

INTRODUCTION TO THE

NAVAL AIR
OPERATIONAL
TRAINING
COMMAND



HEADQUARTERS
U. S. NAVAL AIR STATION
JACKSONVILLE, FLORIDA

ORGANIZATION CHART OF NAVAL AIR OPERATIONAL TRAINING

NAVAL AIR STATION

COMMANDING OFFICER

Administrative Assistant

EXECUTIVE OFFICER

Administrative Assistant

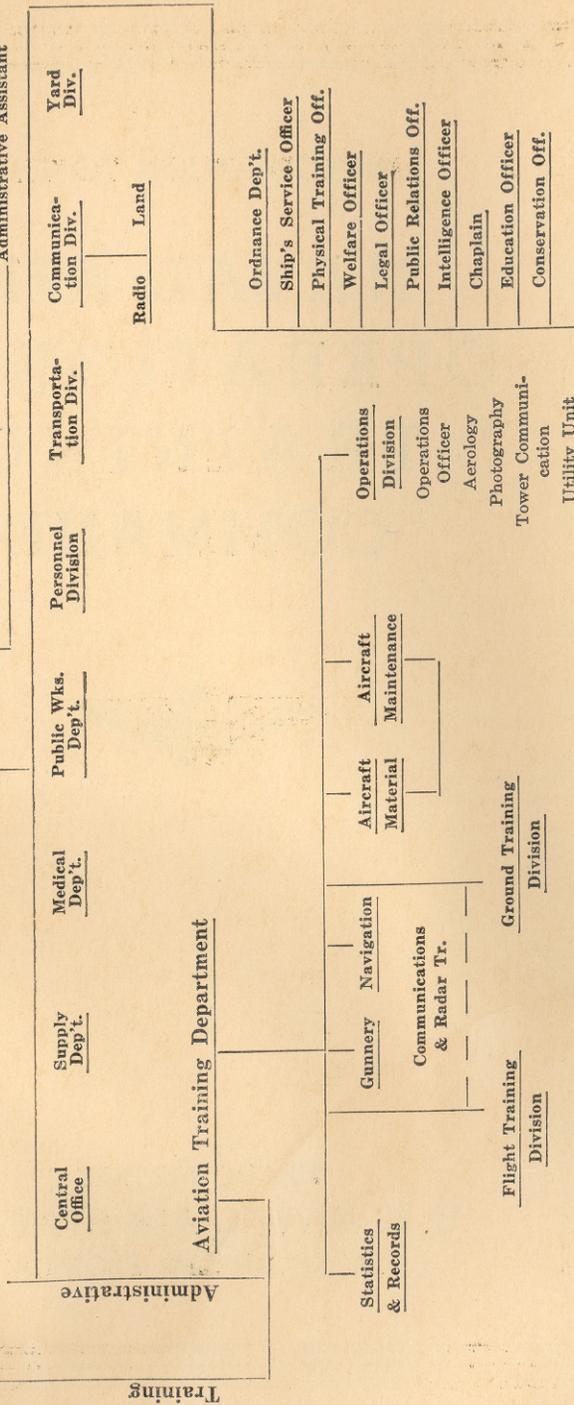


Chart B.

Introduction to the
Naval Air Operational Training Command



INTRODUCTION

This pamphlet, "Introduction to the Naval Air Operational Training Command", has been prepared for you aviation officers who have just received your wings. You are now in Operational Training, possibly the most important phase of your aviation training—the jumping off place before joining the Fleet and active duty.

This is a brief outline of the functions, purposes, and organization of the N.A.O.T.C. Herein is explained the various units, the types of training and the geographical locations of our many activities.

It is presumed that by the time you advance to a Unit of this Command you will have become familiar with Navy life in general. You realize the importance of, and can interpret and carry out your orders. You have had some experience in reporting to your new assignments. Wardroom etiquette should by now be a matter of course, as should the making of official and social calls, such as they are during war.

