.

SQUADRON FIFTEEN CADETS (Rear row)—Dale G. Pusard, Don K. Sutfon, Jack P. Lewis, Gardner  
C. Norcross, Jr., Jerome P. Pfullman. (Front row)—Robert L. Phair, Germiah F. O'Neil, Jr.,  
James P. Wallace, Roy W. Owen, Jr., Mitchell Remick.

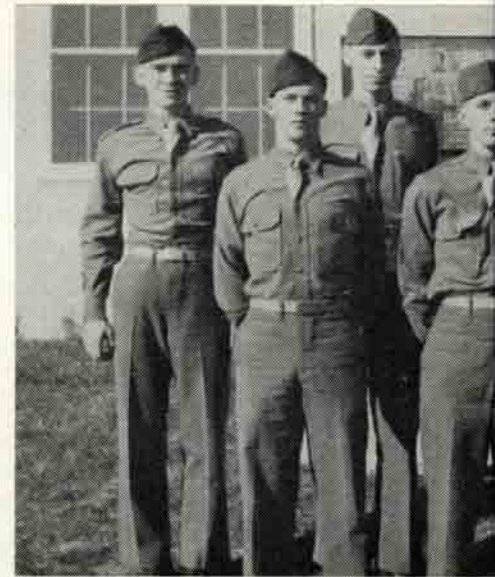
Lt. E. D. Pember,  
Squadron Commander





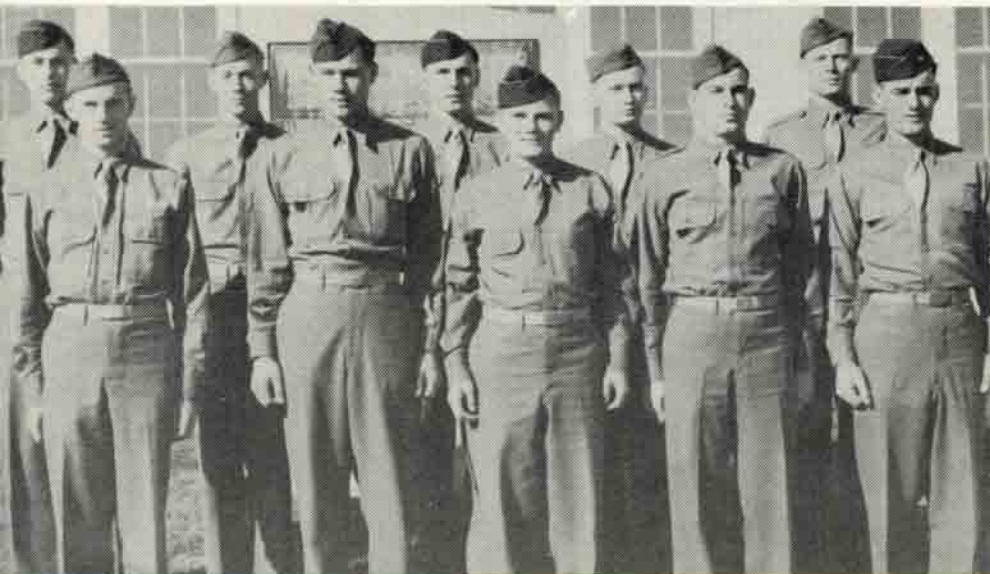
SQUADRON SIXTEEN CARETS (Rear row)—Claude E. Menkee, Sidney B. Podell, Leonard B. Warren, Merl E. Railsback, Kenneth A. Wait. (Front row)—Paul G. White, Vernon L. Merriman, E. C. Hodgins, Frank S. Pierson, M. R. Stowell.

# SQUAD SIXTEEN



(Rear row)—Edward M. Morehouse, Richard F. Priest, George R. Longsdorf, Joseph A. Nowak, Horace S. Palmer. (Front row)

SQUADRON SIXTEEN CADETS (Rear row)—Dennis P. Marneef, Bruce W. Verduin, W. E. Shotwell, Vincent G. Schulte, Oliver J. Steidemann. (Front row)—Byrne Knoblauch, Frank W. McQuarrie, Ralph E. Siple, J. B. Smalley, Ross O. Russell.



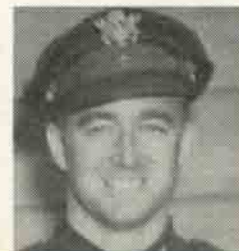
Lt. D. Iversen

Lt. Moore

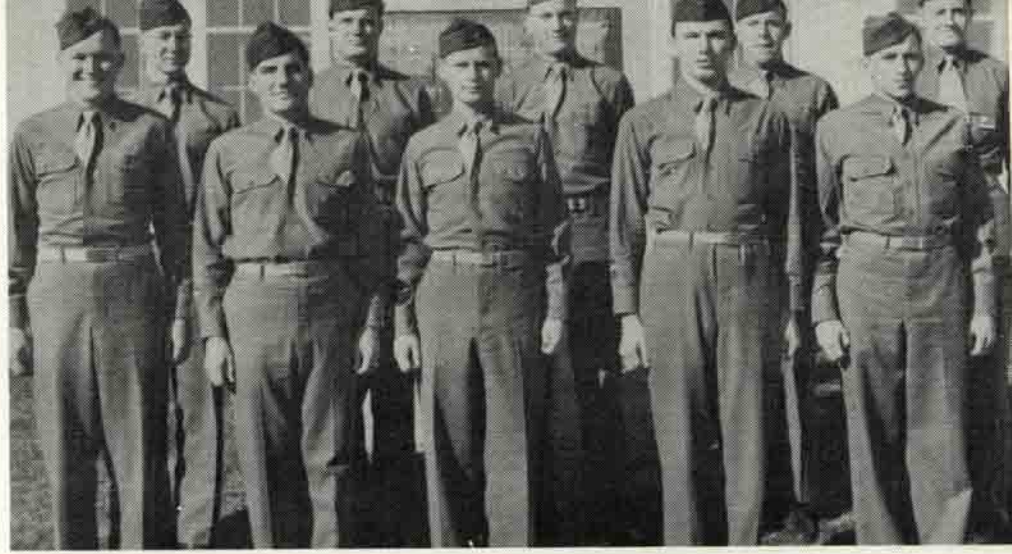


Lt. W. E. Christiansen

Lt. W. R. Plettner



# DRON EEN



SQUADRON SIXTEEN CADETS (Rear row)—Richard H. Smith, Jr., Arthur C. Watson, Arthur Rotter, John J. Sheehan, Robert C. Thoke. (Front row)—John T. Youngblood, Marcus Haberle, James A. Sproul, Jr., Francis R. Taub, Theodore R. Rohla.



Lt. B. Cole,  
Squadron Commander

SQUADRON SIXTEEN CADETS (Rear Row)—Doyand N. Nelson, George A. Wood, William B. Luther, Robert Nor-

SQUADRON SIXTEEN CADETS (Rear row)—Clinton E. Ward, Carl W. Milzer, George W. Steinmetz, Maynard Traeder, Jack H. Mower. (Front row)—Melvin H. Sorenson, Edward Schneider, Wilbert S. Newcomer, Ronald F. Pearson, Harold E. Orr.

