

THE AVENGER

News from the "Mother-Hive" of the Army WASP's

VOL. 1

AVENGER FIELD, SWEETWATER, TEXAS, NOV. 19, 1943

NUMBER 7

WASP's Celebrate First Birthday November 12th

Mrs. Yount Speaker At W-7 Graduation November 13th

Another class of WASP's, W-7, received its collective silver wings in brief ceremonies November 13th, and went forth to buzz up more trouble in the skies for the already-harassed Jap-Nazi war lords. Scores of parents, relatives, and friends of trainees swarmed Sweetwater for the occasion.

Mrs. Barton K. Yount from Fort Worth, wife of the commanding general of the Air Forces Training Command, delivered the principal address and presented wings to the graduates, who the day before, had helped celebrate the first anniversary of the WASP training program.

Mrs. Yount was a "hit" speaker of the W-6 graduation a month earlier, when she admitted frankly that she was "scared green" at the thought of speaking into the microphone, and yet delivered a brief message filled with such genuine sincerity and admiration for the "first ladies of the skies" that she won the hearts of all WASP trainees.

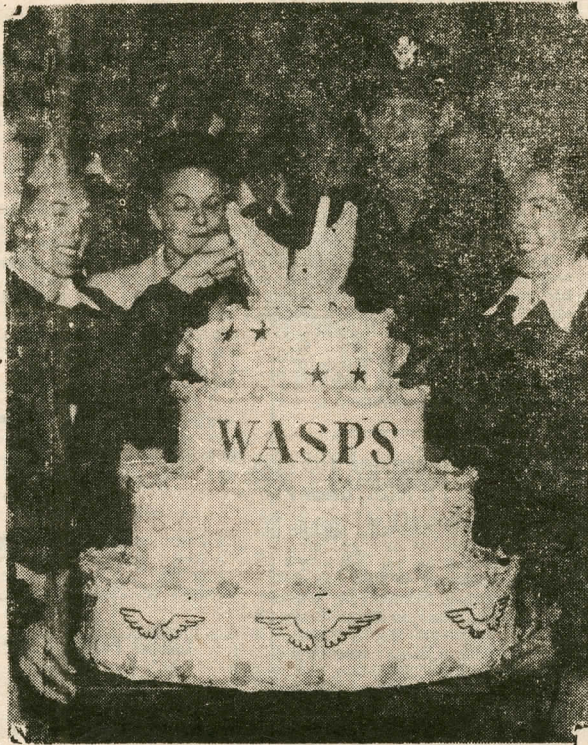
Mrs. Ethel A. Sheehy, special field assistant to Miss Jacqueline Cochran, founder-director of the program, brought greetings from her famous flier superior and expressed Miss Cochran's regret that important Air Forces business in Washington made it necessary for her to be absent for the first time from a WASP graduation.

Mrs. Yount, who claimed to have licked her mike-fright this time (and proved it) brought the girl-pilots another sincere and pertinent message.

"Any girl who wears the uniform that you will wear soon has a great responsibility," she said. "You have proved that you have within you everything it takes to make us increasingly proud of you today."

Other speakers at the outdoor ceremony in front of Hangar 1, were Major Robert K. Urban, Avenger commanding officer; Earl McKaughan, president of Aviation Enterprises; and Henry Kriegel, his vice president. Lt. Patrick McAnany presided and Rev. Clifford Williams of the Sweetwater First Presbyterian Church gave the invocation. The Camp Berkeley M. See MRS. YOUNT Page 6

QUEENLY CAKE FOR SKY QUEENS



A cake that's fit for a queen is served to the "queens of the skies"—the WASP's—at the big birthday jamboree Sweetwater citizens held for Avenger Field trainees on the first anniversary of the women's pilot training program, November 12th. Center, Mrs. Cliff Deaton, chief establishment officer, and Major Robert K. Urban, Avenger commanding officer, serve the cake to eager trainees.

WASP's See Selves As Others See 'Em In Local Showing Of Movie Short

Avenger Fininellas saw themselves as others see them Friday night, November 12th, when they "caught" the world premiere of the Paramount short, featuring Avenger Field's WASP's.

The movie opened with a bugler (Pfc. Jon Ford, Avenger Public Relations man) sounding reveille to open a typical day at the field. The scene then shifted to a barracks and showed the girls awakening to the brass and plumbing alarm clock, climbing out of bed, and donning their sky-going armor, the eternal zoot suit.

Next on the cinema bill was a marching set, with the girls shuffling off to ground school classes, via the wishing well. Ground school scenes demonstrated that there is far more to the WASP training program than just jumping in an airplane and taking her off. In a Link trainer scene, Pvt. Ming Warwick instructed a trainee in "hood" flying.

A Sunday afternoon sun-bathers shot rivaled Billie Rose "Acquacade" publicity flickers. (A few admiring whistles were heard from bald-head row on this one).

In the ready room shot, trainees mapped cross country trips, took "last minute" instructions from flight commanders, slipped into parachutes, and headed for their planes.

The camera then shifts to the flight lines to show closeups of trainees in BT's, AT-6, and AT-17's. Several aerial shots show the girls at the controls of their planes in the sky. Among WASP's shown in the shots are Kit Patten, Marie Michell, Eleanor Bryant, Sammie Chapin, Nell Carmody, Caroline Clayton, and Lana Cusack.

The Avenger scenes were a part of the latest "Unusual Occupations" short, produced by Jerry Fairbanks. Frank Ramsey, Hollywood cinematographer and war correspondent, filmed the screen story a little more than a month ago.

Ground School To Offer New Instrument Course

A new course in instruments will be started as soon as arrangements can be made, Mr. C. E. Davis, director of the ground school, has announced.

The new course will be given to the trainees before they start on either instruments or Link. The purpose of the course is to familiarize the student with instruments and their function.

The class will be held in conjunction with navigation, and will occupy 20 classroom hours, spread over four weeks time.

Road Construction Delayed By Weather

The completion of the asphaltic concrete surfacing of the roads and ramps has been delayed by the high winds and cool weather. M. R. Calfree, supervising engineer of Defense Plant Corporation, explained that the strong winds make it impossible to control asphalt before gravel materials can be embedded in it. The surfacing should be completed by November 15th, weather permitting.

LOCAL OFFICIALS PAY TRIBUTE TO WASP'S FOR SERVICE TO CITY

The WASP's celebrated their first birthday Friday, November 12th, and their party was complete with parade, brass bands, the Sweetwater Texas Defense Guard as escort, world premiere of the Paramount-Avenger Field short, and a multi-layer cake of gigantic proportions. Sweetwater citizens, including Acting Mayor Albert R. Norred and local business leader George Thompson, took part in the celebration.

Mrs. Ethel Sheehy Avenger Visitor This Week

Avenger Field would like to adopt charming, silver-haired Mrs. Ethel Sheehy, recent visitor and special field representative for Jacqueline Cochran, as her very own—such an impression did the modest lady make on all who talked with her during her three-day stay at the field.

Mrs. Sheehy, whose organizing genius helped bring women's pilot training program into being, served as chief recruiting officer on Miss Cochran's staff until she (Miss Cochran) was assigned to her present Washington job. At that time Mrs. Sheehy became first assistant and special field representative for the Director of Women Pilots.

At graduation exercises Saturday morning, Mrs. Sheehy brought greetings and best wishes from her famous-flier boss and expressed regret that Miss Cochran, herself was unable to attend a WASP graduation for the first time in the history of the program.

For the next two days following graduation, Mrs. Sheehy paid an informal inspection-visit to the field, talking with establishment officers and trainees. Monday night, shortly before she departed for Washington, she held a friendly pow-wow with trainees in the new gymnasium, describing to the girls the new uniforms which have been designed for them and will soon be worn in training and on active duty with the Air Forces.

The uniforms, says Mrs. Sheehy, will be a bright blue. Slacks or skirts are optional, and both a short zipper jacket (similar to the A-2) and uniform blouse will be authorized. New Wasp headgear is patterned from the famed Montgomery beret. Shoulder-strap bag may be purchased if desired.

Mrs. Sheehy, a native of Formosa, Calif., is a veteran flyer with well over a thousand logged hours. She was one of the first women pilots in America. Her husband, also a pilot, is a basic flight instructor at the Cal-Aero flying school in California.

Mrs. Sheehy has recently been elected president of the Ninety-Nine Club, organization of women fliers. The Ninety-Nine Club presidency was held by Miss Cochran for several years.

Code Requirements To Be Stiffened

New code requirements affecting all trainees have been received here, and instruction has already started with all classes returning to code.

The new requirements state that each trainee must be able to send and receive 10 words a minute in code, plus being able to send and receive five words on the blinker system.

When a trainee has completed the requirements, she will still have to return to class each week and pass a test. If she fails to pass the test, she will again return to the regular class until her deficiencies are made up.

Lead-off event of the day was a parade through the business district of Sweetwater, led by the Big Spring bombardier band and marching flights of trainees. Units in the parade also included the Sweetwater company of the Texas Defense Guard, led by Capt. John Darnell, the Sweetwater High school band led by Mr. William Bobrick, and the Big Spring Air-Wac recruiting team in Army vehicles.

The parade came to a halt at the west entrance to the courthouse, where a platform and public address system had been set up for the celebration. 43-W-7 trainees, who graduated the following day were seated on the steps of the courthouse, above the platform.

On the platform were Major Robert K. Urban, commanding officer, Mrs. Cliff Deaton, chief establishment officer, Ed Rose of Aviation Enterprises, Miss Octavia Chambers, Aviation Enterprises chief secretary, William Lowry, veteran instructor and flight commander since the opening of the first WASP training school in Houston, George Thompson of Sweetwater, and Acting Mayor Albert Norred.