Your allotments, insurance, mess bills and other problems of financial responsibility have from time to time been discussed. They are supposedly being handled to your satisfaction.

Because of this presumed general understanding, no detailed explanations of the fundamentals of Navy life are set forth. This pamphlet is designed as a brief guide to aid you in understanding and becoming accustomed to your new billet.

During all previous training you have been a cadet. You are now a full fledged Naval Aviator, wearing the golden wings emblematic of the best trained flying personnel in the world. With these wings came a greater responsibility. It may extend even beyond life itself. It may sometimes affect the lives of thousands of persons and their standard of living, which has been entrusted to you.

Simply because you are no longer a cadet, do not give up studying. On the contrary, because of this added responsibility

you must train yourself even more rigorously for the day when you will be sent against the enemy. Until now you have been learning the fundamentals of flying, just as a few years ago you learned to ride a bicycle or, a little later, to drive the family auto. You must never underestimate the difference between being able to take-off and successfully land a training plane and the handling of a Navy service type aircraft in the violent maneuvers of combat. You have been trained as an individual in the elementary stages of flying. During Operational Training you must certainly improve as an individual in your piloting, gunnery, observation, instrument work, and all other phases of wartime aviation. More important, you must prepare yourself for the near future when you will fit into a squadron, not only as an individual, but as a member of an effective combat team.

PURPOSE

The purpose of the Naval Air Operational Training Command is to make Naval Aviators the best prepared combat pilots in the world.

Such was the aim of our training program first outlined by the Bureau of Aeronautics more than twenty years ago. So it remains today. Other than this the training program has materially changed from that of peacetime.

The task has become more difficult for both instructor and trainee. Your work up to this point is similar to that of the cadets' of a few years back. Now, as you enter upon the training period of the Naval Air Operational Training Command, your course differs materially from that of former days.

During peacetime you would at this point be assigned to a squadron, undergoing several months of instruction in service type planes. Not for twelve or fifteen weeks would you be expected or permitted to fly in any except the most elemental formations or to engage in advanced gunnery practice. During all that time you would be under the constant guidance of veteran aviators of your squadrons.

In line with the increased tempo of the national emergency and of the war, this picture has changed. Formerly, when you reported to your squadron you were far from being ready for combat. Not only did you have to familiarize yourself with formation work, accustom yourself to shipboard flying, learn the fundamentals of gunnery and of instruments, but you were flying for the first time the "hot" service type Navy planes.

With the change came a need for more advanced training for each of you. During 1941 two advanced training groups were set up; one at Norfolk, Virginia, the other at San Diego, California. The intention was to have all designated carrier pilots

report to one of these advanced training units to gain experience in the type service plane they were going to fly.

ORGANIZATION

As the training program advanced, the Naval Air Operational Training Command was established by the Secretary of Navy, April 30, 1942. A headquarters was established at the Naval Air Station, Jacksonville, Florida. Under this headquarters are twelve air stations with auxiliary and satellite fields where training is given in the various types of planes. In addition to actual flying, instructions are given to small units in gunnery, navigation, radio and other phases of training. From these a complete air group can be drawn for operational duty. (See Chart C).

At the head of NAOTC is a Naval Aviator with the rank of Rear Admiral. Directly under him is a staff composed of naval aviators, except in certain instances of non-flying specialists. Most of these officers have had active duty in some combat zone during this war.

Supervising the work of the Staff is the Chief of Staff whose duty it is to see that the work of the various members of the Staff is carried out according to a coordinated program prescribed by the Bureau of Aeronautics and based on the requirements of the Fleets. The variety of special qualifications represented by members of this Staff insure expert handling of any type problem which may arise throughout the Command.

The Staff is divided into two sections, Training and Administration. Under Training comes the various plane type training, gunnery, navigation, communications, ground training, etc. Administration includes such departments as planning, personnel, public works, aircraft procurement and material. (See Chart A).

Each Operational Training Unit, commonly referred to as "OTU", is organized as nearly as possible along the lines of an operational squadron.

