

MARCH CLASS IN MIDST OF TRANSITION

As their first major step toward being qualified to fly planes used by the tactical squadrons of the U. S. Army Air Corps, the March class started transition training on Basic Trainers on the tenth of July.

Naturally the most noticeable features of the new ships were their greater size, weight, and power, and their higher speed in landing and in the air. All agree that they are nicer flying ships than the PT 3's of A stage. But even though the instructors say that the airplane is doing their flying for them, they will tell you different when they have to wrestle them around a pylon eight pattern on a gusty morning.

All three B stage ships have practically the same performance. Nevertheless rivalry is already growing between those on the trusty "coal burners," powered with the wartime Liberty, the pilots of the more modern twos, and those flying the sleek new sevens. The sevens lead in top speed by practically fifteen miles per hour. Curiously enough the ones with their 400 water cooled horses and drag-promoting nose radiator are faster by two miles per hour than the twos with their 450 horse power, air cooled motors. Published performance data on these ships gives their top and cruising speeds as follows: BT-1, 137 and 110; BT-2, 135 and 113; BT-7 as 150 and 110. Their landing speeds are practically the same at 58 for the ones, and 57 for the twos and sevens. As for climbing abilities, the BT-1 has the edge with 1250 feet per minute against 1130 feet per minute for the twos and sevens. There is no telling what the ex-dodo who got 17,000 feet out of his PT-3 will say when he takes time out to ride his two to its ceiling, but the good book has it that its top is 19,000 feet. The ones and sevens trail the two with ceilings of 18,200 feet and 18,500 feet respectively.

With the notable exception of its PPP shock cords, the PT-3 is characterized by great ruggedness and no one by design or accident was able to disprove the saying that you can't possibly break them up in the air. Like the primary trainers the basic ships are all of the sturdy single bay wire braced

(Continued on Page 2, Col. 3)

GENERAL FOULOIS VISITS RANDOLPH FIELD

Brighter prospects for the future of Flying Cadets loomed as a general result of the recent visit to Randolph Field of Major General Benjamin D. Foulois, Chief of Air Corps, at which time the General announced a new policy of active status which may be inaugurated in the near future.

General Foulois and Major Martin had breakfast with the Flying Cadets in the Battalion Mess Hall, Wednesday morning, July 12th, after which he spoke to the Flying Cadets commending them on their attitude and spirit in their work and discussed partially the plan which it is expected will be adopted.

The plan outlined by the General is in brief, that graduates of the Training Center instead of being returned to civilian life will continue inactive service with the Flying Cadet rating for a period of one year, at the end of which time

(Continued on Page 2, Col. 2)

DODOES WELL VERSED IN MILITARY

The class of dodos who entered Randolph Field July 1, 1933, are the best military trained group of cadets the air school has ever had.

In this class there are thirty-two Naval Academy graduates who are as well trained as West Point graduates. Due to unfortunate circumstances, the Navy Department could not render them all commissions. Through the effort and cooperation of the War Department arrangements were made to handle sixty of these 150 who did not get their commissions. Thirty-four of these reported for training.

In addition to this group of Academy graduates there are ninety ty men who are Reserve Officers in the various branches of our Officers Reserve Corps. These men have had four years in the R. O. T. C. and many of them have also had National Guard training.

The remainder of the class is made up of cadets who are en-

(Continued on Page 2, Col. 3)

Commercial Aspects Of Buzzer Training

Proficiency in buzzer is a valuable asset in anyone's training, regardless of whether he expects to stay in the Air Corps or return to civilian life.

Messages were radioed by code long before they could be sent by voice, and regardless of the developments of voice transmission, it is extremely doubtful that code will be abandoned. Code sending and receiving requires simple receiving and transmitting apparatus, and because of this fact, amateur radio enthusiasts started sending messages to each other several years ago. These amateur radio men kept at work with radio and its development when they could obtain little scientific and financial aid or even moral support. At that time it was only a hobby, but it proved to be one of the most fascinating hobbies ever found. The experimentation and resulting discoveries from this hobby solved many problems in radio and led to voice transmission.

Today, thousands of these amateur radio operators in all parts of the world find enjoyment in communicating with each other. A small, inexpensive set will reach any part of the United States and many foreign countries. It is nothing unusual for one who has made radio his hobby, whether he be a high school student or a college professor, to get up in the wee hours of the morning and "talk" to a fellow enthusiast in New Zealand, China, or South America. And yet, short wave is probably more popular commercially than it is as a hobby.

The dependability, economy, and distance-getting ability of the short wave radio set has caused it to find a secure place in the commercial world. Every ship or boat of any size carries radio equipment. Newspaper syndicates flash news across the Pacific, and the Atlantic as well, by radio code. There is no more effective means of communication known.

The splendid courses given in the Army schools enable students to become proficient amateur operators, and the faster students may be attracted by the commercial field.

The training offered the student at Randolph Field is necessarily intensive as upon graduation

(Continued on Page 2, Col. 2)

TROPHY AWARDS

The spirit of loyalty, the conscientious performance of duty, and a consideration of those with whom one comes in contact are traits of character that are essential to the success of an officer.

Lieutenant Landon Carter Catlett and Lieutenant Charles Linton Williams, graduates of the Air Corps Flying Schools, possessed these qualities to a marked degree. These officers were keenly interested in the future of the Air Corps Flying School and in the training schedule properly balanced with official duties and athletic and recreational pleasures. To them this training was of extreme importance in the development of potential officers as well being invaluable to an organization in the matter of esprit de corps.

In order to pass on in a concrete manner to the students at the Air Corps Flying School the spirit of Lieutenant Catlett and Lieutenant Williams, two silver trophies have been presented to the Flying Cadet Battalion to be kept by this organization. One of these shall be known as the Catlett Trophy for soldierly efficiency and the other shall be known as the Williams Trophy for athletics. The Catlett Trophy shall be awarded upon graduation to the Flying Cadet who has demonstrated the highest degree of soldierly efficiency in the several departments of the Flying School. The Williams Trophy shall be awarded upon graduation to the Flying Cadet who has done most for the development of athletics in the Flying Cadet Battalion.