George Thompson, master of ceremonies, gave a brief opening speech, in which he explained the nature of the occasion, welcomed the WASP's to the city, and expressed pride in having the girl-pilots as a part of the town.

Major Urban responded to Mr. Thompson's welcome, and thanked the citizens of Sweetwater for their warm reception of the school he heads and for the birthday ceremony.

Mayor Norred then paid tribute to Avenger Field personnel for the good service they have rendered to the war effort and to the city of Sweetwater in the last year.

"You have become a part of the town," Mayor Norred told the girls, "we are proud of you, and want you to feel like citizens. So we are going to make you honorary citizens."

Mayor Norred and George Thompson then presented to the girls certificates of citizenship "in recognition of loyal cooperation See WASP's Page 4

Bulova Watches Given Outstanding Grads

Four WASP's graduates of W-7 were awarded Bulova aviation watches in recognition of their "outstanding achievement while students at Avenger Field."

The girls awarded the expensive and richly engraved wrist watches were Yvonne C. Ashcraft, Big Timber, Mont.; Mary Caroline Clayton, Memphis, Tenn.; Aleta M. Grill, Jackson, Mich.; and Margaret Winfred Wood, Coral Gables, Fla.

The award is based on all-around achievement at the school—including ground school grades, general attitude, leadership, special services, and cooperation as well as flying ability.

The Bulova company will continue to award the watches to highest-ranking members of each class, it has been announced.

MISS HAYES RETURNS

Miss Hazel Hayes, establishment officer, has returned to Avenger duties from a two day visit at her home in Fort Worth.

Zillner Becomes Caterpillar Member

Lorraine Zillner, W-2, is no "joiner," but she has recently added membership in a new club to her list of pledges. She's a full-fledged Caterpillar Club-woman now, and has a rip-cord pledge pin to prove it.

She bailed out of her BT north of the field Sunday afternoon, landing in a cotton patch, and was immediately rescued by three young cowboys.

First thing Lorraine did upon returning to the field was to seek out Mrs. Mamie Bullington (wife of M.-Sgt. Lawrence Bullington) and express her gratitude for the A-1 job Mrs. Bullington did on packing the 'chute which saved her life.

43-W-4 GRAD VISITS

Nancy Nesbitt, 43-W-4 graduate, was on the field November 12th. Nancy ferried a PT-19A in and took another away.

THE AVENGER

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Lt. Jim Ahlgrimm Eligible Bachelor—Now Gals—Huh Huh!

By Eileen Evans
Found at last—one handsome and eligible bachelor! But alas, girls, mustn't touch, for he is none other than our own affable Lt. J. A. Ahlgrimm, Assistant Adjutant of Avenger Field.
He is a native of Austin, Texas, and became a social lion at the University of Texas as a member of Theta Xi fraternity and by serving on the Union Dance committee and Union Hobby committee, both operated by the student body. At the same time he "simonized the bellflower" sufficiently to get a bachelor's degree in business administration.

Our gay blade entered the Army in the spring of 1942. He was stationed at Brooks Field as an enlisted man until his abilities were recognized and he was selected for officer candidate training.

Our hero went on his merry way to Officer Candidate School for the Army Air Forces at Miami, Fla., where he studied and soldiered like mad until graduation on December 9, 1942. He then breezed along to Randolph Field for three days until his assignment to Avenger.

ODE TO TURBANED TRESSES
Farewell O hair to sunlight gay
No more you'll know the light of day
While yet the moon doth ride the sky
Under a turban white you'll lie
There to remain 'til work is through
And the moon once more rides in the blue.
Farewell, O hair, to touch of wind
Your freedom is lost to a bobby pin
Tresses which once danced in a slip stream line
Are bound in a turban's tight confine
So t'will be 'til you bid this field goodby
Hair with trailing edges is not G. I.

THE LAMENT OF A FLIGHT INSTRUCTOR
Blessings on thee flying cadet
Thy silly puss I can't forget
With thy head of solid bone
Its inner functions stay unknown.
All dressed up in fine attire
I wish that clothes could make a flier!
With thy takeoff never straight
They look more like a Pylon 8.
And thy over-handed Chandelle
How I wish you were in hell!
Thy landings leave me black and blue
God must have made you half kangaroo.
With thy skidding down-wind turn
I give up—you'll never learn!
Why thy foot on rudder froze,
What keeps you up, God only knows.
With thy Pylon 8's down wind
Thou art in a constant spin!
With thy ever dragging wing—
Please, sweet Death, where is thy sting?
With thy goggles encased in dust,
If loops don't get you the snap roll must
Blessings on the flying cadet,
Stay in there and pitch—you'll get there yet!
I only hope some day you'll be
A flight instructor, the same as me.

Thanks To The Civilian Instructors

With the demand to throw everything into the fight, not tomorrow, but now, civilian flying instructors who teach in Army schools must do more and more work, more and more efficiently in less and less time. Ironically, they are getting fewer and fewer thanks.

Their glamour pales and will continue to pale, as the fires which they are helping to build on the combat fronts grow brighter and make their jobs seem dull by contrast.

Every civilian instructor knows this. He would rather be in combat than where he is. Rather? He would LOVE to be in combat, flying fast ships, lapping up a little glory for himself. And he well might do just that, for he is one of the best pilots in the world.

Just a few things to keep him from going to combat: the Air Forces' insistence that he stay where he is, his loyalty to the AAF, and the knowledge that he can create 40 to 100 pilots, whereas he himself constitutes only one.

That's why his temper and endurance and patience is taxed by the general ignorance and lack of appreciation of his essential war job.

An instructor who can throttle back his temper a hundred times a day as some new student bangs him in for a rough landing or dunks him upside down in the ozone 3,000 feet above the earth, is always under a terrific nervous strain. Something snaps and he sees purple when someone asks: "Why aren't you in the Army?" "How do you get by your draft board?" or "Why are you on reserve status?"

These questions demand straight, quick answers, and here they are:

The civilian flying instructor has been placed on reserve status and kept at his post because he is doing a more important war job there than he possibly could do anywhere else. Civilian schools are under Air Forces contract, and are producing Air Forces fliers. The civilian instructors who work at these schools are doing the same job that Army instructors in uniform are doing at other schools.

They must be specialists of the first order. Instructors, psychologists, salesmen in one—and they are.

The civilian instructor is like an ace jockey, experienced enough to teach the kid brother how to ride an old nag in preparation for the big race, and patient enough to stand at the edge of the race track and see the kid come in on a fast winner. He would rather ride the winner himself. But there are too many races these days with life and death in the balance. As jockey, he could win only one race at a time. As trainer he can put winners in all the races at once. So he stays in the background.

It is not enough that the War Department and the draft boards have decided by mutual agreement that the civilian instructor is in his right place. This fact alone will not make him want to stay. He should have the whole-hearted backing of the people for doing a tough and thankless assignment.

When the Air Force is doing a magnificent job—as it has done to date—certainly the civilians responsible for shaping the pilot's entire career, by starting him down the right track, should rate nothing less than the heartiest congratulations, a good handshake, and a pat on the back.—Gordon Fulcher, Austin "Statesman."

Deaton Secretarial Job Sure Step To Matrimony

Mrs. Deaton asserts firmly that from now on any girl who wants the job as her secretary must contribute to the matrimonial bureau fund. From past indications, this job is a sure step to marriage. Helen Smith, Mrs. Deaton's last secretary, left Nov. 13 for Quantico, Va., where she will marry a Marine Nov. 27. Ardelle La Brake, the secretary before Miss Smith, will marry R. L. Culbertson Nov. 20.

Picture Greeting Cards To Be Available

Christmas greeting cards carrying pictorial scenes of Avenger Field will be available soon, the Student Welfare Committee has announced.
The cards, post card size, will sell for about five cents each.

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Squadron Standard Symbol of Hope

Who would think that the sight of a small scrap of cloth, worth less than a dollar in monetary value, would be the cause for cries of pure happiness from several hundred girls? On each graduation day, here at Avenger, there are bits of cloth which do just that.

In the chilly air of the Texas morning before the sun climbs over the mist banks in the east, the girls of Avenger meet their formations to march to the flight line and drill for the day's graduation parade. With hands shoved deep into zoot suit pockets and necks drawn in for the scanty warmth afforded by the short A-2 collar, they bemoan their fate as pilot trainees.

They bemoan it until the standard bearer emerges from the OD office proudly waving aloft the new squadron flag—and at the sight of this bit of blue and yellow cloth bearing wings and a letter, moans give way to loud cheers and heart felt sighs of thanksgiving.

One letter higher in the group designating squadrons at Avenger, one step nearer the prayed-for day when we march without a standard to receive our wings. That tiny flag in front of each squadron is a tangible sign that we have advanced one definite step toward our goal.

Forgotten are complaints of rising while the moon is in the sky to march shivering to breakfast. Forgotten are the soul-stifling hours we suffered when our flying "stunk" and we stifling hours we suffered when our flying "stunk" and we had visions of the wash board. Forgotten are the Saturday nights when we longed for late open post after a grueling week and came home at 9:15 in order to fly Sunday. That flag gives us new courage and determination for it tells us: "If we faint not, in due time we reap."

Where'er You Go—Where'er You Stay
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Best Wishes Will Be For You

WE'LL GLADLY HELP YOU WITH WRAPPING AND MAILING.

Major Thyson, Avenger Visitor, Is RCAF Veteran, Air Corps Engineer

By Frances V. Opavsky

More excitement and neck-craining again, when we awoke last Saturday morning to find that sleek and deadly-looking mysterious and awesome experimental ship sitting on our doorstep over by Hangar 1.