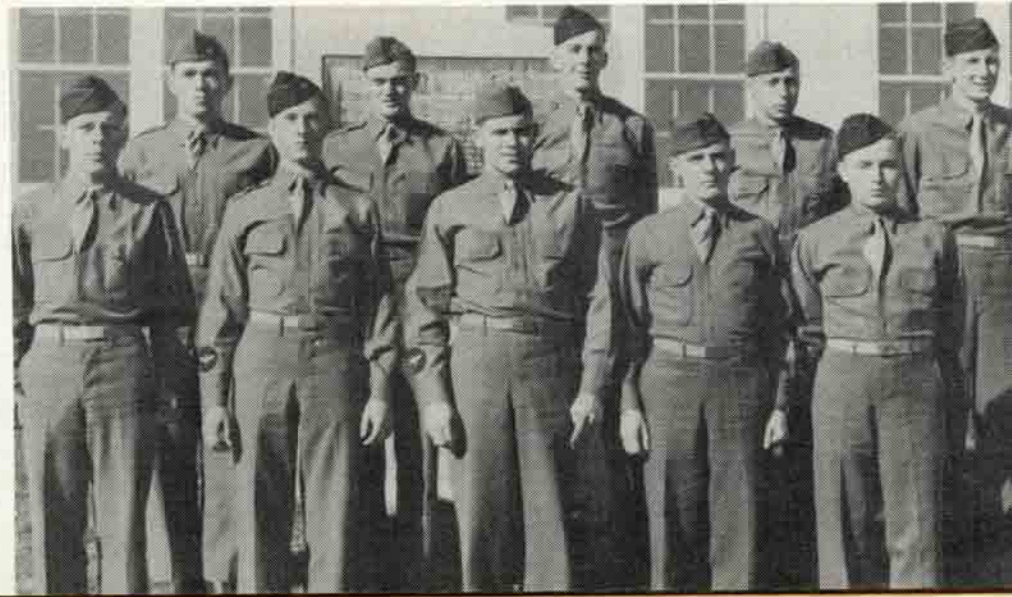
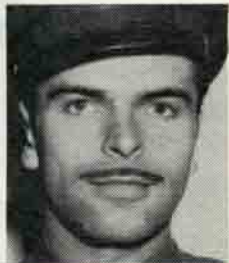
Lt. G. B. Trotman

Lt. G. H. Kinne



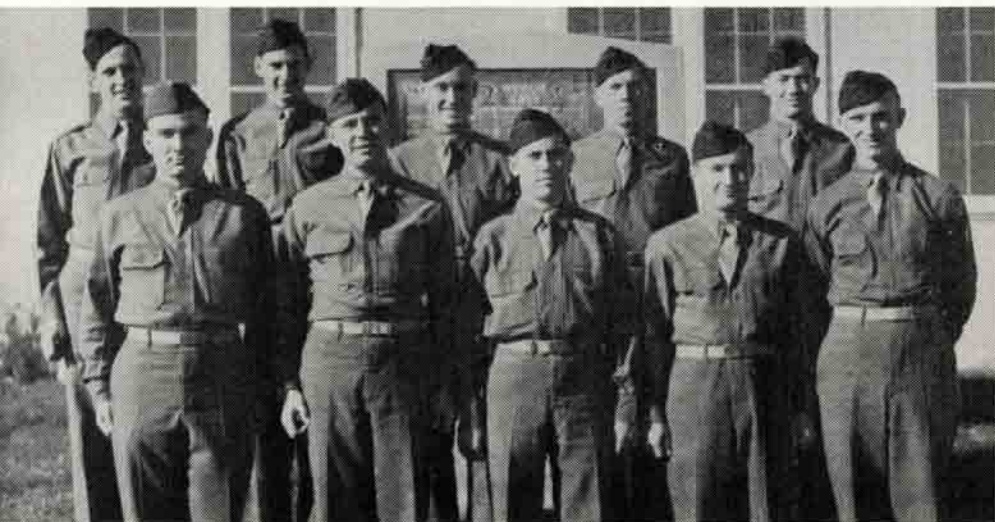
Lt. J. J. Sevilla

Lt. T. R. Rouse





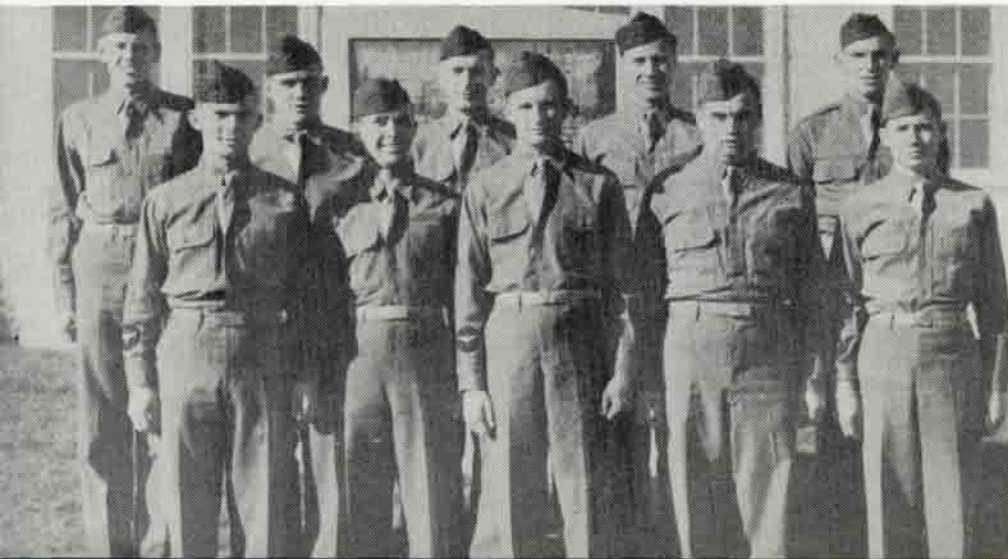
SQUADRON SEVENTEEN CADETS (Rear row)—Jerry J. McCauley, Donald R. Rank, Robert S. White, Earle B. Nelson, Leonard R. Tebbs. (Front row)—Oscar L. Reaves, Jr., Fred E. Waibell, Blair C. Woodside, Jr., Milo C. Masek, William J. Sorgel.



SQUADRON SEVENTEEN CADETS (Rear row)—Harold R. Samuell, William E. Stockman, Alfred B. Wiedeman, Maynard H. Smith, John M. Woodward. (Front row)—Lloyd G. Sciaroni, Carl E. Thorkelson, James L. Schell, Cecil H. Williams, William J. Nesbitt.

SQUADRON SEVENTEEN CADETS (Rear row)—George G. Bergeront, Jr., Isaac W. Mann, Jr., William L. Muncaster, Warren H. Hiney, James W. Snyder. (Front row)—Rudolph E. Hogue, Franklin R. Stevenson, John G. Martin, Robert G. Strawn, Earle J. Weatherston.

SQUADRON SEVENTEEN CADETS (Rear row)—Charles A. Taylor, Stanley V. Porter, Harvert C. Metcalf, Vernon L.