The following Flying Cadets have been awarded these Trophies up until the present time:

| CLASS OF | CATLETT | WILLIAMS |
|------------|-----------------------|--------------------------|
| Nov. 1931 | Corley, Quin M. | Wackwitz, Donald N. |
| March 1932 | Goodbar, James M. | Hooton, William B. |
| July 1932 | League, James B., Jr. | Eskridge, Ladson G., Jr. |
| Oct. 1932 | Fairchild, Kenneth C. | Inman, William B. Jr. |

THE TEE



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 S. H. Ecklund Feature Editor
 N. F. D. Timper Sports Editor
 V. A. McDermont --- Contributing
 (Editor)
 E. W. Virgin --- Contributing Editor
 Lower Class Reporters.

Published monthly by and for
 the Flying Cadets of Randolph Field,
 Texas, "The West Point of the Air."

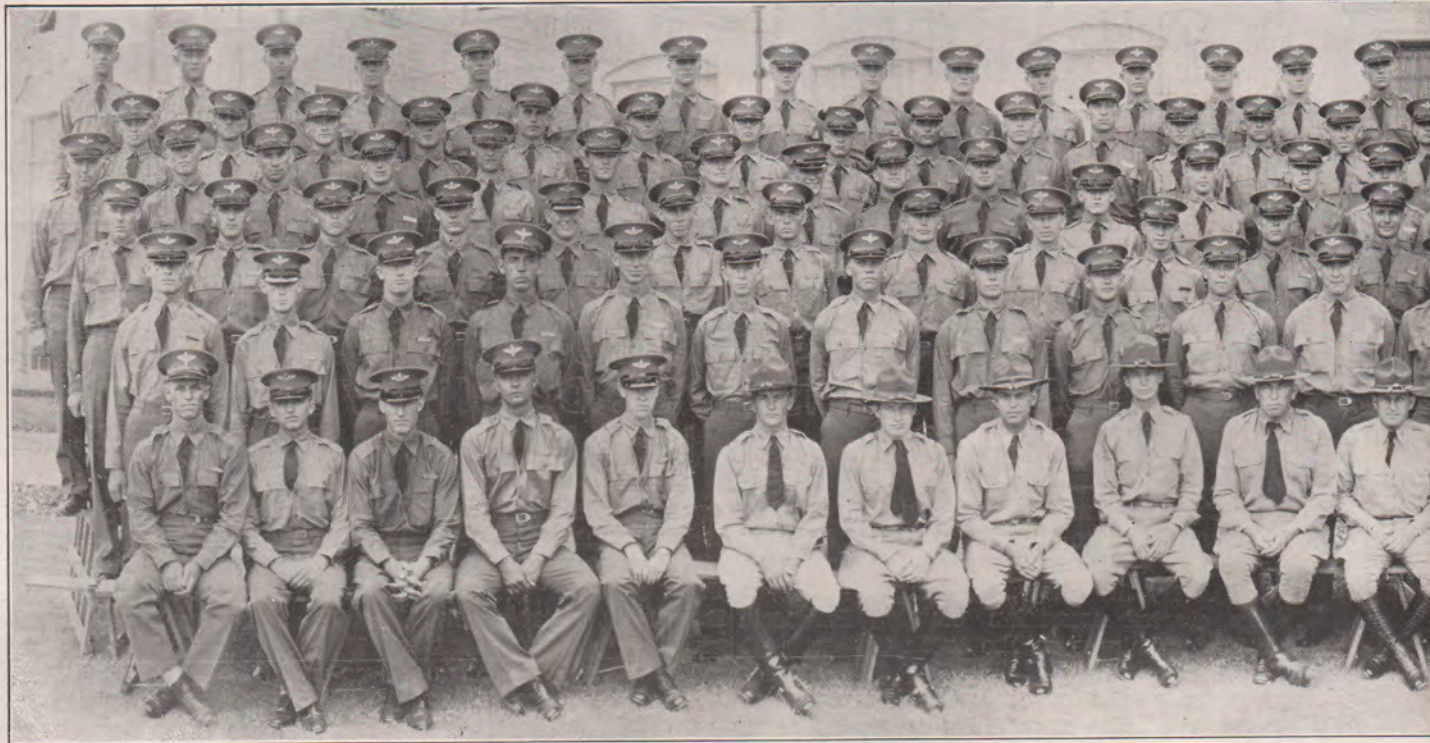
THE TEE'S PLATFORM

I. Inaugurate the Randolph
 Field Memorial.

UPPERCLASS

Class customs, class traditions, and class spirit are all dependent upon the Upper Class of any institution. Nowhere is this more true than here at Randolph Field where members of the two classes are thrown together for only eight months. In that space of time the Upper Class must train, instill, and pass on to the lower classmen all the customs and traditions that have become such an active and necessary part of a Flying Cadets life. There is no time for petty jealousies and dislikes to enter into the scheme and training of the Flying Cadet. Those who have gone on before have set a standard of such high efficiency and honor that there is no time for laxity or procrastination on the part of any Upper Class to follow. Sometimes there is a tendency to let down or to over look certain things that seems so insignificant at the time. However, for every act that is overlooked or goes uncorrected, it takes just that more effort to prevent the self-same happening again. The Upper Class should and must realize that the success of this school depends upon them and that they must "be on their toes" every minute to assist and correct anything that might be detrimental to the furthering of the Flying Cadet "Esprit de Corps." The goal has been set and whether this goal is attained or not, it is up to the Upper Class to lend their whole-hearted co-operation, support, and enthusiasm in making this the most outstanding class in the history of Randolph Field.

"B" Company Dodo giving Lower Class Custom: "Lower Classmen will sit at attention in the mess hall, but will not strain.