In each carrier-type unit there will be approximately 100 of you aviators, with a sufficient number of instructors and service type planes. Patrol squadrons may have as many as 200 trainees. While there is generally but one type unit at each station, some of the larger stations will have two or more units of the same type, or, in some instances, of different types. (See Chart C).

In charge of each OTU is the Training Officer, a naval aviator of the rank of lieutenant or above. Under him is the ground training officer, flight officer, navigation officer, and officers bear-

ing titles and responsibilities similar to those operating from an advance base or a carrier. (See Chart B):

The period allowed for Operational Training is eight weeks. The average pilot time during this period will reach about 110-hours in CV and VOS type planes and 150-hours in the multi-engine types.

Under normal conditions, schedules will be so arranged that pilots undergoing training will not exceed four hours flying time per day. Ground training periods will be limited to about three hours.

Fullest emphasis will be placed on training in the use of the primary offensive weapons of each type airplane. Graduate pilots must be able to hit hard with these armaments, which are:

VO/VCS	Depth Bombs
VF	Fixed Guns
VSB	Bombs (By diving)
VTB	Torpedoes
VB2	Bombs and Torpedoes
VPB2	Torpedoes and Bombs

MARINE AVIATION

A certain percentage of those going into naval aviation for flight training are taken into the Marine Corps. Throughout the OTU's, except VO/VCS, Marine aviators will be found. In the Florida area there is no base set aside exclusively for Marine training. However, the facilities at the Marine Corps Air Station, Cherry Point, North Carolina, are devoted to that branch of the service.

Operational Training Squadron Eight, MCAS, Cherry Point, is comprised of units of PBJ's (B-25's).

With respect to the Florida bases, whether fighters, dive bombers, patrol planes or torpedo bombers, all trainees are given the same instruction at the same units, regardless of whether they are Marine or Naval aviators.

As in the case of enlisted Naval personnel, the enlisted Marines are being trained at the gunnery schools, working side by side with their bluejacket shipmates, before taking their places in airplanes piloted by Marine aviators.

CARRIER TYPE

From one-half to two-thirds of the students in this Command will receive their training in carrier type aircraft. The training

program has been designed to give advanced training in all phases of carrier flight operations in service type planes. With your cooperation you will become the best carrier pilots in the world.

For obvious reasons, no detailed outline of training will be given here. In this day of rapidly changing tactics and equipment, instructions will change almost weekly, based on lessons learned by our pilots at the fighting fronts. The testing ground of the battle area is a grueling and thorough one. For your benefit, the majority of instructors are brought here direct from the combat zones. From time to time they will be replaced by others who will bring to you the latest word in fighting technique.

In general, carrier type instructions will include five major points: (1) The use of your plane's primary weapon, (2) Tactics of your type plane and Formation Flying, (3) Navigation, (4) Science of landing aboard and taking off from a carrier, and, (5) Instrument-flying.

The above items are obvious. If you are flying a fighter type plane your primary weapons will be the fixed guns. The dropping of personnel bombs is something many of you may never be called upon to do. Torpedo bombers have the primary mission of pushing through enemy oppositions to loose their "tin fish" at a target. The dropping of bombs is secondary. The free and forward guns are not to be used offensively but strictly as an aid in pressing home the attack, the same as speed or cloud covering. VSB units will learn dive bombing. While you may be called upon some days to strafe an enemy installation or ship, this will not ordinarily be your mission.

While emphasis will be placed upon instruction in your plane's primary weapons, you will also be given training leading to a thorough understanding of all other possible types of attacks. During the thick of battle a pilot may be ordered to execute any defensive or offensive maneuver and must be prepared to carry it out with authority.

Navigation is of utmost importance. You must be able to make a wide sweep over the water, to locate the enemy, report him, attack him, and return to your home base. In the case of the carrier, this task is increasingly difficult because the base is moving. It is a function to be learned thoroughly enough so you may never depend on "following" another plane in your section. Know where you are every minute of the time. A moment's carelessness may cost your plane, your life, your ship, or, the battle.