Captain G. S. Buchanan,



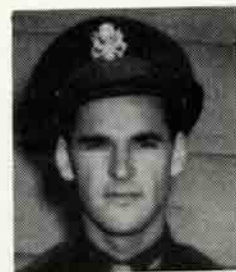
Lt. L. W. Brink



Lt. J. A. Didero



Lt. F. L. Julian



Lt. R. W. Sprague



Lt. T. P. Vick



Lt. K. B. Kirkwood



Lt. O. D. Glenny



Lt. J. A. Barbaria



Lt. A. A. McKenzie



Lt. A. G. Aronson



Lt. E. E. Parks



Lt. C. L. Kerns

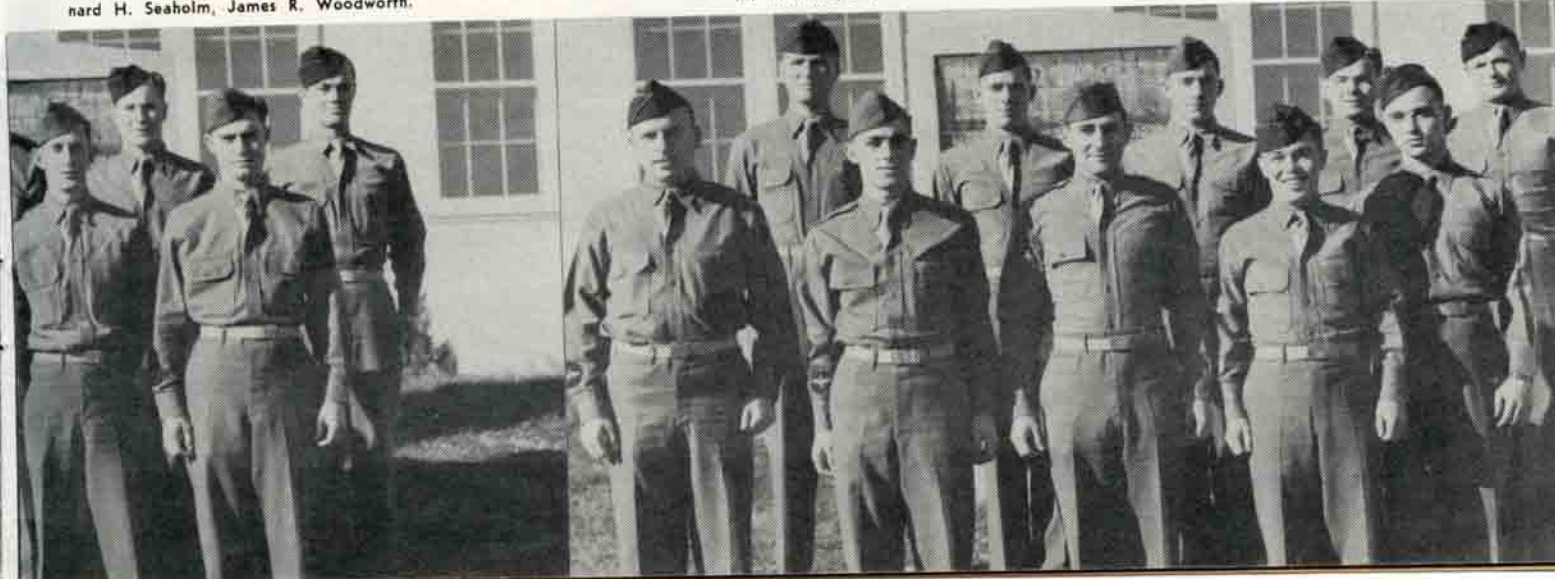


Lt. J. S. Silva

# SQUADRON SEVENTEEN

Ness, Albert R. Shelby. (Front row)—  
John W. Morgan, Milton E. Wells, Leonard H. Seaholm, James R. Woodworth.

SQUADRON SEVENTEEN CADETS (Rear row)—Kenneth H. Pearlstein, John W. Perry, Richard L. Perry, Clair L. Nielson, Warren A. Ronenberg. (Front row)—Leith MacIver, Frank M. Pedalino, Jr., Elliot W. Porter, Robert Sizemore, Richard L. Minton.





Lt. H. R. Cavagnole



Lt. L. F. Mann



Lt. J. C. Taylor,  
Squadron Commander



SQUADRON EIGHTEEN CADETS (Rear row)  
—Jack D. Oyler, Richard E. Pfaff, Richard  
P. Morris, Alfred E. Peterson, Harold E.



Lt. R. V. Johnston



Lt. R. V. Bixby, Jr.



Lt. A. H. Mathews



Lt. V. R. Pecoroba



Lt. O. Halverson



Lt. E. J. Meyer



Lt. R. D. Witchell



Lt. J. J. Hart



Lt. P. H. Van Dyke



Lt. C. V. Robertson

# SQUA EIGH

SQUADRON EIGHTEEN CADETS (Rear row)  
—Harold Price, Thomas A. Killburn, William  
G. McGowan, Ned C. Peirano, Nicholas





Mikoloyck, James W. McNair. (Front row)  
—Miles J. Rychman, Donald Noah, Robert  
Mathias, Leo J. Reilly, Curtis M. Mozley.



SQUADRON EIGHTEEN CADETS (Rear row)—Carl E. Hellrich, Fred W. Willey, Gerald C. Wheeler,  
Warren G. Wimer, James W. Ward, Jr. (Front row)—Donald D. Webb, James M. Siddon, Donald  
J. Young, Jerry M. Yogoda, Henry L. Wills.

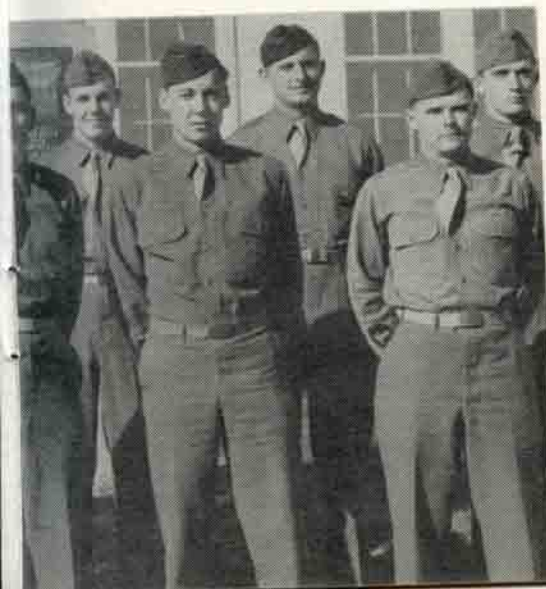
# DRON TEEN



SQUADRON EIGHTEEN BADETS (Rear row)—Ernest D. Walton, Jr., Wayne A. Taggart, James  
D. Sander, Norwood K. Tichenor, Alexander J. Skene. (Front row)—Dale B. Thomas, George F.  
Stuckey, Kenneth D. Speer, Robert K. Walker, Donald P. Seaver.

Prasinos. (Front row)—Clemmons L. Morie,  
Sheridan B. Marek, Richard E. Munson,  
Charles C. Nourse, Peter A. MacQueen.

SQUADRON EIGHTEEN CADETS (Rear row)—Robert S. Skinner, Robert B. Terrill, Robert F.  
Vichery, Ralph H. Stonebraker, Louis J. Soric, Melvin G. Steffan. (Front row)—Clyde E. Slick, Jr.,  
Thomas P. Rose, Robert C. Regan, Marcello F. Riconosciuto, George A. Scharff.



