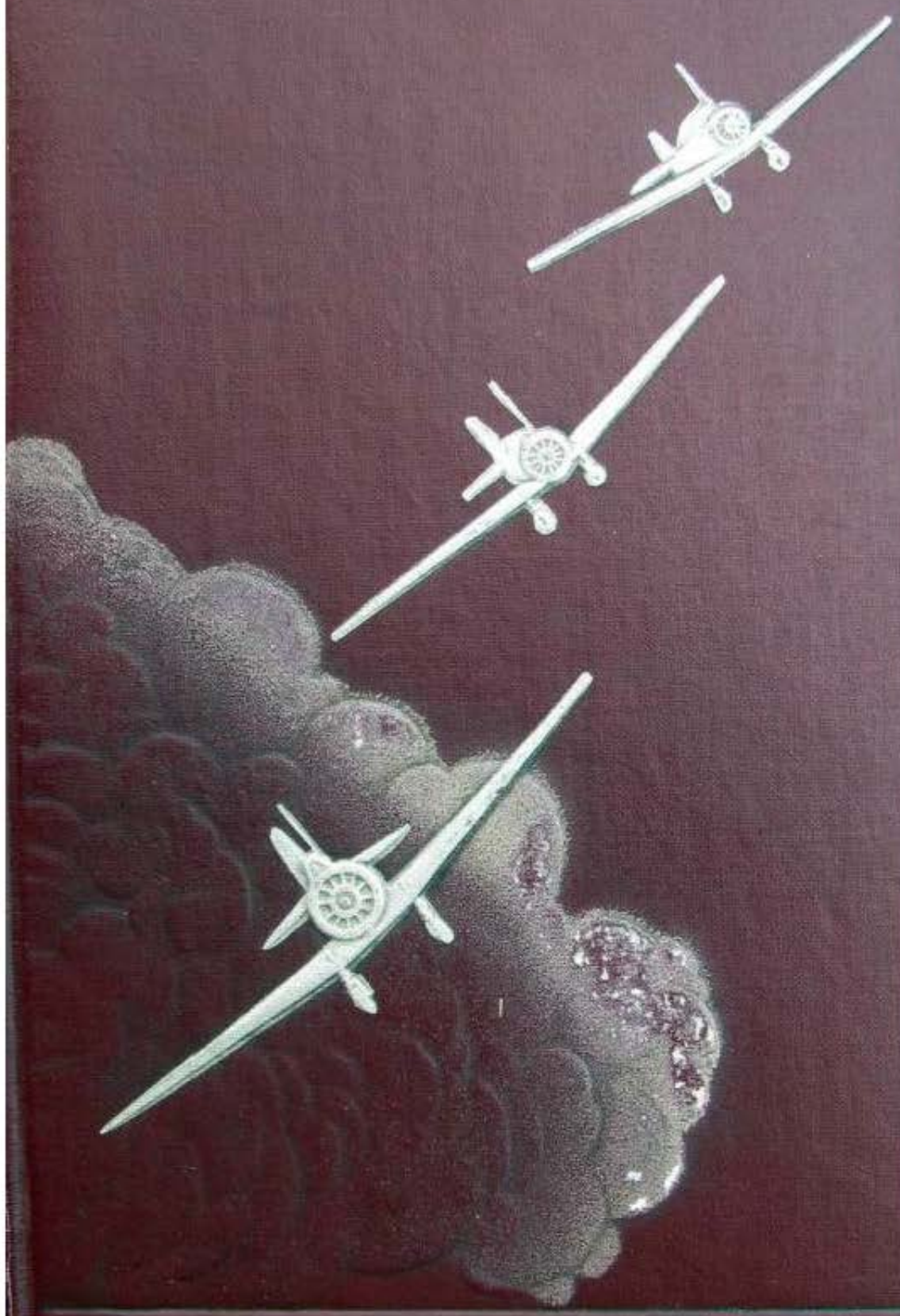


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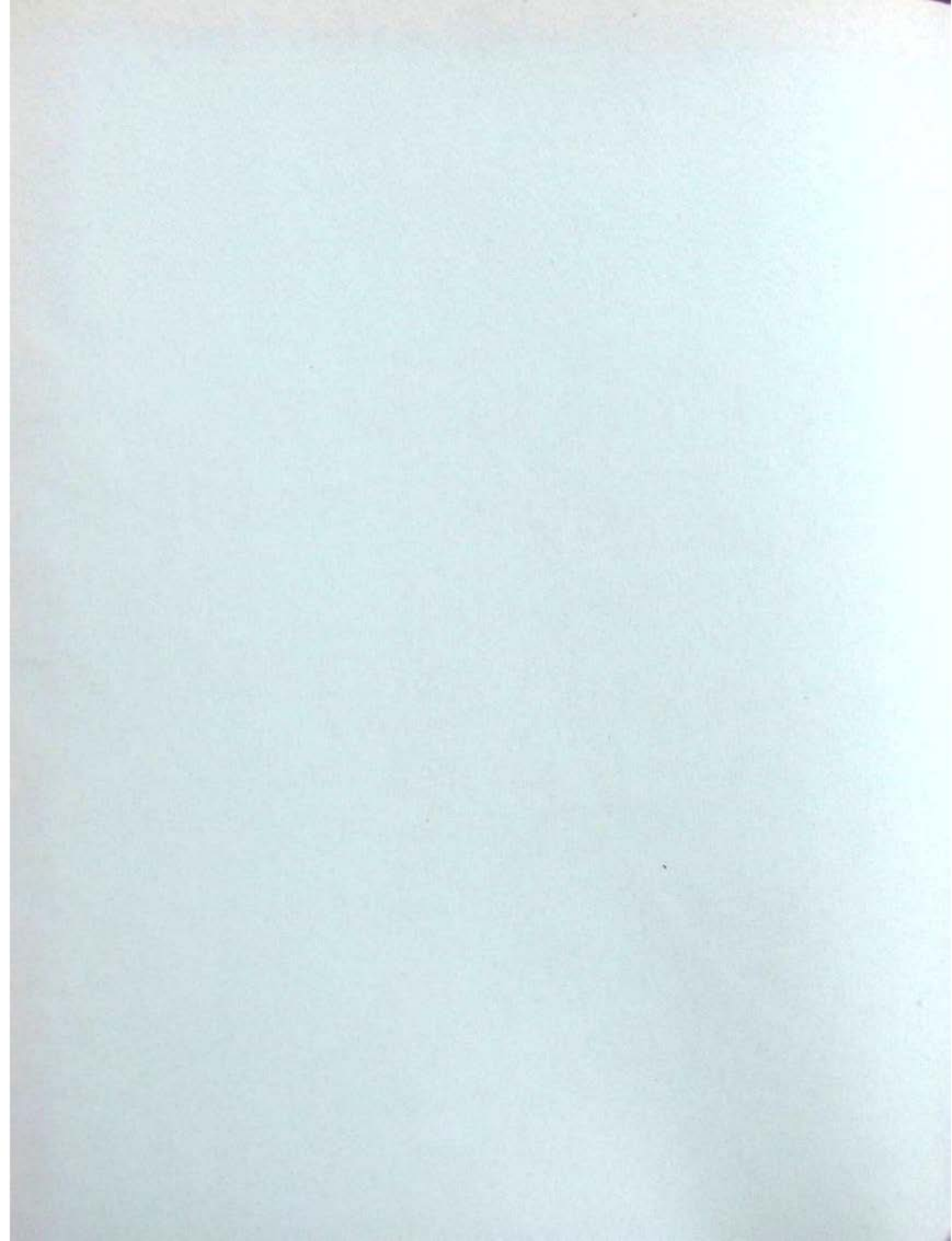


FORTY-THREE

F







TORQUE

THE BOOK WITH A TWIST

PRESENTED BY CLASS

43 - E

ARMY AIR FORCES BASIC FLYING SCHOOL
PECOS, TEXAS



"THE CADET CODE OF HONOR"

The Code of Honor of the United States Corps of Cadets applies in every respect to all phases of the life of an Aviation Cadet. It is the code which guides the destiny of each individual, both as a Flying Cadet and later as an Officer of the armed services.