TOP ROW, left to right:—Kreps, K. R.; Nielson, J. W.; Drake, F. R.; Gibbs, C. W.; Holtoner, J. S.; Schwartzmueller, Ford, O. E.; Selby, F. G.; Koch, G. P.; Williams, E. F.; Bergendahl, J. R. L.; Forsythe, J. R.; Michaelson, J. McG.; Blacy, M. M. — SECOND ROW:—Johnson, E. H.; Thompson, G. C.; Giangocomo, F.; McCarrell, J. E.; James, E. Magill, W. J.; Alm, A. G.; Pritchard, C. H.; Nye, G. C.; Hassett, J. W.; Sewartz, W. H. J.; Williamson R. L.; Ogle, J. D.; — THIRD ROW—Reedy, J. R.; Fox, J. P.; Laethem, J. H.; Samuels, N. T. Olsen, G. F.; Wells, H. L.; Kenne Sartain, R. R.; Minock, E. F.; Lindsay, H. E.; Hannah, A. P.; Ax, G. B.; Durkin, J. T.; Rockwood, R. C.; Bonnet, W.; Jensen, H. E.; Jones, R. E.; Smith, W. N., Jr.; Phillips, G. H.; Carter, T. F.; Melden, T. M.; Duke, P. D.; Phipps, K. Buck, R. G.; Abbot, E. W.; Schneider, J. G.; Sangster, A. F.; Dunagan, G. L.; Boutz, W. R.; Cunningham, J. L.; Sa Poor, R. L.; Mason, L. R.; Stephan, D. R.; Pritchard, W. T.; Warner, L. S.; Monroe, H. S.; Landauer, J. P.; Harding, V. Payne, J.; Blair, R. O.; Robertson, W. R.; Hill, J. R. — BOTTOM ROW:—Lumsden, J. F.; Weems, W. R.; McGoffin, Capt. Bushy; Lt. Gildberg; Lt. Hall; Lt. Bailey; Lt. Mayo; Lt. Carey; Lt. Ins keep; Cunningham, T. J.; Carney, B.

GENERAL FOULOIS Brazilian Officers Visit Randolph Field

(Continued from Page 1)

a Flying Cadet may be continued in active duty as a Reserve Officer upon his record.

General Foulois cleared Randolph Field for Hatbox Field, Muskogee, Oklahoma, at 7:15 A. M. Thursday morning, July 13th in his O-38-F. He was alone in the ship but was accompanied by Lt. Halverson and Crew Chief Sgt. Sanborn in another O-38-F.

The General arrived at Randolph Field Tuesday, July 11th at 4:00 p. m. from Barksdale Field. His plane is powered by a 625 H. P. Hornet motor, cruise at 120 m. p. h. and carry 206 gallons of gas for approximately 6 hours flight.

Buzzer Training

(Continued from Page 1)

Kelly Field, the embryo officer has little time for continuation of this particular subject. At Kelly the student will see the practical side of telegraphy as it is used in the Air Corps. For this reason, if for none other, the student should make the most of this opportunity to make himself proficient in "Buzzer" as he will have constant use of it upon reporting to Tactical Units after graduation from Kelly Field.

Brazilian Officers Visit Randolph Field

The Flying Cadet Detachment entertained three distinguished guests Monday, July 24, when three officers of the Brazilian Air Service arrived at Randolph Field on an inspection tour of army air posts throughout the United States.

The three men, Captain Francisco Correa de Mello, Captain Joelmir Aripe Macedo and Captain Julio Americo dos Reis were shown through the Cadet Barracks, the Mess Hall, the Gymnasium and the Academic Building by Lieutenant Bassett. They were also shown through the hangars and shops of both stages. They payed visits to other fields in the vicinity of San Antonio before they departed in their plane for Barksdale Field, Tuesday, July 25, from where they will proceed to New York before returning to Brazil.

Flying Cadets Bryant and Keese took part in a night flying mission the other day. Mr. Bryant had four forced landings while Mr. Keese only had two. Better luck next time, gentlemen.

"Grassy" Hinton can heave a sigh of relief now, maybe. At least he won't have to explain to every one how he came by such an attractive nick-name. Rumor has it that his new one will in all probability be "Roscoe" Hinton.

DODO CLASS

(Continued from Page 1)

listed men from the Regular Army and National Guard Air Corps detachments who have had at least two years of college or have passed the required mental examination.

MARCH CLASS

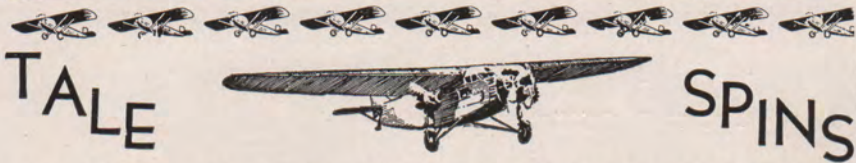
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biplane type, and are manufactured by famous builders. So, barring aerial collision the B stage students should always be able to shoot for a landing with a whole ship.

The BT-2 was developed from the standard observation type to produce the basic trainer. The seven was developed as a convertible primary and advanced training plane through a design competition inaugurated by the Air Corps for the purpose of finding a successor to the PT-1 and the PT-3.

Flying Cadets appointed as members of the Flying Cadet Battalion Staff, Company Officers and Non-Commissioned Officers will report to the Flying Cadet Officers and Non-Commissioned Officers they are relieving to receive instructions in their new duties.

CLASS OF



"It is the anecdote that best defines the personality."—Emil Ludwig.

The work of the upper class in acquainting the dodos with the life at Randolph Field will undoubtedly be more appreciated after citing some of the remarks made by the dodos. Soon after flying started, one lower classman was asked if he were an "H. P." His startling answer was, "No, Sir. I only went to college two years."

Soon after arriving at the Field, members of the lower class formed into details to be photographed. One mister was asked if he were a member of a particular photo detail. He replied that he was merely going to have his picture taken.