# PEOPLE

## Entertainers

**Gyro**, question mark of odd breeds who resembles a dog and is in fact mascot to the Cadet Detachment, was once more in the news. Solicitudinous cadets and friends had scarcely stopped asking questions about how his leg was healing after the fracture and two month splint when Gyro reported once more for sick call. This time, however, it was not a serious call. Officers of the ever careful Cadet Detachment had merely sent him to the hospital for a vaccination. He will recover.

Dean of the Aviation Cadets of Class 44-E, **Cadet Colonel Armor** was one of the first to try **Lt. Hale's** latest invention, the Morning Eye-Opener. This invention of the inimitable lieutenant consists of one butt can, highly cleaned and polished, filled to the brim with clear, sparkling, cool water. It's prescription for use: to be dumped into the face of any cadet found in bed after first call.

Saxophonist **Dick Ryan**, finding his favorite instrument too cumbersome for use on the flight line, took a clarinet out with him one day to entertain the boys . . . gathered friends who listened in rapt attention while he played 'em sweet and hot.

## Leaders

**Cadet Major Cazel**, patron of the lower class, once gave up writing advertising copy for the Hub in Chicago to come into cadets; found himself back



CADET GYRO  
*Reported once more*



CADET ARMOR  
*One of the first*



CADET RYAN  
*Entertained the boys*

in the same business as a cadet when he wrote most of the "advertising" copy for this issue of FLIGHT LINES. While at work one day was startled to hear a whip cracking in Cadet headquarters, learned that it was **Lt. Hale**, putting on an exhibition for higher authorities.

**Lt. Moore** found himself the victim of a smoke bomb placed on the starter of his car. While he sat there wondering what had happened, one of his passengers, **Secretary Mary**, let out a scream heard round the world, feeling sure that the end of the world had come. Little fear but much amusement was shown by his other passengers, **Capt. Burton** and **Lt. Hale**.

## Volunteer

**E Club President Meredith**, famed in the cadet detachment confines for his

ability to be conspicuously absent even more than the club's onetime founder **Gilbert E. Stotler**, gave out recently with a bit of information on his men. Asked if any were around, he said "No." Told that they were sought by the club's sponsor, he changed his mind, sought and found members in the club's new hideout, the 301st dayroom. Told later that a typist from the club's members was needed for work on this publication, **Meredith** said he would find one and, to prove that he meant it even ended with the solemn words, "And if I can't find anyone else, I'll even come myself."

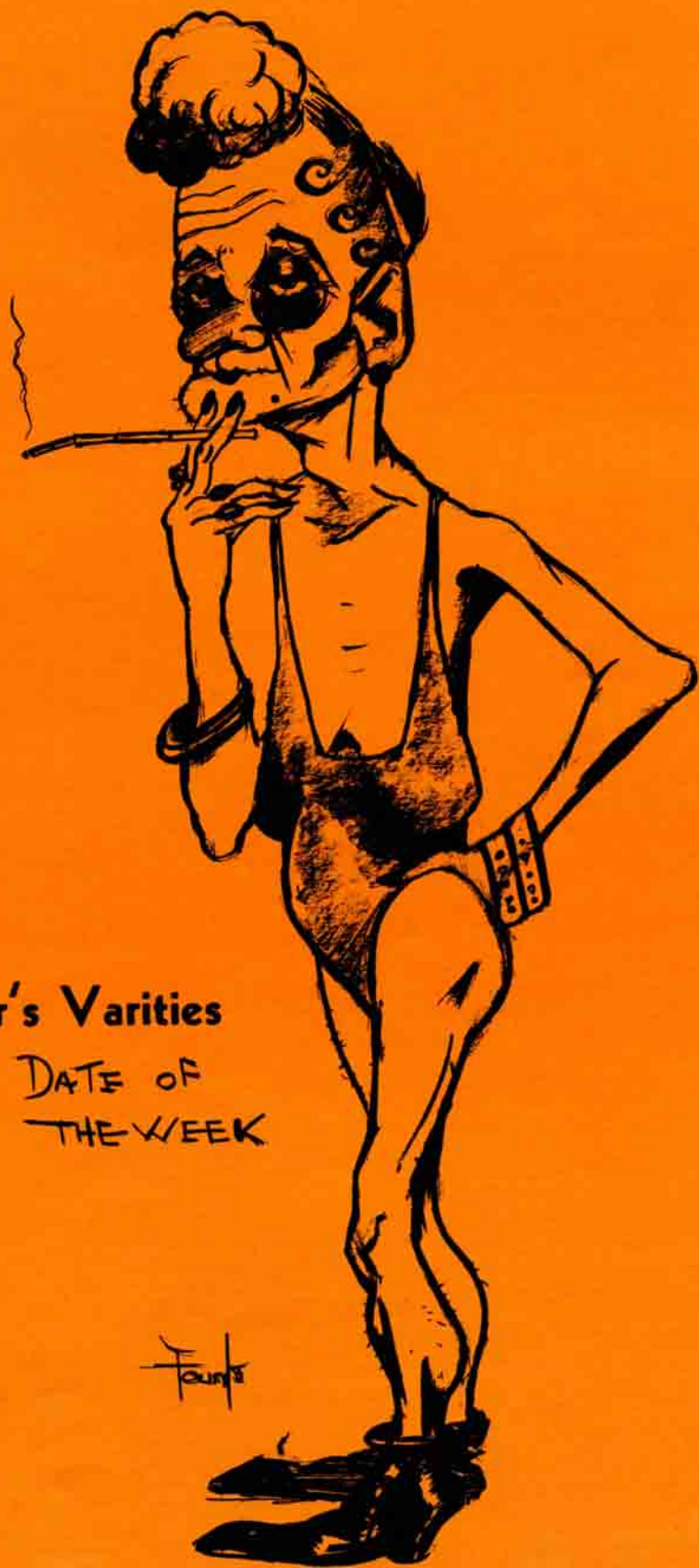
## Repeater

Most common problem of the Cadet Personnel Office is the pleas of cadets and their wives for information about dependency benefits. Queries range from that of the eager, finance minded cadet who wanted to know if he couldn't put in for a Class for his child (not yet born), through innumerable benefits for cadets whose service records still list them as single and on to the cadets who simply have the common question, "The check is late, when do I get it." To cope with these queries, running to several every day **Sgt. Hudgens** finally decided on a remedy, couldn't get it okayed by higher authority. The remedy was: make a phonograph recording with complete information about dependency benefits on it, play it to all interested members.