Honor is that natural and inherent standard of distinction of proper conduct in dealing with one's fellow man, and is that quality which is so essential to him who is, or intends to be, a leader of men in the profession of arms.

DEDICATION

This book is dedicated to the "Schoolmasters of the Air" who have demonstrated by their patient guidance, thoughtful understanding and diligent perseverance in line of duty, that they possess that rare quality of leadership which enables them to prepare the "Fledglings" of the Army Air Forces for the difficult art of Aerial Warfare.

HEADQUARTERS
PECOS ARMY AIR FIELD
OFFICE OF THE COMMANDANT
PECOS, TEXAS

TO THE CADETS OF CLASS 43-E:

Our sincere congratulations to all members of the Class of 43-E, Pecos Army Air Field, Pecos, Texas. As fellow members of this training school we express our appreciation of your cooperation with the officers, instructors and all other personnel of this station.

Your achievements and hearty completion of all Army Air Force missions will be our reward for our contribution toward your training as Army Air Force pilots. Never allow your performance and deportment to cast unwonted reflections on this or any other Army Air Force activity.

Our heartfelt best wishes to you as you advance in your training as Army Air Force pilots.

GOOD LUCK!

H. C. Wishart
H. C. WISEHART
Colonel, Air Corps,
Commandant.



COLONEL WISEHART
COMMANDING OFFICER

DEPARTMENT OF FLYING



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Director Of Training



CAPTAIN BRADY
Director Of Flying



CAPTAIN ROBERT SEWELL, JR.
Ass't. Director Of Training



CAPTAIN C. W. SAWYER
Ass't. Director Of Flying



CAPTAIN J. P. K. CAVANDER
Group Executive



CAPTAIN W. J. GRUMBLES
Group Commander



CAPTAIN J. J. KENNEDY
Squadron Commander



CAPTAIN H. D. GRANDSTAFF
Squadron Commander



LT. C. E. MOUDY, JR.
Squadron Commander



CAPTAIN O. B. MILNER
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LT. B. R. MINER

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MAJ. O. C. McSHANE
Commandant of Cadets



CAPT. R. L. McCORMICK
Ass't. Commandant of Cadets



LT. E. J. THOMAS
Tactical Officer



LT. A. T. SPAULDING
Tactical Officer

THOSE WHO HELP KEEP US FLYING



MAJOR L. S. LEO
Flight Surgeon



LT. P. BEAVER
Director Of Physical Training



LT. M. G. SMITH
Supply Officer



LT. F. BREEMER
Ass't. Director Of Physical
Training

LT. W. F. CAMPBELL
Personnel Officer



LT. L. J. ANTWEILLER
Mess Officer



YES MISTER! !
I MEAN YOU



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McAllister, William L.
Berea, Kentucky



Lowry, Raymond G.
Fort Worth, Texas



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Waco, Texas



McGovern, Albert S.
Lockport, New York



McMannus, Kenneth L.
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Miller, Ward F.
Kennedy, New York



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Mitchell, William H.
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Trail, Otway Steele
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Shiloh, Arkansas



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Harrison, Robert Laverne
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Hartman, Richard George
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McKinney, Jack N.
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Jenner, Vernon Charles
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Kelly, Karl E.
Waco, Texas



Kimberling, Gordon L.
Fort Worth, Texas



King, William Kenneth
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Klienberger, William H.
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Primm, Gerald C.
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Ray, James R.
Birmingham, Alabama



Register, Edward B., Jr.
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Rosser, Jerry D.
Anson, Texas



Saenz, Frank, Jr.
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Schmidt, Stuart
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Schreyer, Loraine Everett
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Millin, Albert B.
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STUDENT OFFICERS



Gould, George, 1st Lt.