It is rumored that an instructor gave Landauer the controls at one hundred feet and "cut the gun" for a forced landing. Landauer looking out and seeing nothing but mesquite reached over and tapped the instructor on the shoulder. "Bail out, Sir."

The latest one out is that our "Daddy" Kerlin of ear-wiggling fame got gigged for not having his hair cut at the S. M. I.

The members of the March Class got in their first real storm, both literally and figuratively speaking; last Monday when the rain suddenly swept down from the north catching fully half of the upper class away from Randolph. A red flag was promptly hoisted and the beacon lights were turned on, in the resulting scramble to get back to Randolph, at least three-fourths of the students made down wind landings. Bennett did a perfect ground loop. Paul Wilson pulled the prize, however. He saw the beacon lights go on and noted that they looked very decorative. His comment later was that he thought they had turned on the lights because it was getting dark.

Whether the upper class has been instilled with a deep interest in the design of aircraft, or whether the creative instinct has taken hold is hard to determine, but the most popular hobby in the class now seems to be the building of model airplanes. Any afternoon when upper classmen have some time to spend as they see fit, several rooms will be littered with shavings and dust of balsa wood. The work is taken with a great deal of seriousness and aggressiveness. Both solid and flying models are popular. Frank Cook even went to the extreme of designing a classy sport monoplane, which his roommate obligingly made up in model form. Enough pains have been taken in building the models that the results should be high class in every detail.

Our dear Captain breaks into the spotlight the first morning after appointments by taking charge of calisthenics in the proper manner, and then giving the command: "Rear right to the rank. Uncover." Oh, well, even the best of pilots at one time or another get into a storm.

The present Kelly Field should have been in the Mess Hall on the morning of July 3rd, and see what a wonderful job they accomplished with our Upper Class. Upon hearing the command to prepare to rise not less than twenty proud Upper Classmen raised their arms to the accustomed position. Yes, there was many a sheepish grin as the offender tried to cover up.

It is hoped that Flying Cadets Sanford, Livingstone, and Moore will have learned a lesson after their recent night mission up and down the ranks of their fellow classmates. Several threats have been made that the above mentioned Flying Cadets will fly the night mail to Seguin a number of times.

Mr. Livingstone has been the envy of every one in Barracks for his social activities. He has also disproved the statement that Flying Cadet sare not serious—at least, fifteen dates with one young lady would cause one to think that someone is serious. Tell us the secret of your success, Mr. Livingstone.

Mr. Kerlin of the Dodo class tried almost successfully to land his PT-3 with the motor wide open. Perhaps you will have another chance when you have soloed, Mr. Kerlin.

The weakness of one of our Sandblowers was revealed last Saturday when someone, in the middle of the Gunter dance floor, happened to tickle him. Blower Hand's yells resounded far and wide even ranging above the music being played at the moment. With a yell like that, what a cowboy he would make! Imagine him howling like a lone wolf.

Clement is looking for Dr. Seus. Anyhow he wants some invention that will keep a fly from parking on his face when "Wild Man" Virgin is in the near vicinity.

"Wild Man" Virgin is being ballyhooed as the next heavy weight champion of the world. At least he can take it and "dish it out." P. S. See Clement.

Keese tells us that Hatcher still needs "support." Also, that said roommate has not yet put up his pawn shop sign. Oh, well, time will tell...

It is rumored about A Company Barracks that Doctor Walker has just refused to take in any more animals for his menagerie. It has also been said that Moore was responsible for this after having found that having a pet has its draw-backs. We suggest that Doctor Walker and Moore get a squirrel that is a little more polite and reasonable. After all, one's neck is "off limits."

FORMAL INSPECTION

"Eyes wandering, Mister? Don't you know this is a formal inspection? Well, you're gigged anyhow. —What's that?—Sure, raise your hand—raise your foot—raise everything — — — Where are you from, Mister?—Siam, huh?— What's the capital of Siam — — What??!! Siam City? Another Podunk smartie, eh? — You're gigged... Finis.

IN PAY LINE

"Sound off, Mr. Dumjohn."
"Sir, I am the cream of the crop from Wichita" (titters from line).
"Wipe it off Mr. Rakow.—He's your own roommate, too— You're gigged."
"Sir, why not gig Mr. Lampl—I have the most."
"That's another gig."
"No excuse, Sir."
"The proper answer is, 'Yes Sir.'"
"No, Sir" — (Upper Classman pulls gun and shoots self).

"Schnozzle" Keese has demonstrated very forcefully that he enjoys Mexican food. Oh, well, why bring that up? Talk has it that Livingstone will look for a new bed mate on his next trip to Cadillac.

Mr. Burton has already started training for Attack at Kelly. At least so thinks his instructor after Mr. Burton has tried unsuccessfully a Chandelle that was a little too close to the ground. After all, Burton, you don't have to dive several thousand feet just to do a Chandelle.

EARLY SOLOS

As in every class entering Randolph Field, several members of the July class have had previous flying time, some having had many hours of solo. Naturally, these men have caught the feel of their PT's and have soloed early. Sangster holds the enviable record of being the first of the new class to solo. He had less than three hours of dual instruction on A stage, but previous time made more dual unnecessary to qualify him for "solo stage."

"Honest John" Templeton and Marks went the solo circuit after less than four hours of dual. Mr. Templeton was dispatcher of "B" Flight before reporting as a Flying Cadet. He consequently received considerable flying experience while performing his former duties. Marks has owned his own plane for some time and has numerous flying hours of experience.

Cote, hailing from New Hampshire, soloed after four hours and twenty minutes. Milton Lampl ("The cream of the crop from Wichita"), having previous stick time and some solo experience, soloed after five hours of dual.

- Slips and Skids -

*Flying Cadets standing in formation
While the evening sun is low.
They represent the pride of the nation;
Stalwart sons, row after row.*

*The business man with his troubles
And those who seek after pleasure,
Are not aware of the struggles
Of the Flying Cadet; he has no leisure.*

*His duties are always at hand
Be it night or day.
He serves to protect this land
He has little time to play.*

*Let wars come, if they must;
Flying Cadets will always be ready.
In them rests the nation's trust;
For protection, they are always steady.*

—Victor Hugo Walker.