Formation flying has been proved the best defense against the enemy. This must be practiced until it becomes second nature to you. We are not going into all types of tactics to be used because like any other phase of flying, these may change

tomorrow. The important thing is to understand that there is a decided advantage in flying formations as your instructors order. Never become a "straggler". Learn at N.A.O.T.C. the importance of joining-up fast. To wait until the enemy is on your tail may be too late.

Instrument flying is becoming more and more important in combat work. No longer is it considered simply a major part of navigation; today it is the key to successful attacks and escapes. Offensive missions are planned to make full use of the element of surprise. Flights take off in total darkness and rendezvous at a point of latitude and longitude prior to going in on their target before daylight. A formation of bombers may fly a hundred miles or more on instruments, coming through the overcast only to release their lethal loads at the enemy and then escaping on instruments.

Most important to the individual pilot is instrument flying as a defensive measure. We have learned to "hunt a cloud". Make for the cloud or heavy overcast, flying on instruments for several minutes until the enemy has been shaken or gives up the search. Instrument flying pays dividends. Learn your lesson thoroughly BEFORE you get in a tight spot.

By the time you are assigned to carrier duty you must have mastered the technique of taking off from and landing aboard a floating airfield. It takes concentration and plenty of practice. During your training here, experienced landing signal officers will train you on a field marked to resemble the flight deck of a carrier, with the same signals that are used in the fleet. You will have been given thorough training in preparation for your all important "qualifications".

Following this, advanced training will be obtained at the Carrier Qualification Training Unit. This is located at present at the Naval Air Station, Glenview, Illinois. The unit, in conjunction with training carriers, will afford the prospective carrier pilot opportunities to take off from and land aboard this type vessel.

At present your training carriers are the two former Great Lakes pleasure steamers which have been converted, and are now the USS Wolverine and the USS Sable. From time to time the regular line carriers and converted carriers are used in NAOTC training.

Carrier flying is the most demanding of all types. It calls for constant training, perfect understanding of your plane, equipment, and technique. It is the ultimate of offensive warfare. You are carrying the battle into unfamiliar territory and the strongholds of the enemy. The very success or failure of a mission, or of the entire cause, may hinge on a moment's attitude and ability of a single pilot.

VPB TRAINING

Graduates of VPB operational training will not be expected to take their places in combat alone without sufficient experience. It is presumed that each pilot will be either a capable first pilot or above average second pilot. Likewise, each air bomber must be a satisfactory bomber and each aircrewman will be fully capable of performing operational duties. To a marked degree, the successful performance of a mission assigned a VPB plane depends greatly upon the teamwork of the crew as a whole.

VPB training will follow as closely as possible the procedure that will be carried out in Fleet squadrons with emphasis on each operation in the ratio to its importance in combat. Pilots will be organized into tactical units with an instructor-squadron commander; such organization will be retained throughout operational training.

These tactical units will involve no administrative setup nor assignment of material, but are formed simply to thoroughly instruct in the primary mission of VPB type airplanes, strategical scouting. This, in turn, requires that those who man these planes be well versed in full military load take-off characteristics, navigation, instrument flying, scouting and reconnaissance, codes and ciphers, radio, radar operation technique, and familiar with enemy surface ships for recognition purposes.

In order to perform successfully the secondary missions of this type plane, which are offensive, the pilots and crewmen must be proficient in anti-submarine scouting and bombing, night torpedo attacks, and free machine gunnery for defense.

The patrol plane commander must be thoroughly familiar with the duties of each member of the crew. This does not mean that each pilot should become an outstanding bomber, radio man, tower operator, or gunner, but that his training will be so conducted that he will have a working knowledge of the duties of each.

In VPB training the following must be continuously kept in mind:

1. All navigation flights conducted over water.
2. Instrument flying including a maximum of cloud flying.
3. Intensive night flying.
4. Mandatory instrument flying take-offs and instruction in instrument landings insofar as practicable.
5. Every flight, other than familiarization, conducted as though an attack by enemy fighter planes is imminent.
6. All flights shall be multi-purpose.