LT. HALE  
*Entertained higher ups*

AT ALL LEADING SPORTSWEAR SHOPS

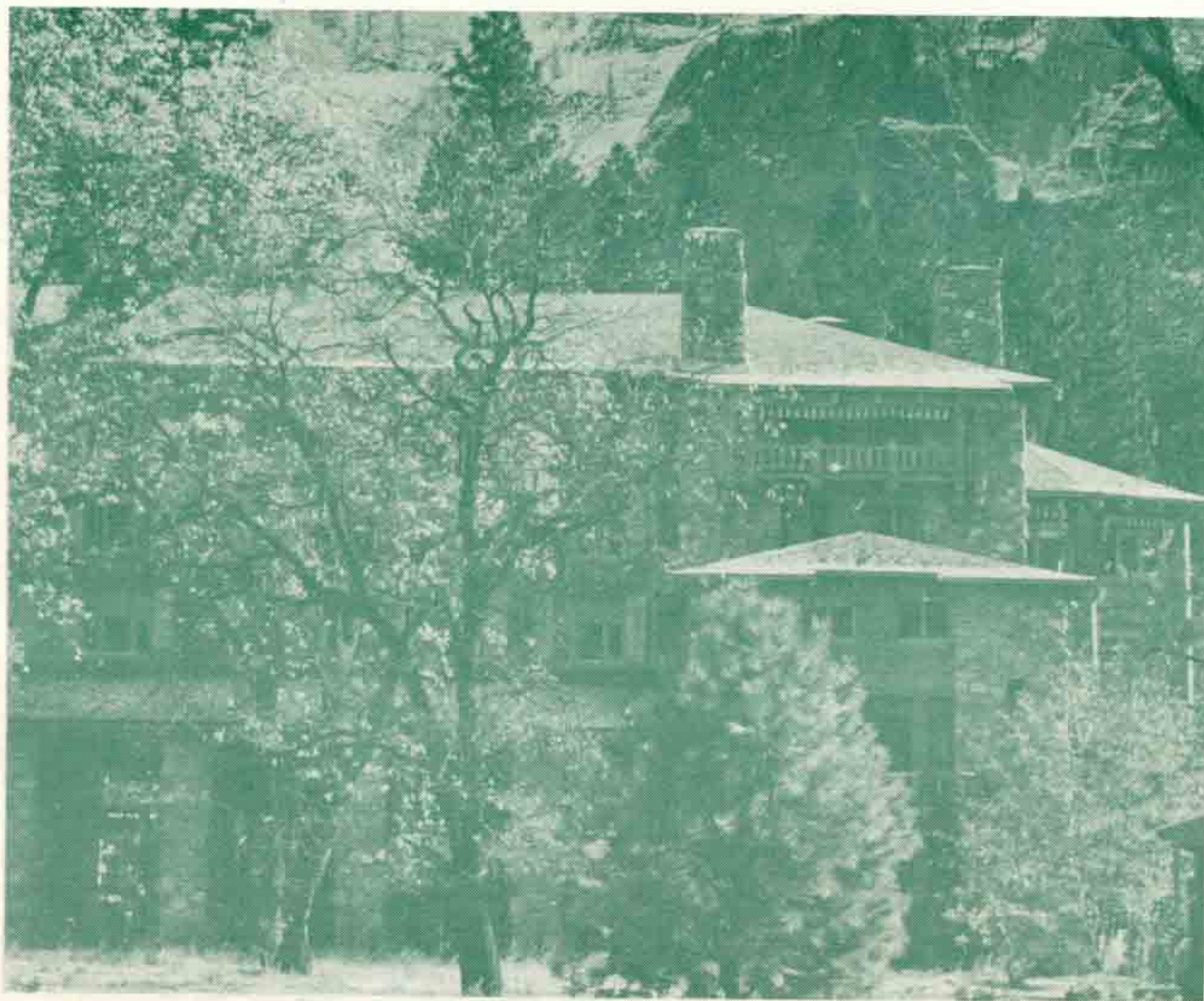


## Vacher's Varieties

DATE OF  
THE WEEK

once again F. L. Vacher, America's most famous name in swimming suits, scoops the sporting world with his newest style creation, "The Date of the Week." Fashion critics from coast to coast have acclaimed this latest sensation as the finest of the famous Vacher's Varieties. Ask at your favorite sportswear shops to be shown this fine swim suit or write direct to its creator for more information.

Cpl. F. L. Vacher, Creator  
Sixth & B Streets  
Aircraft Maintenance Division  
MAAF, Merced, California



## Forget Your Wartime Worries In the Beautiful San Joaquin Valley

Dick Meredith, host supreme, welcomes you to the beautiful and luxurious E Club, located in the heart of the San Joaquin Valley just seventy miles from the splendid Yosemite Park.

Now this exclusive club, founded less than a year ago by the inimitable Gilbert E. Stotler and sponsored by the officers of the Aviation Cadet Detachment, is letting down the bars and accepting new members.



*One of the spacious lounges newly opened for E Club use.*

You, yes, you, can become a member of this exclusive club. All you need to do is to secure an application form, signed by several of the higher authorities of MAAF and you are in. But only bonifide members are accepted . . . you can not join the E Club by asking to . . . you must undergo a rigorous initiation, absolve yourself from the worries of cadet life in the only honorable way and then . . . and only then . . . can you join this worthy organization.

# “E” CLUB

DICK MEREDITH, Prop.  
Fourth and C Streets  
MAAF, MERCED, CALIF.

# ARMY AND NAVY

## STUDENT OFFICERS

### They Wanted Wings

With this, as with every, aviation cadet class have come a group of Student Officers, intent upon earning wings. For them, the life in training is not the proverbial bed of roses, but in most of its features is as difficult and time-consuming as that of their fellow cadets. On the line, their rank is meaningless; a captain may, and often does take orders from a second lieutenant or even his non-com dispatcher. In Ground School and Instrument Training, the student officer must pay the same re-

ficer Quarters and may not walk the same punishment tours as a cadet.\* He is also entitled to the salute due his rank from the men he may encounter on the field, but pays for his special privileges through innumerable tours of duty as Officer of the Day at the Cadet Detachment.

Student officers may come from any branch of the service, must qualify in the same manner as Aviation Cadets for appointment to the position of student officers, and receive the same training in every way as their pilot classmates. They gain nothing in rank for becom-

## RUMOR

### Had Its Day

Rumor has always been one of the greatest factors in Army lives, one of the greatest problems in an Army command. Where much information is of Army value, where more has to be withheld from day to day, it really runs rampant.

Rumor was unusually strong at MA AF during the past few weeks, due possibly to the newly announced cuts in the training program. Latrin-o-grams had the field closed, taken over by the Navy, turned into a rest home for returning servicemen, changed to every-



CAPT. GLANVILLE, LT. RUSH, LT. SPURLOCK

spect to his instructors as a cadet, must work as hard to learn the same subjects.

Only in his "free-time" life does the student officer gain any special privileges; then he may live in Bachelor Of-

ing student officers, enter only because they want Army flight training and desire to fly with the AAF. (See cuts for pictures of Student Officers of 44-E).

\*Instead, hours of confinement to barracks or OD.

thing but a country club. The answer to the rumors came only last week: the field's use was enlarged to the extent of being made a base for a group of pre-flight future-cadets, rumor was once again bested by fact.



LT. MOCABEE, LT. MYER, LT. ARMSTRONG, LT. DOHENEV

# Travel to EUROPE

*Use Modern Air Travel via:*

**THE LIGHTNING  
THE MARAUDER  
THE CONSTELLATION  
THE INVADER  
THE FLYING FORTRESS  
THE LIBRATOR  
THE THUNDERBOLT  
THE MUSTANG  
and others**

Why be a stay at home? Why spend your time dreaming, wishing you could see something other than laboring Ground School instructors, flying instructors and tactical officers? Get up and go! See the places you have always dreamed of . . . romantic islands and ancient monuments of civilizations past.