Your prying reporter mosed around until it was discovered that the lucky fellow who flew "that thing" in was the very active Major N. C. Thyson, whose wife, Harriet M. Thyson bunks over with the 44-W-3 fledglings, and who darned near tore up the new lawn on the parade grounds whipping across it to greet the "Mr."

More curiosity brought to light several interesting highlights in Major Thyson's log of events which all began back in those blissful days when the private pilot reigned pretty high. In view of the opportunities offered by the RCAF in 1940, private piloting lost some of its interest for him, and in November of that year, Major Thyson joined the Canadian flyers. As he had already logged a sufficient number of hours in civilian flying to qualify for a commissioned officer's rating in the RCAF, where, after something really different in flying, he won his wings and remained, earning for himself steady promotions to the rank of Flight Lieutenant (pronounced "leftenant").

After the U. S. had already entered the war, the pendulum again began to swing, and in May, 1942, Mayor Thyson transferred to the A. A. F. with the commission of captain, being immediately assigned to duty in the Materiel Command at Wright Field, Dayton, O., where he was kept quite busy on the

Technical Staff of the Engineering Division.

And, it's out of Wright Field that the Major receives his assignments to fly those jobs that dream of winging through the skies someday, those P-40's, 47's and 38's, A-20's and those big babies, the B-24's and B-26's.

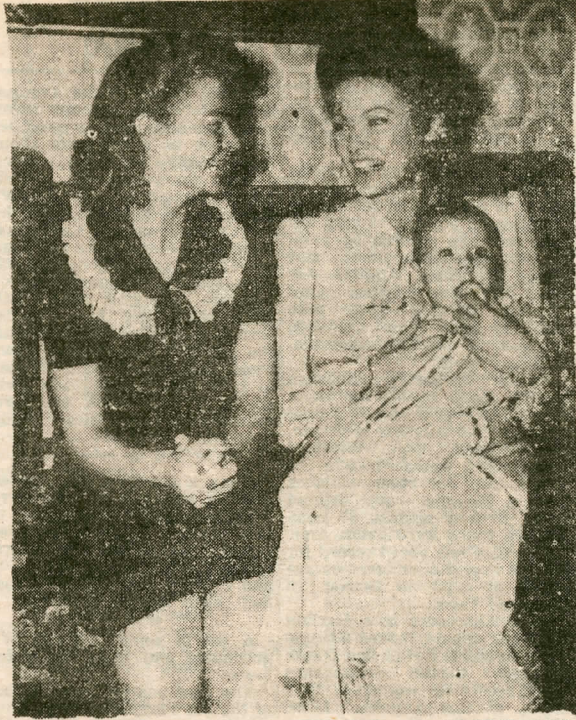
Major Thyson completed the second leg of his recent flight by landing here at Avenger Field at night, minus the usual pop-eyed, awe-stricken audience that's on hand for arrivals such as this from the "outside."

He stayed over till Monday morning, shaking hands with everybody and her bay-mate and giving spot lectures on aircraft engines to exam-worried friends of wife, Harriet, who did all right herself in monopolizing most of his time during his visit, showing off the bright spots in town and pointing out the noteworthy features of the country hereabouts (Chamber of Commerce, please note!)

Impressed as he might have been with it all, we could just see him gritting his teeth hard Monday in the early a. m., when he and his crew climbed aboard and commenced with the fussing over those two stubborn high H. P. engines—getting them to turn over and hum after a cold Texas night. Taxing out to the runway he took off on a dime, buzzed around the pattern and winged into the northeast and out of the spotlight for the moment.

The First Lady is an eminent writer, has honorary degrees and all that. But her grammar can slip like yours or mine.—"The Mirror."

WASP CHAMBERS SEES STARS



Betty Chambers (left) and son Mike hob-nob with Hollywood great name star, Gene Tierney, in one of their frequent visits to the 20th Century Fox lot before Betty joined the WASPs a few months ago. Young Mike was an actor himself—at the age of one!

Betty Chamber's Son Played Don Ameche At Age Of One For Fox Films

By Ann Darr

Did you know we have the "mother" of Don Ameche as one of our WASPs? Well, maybe that isn't quite accurate... but those of you who have seen the new 20th Century-Fox picture "Heaven Can Wait" will remember the youngster who played the part of Ameche at the tender age of one. That baby, Robert Michael Chambers, is the son of Betty Chambers of 44-W-3. Betty, who comes from Hollywood, looks very much like a youngster herself, as cute blondes with big brown eyes are wont to do.

Out in the film capital, Betty used to work for Walt Disney, drawing the lines of the cartoonists for the painters to fill in. She also worked for Universal Pictures in the processing department. "You know," says Betty, "when the Invisible Woman disappeared by degrees... it was all done in the processing department."

Betty was surprised when her son was offered a chance in the celluloids. It was her sister-in-law's dea to put his name in Central Casting at the studio, but Betty did it as a lark. Then one day she and Mike were called to the office, along with many other mothers and babies. Famed movie-makers Ernst Lubitsch walked in, looked them over, pointed at Mike, and said "That's the one."

Mike's acting job wasn't hard because they didn't work him long at a time, and he didn't raise a fuss. Matter of fact, he was so bored with some close-ups he went sound to sleep, and Mr. Lubitch wouldn't wake him... just closed the studio for the day and the cameramen folded up their cameras.

Mike is making another appearance in "Girl Crazy"—a snap shot of him is to be Mickey Rooney, as a baby. But Betty hopes her son won't grow up to be an actor. She hopes he'll be a pilot—like his father, Lt. Robert Chambers.

Lt. Chambers was killed in

Trainees Inoculated For Typhoid, Tetanus

Trainees will take three typhoid shots at weekly intervals and three tetanus shots at three week intervals, according to Lt. Nels Monserud. Once a year they will take one booster shot of typhus and tetanus which will insure immunity from these diseases. Unless the girls are stationed at a place which warrants it, they will not have yellow fever inoculation.

First Meeting Held In New Gym

The first meeting of trainees in the new gymnasium was held Monday night, November 15. Acoustics in the building were excellent, and though it has not been completely finished, Mrs. Cliff Deaton announced to the girls who gathered for the meeting that it will soon be equipped with about 660 portable chairs, foot lights and border lights for the stage, and 35 mm. motion picture projector.

With the arrival of the projector, Avenger will join the regular list of subscribers to the Army Motion Picture Service. On Friday nights, "home talent" shows will be staged. Shuffle board, badminton, and indoor tennis will be available at all times in the gym, and PT classes will be held indoors on cold or rainy days.

The classes which met Monday night welcomed Mrs. Ethel Sheehy, field representative of the WASPs and first assistant to Miss Jacqueline Cochran, Director of Women Pilots for the Army Air Forces. Mrs. Sheehy described for the girls the new uniforms which have been designed for them and are now awaiting shipment from Bolling Field, Washington, D. C.

As the new president of the Ninety-Nine Club, Miss Sheehy said that she would try to have all graduates of Avenger Field made eligible for membership in the famed women's pilot organization, even though they do not hold private licenses. The meeting was adjourned after some rousing WASP songs.

Exes Garrett, Hurlburt At W-7 Graduation

Marge Hurlburt and Jo Ann Garrett, 43-W-6, took time out from flying C-60's at Lubbock Field where they are stationed to visit the home folds here at Avenger Saturday and Sunday. Marge acted as Squadron Commander for W-2 their first month on the field. Jo Ann was Group Adjutant for W-6.

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WOMEN IN AVIATION

(This is the third installment in a series of articles listing pilot achievements of women.)

1928—Marjory Stinson is first woman to fly as passenger over Panama Canal Zone, coast to coast with special permission of the army. Lt. R. R. Bentley and Mrs. Bentley fly Cape Town to London and return: 8,000 miles.

Miss Mabel Boll with Levine and Stultz (pilot) in Bellanca "Columbia" make non-stop flight from Mitchell Field to Havana, Cuba in 14 hours, 25 minutes.

Elsie Mackaye lost at sea in attempt to fly Atlantic. Capt. W. N. Lancaster and Mrs. Keith Miller complete flight from London to Port Darwin, Australia, 12,500 miles. M. Bartlett completes first round trip by woman between New York and San Francisco by air mail plane.

Amelia Earhart becomes first woman to fly Atlantic—flies in "Friendship" from Newfoundland to Wales, with Wolmur Stulz and Lou Gordon in 20 hours and 40 minutes. Mme. Maryse Bastie and Maurice Drouhin, flying a Caudron, make record flight for light planes. of 657.4 miles from Paris to Trep-tow, Czechoslovakia.

Lady Mary Heath, flying as second pilot for Royal Dutch Airlines becomes first woman pilot in air passenger service. Lady Mary Bailey flies from Cape Town to London over Belgian Congo, 10,000 miles; Elinor Smith flies under East River bridges. Louise Thaden establishes world altitude record for women of 23,500 feet at Oakland, Calif.

Viola Gentry sets first women's solo endurance record, 8 hours, 6 minutes, New York.

1929 — Bobby Trout breaks Gentry's endurance record at Los Angeles, remaining aloft 12 hours and 11 minutes in a Golden Eagle. Elinor Smith raises endurance record to 13 hours, 16 minutes, 46 seconds in a Brunner-Winkle. Bobby Trout, flying Golden Eagle, at Los Angeles, takes back endurance record with flight of 17 hours, 5 minutes, 37 seconds.

Louise Thaden sets new endurance record of 22 hours, 3 minutes, 28 seconds. Elinor Smith, seventeen years old, recaptures endurance record in a flight of 26 hours, 21 minutes, 30 seconds, in a Bellanca, flying over Long Island and reading Tom Sawyer Abroad.