Of utmost importance is the fact that it requires more technique to handle a VPB airplane on the water than it does in the air. For that reason, emphasis will be placed on taxiing, buoy approaches, mooring, anchoring, beach approaches, and getting underway from anchorages and moorings.

VB2 (MULTI-ENGINE LAND PLANE) TRAINING

The training course in a VB2 Unit covers eight weeks during which time the officer under instruction will be qualified as a first pilot in a twin-engined land-plane.

The first part of the syllabus is given in SNB's to acquaint the pilot with twin-engine landplanes and to familiarize him with the field and operating area. From the SNB, the pilot advances to the heavier and faster operational types.

Ultimately, the VB2 crews will be used in anti-submarine patrols, low altitude bombing and in torpedo attacks. With this as an objective, it is readily understood why pilots in a VB2 Unit must concentrate on navigation, instrument flying, night flying, communications, and the economical use of their planes.

The pilot not only must know the capabilities of his plane, but also must thoroughly understand the loading of bombers, the correct setting of bomb loads and the jettisoning of weight when required. This is particularly important when operating from temporary advance bases.

Once in an operational squadron the pilot's responsibility is to take his plane and crew hundreds of miles through all kinds of weather, carry out a mission and return them safely. To successfully accomplish this requires constant study, practice, and work.

In addition to the three air stations at which VB2 OTU's are now located, there is a large airfield at Boca Chica, (near Key West), from which a VB2 OTU operates at times. New Fleet VB2 squadrons may use this field at intervals for shaking down and training after their commissioning as a squadron.

VO/VCS TRAINING

In war time, the training at sea of VO/VCS pilots is more limited than for any other type pilot because of the danger of enemy submarines and aircraft on the high seas and the operational loads on cruisers and battleships. It is therefore highly essential that this training simulate as nearly as possible the actual conditions the pilot will encounter when joining his ship or unit.

VO/VCS training is organized into tactical units of four planes each with each unit supervised by a fleet-experienced pilot known as the "Senior Aviator". In this manner, the atmosphere of a ship-based unit can be created for the student throughout training.

Every flight, especially during the latter part of training, will be a multi-purpose flight and will simulate a typical flight under combat conditions. This includes combat loading, rendezvousing, scouting, navigation, observation, spotting of gunfire, bombing, machine-gunning, communications, recognition of ships, estimation of ships course and speed, codes and ciphers, reading of signal hoists and blinker, catapulting, and recovery.

During the latter part of the training program pilots will go through actual exercises of being catapulted and recovered. This instruction and experience will be given with vessels used for that purpose as well as special shore equipment.

VO/VCS pilots are more nearly a part of a ship's crew than any other pilot; they are more concerned with ship's organization, routine, equipment, and operations. Therefore, by means of lectures, movies, mock-ups, pictures and finally by a day or two aboard a seaplane tender, they will become familiar with this sea life they are going to live, from deck to catapult, from catapult to "Cast" recovery.

No training, air or ground, is conducted which does not satisfactorily answer the question: "Will the student need this in the Fleet, or is it just a training operation; does it simulate an actuality that will later be encountered?"

COMMUNICATIONS

In the program of communication training, the facts as to material (capabilities and limitations), personnel (proven capabilities of average pilots and aircrewmembers), and situations (tactical, atmospheric communications) must be constantly borne in mind. It will be the normal practice in Operational Training to require all practical forms of communications to be used in each flight.

The necessity for maintaining radio silence in the Fleet at sea will be continuously impressed on pilots and aircrewmembers.

Pilots and radio-gunners must be thoroughly familiar with the capabilities and limitations of communication material available to them. They must know the range and reliability for both voice and key modulations of standard aircraft radio equipment. They must have a general understanding of the mechanics of their equipment. Pilots must be capable of accurate tuning of such radio equipment while on flight, while radio-gunners must

in addition to accurate tuning, be able to make such operational adjustments and repairs as may be necessary during a mission. Correct voice procedure will be stressed.