Now is the time for you to travel, now, while movement is easy and tariff is light. Join one of our tours. Visit. Drop greetings upon the natives below. Shower them with the magnitude of your offerings. You can see the world anytime, but only now can you see it with the

**U. S. ARMY  
AIR FORCES**

## RELIGION

### Problem Solvers

Jokes about Army chaplains are many, but all in the same line. If a cadet has a problem to solve, some wrong to be righted, or is caught griping, he will always hear the same words with the same smile, "Call two-seven-four."

Two-seven-four, at Merced, is an institution, an institution devoted to the solving of the problems of cadets and



CHAPLAINS RYAN, ROGERS  
Call 274

enlisted men. It is the phone number of the Chaplains' office.

For the work of a chaplain in the Army involves far more than only providing church services and aid; a major part of the chaplain's duties are concerned with this world and not with the hereafter. In this work, chaplains act in an inter-denominational way, for no post is large enough to provide chaplains of every faith. A Catholic man may visit a Protestant chaplain, a Jewish man may gain aid from a Roman Catholic chaplain; each is devoted to serving the needs of all who come to him, and creed is a matter of minor importance when there are material problems to be met.

At MAAF, there are two chaplains, Father Ryan (Roman Catholic) and Lt. H. Rogers (Protestant). Each is well known for the good works he has done, each is the constant friend and ally of many cadets. Many a time can be quoted when one or the other has helped a cadet to gain a needed pass, has advised a cadet when he has gotten into some difficulty. It is the opinion of many of the officials of the post that these two chaplains have a better knowledge of conditions in the cadet detachment and on the field as a whole than any other man. It is known by all that they have a better knowledge of the problems of the individual man. And the attendance at their services, the only true gauge of the popularity, is large in proportion to the number of men on the field.

# Travel to ASIA

*Use Modern Air Travel via:*

**THE LIGHTNING  
THE MARAUDER  
THE CONSTELLATION  
THE INVADER  
THE FLYING FORTRESS  
THE LIBRATOR  
THE THUNDERBOLT  
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**U. S. ARMY  
AIR FORCES**



# BUSINESS & FINANCE

## DISPATCHERS

### Their Business, Hours

No keepsake or record of the cadet's training can be so meaningful or precious to him as his log book.\* To the cadet, it tells the whole story of his flying progress, records for the future his experience as a pilot and may some day be the means to the job so many cadets desire—that of pilot on one of the great commercial airlines.

Keeper of this book while the cadet

For in aviation, more, perhaps, than in any other work, experience in hours is the gauge to ability. The only way one can learn to fly is by flying. There can be no substitute.

In addition to recording the time spent in the air by individual cadets, the dispatcher is the general overseer of the flying program. He assigns the cadets to ships, regulates the hours of the whole class so that each gets his required number of hours of flying time, acts as liaison man between cadets and their officer instructors.

even, than those in combat they pile up flying hours, training from class to class until the names of cadets they have taught become blurred in their memories and the faces of the cadets achieve an unusual sameness.

Few are the days when they are not in the air several hours. Because of the speeded up training program, they achieve few leaves, sometimes lament the fact that they have become flying officers instead of G.I.'s as they enviously see the enlisted men of the command leave on their periodic furloughs.



*PFC. C. B. Walker and Cpl. J. Carroll, Cpl. D R. Ferreo, Sgt. R. M. Wiant, Cpl. P. A. Kempster.*

is stationed at a flying school is the dispatcher. It is his duty to see that the correct flying-time of a cadet and the type of flying done is recorded in this book for the future. He records it, audits the hours, and, in a manner, acts as the notary public who is to attest that the hours recorded are correct.

\*A log book is a record made of hours spent in flying, indicating also the type of flying done.

## INSTRUCTORS

### Their Business, Teaching.

Often misunderstood, sometimes underrated men of the Army Air Forces are the flying instructors. For them, there is no glory. Theirs is merely the hard work of teachers, the effort to put into the minds of the cadets and student officers who come to them for training some of their knowledge of aircraft and of flying procedure. Theirs is a constant grind of constant flying . . . faster,

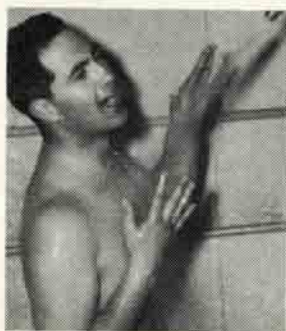
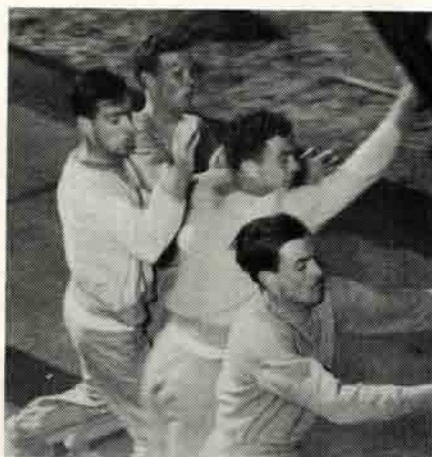
Their payment for their work is in the gratitude of the cadets who learn flying from them, the respect which cadets have for the men who "Wear those wings," the knowledge that they are doing their part in winning this war by sending more men to combat every day . . . that they are adding to the numbers of men who are flying our bombers and fighters and who will someday win the victory. And through it all, they maintain one constant dream . . . to get into combat.



*PFC. B. F. Barrett, Cpl. R. R. Jones, Sgt. M. Aquilani, Pvt. E. V. Bethrads, Pvt. F. C. Stout and PFC. F. G. Wiltse.*

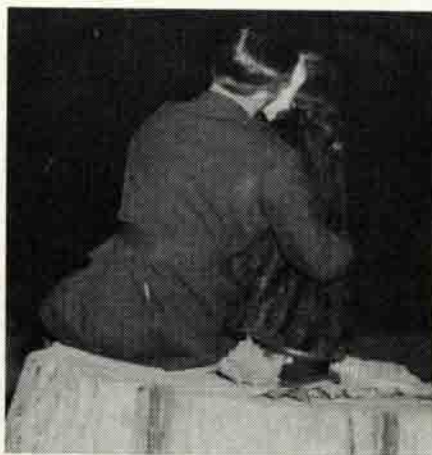
*"I Was a Social Outcast . . . 'Til I Used Loveboy Soap!"*

"Yes, I was indeed a social outcast. It was very disheartening to have people shy away from me at dances, parties, and other social functions. Friends and buddies even left me on sidelines while they participated in sports."



"Then someone told me about LOVE-BOY SOAP. So I decided to try a Loveboy shower. Man, it was really invigoratinb! I felt so good I started to sing in the shower."

"After a few Loveboy showers I was the life of the party. I became a star once again on the athletic field. And as you can see, I have made wonderful progress with a certain gorgeous young lady. To me, Loveboy was a life saver."