Louise Thaden establishes speed record of 156 m.p.h. at Oakland, Calif. Jean Du Rand makes record parachute jump for women of 18,700 feet at Minneapolis. Marvel Crosson sets unofficial altitude record of 25,400 feet at Moline, Ill., in a Monocoupe. Louise Thaden wins first Women's Air Derby in which 19 women participate, flying a Travelair from Santa Monica to Cleveland in 21 hours, 29 minutes, 12 seconds flying time.

Phoebe Omlie wins light plane section of Women's Air Derby over same course. Ninety Nines organized. Amelia Earhart establishes new speed record for women of 184.17 m.p.h. in Lockheed Vega. Bobby Trout and Elinor Smith set women's endurance record of 45 hours, 5 minutes.

1930—Laurette Schimmoler becomes first woman to manage an airport at Bucyrus, Ohio. Miss Winifred Spooner flies a DeHaviland Moth from Kenya

Colony to the British Isles 6,000 miles. Elinor Smith establishes women's altitude record of 27,419 feet at Roosevelt Field, flying Bellanca Pacemaker. Col. and Mrs. Charles A. Lindbergh make non-stop flight, Los Angeles to New York, in 14 hours, 45 minutes, 27 seconds flying time, establishing unofficial transcontinental record, flying Lockheed Sirius.

Lena Bernstein establishes world endurance record of 35 hours, 45 minutes, 55 seconds at Le Bourget, France. Laura Ingalls sets two records by looping 980 consecutive times, and rolling 714 times. United Air Lines hires first hostess. Amy Johnson finishes 9,900 mile flight, 19 days, from Croydon, England, to Darwin, Australia, in Gypsy Moth.

Amelia Earhart establishes world's speed record for women of 174.9 over a 64-mile course at Grosse Ile Airport, Michigan, in Lockheed Vega. Winifred Brown, first woman to win the King's Cup Air races, finishes first in 750-mile race around Great Britain against 87 competitors, flying Avro Avian. Amelia Earhart sets speed record for women over 3-kilometers course of 181.157 m.p.h. at Detroit in Lockheed Vega.

Ruth Alexander in a Barling NB-3 monoplane, makes altitude flight of 26,000 feet at San Diego. Florence Barnes establishes speed record for women of 196.1 m.p.h. at Los Angeles. Mme. Maryse Bastie sets world non-refueling record for transcontinental record of 38 hours, at Paris. Paura Ingalls sets women's east-west transcontinental record of 30 hours, 27 minutes in a DeHaviland Moth. Mrs. Keith Miller sets new women's transcontinental east-west record of 25 hours, 40 minutes, in Alexander Bullet.

Laura Ingalls sets west-east

ALUMNAE NEWS

A new feature of the Avenger is this following column devoted to graduates and as much information as is available about them. WASPs are really making a name for themselves. Newspapers throughout the country are telling of their service in the Air Corps Transport Command. Four main ferry bases are open to WASP graduates besides various special assignment bases.)

Several W-2 girls talked with Betty Naffz and Jane Waite, both W-4, who are stationed with the 5th Ferrying Group, Love Field, Dallas, and were thrilled to hear how pleased the girls are with their work and how comfortable are their living quarters.

Many a graduate has written glowing accounts of the ferry work and special assignments to Mrs. Deaton. Trainees received a real thrill last week when graduates ferried in the new PT-17 and took out the Fairchild that had been used in primary.

A list of some W-5 and W-6 graduates and their bases follows:

The base nearest home is that of the 5th Ferrying Group, Love Field, Dallas where Helen Abel, Gayle Bevis, Orpha Bruns-vold, Marion Carlstrom, Nelle Carmody, Ruth Carter, Rita Cason, Helen Fremd, Bethel Gibbons, Helen Hague, Barbara Hicks, Geraldine Hill, Ruth Lindley, Anne McClellan, Mildred McLelland, Bernice Moore, Hazel Pearce, Rose, Rose Penn, Grace Putnam, Nadine Ramsey, Marion Stegeman, Maxine Steward, Margery Taylor, Louise Thompson, Evelyn Tomlinson, Helen Turner, Jane Wilson and Virginia Yates are among the W-5 and W-6 girls who await ferry orders.

Among the W-6 and W-5 girls at the 2nd Ferrying Group, New Castle Army Air Base, Wilmington, Del., are Eleanor Alexander, Ruth Anderson, Marianne Beard, Elizabeth Lee Carsey, Lorena Chambers, Ellen Croxton, Laurena Dalrymple, and Bernice Moore. transcontinental record of 25 hours, 35 minutes in a DeHaviland Moth. Mrs. Keith Miller breaks Ingralls record, flying to Valley Stream, L. I., in 21 hours, 47 min. Ruth Nichols flies Lockheed Vega, L. A., to New York in 13 hours, 21 minutes flying time. Mrs. J. Burns, attempting altitude record, flies to 26,000 feet at Los Angeles.

WASPS

(Continued from page 1) in all civic activities; outstanding conduct; sincere interest in community life; and friendship extended to our city." Complimentary passes to the premiere of the Avenger movie were also distributed to the graduates.

Mr. Thompson next introduced Mrs. Deaton, who traced briefly the progress of the women's pilot training program from its humble beginning at the Houston, Texas, Municipal Airport.

Mrs. Deaton presented as the founders of the school, now at Avenger, Capt. Jerrell A. Shepherd, Henry Kriegel, Earl McKaughan, C. E. Davis, Ed Rose, Miss Octavia Chambers, Bill Lowry, Elmo Hatcher, Ray Stolz, Jack Miesch, Glen McClain, Paul Ward, Sam Ward, Miss Helen Duffy, the first woman check pilot, Erwin Ives, Ivan Jones, S. A. Ramsey, W. R. Ramsey, H. F. Perigo, R. J. Korges, Howard M. Johnson, Robert R. Palmer, Harold J. Goodwin, Robert Lee Summers, Tom Baker, Carl Blackwell, and George Wana-maker.

Highlight of the program was the cutting of the gigantic four-layer birthday cake by Mrs. Deaton. First piece of cake went to Mrs. Robert K. Urban in recognition of her service to the WASPs here. Two of the graduates, Ann Holaday, W-7 Group Commander, and Mary C. Clayton, Squadron Commander, were also honored.

Following the ceremony, graduates were guests of the Texas Theater at the showing of the short, a part of Paramount's technicolor "Unusual Occupation" series, filmed by Frank Ramsey, Hollywood cinematographer and war correspondent.

TRAINEES 'SHOT' AT SUNRISE — MINUS CUSTOMARY CEREMONIES

By Annelle Henderson
You wake up one morning, unsuspecting, fresh and eager for a day's flying, PT, and ground

school. And it happens! They shoot you!

Not with military ceremony, back to a wall, guns raised and drums rolling. No—not even with a handkerchief over your brave unwavering eyes. This is as quick and sudden—but the trouble is you do not die immediately thereafter—you live and suffer—worse luck. You do not even get a Purple Heart for injuries sustained in line of duty.

We will take the case of one A. H., typical WASP trainee. She with the rest of her eager sisters, is dashing double time out to the drill field for her daily invigorating physical training period. Her little heart beats high as she dreams of the 20 push-ups she will do today. Then woosh—she is nabbed and dragged bodily to the infirmary where she is informed she will be "shot" for tetanus and typhoid, to say nothing of vaccinated against smallpox. She suggests gallantly that the serums be saved for the fighting men on out battle fronts, but to her disappointment is informed there is plenty for everyone—even civilians. After this initial shock is over she patiently waits her turn in line while her gallant sisters go down before her very eyes. Big or little, brave or cowering — alike they get it. And now the fateful moment arrives. Little A is next in line.

Some fifteen minutes later, she is found with a small tube stuck in her mouth hiding in the bottom of the wishing well. She now

At the 3rd Ferrying Group, Romulus Army Air Base, Romulus, Mich., are Ruthmary Buckley, Allison Burns, Janice Christensen, Irma Cleveland, Leotta Cook, Sylvia Dahmes, Solange Marie D'Hooge, Mary Hiller, Annabelle Kekic, all W-5, and Shirley Condit, Eleanor Feeley, Bernice Hylton, Marjorie Logan, Corinne Neinstedt and Mary Ruth Rance, W-6.

W-5 and W-6 girls at the 6th Ferrying Group, Long Beach Army Air Base, Long Beach, Calif., include Margaret Castle, Anne Criswell, Lena Cusack, Lorena Daly, Rebecca Edwards, Nancy Lee Featherhoff, Enid Fisher, Arabelle Leonard, Edna Hines Pedlar, Hazel Pracht, Deborah Truax, Dorothy Webb, Margaret Wendelin and Adeline Wolak.

At Camp Davis in North Carolina are Ann Baumgartner, Elizabeth Greene and Caryl Jones of W-5.

See 'SHOT' Page 6

YANKWIZ

By Bob Hawk

Quizmaster:
"Thanks To The Yanks"
Saturday, CBS

1. What does a bathometer measure?
2. Women in the British Army are called ATS. Women in the American Army are called WACS. What are women in the Canadian Army called?
3. Give within one inch the length of the average brand new wooden lead pencil, excluding the eraser.
4. It takes only 20 hours in 1943 to fly the distance Columbus sailed in 1492. Did it take Columbus nearer 20 days, 50 days or 70 days?
5. Do cats see better in the dark than in the light?
6. You know where your knucklebone is. Where is your hucklebone?
7. Is it easier to float in water of fourteen feet or in water of four feet or does it make any difference?
8. If you were served scones, pompano and baba au rhum, what would you be eating?
9. If Mr. and Mrs. John Smith buy a bond as co-owners, should the names appear as Mr. John Smith and Mrs. John Smith or as Mr. John Smith and Mrs. Betty Smith or is either one acceptable to the government?
10. Why do telephone wires sag more in summer than in winter?