Hughes, Robert H., 1st Lt.



Hoskinson, Martin T., 1st Lt.



King, Gerald R., Jr., 2nd Lt.

STUDY SHEET NO. 16

ARMY BASIC FLYING SCHOOL
DEPARTMENT OF METEOROLOGY
PECOS, TEXAS

NAME Mc Oliver Q. Knucklehead
SQDN. & FLIGHT 17-Z

SUBJECT: HAZARDS

1. Among the most common hazards to aviation are:
- Last turn into the field
 - Stabilizer Stalls
 - Ground Loops
2. Five minor hazards to aviation are:
- Running out of Gas
 - Head Way in
 - Shoes not shined
 - Needing Share
 - Talking in ranks

Fog may be defined as any cloud whose base is below 50 ft. above the surface. (1) True (2) False

Well Yes & No

When flying over an area of rough terrain and high winds you would expect turbulence in the lower layers. (1) True (2) False

It's hard to tell - I always fly way up

Condensation nuclei are not necessary for fog formation.

It beats me, Joe

A light wind aids in fog formation. (1) True (2) False

Now and then

The formation of a thunderhead does not indicate strong vertical currents. (1) True (2) False

What's a thunderhead?

Ice picked up in a thunderhead will be of the Cold type.

Fogs occur more often at night than during the day. (1) True (2) False

Ye Gads, Never Noticed

The types of icing are

- Sugar
- Powdered sugar
- Chocolate
- Boiled



GROUND SCHOOL OFFICERS

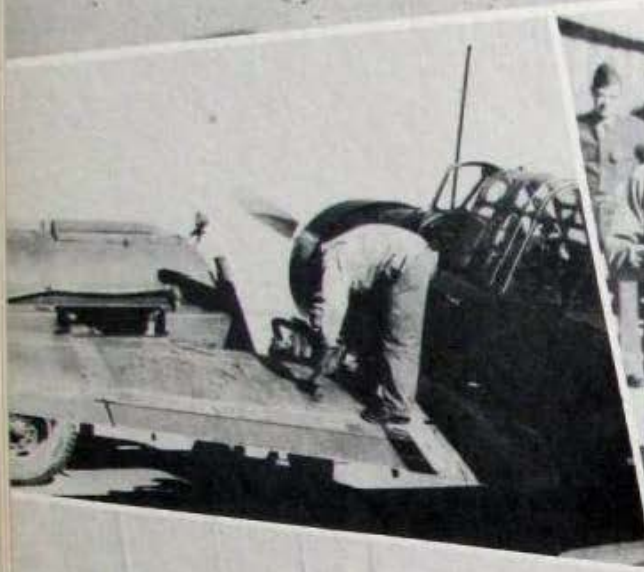
CAPTAIN BARBER
Director of Ground School



LT. SWARTZLOW
Assistant



LT. LINDQUIST
Assistant





BASIC TRAINING

If there is such a thing as adolescence in the growth of a pilot then we might say that we have now passed through that stage. As far as flying is concerned we were certainly babies upon arriving here from Primary. At that time we thought we were H. P.'s indeed; needless to say, none of us would have been willing to admit such an attitude even to ourselves, nevertheless it was there.

The first few days here at Basic we were very much like teen age boys who had finished scraping the fuzz from their chins for the first time with their Dad's razor. We felt big and talked big and there were few things we did not know about flying. Alas, the crash came in due course. Perhaps cataclysm would be a better word, at any rate our ego was deflated so fast that we were left in a dazed and bewildered state. We were reminded at every turn that we were now in the army, that we were not H. P.'s, and the sooner we realized these facts the better it would be for everyone concerned. After our first ride in the Vultee Basic Trainer 13-A we heartily agreed with them.

Our first days on the line were spent in the cockpits of planes that were setting on the ramp. We had the starting procedure and blindfold test to learn. Those men who were not sitting in the planes were standing around with gaping jaws watching the upper class land solo.