KELLY FIELD

By
Robert S. Griffin.

IN MEMORIAM

Second Lieutenant Keith A. Thompson, Student Officer, who met with death while returning from Galveston on the night of July 20, had the sincere esteem of the Flying Cadet battalion. With his passing the Air Corps lost a fine man. The Flying Cadets offer sincere condolences to his friends and Family.

Leaving Randolph Field early on the morning of July first, the present Kelly class flew perfect "autos in line" formation across the north end of San Antonio and succeeded in arriving at the new station without losing any of the long cortege, a feat that is regarded as reflecting credit on the misters' B Stage formation training.

Parking near the Flying Cadet barracks the class fell in and was marched to hear a short address by the Commandant. They were told just what was and was not expected of them and what the result of any tendency to do this or that would be.

After an hour or so the truck carrying the baggage arrived and work started in earnest. All through the morning articles were disposed of until about eleven o'clock the floor again came into view as assorted clothing gradually was placed in regulation order.

A supply formation scheduled for the interim before the noon mess period saw the class gathered at the supply office drawing foot lockers, flying suits, leather jackets, blankets and other necessary articles. It was with much pride and relief that the Kelly misters noted the total absence of anything resembling a dual helmet. To be sure, the lack of little hats with ear brusing gossports was one of the morning's highlights.

At the sound of the noon mess bell a murmur of anticipation ran down the line in barracks for the new class realized that they were about to be introduced to the famed Kelly Cadet Mess. It was a fitting time for something to eat. The morning had done much to improve the quality of appetites. It was colossal. Nothing like it had been seen since the night Rome burned. The misters sailed into the steaks like Nelson at Trafalgar and ended up on their bunks calling for air.

Extended pass privilege allowed the class to enjoy the next few days before work began and all made the most of it.

Flying began on the sixth. Having been divided into sections, the class met the first flying formation and made way to the line where many things were learned in a short period of time. In pursuit area, pea-shooters were soon bouncing hither and yon. The new attack section, composed of Mr. Fairchild accommodated itself to the snappy A 3, and the Bombers took a beating from the new gentle bank pilots.

Observation started right off and soon was in the throes of blind flying, observation missions of all sorts and cross country flights. After a week or so Pursuit began formation. The Attack students had been flying formation for some time when the pursuers began their antics, while those in Bombardment took many long days to become accustomed to their big ships. It was like flying a two story house from the front porch for them, but during the past week or so they too have been traveling in threes.

Transition, cross country flights and blind flying are the interesting interludes which the next few weeks will bring to Kelly and the class is enthusiastic over the prospects of interesting and exciting work from now until the fifteenth of October.

KELLY PROP WASH

To the high and mighty pursuiter goes this week's prize for neat flying. It seems that Kinkle, while taking off from a strange field landing had the misfortune to sideswipe a haystack, breaking a landing gear strut in the process. This Plucky Pursuiter flew his ship back to Kelly and landed, merely groundlooping at the end. When the dust had cleared away he was the only calm person in the crowd what with the ambulance and crash wagons gathered 'round and his instructor stating "that he couldn't see how anyone could land a ship in that condition without putting it on its back."

And, in the same breath, a big raspberry to Mr. Fahey. Anyone that drops in hard enough to break the wishbone on the landing gear and then claims that he *did not* drop in deserves just that. He even claims that in the face of statements by eye witnesses.

Since the soming of "Hot-pilot" Smith to Kelly Field that delicious condiment served at the meals in the Cadet Mess had had its name changed from H. P. to "Smith" sauce. Either name is correct according to Smith.

How to loop a P-12 with no instruction and with orders to the contrary is the secret of none other than our hard-boiled topkick Roscoe A. Dunahoo. As a matter of

fact, he did so well that the powers that be gave him a week on the post to think up new and more amazing stunts.

The time-honored excuse of missing the last car seems to be passed according to "Dad" Hayden. A month's confinement on the post plus guard duty with a rifle for Hayden.

Another offender in the same direction but punished in a different manner is "Leftover" Rocks. While hurrying to beat the Call to Quarters bell he met a very uncompromising individual in the person of a traffic cop that seemed to object to forty miles an hour down the main drag and invited him into town to talk the matter over with the judge. Haste, it seems, makes waste.

Along with the other stay-at-homes must be added Hausafus. He alone thought that the Officer of the Day had nothing to do but look wise—that is he thought that until confinements taught him differently.

The control tower, on the first night of observation's night flying, was graced by the very august presence of Mr. Barnes who was stationed there to pass judgement on the other cadets flying after he had shown in a very neat bit of flying that it was possible to roll your wheels on the hangar roof and land the runway that runs along the rear of the hangar.

And in connection with night flying and Mr. Barnes should be mentioned the reply to Barnes' foolish question. On receiving his flashlight for signalling Barnes queried "What do we do with this?" and was not a little suprised by his instructors answer "Swallow it if you want!"

Altitude flying, to the observers, presents an opportunity for a little cross-country flying. Pippinger and Allen, for instance, travelling high above the clouds came to earth at San Marcos, a small matter of fifty miles from the home airdrome.

One of the most heartbreaking scenes that has come to our notice in many a moon was the futile attempt of W. D. Mitchell to catch the little two ounce fish in Medina Lake with an inch hook.

Pippinger's attempt to ride a bicycle through the waters of the rill that runs through Brackenridge Park was amusing enough in the shallow parts but when the waters rose past the eight inch mark it became tragic. Moss-covered concrete covered with a foot of water doesn't present much traction to the average cycle.