(Answers on page 5)

No Matter Where You Are
You'll Always Remember The Waffle Shop



MAY
YOU
SOAR
HIGH
GO FAR
AND
COME
BACK
SAFELY

Thanksgiving Dinner



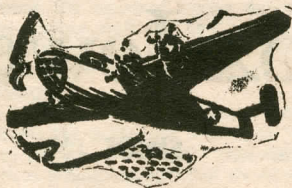
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Can Be A Real Occasion . . .

It will be if you make your reservation with us . . . for an unforgettable Thanksgiving dinner, prepared by our skilled chefs.

Curley Ashley's

Waffle Shop

WHERE SERVICE IS A PLEASURE



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FLYING FRIENDS
They All Feel At Home At The
HOTEL MACIE

We Are Always Happy To See You

Open Post MEMOS

Big open post news is the rapid blooming of the Avengerette Club rooms. "How it is really going to look" still lies imaged in its complete and wondrous detail—from airplanes in state-ly modern splendor in diagonals across the walls to the deep-lined luxury of the original and specially built furniture—in the minds of the executive and artist group. President Pidge Hoskins, Clara Marsh, Edith Keene, Sadie Hawkins, Ellen San Toro, and Ruth Woods.

But in the steady materializing of the dream many others have worked hard. Now then, if you too want to enjoy conscience-free the delights of that circular chair with "everything but a fountain" in its center, or that curving side-by-side, face-to-face, "airfoil" version of the love seat, or such-like, you may consult the following list of your class Avengerette representatives and then consult with them or her as to what sort of help you can give in your spare open post time in the club: W-8—Jocelyn Moore, Elvira Griggs; W-1—Edith Keene, Pidge Hoskins; W-2—Clara Marsh, Sadie Hawkins; W-3—Eunice Bardman, Louise Prine; W-4—Lucille Dingley, Hazel Raines.

We wonder how many are aware of the excellent mail order service you can get through either Montgomery-Ward or Sears. Our lead on this subject should no doubt be a list of the film sizes you can order through Montgomery-Ward and get in about three days. Here they are: Eastman 35 mm film, 18 exposures in plus X, Kodachrome daylight and Kodachrome artificial light (Type A); Eastman 328 Bantam, 28x40 mm, super XX.

There are both Sears and Ward catalogues on the post. Names and bay numbers of owners on special request. This is addressed only to gay lower class women who are as yet innocently unaware of pet aversions of their bay-fellows: the Sweetwater Music Store has another shipment of those smooth black tenettes which, with some practice and perhaps native talent can be made to sound rather like a flute. With them come instructions not only for playing the scale but how to make a few sharps and flats and the music for "Good Night Ladies," "Jingle Bells," and "Old Black Joe". Personally we would like to hear some of these new verses of the "Instrument Scholars" played by a Tonette-troupe. They're \$1.10.

Perhaps Sweetwater children just grow brighter, or perhaps youth as a whole has become more creatively expressive, but I don't remember anything issuing from our grade school at home back in the old days as good as those drawings, paintings, and miscellaneous pieces of cratmanship shown in Levy's window during National

Trainee Wins Prize For New Version Of Avenger Poem

There's a poem about the poet who writes for good, hard cash money, but the editors couldn't think of it, and it isn't important anyway. For the poet we're concerned with doesn't come under the heading of a mercenary bard even if she did win a \$25 bond for her literary labors.

She's our own Effie Pratt, W-8, winner in the contest sponsored by Aviation Enterprises to produce a poem which better fits the nature and surroundings of Avenger Field since the WASPs have, taken over than the old Avenger theme song written when aviation cadets were swarming in the skies over Sweetwater.

Here are both versions:

"AVENGER FIELD"

By Effie Pratt, W-8

Avenger Field—

They built and named you, not for me,

But for cadets whose wings would soar.

In freedom's cause, across the seven seas.

I wonder if you feel that you have lost

Your heritage of glory, when I came?

Or do you feel that I've a small part, too,

When frenzied war encircles all the earth?

I go, not to avenge, but to release

For sterner duty those whose wings will spread

Across the skies, in ever greater numbers,

Until the day; when peace is won, and we

Can build again a world

More free from tyranny and hate.

To fight in freedom's cause is not my lot

To serve; to add my strength to theirs

Who give their all;

To fly; to do my part

Is all I ask,

Avenger Field.

American Education Week of November 7-13th. The sailboat by Clyde Liney of the J. P. Cowen school, and only 5th grade mind you, would not have looked out of place in any art dealers window without benefit of juvenile notation. My heart went right out for that freehand, crayon-colored fire engine by W. L. Dean in the third grade of the John R. Lewis school.

Bulbs that will bloom at Christmas time should be on your open post memo list. Bulbs, bowls, and decorative glass marbles can all be assembled at local dime stores. Rocks

pubbles . . . from the flight line, no charge. Establishment officers will permit them in bays, but we've no data on what the SMI attitude will be.

44-W-4 PROP WASH

The new class has started with a bang. Eight of our girls were "pushed off the limb" the other day, and although you can tell who they are by their beaming faces, we'll name 'em for you anyway: Florine Phillips, Mary Scarnecchia, Faye Wolfe, Mary Prechtel, Florabella Smith, Bette Richards, Dolly Sexten, and Ethelyn Sowards. Phillips got the traditional ducking in the wishing well—g. p.'s and all.

WINGS

(By David Roy in the "N. Y. TIMES." Submitted by Shirley Tannehill.)

He who has wings is neighbor to the world,

His home is universal, free as thought,

Look up, ye earth-bound men
Look up, behold—this miracle
That time and space have wrought.

SPEAKING OF FIGURES

(By Arnold H. Glasgow, submitted by the gals from Bay G-6.)

Feminine arithmetic
Is somewhat inexact
Yet many a girl who cannot add
Can certainly distract.

Ever since we arrived we've lived in fear and trembling of the nightly visit of the figure with the flashlight, who checks in about 15 minutes after taps to see that all the kiddies are in bed and the bays quiet. One night in G-3, just about that time, the girls had stifled their giggles and lay expectantly waiting when up popped "Swede", dashing madly out door in her nightie, only to reappear immediately dragging a wet mop.

In a stage whisper she explained that she had put it out to dry at 17:00 o'clock and had forgotten it. She didn't want the O. D. to stumble over it.

Stop in the canteen some evening between 19:00 and 20:00 and see the everlasting duel between Sue Pitts and Jo Parry. The "shoot 'em up machine" has been working overtime this week. Any challengers will be gladly accepted. They shoot a wicked 6-7-8 and are now known as Air Corps pistol packin' mamas. It is rumored that they will be our new instructors in tail gunnery.

"AVENGER FIELD"

Built on a Texas hillside in a land

Of proud traditions, filled with tales of brave

And stalwart men who gave their precious lives

Wrongs to avenge, that Freedom's flag might wave.

Avenger Field, your sons shall issue forth.

Through troubled skies in peril to prevail,

The tyrant to subdue, make right the wrong

On mighty wings these heroes shall not fail.

Sleep, martyr'd dead, you have not died in vain,

The torch we'll bear—nor to the despot yield

Till all is safe for peace throughout the world

Your purpose shall be served, Avenger Field.

Mrs. Damon Runyon Member Of 44-W-4

Mrs. Damon Runyon, wife of the noted short story writer, is in 44-W-4, latest class to arrive at Avenger Field.

Born Patrice Gridier in Dallas, Texas, Mrs. Runyon and the creator of Joe and Ethel Turp celebrated their tenth wedding anniversary while she was finishing Southwest Airways' war aviation training at Phoenix, Ariz., in preparation for entering WASP training. She had been flying several years but without thought of obtaining a private pilot-license.

As International News Service correspondent in Hollywood, Mr. Runyon now lives in Los Angeles, but the Runyons call Miami Beach, Fla., their home. She was reared at Saratoga and New York City, where she was educated in private schools.

Patrice's pride and joy is her aging brood mare, Angelic, who entered 13 races in her day to win nine times. Her colt, Tight Shoes, named for a Runyon character, has won at Belmont, Aqueduct and Arlington Downs. Not so outstanding are Cortège, sired by Cavalcade and Terse, a filly by Brevity who is still running. All were bred and trained at Mrs. Runyon's stable at Sparks, Md., near Baltimore.

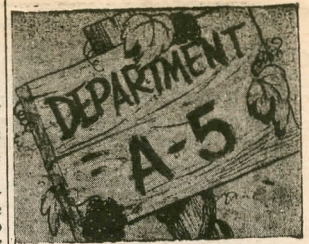
Putting young colts through their paces to become winners may be a far cry from flying PT-17 Stearmans, but Patrice Runyon is in there trying.

Army Ferry Pilots 'Wolved' By Trainees

Nine Stearmans from Lakeland, Fla., circled the field, peeled off and landed last Friday.

The Army officers who flew them, strayed by two's and three's past Hangar 3, and were met with the usual "girlish" whistles! As the Lone Ranger straggling along to bring up the rear so aptly expressed it, "My, the tables certainly are changing!"

However, they didn't really mind for they did their best to get permission to stay overnight for the graduation party and wait until the next day to fly the Fairchilds (PT-19) to Mississippi.