After the "orientation ride" words could not express our enthusiasm. The next day we took off and flew some, getting the feel of the ship, at least that is what we were supposed to be doing, however that feel didn't just come as if we had been shot in the arm. A/C Jumjohn, J. J., Class 43-E, found that it would take quite a bit of "feeling" before he had the feeling that he could solo.

This pre-solo period was a very sad and baffling experience and many were firmly convinced that the BT had been diabolically designed to be flown by four armed men. How could any normal human being change prop pitch, roll down flaps, trim the stabilizer and rudder, set the throttle, open the canopy, maintain an altitude of six hundred feet, an airspeed of 105 miles per hour, and fly a rectangular course around the field all at one and the same time?

Some didn't. These same luckless individuals were given ample opportunity to stand in some conspicuous spot near the stage house and proclaim in their best oratorical manner. Yea, even as Demosthenes in his early youth stood by the sea and shouted the pounding surf, so did these intrepid young men stand. Above the roar of the engines warming up along the line their brave voices could be heard pealing out advice to others. "Hear ye, Hear yea, Never take off in high pitch" or "Never take off without flaps!" Other extraverts feeling no urge towards forensic activities, publicised their aeronautical blunders by pacing off the boundaries of the field at retiring nature, presented papers on the advantages or disadvantages of flying the double time with a parachute on their backs. While some, being no doubt of a more retiring nature, presented papers on the advantages or disadvantages of flying the pattern with the canopy open or on landing with the "T" at the Ready Room Seminar (Tea was not served).

All this came to pass and was forgotten in the busy days that followed. Cross countries were flown and to the surprise of all, none lost their way. Night flying was experienced and was easier than many of us had expected, although it did give rise to some interesting reports. Several men called in and reported "sixty degrees in left selector valve", while one cut his call down to simply "Flip flap Wilco". We would forget those who developed imaginary trouble with the rudder (set your trim tab, Brother) or those who preferred landing on the row of lights or out in the mesquite to the prescribed runway.

There were so many events that we could not cover them all in so short a space, but a brief mention will bring back nostalgic memories—those maddening hours in the link trainer followed by even more excruciating hours under the hood . . . buddy rides . . . Pecos dust storms . . . formation flying. "See, just keep that star in position" . . . inspections at 0500 . . . ground school . . . lectures and training films in the post theatre . . . midnight snacks in the mess hall . . . Pecos dust storms . . . and then finally our graduation ceremony.

We are now ready for Advanced, single engine, twin engine fighter or multi-engined planes. For many of us it means the crossroads and a parting of our ways, the same ways that were begun in the same Pre-Classification squadron in Santa Ana. So we grin, shake hands, and wish each other luck in the new and bigger job that is ahead. Yes, we have come of age in this game of flying. We are no longer cocky kids but men who have the self assurance that many hours of Army Air Corps flying brings. We are beginning to feel that our goal is not so remote after all, that soon we will attain that which so many seek and so many never find—a pair of Silver Wings.



IN RETROSPECT

It was down at dear old Pecos Field
In the Class of 43-E
And of all the things that we went through
We'd swear it never could be.

From six o'clock in the morning
To any hour at night,
Ground, School, Flying, Link and all,
It really was a fright.

Here we are now through at last,
Still wondering about the ordeal,
But down in our hearts, as everyone knows,
it's that good old pride we feel.

Many were lost along the way
And we hated to see them go,
They were better fitted for something else
And they'll give it their best I know.

We're heading for Advanced now—
Not knowing where that will be.
With our hearts and souls we'll make that grade,
So just you wait and see.

From there to the son of the Rising Sun
And neighbor that's no bunk,
We'll never be stopped until the day
We've sunk that lousy skunk!

A/C RYBERG

THE GRADUATE

We are the "Cookies" who rise at six
And with the dodos do not mix,
They start right in at six—or five
To make we boys fear for our lives.