As a high percentage of communications in active operations among aircraft, other than fighter type, and between aircraft and surface craft, must be conducted by blinking, pilots and radio-gunners must become thoroughly proficient in flashing-light procedure. Fighter pilots in flight shall be required, when practicable, to read and act on single letter operational signals made by flashing light from base or other aircraft. Proficiency will also be attained in all types of codes and ciphers including enciphered calls and authenticators. Authentication of plain language radio transmissions shall be required frequently both from aircraft and control stations. Pilots and aircrewmembers shall be thoroughly trained in all currently effective recognition signals including the International hoist flags, and pilots, in basic aircraft recognition doctrine and in the use of all homing devices with which their planes are equipped.

In communication drills, all pilots' tactical considerations must be kept uppermost in mind. The most important is the need of knowledge **WHEN** to communicate (unerring recognition of a tactical situation demanding rapid communication), **WHAT** to communicate (text and phrasing of message which will best convey the information which ought to be transmitted), and, **HOW** to communicate (whether by plain language—voice or key—enciphered radio dispatch, or by leaving the assigned mission to return to base to report).

Every effort will be made in training to simulate controlling conditions so pilots and aircrewmembers may be equipped by experience to handle effectively any situation which may be encountered during active operations.

RADAR

Training in radar will be conducted to train pilots and aircrewmembers in making full and intelligent use of the equipment in their individual types of aircraft. All pilots of radar-equipped airplanes will be given sufficient instruction in radar theory to enable them to understand when and how to achieve effective performance of radar in active operations.

FIGHTING DIRECTION

All pilots will be given sufficient instruction in fighter direction problems and procedure, and uses of ship-board radar, to insure that they have a clear understanding of fighter direction

and defense against it. It is of prime importance that all pilots become familiar with fighter director phraseology, thoroughly trained in the mechanics of combat by fighter direction control, with a realization that only by complete cooperation with the fighter director can their performance in protection of our surface forces be fully effective. While much of the basic training and indoctrination will be done in ground training, every opportunity available will be used to conduct fighter director exercises with fighters in the air. To this end, operational control of fighter training flights will be exercised by orders couched in fighter director language.

NAVAL AIR GUNNERS SCHOOLS

To insure each pilot of a well trained rear gunner or enlisted crew, Naval Air Gunners Schools have been established at Hollywood and Jacksonville, Florida, and at Purcell, Oklahoma. The latter is located approximately 50 miles south of Oklahoma City. The Jacksonville school is at Yellow Water, near the Naval Air Station.

All candidates for the Naval Air Gunners' Schools are volunteer rated men, coming from radio, ordnance or machinist schools.

The gunners attend these schools for four weeks during which time they are given practical instruction in several courses. Realizing that before shooting you must pick the proper target, detailed work in the recognition and identification of Allied and enemy planes and ships is given.

Gunnery is naturally the most important single item. Commencing with shotguns on the skeet range, the gunners increase their ability with machine guns of various types both at stationary targets and at the fast moving sleeves, calling for quick, full deflection shots.

Following the four weeks in Gunnery School, the aircrewmen are assigned to various Operational Training Units for a further course of eight weeks. During that time they will take their places in the crews of the VPB's, VB 2's, VTB's or, as a rear seat man in the VSB's or VOS's. He is then prepared for the Fleet.

When the aircrewman successfully completes his course, he is awarded an insignia to be worn on his arm, indicating his ability to capably fill the rear seat or a turret of any combat plane.

NAVAL AIR NAVIGATION SCHOOL

The Naval Air Navigation School at Hollywood, Florida, operates under this Command. Here, cadets from the Pre-Flight

Schools are given an 18-weeks course preparatory to becoming a navigator in multi-engine airplanes. A selected few of these non-pilot navigators are given further training as bombardiers upon graduation from the Navigation School.