Here is the authorized way to bring in a Stearman. After landing, taxi and park on the line; then gently get out of the plane, FACE IT, and walk backwards to the hangar. Open the hangar door, go in, and close the door gently. You have now landed the Stearman! If you turn your back on it while walking to the hangar, it's sure to ground loop. So beware!

Flight 1 of 44 W-3 has taken to smoking pipes to help find wind direction.

It is rumored that Flight 1F doesn't want to be outdone by any of their classmates and so they are going to start "chawing tobacco." (Ed. Note: Walk on the up-wind side of your pals).

Physical-Fitness Test To Be Required By Army

There is an answer to the puzzled inquiries of trainees who have been nursing sore muscles and stiff joints for the past month from strenuous exercising on the PT field. The stepped-up calisthenics and cross-country track are part of a new conditioning program to prepare students for the Army strength tests which can be expected in the near future.

The tests will closely parallel those given all Army Air Corps cadets. For the past month Lt. W. H. LaRue has been working on the necessary revisions and modifications. Over 300 girls have been given the original cadet exam. From the results Lt. LaRue has devised a mean average and compiled a new set of scores.

This physical fitness test will be required of all trainees and will include pull-ups, sit-ups, and the 100-yard dash.

Make this a Merry Christmas



—and Right Now is the time to make it a merry Christmas for the loved ones back home. While we do not have as large or varied a choice of worthwhile gifts . . . as we show in normal years . . . there is a surprisingly nice selection of things that will be welcomed.

—Toiletries and Perfumes
Dresser Sets — Stationery
and many other fine gifts which will be appreciated. May we suggest that you make your selection just as soon as you possibly can for your sake . . . and ours.

Bowen's

DRUG STORE

Answers to Bob Hawk's

YANKWIZ

1. Depths in water.
2. CWACS—Canadian Women's Army Corps.
3. Seven inches. (The eraser adds anywhere from 1-4 to 1 inch to the length of the pencil.)
4. 71 days.
5. No. This is a popular fallacy.
6. It is the hip bone or the anklebone.
7. It makes no difference.
8. Scones: a kind of square tea cake; rich baking powder biscuit; also a kind of broad bonnet resembling a barley scone worn by lowland Scots.
9. Pompano: fish. Baba au rhum: Rum soaked cake.
10. Mr. John Smith and Mrs. Betty Smith is legally correct. Otherwise, in case of divorce and re-marriage, the ownership of the bonds could be contested.
11. The heat makes them expand in length. They contract in winter.

The Most Welcome Gift

Is
YOU



to gift could be more pleasing to a sweetheart, family and friends at home, than a likeness of you to keep near them always. Make an appointment now for a sitting, to be sure of Christmas delivery.

WASPs

AND

Avengers

We are very proud of the many fine folks from Avenger field whom we've had the pleasure of serving — during the past year and look forward to acquainting you too . . . with our portraiture art.



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We Don't Talk About This

Posters, placards, and grotesque caricatures in evidence on every bulletin board serve as grim reminders of a country at war, and of an enemy ever on the alert for bits of information and intelligence.

These subtle warnings should not go unheeded by personnel of Avenger Field, for Army training centers must exercise the greatest caution. A recent memorandum issued by the Intelligence department clearly defines those subjects which fall into the category of restricted military information, disclosure of which to unauthorized persons, is strictly prohibited. "Unauthorized persons pertains to all persons whose duties do not require that they have such information and includes, among others, all persons who do not work at Avenger Field and who have no connection with the War Department, and the families and friends of persons who are entitled to such information."

"The following subjects are considered military information and are not to be discussed with unauthorized persons unless and until information concerning them is released to the public by the Public Relations Officer or other authorized agencies: number and condition of training planes at this detachment; number of officers and enlisted men at this field; number of trainees at this field, the number graduating, and the number eliminated; information contained in official letters, directives and orders from this and higher headquarters, and particularly information contained in restricted technical orders and technical manuals; any information concerning aircraft accidents; identity of visiting military personnel, including types of airplanes arriving at this station."—Phyllis Ryder.

W-7 Graduates To Serve At Many Air Stations

Members of class 43-W-7 spread the shiny new wings they received at graduation Nov. 13, at these stations over the country: Hondo, Texas; Sioux Falls, S. D.; Merced, Cal.; Williams Field, Higley, Ariz.; Childress, Texas. Gardner Field, Cal.; Stockton, Cal. Douglas, Ari.; and Maxwell Field, Alabama.

Welfare Committee To Publish Gift Book

If you're worrying because your time is too limited for necessary Christmas shopping, the Student Welfare Committee has already solved your problem.

The committee is putting out a leather-bound book containing photographs of activities, events, and personnel of Avenger Field. Informative, attractive, and amusing, the books are excellent souvenirs of Avenger days. Photographs are explained by brief "punch-line" captions.

The cover of the book is decorated with wings and a Fifinella, plus a removable Christmas greeting.

Student Welfare Committee officers have stated that only a limited number of the books will be available, and advise those interested to "do their Christmas shopping early."

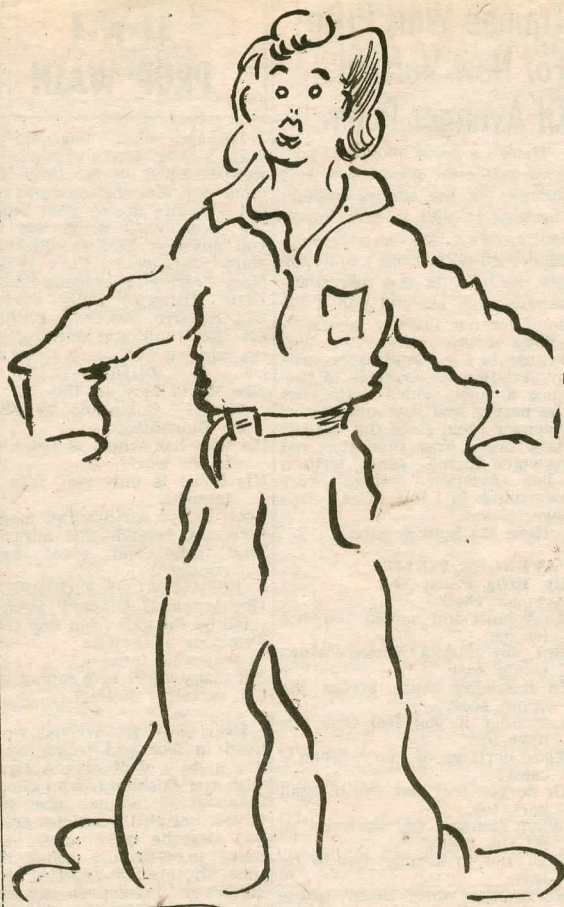
MRS. YOUNT

(Continued from Page 1)
R. T. C. band provided music for the final review.

Major Urban announced that the Bulova Watch Company had presented an engraved aviation watch to four graduates who made highest marks in flying, ground school, drill, and general deportment on the field. The watches which bore the engraving "for outstanding achievement" went to Yvonne Ashcraft of Big Timber, Mont.; Mary Caroline Clayton of Memphis, Tenn.; Aleta M. Grill of Jackson, Mich.; and Winifred Wood of Coral Gables, Fla.

Mr. Kriegel read the poem "Avenger Field," written by Miss Effie Pratt, W-3 student, and chosen as the winner in a contest sponsored by the civilian contractors. Mrs. Cliff Deaton, chief establishment officer, presented Miss Pratt with the \$25 war bond first prize.

After leaves of varying lengths, the graduates will report to new assignments with the Air Corps. They will go to all three flying training commands in the U. S.



Gee, a perfect 58

SHOT

(Continued from Page 4)

realizes why they have recruited bloodhounds. Admitting that she might as well face it like a man she returns to the infirmary — explaining to friends along the way that the handcuffs and armed guards are to protect the new cure for acute air-sickness she has just discovered.

And so she is shot. The gruesome details will be spared you at this time—such as the fiendish gleam in the eyes of the white garbed figure, the 12-inch needle that looks about as innocent as a 50 caliber, the heavy thud of the falling body. It will be assumed that the victim has finally dragged herself on hands and knees back to her bay and has collapsed peacefully on her bunk.

Then the fun begins. Little men in red, blue, and yellow zoot suits start pounding on our heroine's temples with heavy hammers, while other white clad figures leap around on her left arm sticking it with dull needles. This continues on through a long and sleepless night spent painfully on the right side. Even the covers seem to have added a dozen or so pounds and take delight in knotting themselves under, over, and around little A's arm.

By morning she has a hang-over that shouldn't happen to a dog—a stomach as uncertain as a rudder exercise stall—and a left arm that's out of this world. Grimly she pulls herself back to the scene of the crime for a release from flying. All she needs to sour her on life completely is the cheery "Good, Good morning—and how is everybody?" from the doctor as he gaily leaps over the prone bodies with the enthusiasm of an Olympic broad-jumper.

Little A gnashes her teeth and stares hard at the big sign reading "This is WAR—Act like it," before answering firmly that she has come for amputation, or annihilation, one of the other. There is some quibbling over this point and she ends up with two slips of paper that inform her she can be released from everything but ground school, assorted mess formations, reporting to Mr. Riley's office, and the flight line, and a few other places to inform them she is not

flying. Outside of this she can go back to her bay and suffer in comparative peace.

Little A has decided by noon of this day that there is only one thing worse than shots and that is people not affected by them. Grinning, robust characters constantly invade her torture chamber to flex their left forearm muscles and chortle that they've never been sick a day in their life. They even lift chairs over their heads to prove their disgusting health and can only be restrained from juggling three bunks at one time by dire threats of puncturing the gas tanks in their next solo ships.