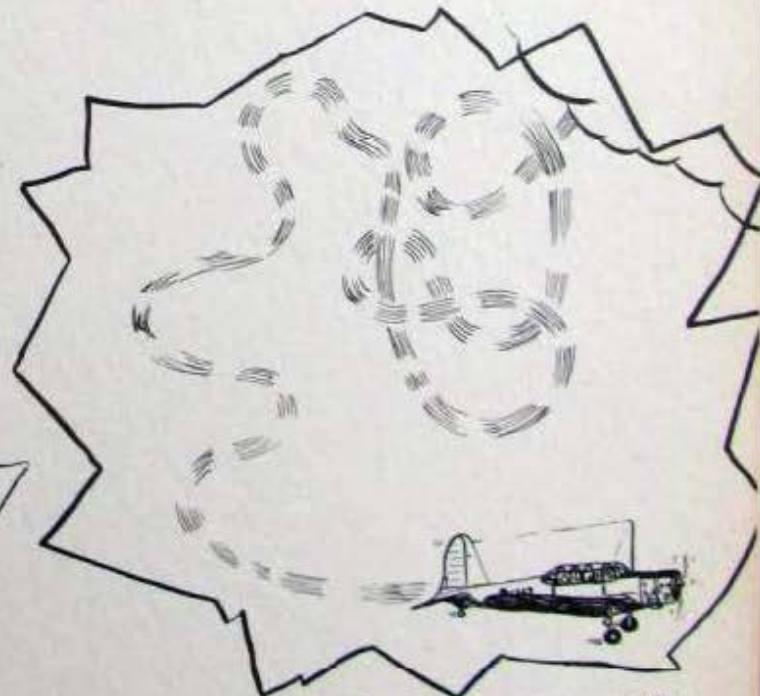
"Police the area—and make it good
The Captain won't be nice—even if he could.
Pull in your gut—throw out that chest,
Hell, Mister—you're not at rest.

Oh! Raunchey Pilots,—Look at those braces,
Let's see some wrinkles in those faces.
All circle the airfield with a chute or two,
And tomorrow Misters, we will start anew.

"We've been here now for these short weeks,
Playing this army game for keeps,
And if everything goes as it should,
It won't be long before we're good,
Both in the air and on the ground,
With one gold bar to prove we're sound."

We hope you boys will do as well,
Although at times they give you hell.

A/C KNUCKLEHEAD



INSTRUCTOR - ~~spinnone~~!! Do you call that "a loop"!!??
 STUDENT - I thought y-you had it, S-s-sir!!





A CADETS WEEKEND

And you will get twenty six hours open post—weather permitting. Those words were still ringing in JOHNNY KADETS head as he heard the shrill blast of a whistle—can this be SUNDAY A. M. Oh well, he had experienced the feeling of shrill whistles and klaxon horns ringing through his head on several Sunday mornings, so better get some more sleep—ho, hum.

But JOHNNY KADET don't you hear the familiar music of the "ten minutes before reveille jump?" Yes this is Sunday A. M., and you have only three minutes to dress, shave, brush your teeth, dust your shoes in jig time on the backs of your trouser legs, and fall out—on the double!

Thus begins another day of a cadets schedule. It is not a day like Friday, Saturday, or Sunday, but a date, such as the 1st, 2nd, or 3rd. From reveille and on throughout the day, he is confronted with an endless number of problems, which give him excellent experience in the matter of judgement. The first, and by far the most important of these is to budget his time. After breakfast, he must decide whether to gamble on one gig for not sweeping his floor, and using that time to make his bunk neatly, or shoot the works on the possibility of no inspection, and remove that ever persistent beard. No matter what he decides he's licked.

His next problem is a matter of individualism, is he a man or a boy, can he adapt himself to the army's way of doing things. He dresses for athletics with the speed of a fireman to streamline his figure, and take out the wrinkles. Then he doubletimes to the flight line, is put in a brace, and told to pull in that chin, and show some wrinkles. He can't win.