In conjunction with this school, reserve officers are given instruction in navigation and, upon graduation, serve as navigation instructors at the various pilot training bases or with the Fleet.

In addition, the VPB and VB2 pilot graduates of Intermediate Training, which cannot be absorbed in OTU's because of lack of facilities, are given a 30 day course in navigation at the School. They then take the 4 weeks course in free gunnery at the Gunners School at Hollywood before proceeding to their Fleet station of duty.

AIRBOMBERS' TRAINING UNIT

Upon graduation from the Naval Air Navigation School, the selected newly commissioned navigators, mentioned above, who are to go to Fleet patrol bombing squadrons take an intensive 12-weeks course in the Airbombers' Training Unit.

These students are indoctrinated in all phases of bombing with special emphasis laid on high altitude precision bombing with the Norden Bombsight. Upon completion of this training they are ready to take their places as bombardier-navigators in the crew of the Navy's multi-engine aircraft.

YOUR MONEY

Presumably, your pay accounts are in order. Don't forget your allotments. When you leave NAOTC you must plan on going immediately into a combat zone. There, bookkeeping is more difficult and it is almost impossible to make rapid changes in allotments.

For that reason, it is best to visit the paymaster of your present Naval Air Station and get everything settled to your satisfaction. If you are married, or if you have dependents, make the provisions you wish for them. It is also possible to make an allotment to your bank and the checks for whatever amount you specify are sent to the bank or dependent regularly each month.

When on foreign or sea duty you need money only for your mess bills and bare spending change. That is all you should carry on the ship's books for at times these books may be destroyed or lost which may necessitate a delay in payment. This will be overcome by allotment. Under no circumstances should you accumulate cash on your person. Draw whatever you need

and let the remainder, exclusive of your allotment, "ride the books".

When you leave your present NAOTC billet, take enough cash to get you to your next station with a safe margin to be used in case you are detached from the latter before having time to get your pay account squared away. From now on you will move fast and you will be on twelve or twenty four hour notice.

Although most of you know by now, it is true that practically all towns near every military base are overcrowded. Because of this think twice before taking your family with you. Your wife is probably comfortably situated where she is. Taking her with you across country to a place strange to you both is unfair to you, to her and to the Navy. You may be there for only a day. If you are to be based permanently, there is plenty of time for her to join you after you size up the situation.

GEAR

From now on gear and luggage must be kept at a very minimum. Be prepared to pack and get underway at a moment's notice. If you are like the rest of us, you have developed the habit of accumulating unnecessary articles of clothing, trinkets and personal gadgets. These all require space. Space is scarce.

Because of lack of space aboard your ship you may have to share a locker with your shipmate. Four may be assigned to a room planned for only two. You may have to sleep on a folding cot in a passageway. Until you have had actual experience aboard a ship, no matter how modern she may be, you will never fully appreciate the problem of space.

Before coming to NAOTC you have had explained to you just what you will need in the way of clothing. That is the maximum. Remember, you are going out to fight. Parties are few and far between. Extra blues or whites, unnecessary overcoats, and other extraneous gear are out of the question. They will simply clutter your cramped quarters, add precious pounds to the total weight, and draw hard glances from your mates.

Even in the case of work clothes you must be frugal. You have already listened to scuttlebutt of how slow ship's laundries are. During general quarters and at night they are naturally shut down. While it is absolutely necessary to have personal cleanliness in any top flight fighting crew, if it is a question of being mussed, or taking an unnecessary amount of gear, the former is most desirable. Remember, many lieutenant commanders and commanders are doing nightly washes of underwear, socks, and even shirts.

LUGGAGE

To carry your necessary gear you have been provided with regulation luggage. If you cannot get all of your equipment therein, use a regular canvas duffle bag. This can be unpacked, folded into a small bundle and stowed atop a locker, in a drawer or under a bunk.