But as Lincoln once sagely said "This too will pass"—the perfect specimens leave and somehow little A lives through the day. Next day life looks a little brighter but by the third day she has discovered she can move the left arm six inches to front and rear and is declared

W-1 NEWS

Birthday parties seem to be the leading social events in the W-1 class.

The other nite a huge surprise party was given Joe Mary Roshot of Flight 2. Of course there was the usual champagne and cake to make the celebration complete. A square dance started things off with a bang but later in the evening things quieted down and singing held the spotlight. Did anyone hear those familiar tunes of the Christmas carols harmonizing through the nite air?

Betty Wall celebrated her birthday this week and all of Flight 2 attended the party in B-2. Highlight of the evening was when the lights were turned out and Catherine Murphy carried in a birthday cake with all of the candles lighting the way.

New class officers for W-1 are Pidge Hoskins, squadron commander; Eleanor Hinkle, flight lieutenant of Flight 1; Ann Noggle flight lieutenant of Flight 2. Section marchers are Doris Burmeister for Flight 1 and Mary Roshot for Flight 2.

Calfee Of DPC Inducted Into Army Nov. 13th

M. R. Calfee, Defense Plant Corporation's supervising engineer, left for the "walking" army on November 13th. As he didn't have to report until 1:39 in the afternoon, he was still on his job for D.P.C. the day before. He is also spending his furlough at his former job to "tie up loose ends."

T. P. Vail will act as supervising engineer after Mr. Calfee's departure. Mr. Calfee said that he would miss most seeing "all these beautiful girls at Avenger Field."

MRS. SHAW'S SON ILL

Jim Shaw, son of establishment officer Mrs. Helen Shaw, had an emergency appendectomy October 18. Mrs. Shaw remained with him until he was well out of danger. Jim is in the Marine reserve at Southwestern University, Georgetown, Texas.

ready to report for flight duty. Her flying is something for the books—oh brother! She now has new enemies — flaps, throttle, hatch, mixture, prop pitch. But finally even these are conquered and little A has her health back.

And so Little A wakes up one morning several days later, unsuspecting fresh and eager for a day's flying, PT, and ground school. And what happens? For an answer to this thrill-packed question, please refer to the beginning of this story 'cause it's happening—it's happened all over again!

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COMFORT and REST

To The

AVENGERS

and

WASP's

BLUEBONNET

and

ALLEN HOTELS

MEET THE GRADUATES

Here's some inside dope about members of WASP graduating class 43-W-7 and what they did in pre-Avenger Field days.

ANN R. HOLADAY, 24, daughter of Mr. and Mrs. A. M. Russ of Albany, Texas, and wife of Ensign Charles A. Holaday of the U. S. Navy.

Mrs. Holaday is a former student of the University of Colorado and the University of Texas, where she was a member of Pi Beta Phi sorority. She is a group commander of WASPs at Avenger Field, the highest position a student can hold. Mrs. Holaday began flying in 1937, and has logged over 250 hours of private flying time.

NELL STEVENSON, 22, daughter of Mr. and Mrs. T. S. Stevenson of Canyon, Texas.

Miss Stevenson was associated with the credit department of the Amarillo Times in pre-WASP days. She received her bachelor of science degree from West Texas State College, where she was a member of Alpha Psi Omega, the college paper staff, and business manager of the college yearbook. She began flying about a year ago in Amarillo, and has logged about 75 hours of private pilot time. A brother, S. Sgt. Turner S. Stevenson, is crew chief on a bomber overseas.

LELA LOUDDER, 22, daughter of S. B. Loudder of 1818 2nd Avenue, Canyon, Texas.

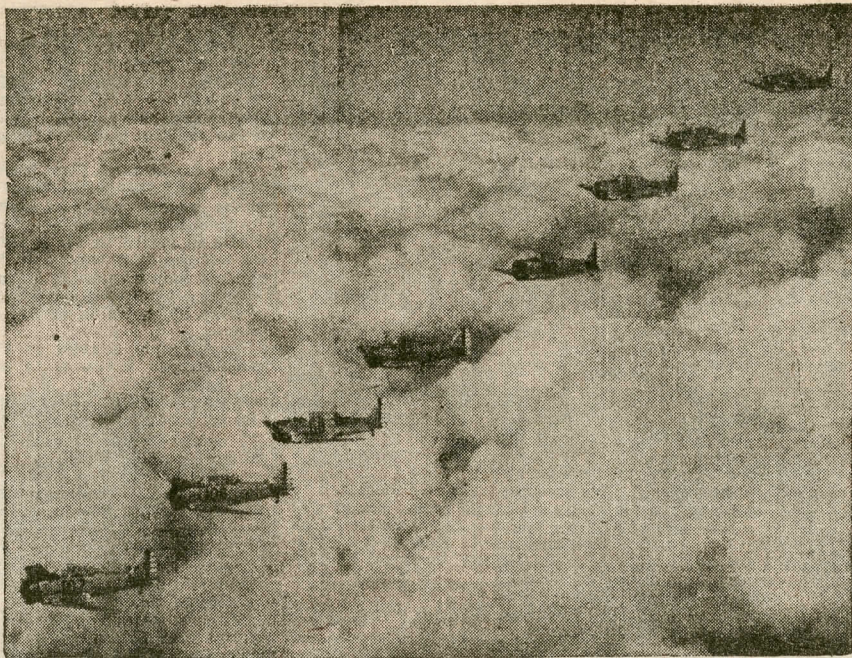
Miss Loudder received her bachelor of science degree from West Texas State College, where she was a member of Beta Sigma Phi. She was a Link Trainer instructor in pre-WASP days. Beginning flight training with the CPT, at West Texas State College in 1941, she logged more than eighty hours of private flying time.

MARGARET MARIAN ISBILL, 22, daughter of H. G. Isbill of McGregor, Texas.

Miss Isbill is a member of the Texas Wing of Women Flyers and has flown with the Civil Air Patrol. She had logged about 60 hours of private flying time before enlistment in the WASPs. She was a stenographer in civilian life.

GALETA M. GRILL, 25, daughter of Mr. and Mrs. G. W. Grill of 716 So. West Avenue, Jackson, Mich.

A former student of Jackson Junior College and Michigan State Normal, Miss Grill is a member of WAA, Phi Delta Sigma, and the AAUW. She was a teacher of physical education and aeronautics in pre-WASP days. She began flying in Jackson in 1940, has logged about 60 hours of private flying and has



Winging through cloudbanks in graceful formation, U. S. Air Corps Cadets prepare for the day they will fly speedy, deadly sky fighters against the enemy.

flown with the Civil Air Patrol. A brother, Pvt. Winthrop Grill, is a student in the Army College training program at the University of Chicago.

MARGARET WINIFRED WOOD, 23, daughter of Mr. and Mrs. George W. Wood, of 1228 Pizarro St. Coral Gables, Fla.

She received a bachelor of science degree from the University of Miami, where she was a member of Kappa Kappa Gamma. Miss Wood was a Link instructor before she began flying. A sister, Lt. Daisy Wood, is serving with the WACs at Camp Howze, Texas.

GENE K. SMITH, 21, daughter of Mrs. S. LeRoy Smith of 1305 Douglas Rd., Miami, Fla.

Miss Smith was a professional model before joining the WASPs. She began flying at the Embry Riddle School in Miami about two years ago, has logged about 190 hours of pilot time, and holds a private pilot's license. She is group adjutant at Avenger Field — second highest position a student can hold. A brother, Lt. R. J. Smith is serving with the U. S. Navy.

KATHERINE RIDGELY CLEWIS, 26, formerly of 961-48th St., Miami Beach, daughter of Mrs. Ida B. Ridgely of 346-12th Ave., N. E., St. Petersburg, Fla.

Mrs. Clewis began flying several years ago, received a private pilot's license in 1939, and was a veteran of over a hundred hours in the air before enlisting in the WASPs last May. She was secretary for the Florida

Housecraft Corporation in "pre-flying" days.

TEX A. BROWN, 25, daughter of Mrs. A. Z. Brown, of 145 N. Highland Ave., Winter Garden, Fla.

A former student of the University of Florida, and a graduate of Florida State College for Women, Miss Brown is a member of FSCW. She served as an instructor while attending college, acted as secretary at University of Florida, and served with the CAP coastal patrol. She began flight training in 1941, and has logged about 75 hours of private flying time. A brother, Ensign A. Z. Brown, is serving with the U. S. Navy.

ELEANORE C. BRYANT, daughter of Mrs. Marjorie Bryant of 1461 Pennsylvania, Denver, Colo.

A former employee of the Remington Arms Company and a gunnery instructor at Lowry Field, Col., Miss Bryant began her flight training at Denver a short time ago. She was a member of the Denver chapter of the Junior League.

BETTY J. CLARK, 23, daughter of Mrs. Jennie Clark of Uruvan, Colo.

Miss Clark attended Denver University and the University of Colorado where she served on the Student Union and the student publications staff. She worked as an X-ray technician before joining the ranks of the WASPs. Beginning private flying in Denver about a year ago she logged 50 hours in the air.

BABETTE DEMOE, 21, daughter of Mrs. E. C. Poklen, Box 1406, Carmel, Calif.

Miss Demoe attended Principia Junior College, Elsah, Ill., and the Pacific Air Navigation school, La Jolla, Calif. She worked as a Link trainer instructor at A and M College of Texas before entering the WASPs. Miss Demoe began flying when she was only 16, and was at one time considered the youngest girl flier in the United States to hold a private pilot's license. A brother, Lt. E. T. Demoe is a flight instructor with the Naval Air Corps.