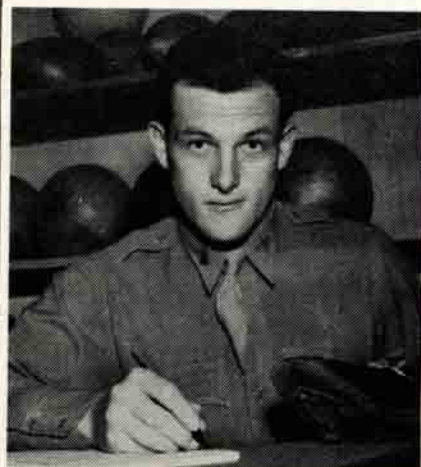
## SPORT

### Recreation Plus

Sports, to the Aviation Cadet, are not merely a source of pleasure but of the far more important value, physical fitness. For nowhere in the work of man is physical fitness more important than in the life of a flier; for him, every action must be sure, his mind must be alert and all of his physical and mental energies must be at his command. An accident in a motorcar may be slight and relatively unimportant; an accident in an aircraft is almost always serious.

The piloting of an airplane demands instant coordination . . . sports and athletics at MAAF are designed to aid the pilot in gaining the peak of physical perfection and coordination, as well as to relax him from the nervous strain of his day's work in order that he may be better able to meet the problems of the coming day.

Under the guidance of Lt. R. T. Bronzan and his non-com assistants, Sgt. K. Quigley and Sgt. W. Willoughby, an athletic hour is divided into a short calisthenic period with the remainder of the hour to be devoted to team sports (handball, basketball, volleyball, foot-



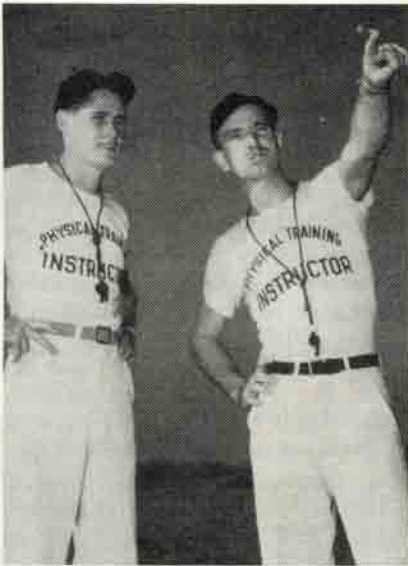
LT. R. T. BRONZAN  
*Promotes sure actions*

ball, goal-hi and a host of others). The calisthenics are given as a warm-up, and are chiefly of the coordination type . . . though muscle-weary cadets may think otherwise.

Through close cooperation with the medics, the athletic department makes sure that their program builds the cadet up . . . that the least physical ailment is immediately taken care of and that data on the cadet personnel is sufficient to enable athletic instructors to take cognizance of individual

# LOVEBOY Beauty Soap

Plant: Spruce Pine, North Carolina    Head Office: LeRoy, Kansas



INSTRUCTORS  
Make muscles weary

problems and keep from causing strain to some cadet in whom a former illness or injury may have left a weakness in some particular way. For cadets who are not able to keep up with the regular training program, special exercises and a special program are prepared, in exactly the way that is most likely to produce desirable results.

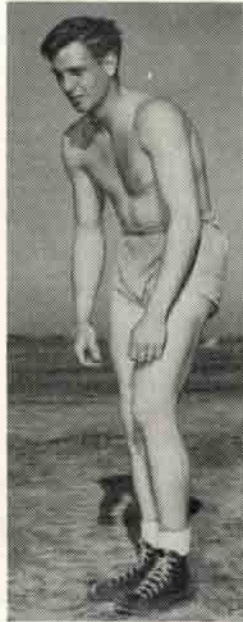
To the cadet, who looks at the Athletic program largely as a matter of inconvenience, since it necessitates two changes of clothing within one hour, athletics may not be the most pleasant hour of the day. Once on the field, however, his attitude changes, and the lusty cries and keenness with which he participates in the sports offered give evidence that he, like any other youth, is glad to be on the field where he may gain his recreation plus.



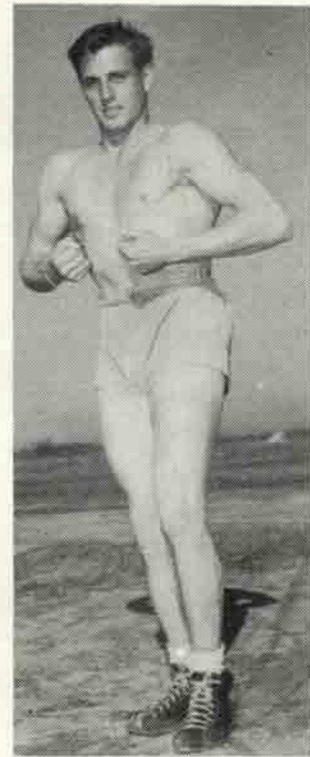
CALISTHENICS  
Not just strenuous

## I Can Make A New Man Out of You in 7 Minutes!!! Bob Bronze

When the student started using the Bronze System he was in this physical condition.



After using the Bronze System for a short time, his physical condition had shown amazing improvement.



The statement, "I can make a new man of you in 7 minutes," made by Bob Bronze is not mere talk. This famous athlete, who was once an 87 lb. weakling, gave himself a "body beautiful." He can do the same for you. Lend Bob Bronze your body for 7 minutes a day for 70 days, and he will make a new man of you. His famous system of "terrific tension" will put bronze on your muscles, develop your lungs, and give you a "body beautiful" too. It is as simple as that. Just paste the coupon below on a post card to obtain full information.

**The Bronze System**  
**"The Body Beautiful"**  
P. O. Box 7734  
MAAF, Merced, Calif.

THE BRONZE SYSTEM  
P. O. Box 7734  
MAAF, MERCED, CALIFORNIA

GENTLEMEN:

PLEASE SEND ME FULL INFORMATION ON  
YOUR "BODY BEAUTIFUL" SYSTEM.

NAME \_\_\_\_\_

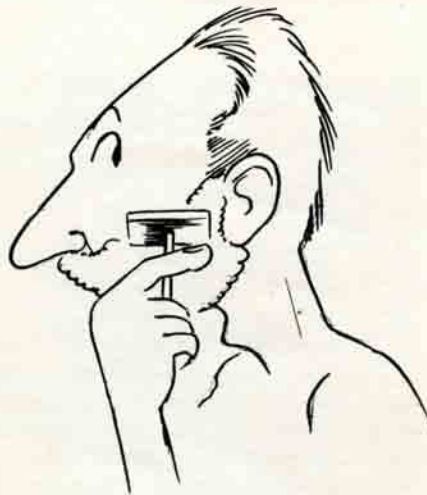
ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_



## TONSORIAL TOSCANINIS

Do you cut yourself while shaving? Is your hair so long that you are thinking of joining the WACs? Visit our modern barber shop and your worries will be over.



Established shortly after the founding of MAAF, our barber shop is not a clip joint, but an enterprise devoted to your snipping needs.

We have bowls of every size and shape, and there is one in our collection, we are sure, that has your name on it and is just the correct size to fit your head.