DODO WRITES HOME

Dear Mom:

This is a wonderful school down here; even the upper classmen call it, "Just a great big country club." Of course, you will be interested in how I am getting along in flying. I hate to say this, but as it is true you will know that I am not bragging. I am considered an H. P., which means that I am a hot pilot; at least, that is what they call me. Of course, I really don't think I'm that, but I must say I am pretty good; in fact, I'm so good they called the whole class together two evening ago and had me show them how to do the maneuvers properly. My instructor said that he'd surely be glad when I flew by myself. He rides with me now just as a matter of form as I have learned about all that he knows. Some of my class mates must be jealous, as they laugh when the upper classmen call me an H. P. That is rather selfish, don't you think? I can't help it if I'm good.

Down here they have a wonderful system of giving one demerits. When one gets a certain amount of demerits one has a number of confinements or hours in which to do extra work. This is really done for our benefit as it teaches us something other than just flying. We learn gardening and all sorts of handy little things that will help us later on in life. So it is really beneficial to serve these hours of confinement. Some of my dodo fiends can't get that view point; they are rather stupid and, although I do my best to point out the advantages to them, they just can't seem to understand.

The upper classmen do a great many foolish things that go to show that they are human, after all. They ask the most foolish questions, such as: "Would you like to go to town?" Gee! they ought to know that we are not allowed to leave the post. Or, "Are you a taxi driver, Mister," "You wouldn't be dressing in the area, would you, Mister?" They certainly should know that we are not taxi drivers, and aviators with their supposedly keen eyesight should be able to see that we are finishing dressing in order to get to a formation on time. They also play that childish game of "Button, Button, Who's got the Button." I guess they are really quite young; they surely make me feel grown up.

Saturday morning at inspection I did "Inspection Arms" three times, which was because I did it so well the inspecting officer just couldn't resist seeing me do it a couple of times more. The top sargeant was jealous of my ability and gave me two demerits. That was mean of him I think.

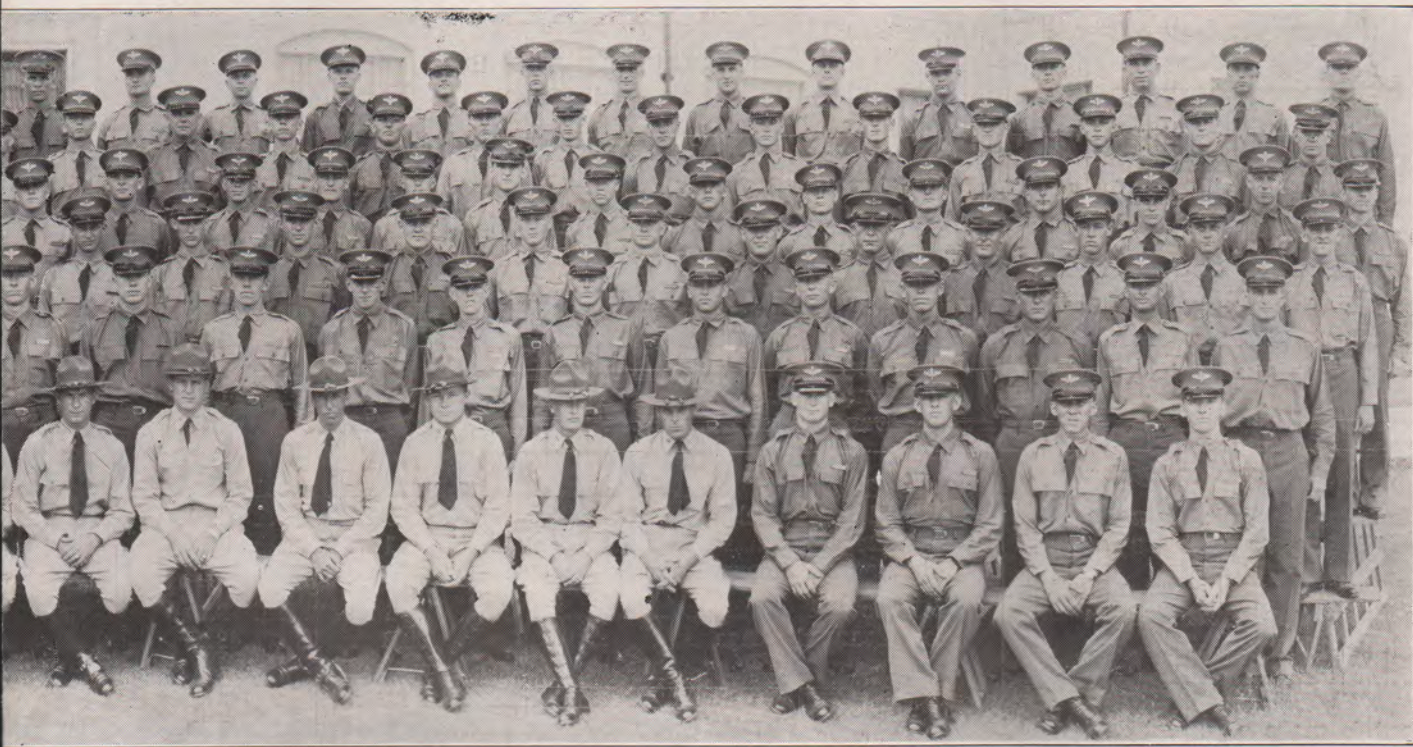
Say "hello" to Dad and little brother and tell Dorothy that she

(Continued on Page 5, Col. 1)

JULY 1933

Photo by H. L. Summerville

PING PONG TOURNAMENT



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The mystery of the subdued cheering and other strange noises which have been emanating from the "Rec" Hall for the last few days has at last been solved. To the amazement of the Dodos and other serious-minded people in the area, the Upper Class are in the midst of an exciting and breathtaking Ping Pong Tournament.

Strange as it seems, the game has a large number of followers, and when the Tournament was announced, no less than thirty men entered, every one of whom hoped that he would be crowned the Champion Celluloid Ball Bouncer of the Flying Cadet Battalion.

