

bird, list  
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U. S. NAVAL AIR STATION  
JACKSONVILLE, FLORIDA

Feb. 17, 1942

Dear Folks,

Thanks for the letters and the birthday presents. P's letter arrived yesterday. M's to-day. I haven't bought the bag yet, for two reasons - The two best places are expecting better selections soon, and last Saturday and yesterday I was too lazy to go shopping. Since I was expecting to buy a bag anyway, I shall <sup>incur</sup> any possible extra expense myself.

The golf balls will be especially appreciated if they are sent, along with my clubs. I still expect to get a good used set of woods, so don't send any, but for the time being I think I'll lay off the idea

of getting a good iron set and  
save up for uniforms (1 greens,  
1 blues, 2 khakis, 2 whites, coat,  
accessories, etc. - all needed  
besides what one will already  
have when one is not yet  
commissioned: 2 whites, 2 blues.  
Cost: around \$300.00 Allowance:  
exactly \$150.00!). Perhaps if  
I find myself land based, I'll  
then get some clubs. By the  
way my old balls would be  
acceptable too (not P's. They'  
ll be needed up there). The  
Pointe Vedre course has several  
water holes and isn't easy,  
though it's quite well known.

Well now with more  
than a week of ground school  
over and first grades in, I can  
see what it's like. It's not  
bad, but takes too much  
time unless one wants to  
quit writing letters or relaxing



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over a book or magazine. On the whole the courses are pretty good. Some are so short as to have their final grades merged together, as did those on materials (metallurgy), construction (of wings, etc.) and parachutes, which produced a 3.33 for me and a 3.30 for P. Field! All Navy grades, including those ~~for~~ flying checks, are marked on a basis of 4.0 as 100%. I don't know why.

Engines, a much more important course, still continuing, netted a 3.65 — a more satisfactory grade (over 90%). I'd like to keep well above average, but it may not be easy with my inevitable distractions and

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competition coming from "eager  
asses." Engines has really been  
fascinating. They have old  
engines cut away so as to  
show what makes the wheels  
go round, especially with the  
help of an improvised crank  
in place of the prop. O the  
engines we "dissect." Besides  
engines we are continuing on  
ignition and on aerodynamics  
from last week and touching  
on propellers and maintenance.  
As always instructions vary.  
The best are good, but the  
worst could be worse. Code  
continues, but last week I  
passed the requirements that  
are needed for checking out  
of the advanced class and  
will get excused from  
ordinary code taking if I do  
the same for four weeks in



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a row. This seems unlikely because I was lucky with the blinker (code by light) and have been practicing sending code, perhaps too much. We have to check out on this too eventually and on code procedure, all code being in code, if you see what I mean (AR, for instance, meaning, "end of transmission"). Enough of this. There will be too much by Friday P.M. since this is a tough week. Saturdays, though considered working days, are devoted to special lectures, demonstrations, trips to see something particular. Last Saturday, for example, we had lectures on oxygen use at high altitudes and on

P.S. So all I got for my birthday was a letter from H.E. and a card at Ship's Service from Phil. No money about the club, or rather no need!  
aviation duty with the fleet. & they went to the A and R shop (repairs).

Again Phil went out to the inlet. On Sunday I went for a bird walk, inland for a change, while he hit a 47 in golf in spite of a fever of 100° F. The bird list now approaches 90, about the latest addition being a song sparrow!

This morning between classes I finished, with much enjoyment, "The Sound of Wings", which Gladys sent me some time ago.

Yesterday for some reason we got liberty, but in spite of wanting to celebrate I decided against it because of the heat, a muggy 79°.

So glad you both got in your trips, to Me. & L.I. resp.  
Love Toos