Don't hesitate any longer. **HAVE YOU HAD YOUR HAIR CUT THIS WEEK?**

## MILESTONES

**Deroted.** Mascot Gyro, longtime canine friend and classmate of cadets, for whom the best was once not good enough has been dropped from cadet status and enlisted in the G. I. ranks. Evidence of the change was discovered when Gyro, one time frequent inhabitant of the Cadet Mess was seen eating recently at the G. I. Club 1000. Reason for his change in habitat, definitely not that there has been any recent change in cadet fare, has not been discovered.

**Died.** Adolph Schickelgruber, self-named painter and paperhanger, of a knife between the seventh and eighth ribs, three revolver shots in the head, a broken neck and a slit throat. It is believed that he was murdered.\*

**Died.** Crackpot Tojo, one time lord of the sunken fleet, of a knife between the seventh and eighth ribs, three revolver shots in the head, a broken neck and a slit throat. It is believed that he was murdered.\*

**Cried.** Nobody.

**Died.** One third of the city of Berlin. Two thirds still remain, but are expected to be in ruins soon after Aviation Cadet Class 44-E gets wings.

**Lied.** Paul Joseph Goebbles.

**Born.** One radio show, Cadet Jamboree of the Public Relations office. It gives evidence of living a long and troubled life.

**Born.** A cadet staff car from the remnants of one salvage campaign dump after the government had taken all that was of value and left and the remainder was turned into a car, later to be purchased by Lt. Hale. Rejuvenated by members of the E Club but still sadly in need of paint, this "Cadillac" bids well to become one of the lasting memories of all Merced cadets.

**Married.** To duty and the future, Aviation Cadet Class 44-E, recent graduates from the Merced Army Air Field. The marriage is eminently successful.

\*He should be.

## ART

### Pointed Paintings

At MAAF, as at all training stations, a constant and provocative problem is the promotion of flying safety. To some extent this can be done through assuring the mechanical perfection of the aircraft to be flown and through a series of protective regulations, but these measures alone are not enough.

As a further aid to the safety pro-



ARTISTS FOUNTS  
*He draws figures*

gram at Merced, Artists Founts and West are assigned to produce a poster every month showing the relations of training accidents throughout the flying command and also spend much of their time in producing cartoon posters to warn airmen of definite dangers in flying. These posters are known to have a great effect upon cadets, who find them far more interesting than mere statistics and are, therefore, more likely to let their messages penetrate into their



ARTIST WEST  
*He letters*

minds. Their value has been recognized by all in the training station . . . the latest evidence of that notice being a citation from Col. Harvey F. Dyer to Artist Founts for the excellence of his work in the safety campaign.

From an artistic standpoint, the best of the safety posters are the graph-type poster for May and the admonition poster "Don't Overshoot." For these posters (see cuts below), the cartooning was done by Pvt. Founts, the lettering and graph work by West, a team of artists who are putting their abilities into the winning of the war by promoting the safety of the lives of cadets in training.

### Not Many Bluff

For a long time in the Army there have been standing jokes about the oldtime G. I. practice of riding the sick book.\* Such jokes have not as yet grown into the not-army-wise cadet detachment. Prime reason does not

\*To report to sick call for the purpose of being excused from strenuous work.

## MEDICINE

seem to be that the cadets are unlearned in the ways of sick book riding, for there is too large a percentage of old G.I.'s among the cadets now in training for one to believe that such a time-honored custom could be beyond their ken.

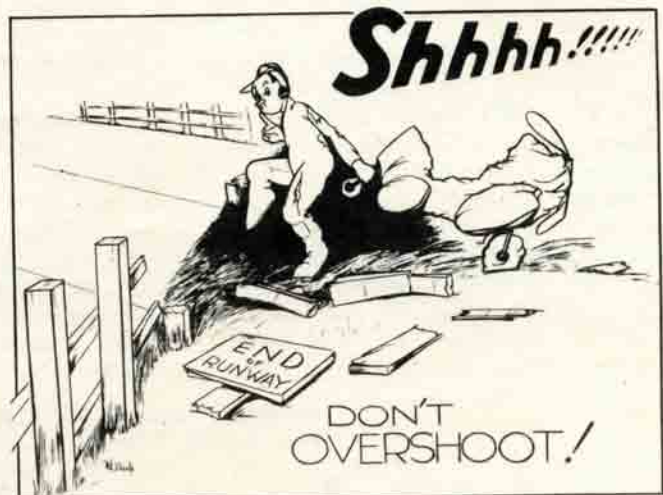
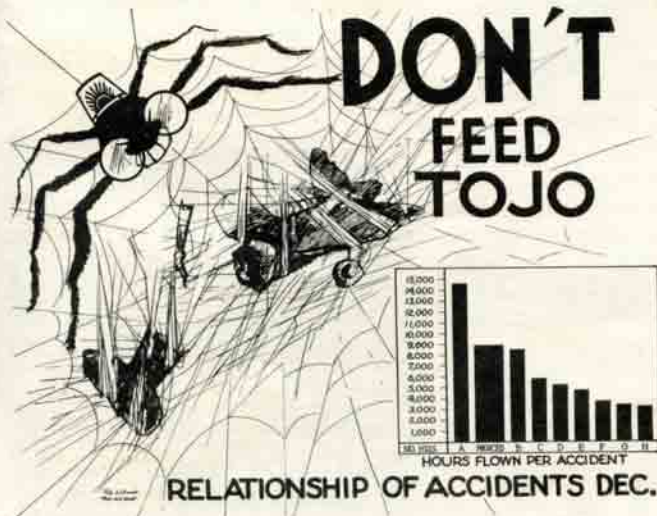
According to Major Dorner, Flight Surgeon, it is chiefly that the cadets are too eager in their work that keeps



MAJOR DORNER  
*Guards health*

them from such practices. That, and the fact that Army doctors know Army ways, and not many are able to bluff their way past them.

Chiefly, however, the cadets are found to be one of the healthiest groups and one of the most earnest on the field. They have their work to do and little time to do it in. So the excellent care that they receive at the station hospital is all needed and proper for keeping them the most efficient unit the Army is able to produce.



## BOOKS

### Painacea

ONE ANSWER

By Wendell L. Thomas\*

Crib Notes, \$.02½

At last from the pen of this brilliant novelist and schizophreniac comes a work dedicated to the alleviation of the headaches, heartaches and heartburn of the struggling cadets who are guiltily trying to loaf their way through ground school without notable success.

Crammed to the title page with interesting and informative data on the latest methods of evading work, this volume (Sub titled "How to Get Through Ground School in Three Easy Lessons and How to Make Love in Six") is the work of an expert in both fields . . . specializing in field work in the latter.

In particular, his chapter on "Crib Notes, or How to Keep Her Address and Phone Number from your Bunkmates" is a model of subterfuge and misspelling. According to some of our most noteworthy critics, this chapter and, in fact, the whole book will stand the test of time provided it is printed on steel and kept in a dry cool place.

Other interesting volumes have been presented by this author in the past, usually in quantities of 4/5 of a pint, and have provided a great deal of satisfaction to all who were able to partake of their rich and creamy goodness. But it is the opinion of this reviewer that in his latest tome the author had reached the peak of his creative efforts, the highest point of his imaginative ability and the most inimitable and unreadable work ever to come off a press.

It is expected that "One Answer" will provide one answer for everyone—in this case, the answer to why Wendell L. left home.

\*Failed, ABC, Kindergarten.



MAAF, MARCH 8, 1944



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