Proper, one of California's gifts to Texas, drew a bye in the first round, and in the second round he trounced Cook, Colorado's donation to Aeronautical Engineering. Mr. Cook had previously defeated Wilson, the Battalion's favorite crooner. Mundell served notice that he was the dark horse of the tournament when he defeated "Baustan" Timper in the first round and Jimmie Carter, the "Tee's" pride and joy in the second.

"Speed" Turner, in a desperate final sprint nosed out our one and only "Bugle" Beetle in the first round. "H. P." Gray continued his path of success in eliminating Clark in short order. Our versatile Battalion Captain mounted his trusty steed and trampled on our "eager" Saibara. The "Cornstalk" Champion from the middle west, Mr. James Hay, defeated "Dodo" Magill in straight games.

"Silent" McMahon, native from the backwoods of West Virginia, also drew a bye in the first round. "Silent" is seeded No. 1 and is expected to win the championship, although there are several misters who will make the going rough.

Late reports show that good old "Shock Cord" Hatcher took a bump from "Blower" Peterson in the first round. "Blondie" Caldwell spread eagled Company A's finest when he completely submerged "Plaza Kid" McDermont.

Other results are fast coming in and the finals should be run off in short order, with the champion presented his award in a fit and formal manner.

checked. The reason for checking at three speed ranges is the fact that some troubles are noticeable at low speeds and cannot be detected at medium or high speeds and vice versa.

When the students are satisfied that they have obtained all the symptoms of the engine trouble, they go into a conference room and tabulate the results. These results are then studied and the probable troubles listed. The students then return to the engine, find the trouble and fix it, checking their work to make sure the trouble has been eliminated.

DODO'S LETTER

(Continued from Page 4)

should see me in uniform and that I surely do feel sorry for her—me being away and everything.

Your loving son,
A. DODO.

AIR CORPS INSIGNIA

As a means of furthering Air Corps Tradition in the Flying Cadet Detachment, the Battalion sent requests some time ago to all organizations for colored copies of their various insignia. The splendid results obtained from these requests may be noted by observing the insignia recently hung in the Mess Hall. The insignia of the Army, National Guard, Reserve Fields, and of the Marine Corps Aviation have been received and hung in the Battalion Mess Hall.

There is still sufficient wall space in the Mess Hall to accommodate a large Air Corps Military Map of the United States in color, which will show the location of Air Corps Stations, National Guard and Reserve Fields, Military Posts, and Airways, together with many other points of military interest. It is hoped that such a map can be secured in the near future, for it, with the insignia, should be a great aid in the development of knowledge of the Air Corps.

ENGINE TEST BLOCKS

One of the most interesting and most practical courses which the Flying Cadet studies is gas engines. The purpose of the course is to thoroughly acquaint each student with the operation and maintenance of airplane engines so that he will be capable of supervising a service organization in the field and also to diagnose and fix trouble in his own engine in the event of a forced landing.

The course is evenly balanced so that the student will receive an equal amount of both theory of operation and practical experience in diagnosing engine trouble. In a series of lectures the study of simple thermodynamics, electricity, fuel, oil and the materials of construction of engines are dealt with. The above subjects are dealt with very thoroughly and are not elementary by any means. Flying Cadets who have had no previous engineering training find thermo and electricity rather difficult. Thermodynamics is a study of the laws governing the operation of engines. We, of course, are only interested in internal combustion engines and the course is limited to this type only. One lecture was devoted entirely to a discussion of the Diesel aircraft engine. The advantages, disadvantages and the theory on which

it operates, together with the novel features of design enlightened many on the possibilities of this relatively new engine.

The main branch of the engines course was the Test Block. Four engines, two Wright J-5s, a Pratt and Whitney Wasp and a Curtis D-12 are mounted on stands with a complete set of instruments on a panel similar to the equipment on an actual airplane. The purpose of this branch of the course is to learn to detect the presence of trouble, both major and minor, and to correct them. The method used is as follows: In the absence of the student, the instructor will place some trouble in it. The student is called in and the engine is started and run at idling speed on both magnetos. One student operates the controls of the engine and the others stand around feeling of the exhaust stacks with their hands to see if any of the cylinders are missing. As soon as the engine is checked thoroughly, the operator turns the switch so that the engine will operate on the left magneto at the same speed. When this is checked, the operator switches to right magneto. Any irregularity about the running of the engine is remembered. After checking the engine as outlined above, the operator increases the speed of the engine up to 750 r. p. m. where the same procedure is followed. After checking at 750 r. p. m. the engine is speeded up to 1500 r. p. m. where it is again

POETS SAY.

An Ode to Some Upperclassmen

Amidst the noise and chatter of the holy Upperclass,

*One sees the "lowly Dodos" as they calmly polish brass.
Some Upperclassmen's ego is so funny its a shame.*

*That they cannot grow up abit and live up to their name.
You hear them bellow loud and long as if they owned the Post.*

*But four month's service as cadets is all they can boast.
The Dodos line up straight and still when the "C. O." calls
"fall in."*

*But Upperclassmen mill about and ruin discipline.
Of course, their theory is to give the Dodos form and poise,*

*But most of all the good they do is lost in their big noise.
Some Upperclassmen try to act as if they were quite tough.*

*They snort and strut around and try their best to run a bluff.
But many Upperclassmen are the finest men you'll find.*

*They really try to keep the school the best one of its kind.
For they are really earnest and they cut out this horse play,*

And every thing they do is meant to make a perfect day.

The Flying Cadet Baseball Team

The reconstruction of the Flying Cadet baseball team has been started under the able leadership of "Grassy" Hinton, who has undertaken the job of Coach. Although having lost such men as Dennison, Powell, Mussett, and Rees by their advancing to Kelly Field, the outlook for a team that will equal, if not surpass, the record of the previous team is exceptionally bright.

When the first call for baseball practice was announced, about thirty men answered. Among these thirty men, there are six men that are upperclassmen and who played with the team before. The remainder are lower classmen, and claim that they have had experience on baseball teams, varying from sandlots to professional status.