PATRICIA SEARES, 24, daughter of Mr. and Mrs. E. C. Seares of La Honda, Calif.

Miss Seares was a San Francisco Examiner reporter and program director for radio station KYA, San Francisco before joining the WASPs. She is a member of the San Francisco Newspaper Guild. Miss Seares is editor of the WASP classbook at Avenger Field. She was recently married to Prescott Sullivan, San Francisco Examiner columnist.

M. ALLAIRE BENNETT, 25, daughter of Lt. Col. and Mrs. Edwin S. Bennett of 2340 West 1st Ave., Spokane, Wash., formerly of 2801 W. 42nd St. Liebert Park, Los Angeles, Calif., and granddaughter of Mrs. F. W. Blauvelt, 194 Riverside Dr.,

N. Y. City, N. Y.

A former student of Vassell Jr. College, Auburndale, Mass., Miss Bennett worked in the radio department and testing laboratory of the North American Aviation Corp., in Inglewood, Calif. She began flying in August, 1942, as a pupil of Bette Lund, wife of famed stunt pilot, Freddie Lund, and has logged about 65 hours of private flying time. Miss Bennett's father, Lt. Col. Bennett is serving with the Army Medical Corps at Baxter General Hospital, Spokane, Wash. A brother, Pfc. James H. Bennett, is attending Army medical school with the specialized training program at the University of California.

NEVA D. CALDERWOOD, 23, daughter of G. N. Calderwood, Warrenton, Ore.

Miss Calderwood, who received her bachelor of science degree from the Oregon State College in 1939, was formerly employed by the Oregon State Board of Higher Education, and served as a private secretary. She began flying in 1939, and has logged some 135 hours of private flying time.

MARY CAROLYN CLAYTON, daughter of Mrs. E. K. Clayton of 1309 N. Parkway, Memphis, Tenn.

Before entering the WASPs, Miss Clayton was associated

'Gremlins' Tamper With Link Trainer

Flying a Link is a series of complicated maneuvers during which all WASPs are constantly returning the Link to straight and level flight from the "cock-eyed" positions the gremlins have thrown the ship into. However in two Links the gremlins were still more active.

For some mysterious reason everytime a hard-worked trainee in either of these two particular Links had everything under control and all the instruments showing what they should show, the ignition would go off, and all the instruments would fall back to zero. It seemed that whenever the ignition switch was turned off in either Link, it would turn the ignition off in the other Link too. The electrician finally found the cause: The gremlins had given a nail in a control wire causing the two Links to be operating on the same switch system. Their gremlins!

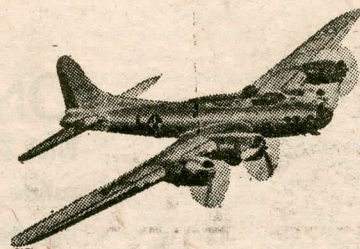
with the National Life and Accident Insurance Company. She has logged about 38 hours of private flying time. A brother, First Class Petty Officer Kenneth Clayton, is serving overseas with the U. S. Navy.

ELIZABETH POST HARTZ, 22, daughter of Mr. and Mrs. Roger S. B. Hartz of 3705 Grantley Road, Baltimore, Md.

A graduate of Wellesley College and a former student of Goucher College, Baltimore, Miss Hartz worked as secretary for Pan American Airways at LaGuardia Field, N. Y. She began flying over a year ago at Curtiss-Wright Field, Baltimore and holds a private pilot's license. A brother, Cadet John Post Hartz, is training with the Army Air Forces.

YVONNE CONSTANCE ASHCRAFT, 23, daughter of Mr. and Mrs. E. J. Husebye of Big Timber, Mont., and wife of Lt. Basil C. Ashcraft of the Army Air Base, Wendover, Utah.

Mrs. Ashcraft was a ground school instructor at the Lynch Flying Service at Belgrade, Mont., before entering the WASPs. She has logged about 120 hours of private flying time. Mrs. Ashcraft's husband, Lt. Ashcraft, is an aviation ordnance officer, and her father is a petty officer in the U. S. Naval hospital at Newport, R. I.



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WASPSINGS

"44-W-1 IS FLYING INSTRUMENTS"

(Tune: She'll be Coming Round the Mountain).

We are 44-1; we're flying instruments (gesture)

We are 44-1; we're flying instruments

We are flying instruments, but there's nothing wrong with us

We are 44-1; we're flying instruments.

All our instruments are caged; we're on the ground

All our instruments are caged; we're on the ground

All our instruments are caged, but, oh, Lordy, how we've aged

All our instruments are caged; we are on the ground.

Keep that runway clear before me; here I come

Keep that runway clear before me; here I come

Keep that runway clear before me

Send my sympathies to Mammie

Keep that runway clear before me; here I come.

I am flying straight and level; yes I am

I am flying straight and level; yes I am

I am flying straight and level But I'm turning like the devil

I am flying straight and level, yes I am.

The altimeter says I'm losing altitude

The altimeter says I'm losing altitude

Why the hell should I regain it When I never can maintain it

The altimeter says I'm losing altitude.

Oh the ball is centered neatly, needle too.

Oh the ball is centered neatly, needle too.

Oh the ball is centered neatly My instructor is swearing sweetly.

Oh the ball is centered neatly, needle too.

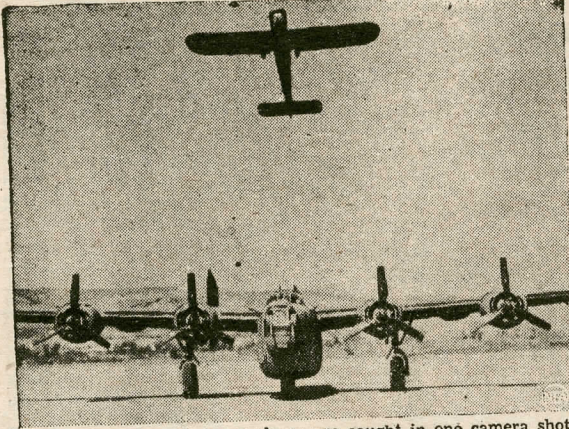
I was climbing like a bird, yes I was

I was climbing like a bird, yes I was

I was climbing like a bird

What's that crash that I just heard

THE WINGS OF AMERICA



Smallest and largest Army planes are caught in one camera shot as a Flying Jeep hedgehops over a four-motored Liberator at San Diego, Calif. Tiny L-5's weigh 2100 pounds, have 34-foot wingspan and are used in observation for artillery, tanks and infantry.

Ziff Sees Terrible Devastation From Air For Germany

WASHINGTON — (UP)—The noted aviation writer, William B. Ziff, predicts terrible devastation of Germany by air power.

Ziff says Premier Stalin' at last has been convinced of the value of bombing Hitler's vital production centers. He adds that the Soviet leader's new attitude makes possible a synchronized air effort on the continent.

I am flying like an angel, yes I am.

We want pink straight jackets, yes we do

We want pink straight jackets, yes we do

We want pink straight jackets

With green and yellow plackets

We want pink straight jackets, yes we do.

Actor Walter Pidgeon to Become U. S. Citizen

HOLLYWOOD — (UP) — Mr. Miniver is going to be an American citizen.

Actor Walter Pidgeon — who brought the typical tweedy Britisher role to the screen — will take the oath of allegiance to the United States in 30 days.

Pidgeon has been in this country since 1918. He said he was born in St. Johns, New Foundland, when he filed his petition for citizenship yesterday.

Avenger Civilians Punchin' The Clock

Avenger Field civilian employees are literally "punching the clock" these days. They line up in a chute-like section of the time-keepers hut, just outside the hospital entrance two times a day, morning and evening, to mark their workin' hours.

WACS LAND

WITH THE FIFTH ARMY IN ITALY — (UP) — The first members of the WACs have landed on the European mainland.

Fifty-five of them from North Africa took over their new posts at the Italian front last night.

Although they are the first WACs to arrive in Italy, they are not the first women to be with the American forces in that theater. Army nurses have been in Italy since the invasion at Salerno.

The primary interest of the newly-arrived WACs is to see the sights. And they all are looking forward to seeing Rome just as soon as possible.

Weather Forecast

EAST TEXAS — Partly cloudy and slightly warmer this afternoon and tonight; Friday partly cloudy to cloudy.

WEST TEXAS — Partly cloudy to cloudy this afternoon, tonight and Friday.

NEW MEXICO — Partly cloudy to cloudy this afternoon, tonight and Friday; little change in temperature this afternoon cooler northeast portion tonight and east portion Friday.

Avengerette Furniture Purchased In Dallas

Mrs. Cliff Deaton has returned from her Dallas furniture-shopping trip with the news that furniture for the Avengerette Club has been selected and will be delivered in about a month. The Club will probably be completed by the middle of December and opened as a real Christmas present for trainees.

Mrs. Deaton, accompanied by Clara Marsh of W-2, visited Dallas shops last week and selected the future lounging furniture. Upholstered in blue-gray and maroon to match the wall decoration of the club, the chairs and couches are equipped with pre-war springs.

Scatter rugs selected are white and luxurious. Indirect lighting fixtures will be installed to give a soft glow to the interior of the club—and to flyers' sun-tanned faces.



Other investments ask a dollar and promise three cents; life insurance asks three cents and pays a dollar.

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THANKSGIVING DINNER
At The Newly-Opened
COFFEE SHOP



In The
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HOTEL**

We'll Do Our Best To Make
You—Glad You Came
— — Thanks

ON the first anniversary of the Army Air Force Woman Pilot Training program, we of Aviation Enterprises pause to salute the women who are so valiantly and courageously giving their time to do their part for their country.

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