Although a cadets daily schedule may be rough, HE is king at the mess table, and an Ace in a B. T. when he leaves his troubles behind as he soars into the blue looking forward to the day he can spend a weekend at home.

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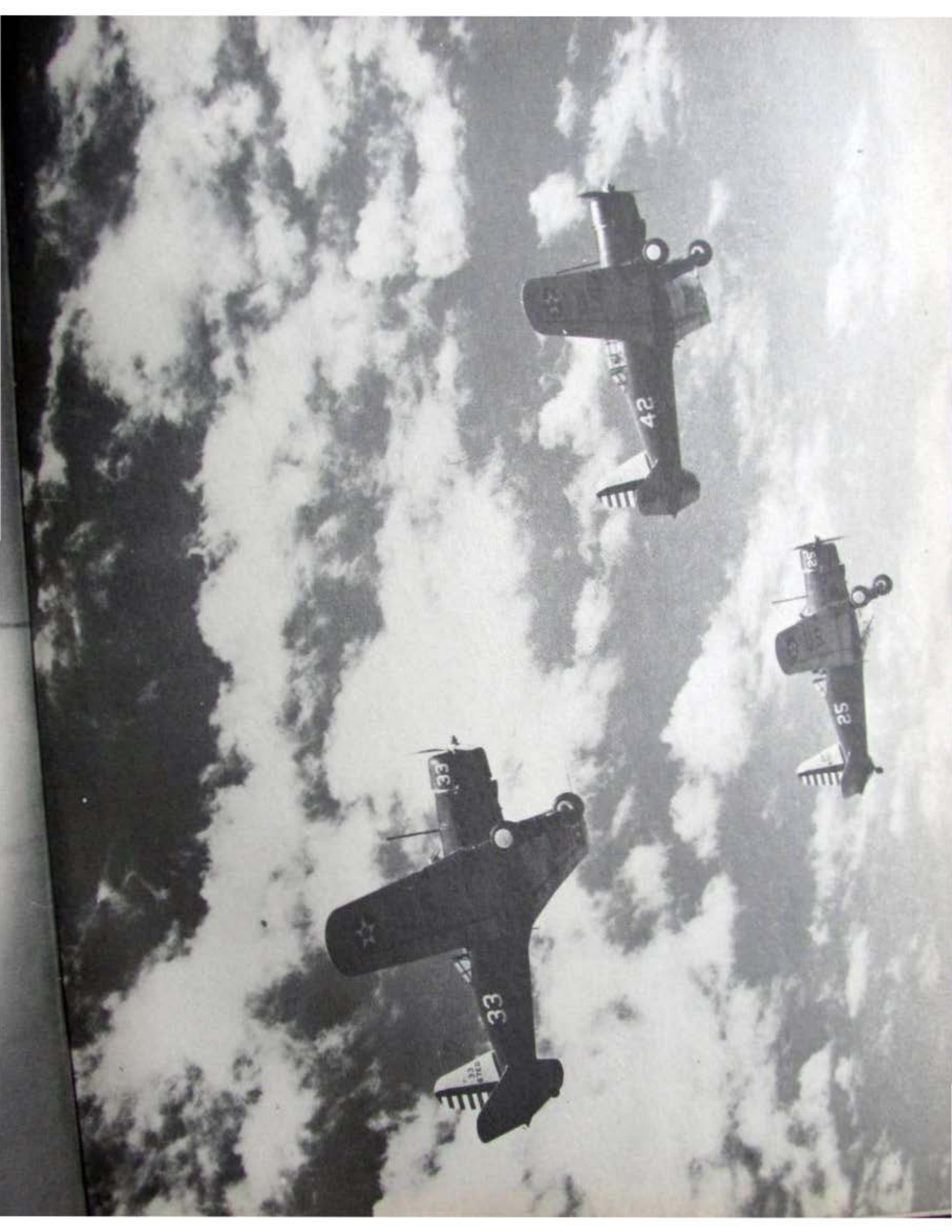