The squad has been practicing on the Post Diamond daily, and have shown great promise. Several of the veterans are having their hands full trying to keep their respective positions, as there is some excellent baseball material in the Lower Class.

Hinton, Minnis, and Sandberg will carry the pitching assignments with Caldwell and Phipps doing the honors behind home plate. The infield is composed of Root on first, Smith on second, Landauer on third, and Mitchell covering shortstop. These men, however, are finding it difficult to maintain their jobs, as they are closely followed by others who are by no means lacking ability in hitting or fielding, and who may yet win starting assignments. The outfield has for fly chasers, Von Weller, Evans, Hinton, Gibbs, and Giangiacoma, all of whom are showing some consistent hitting in practice.

DODO ATHLETES

"Dodos" have within their class a number of men who have carved places of fame for themselves in various branches of sports throughout the country. Along with having men who have made names for themselves in Colleges and Universities, we have a few men who represented the United States in various sports at the Olympics last year.

Football can boast of having the largest number of celebrities, being represented by no less than three former captains. J. P. Reedy, "Smiling Jim" of the Naval Academy, was captain of the Academy football team last year. He also won a letter in Lacrosse. M. M. Clancy captained the football team of the University of South Dakota, and J. Michaelson likewise guided the destinies of Carneige Tech. Other footballers of note include Phipps, Hassett, Ogle, and Samuels.

In Basketball P. F. Bedell was captain of the Naval Academy Team last winter. He also played the difficult position of "in home" on the Academy lacrosse team. C. H. Pritchard was captain of the basketball team of the University of Georgia.

For a noted strong man we have D. F. Minnock from U. C. L. A. who was a member of the Coast Intercollegiate Champion Wrestling Team in 1929.

W. Pasche is distinguished as a member of the All-American Water Polo Team. Selby, his team mate, was a member of the Water Polo champion team for 1933.

W. W. Harding, although distinguished as a boxer and wrestler at Stanford, claims his greatest honor as being a member of the Olympic Shooting Team.

CLASS STATISTICS

CLASS OF JULY 1931

(Basic Only)

To Advanced Stage 100 88.50

CLASS OF NOVEMBER 1931

To Advanced Stage 102 48.80

CLASS OF MARCH 1932

| | | |
|--------------------------|-----|-------|
| Total Reporting | 200 | % |
| Disqualified Physically | 4 | 2.00 |
| Eliminated Primary Stage | 87 | 44.39 |
| Eliminated Basic Stage | 9 | 8.26 |
| Own Request | 2 | 1.02 |
| Holdovers | 3 | 1.53 |
| To Advanced Stage | 95 | 48.47 |

CLASS OF JULY 1932

| | | |
|--------------------------|-----|-------|
| Total Reporting | 199 | % |
| Disqualified Physically | 9 | 4.52 |
| Own Request | 1 | .53 |
| Eliminated Primary Stage | 88 | 46.32 |
| Holdovers | 4 | 2.10 |
| To Advanced Stage | 92 | 48.67 |

CLASS OF OCTOBER 1932

| | | |
|--------------------------|-----|-------|
| Total Reporting | 195 | % |
| Disqualified Physically | 7 | 3.59 |
| Own Request | 1 | .57 |
| Eliminated Primary Stage | 88 | 45.10 |
| Holdovers | 5 | 2.57 |
| Eliminated Basic Stage | 6 | 3.08 |

CLASS OF MARCH 1933

| | | |
|---------------------------------|-----|-------|
| Total Reporting | 166 | % |
| Inactive | 2 | 1.21 |
| Disqualified Physically | 6 | 3.62 |
| Own Request | 2 | 1.21 |
| Eliminated Primary Stage Flying | 71 | 42.80 |
| Holdovers | 2 | 1.21 |
| To Basic Stage | 83 | 50.00 |
| Eliminated Basic Stage | 1 | .60 |

CLASS OF JULY 1933

| | | |
|---------------------------------|-----|------|
| Total Reporting | 158 | % |
| Inactive | 2 | 1.27 |
| Disqualified Physically | 4 | 2.53 |
| Own Request | 1 | .63 |
| Eliminated Primary Stage Flying | 2 | 1.27 |

FIRST IMPRESSIONS OF A DODO

My ideas of this post were close to actuality as far as the layout and architecture were concerned. I expected a pretty place with the spanish architecture that is prevalent, but I was surprised to find everything on such a grandiose scale. Beautiful homes, exactly located to comply with the geometrical plan of the field, and surrounded by well-kept lawns, plants and flowers were especially attractive. I was particularly impressed by the enlisted men's quarters which closely resemble some of the Officers' Clubs I've seen on other Army posts. I think this is fine, as beautiful surroundings always tend toward contentment and pride.

The military system I expected to be rigid. It is. Here I was very impressed by the fact that upper classmen set the examples for the lower. To be specific, upperclassmen in most schools tell the lower classmen to do things, all the while failing to do it themselves. Here, when a lower classman gets called down for having dirty brass, he notes that the man reprimanding him has his own brass shined. This creates a feeling that we shine our brass be-

cause its the right thing to do. I was also struck with admiration by the keen alertness of the older Flying Cadets, the erectness of posture that they carried at all times, and the execution of their military duties.

I was pleased with the attractiveness of our new home—our quarters for the next eight months. I admired the simplicity of the room, which was designed and furnished with the idea of efficiency in mind. I especially appreciated the cool and well lighted rooms.

It seems that everything is in equilibrium here—an hour's flying to an hour's ground school with proportional time for drill, athletics, and cleaning up.

I expected to be impressed and am greatly impressed by the flying instruction. One readily understands why Randolph Field is known as the "West Point of the Air" when the opportunity to meet his instructor and fly with him presents itself.

The pride of the Flying Cadet Detachment impress me and injects itself into us all. It is immediately evident that all of the Flying Cadets are glad to be here, proud to be here and hope to stay here!