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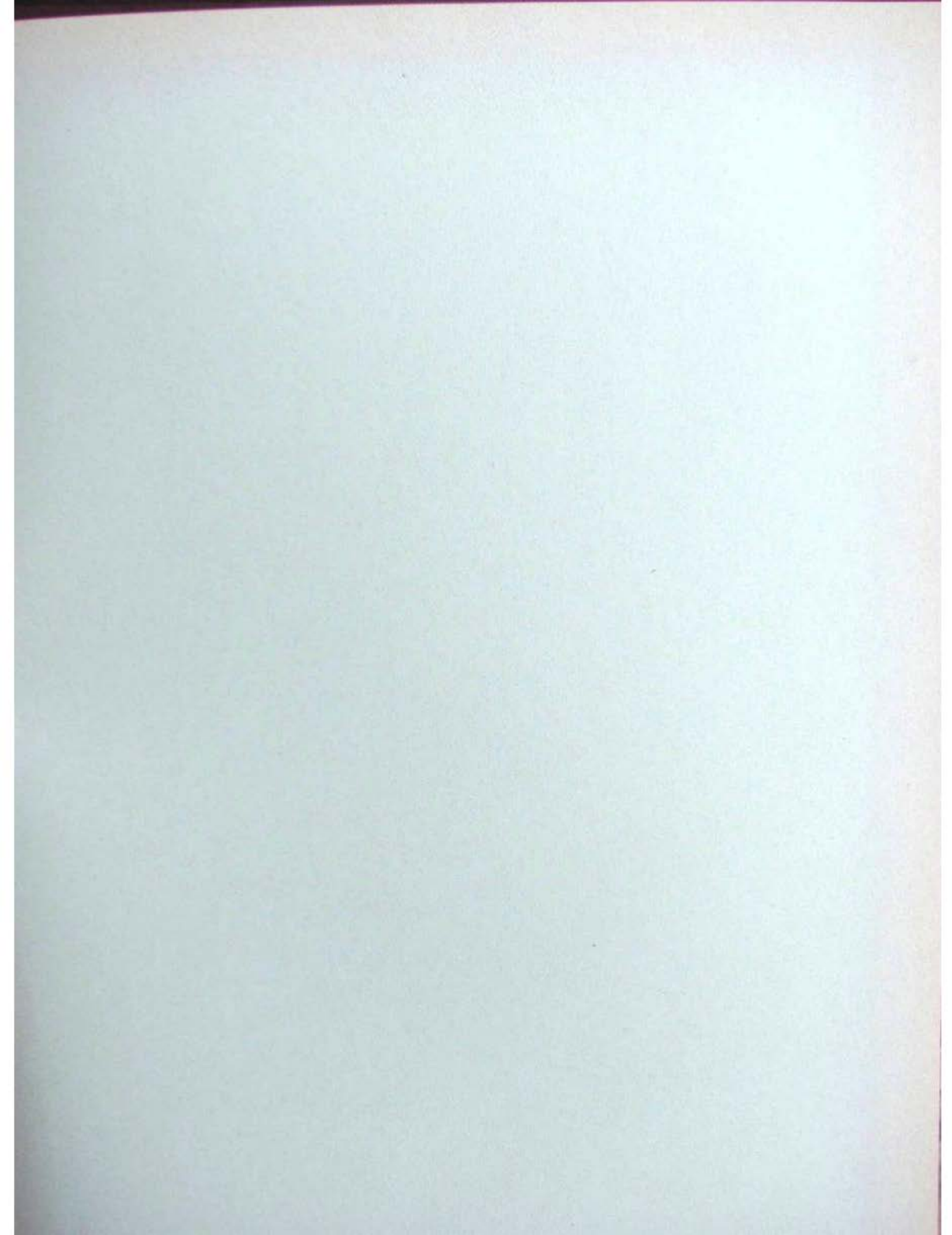
IN MEMORIAM

LT. ROBERT R. COBLE
A/C FRANK E. LEWIS
WHO BEGAN THEIR LAST FLIGHT
JAN. 7, 1943





Autographs







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