The new SEAPACK luggage is now being made available to naval aviators. SEAPACKS come in three sizes. The "DB" (Ditty Box) is a personal box for overnight travel with space for shoes, shirts, service uniform and accessories. The "DC" (Duty Case) is for ordinary light travel, carrying more than the ordinary gladstone. The "DL" (Duty Locker) takes the place of the foot locker. It is designed for moving the entire wardrobe from station to station. It is also a good stowage locker. If the entire capacity were used it would hold ten uniforms and a raincoat.

The SEAPACK luggage is of a fibre composition material and will wear like steel. The lid sections may be removed from the DC and DL types. It is of forest military green color and is sold through certain ships service stores on a non profit basis.

Under no circumstances should you take aboard a foot locker or steel trunk. A wooden chest is permissible for it is broken up and disposed of immediately after unpacking.

Usually, the first lieutenant will order your metal luggage thrown over the side. This is not only because of lack of space, but as a safety precaution. While it is certainly hoped that bombings and torpedoings will be held to a minimum, it would be only wishful thinking to say there will be no more. A concussion sufficient to rip the seams of a heavy man-of-war will sever the lashings of any box or locker. Such an object blown against a person may easily cost a life. It may be your life.

MISCELLANEOUS

Radios are taboo. This is because only a few specially designed sets do not emit a broadcast of their own, distinguishable at a distance of several miles, while receiving a program. On certain ships and at some outposts electric razors are likewise on the "no" list.

Books and phonographs are permissible but should be taken only with permission of your Commanding Officer. Remember, the ship has a modern library, added to at nearly every mail.

Above all, every man should carry a knife, a flashlight, and a money belt. The knife should be of sturdy construction. Two types are suggested. First, when around the ship, a case type pocket knife with a 4¼-inch blade and spring back. This blade is sufficient to cut a 3-inch line, largest used for securing life rafts and nets. The spring back makes a blade this large easily opened, even with badly burned hands, simply by pressing.

When flying, a heavy woods-knife with sheath should be worn just as naturally as a life jacket or a parachute. This knife should have at least a 6-inch blade and preferably a 9-inch. Keep in mind that if you are forced down you won't be using these knives to sharpen pencils or clean fingernails. They must be heavy enough for the job. This may be a screwdriver for repairing your faulty engine, cutting down a young sapling, chopping a heavy husk from a coconut or digging through gravel and dirt for fresh water.

A metalsmith will bore a hole in the butt of your knife through which a thong or cord may be tied in a loop to fit around your wrist. A good idea if working in or above the water.

A flashlight should be carried at all times. One of the handiest is the "fountain pen" type carried in your shirt pocket. It should be waterproof and the batteries should be checked and replaced regularly. Carry it at all times. A flashlight is used only during an emergency and emergencies don't give warnings. When an explosion knocks out the power system at high noon, if you are below decks it might just as well be a foggy midnight.

Most of us have a few extra dollars, some papers, or receipts which are quite valuable to us. These should be carried in a money belt. Here again, the important thing is to wear the belt at all times.

There are two types of money belts. The most popular is the type of waterproof material which ties around your waist. This carries more than the ordinary leather belt with an inner zipper lining, worn through regular belt loops, but has the disadvantage in tropical climates of being hot and heavy. Face the fact that because of this you are liable to turn human and leave it off. That is just the time you should have had it on.

Above all, remember to travel light. Talk to your instructors who have been in the combat zones. Ships which were formerly considered to be palatial with respect to quarters are now crowding even squadron commanders with bunk mates. We must all try to make our new homes as comfortable as possible. We can, by following a few, simple, well-known rules.

Before shoving off for the combat zones, it is up to you to

prepare yourself adequately for any and all tests. Only eight weeks remain for your training.

When the United States Navy awarded you your wings, it meant you have the talent necessary to make one of the best combat aviators in the world.

As in the case of a champion athlete, you can never relax in your training. There are plenty of competitors awaiting to snatch away your title—your life!

You must constantly improve. Out there, the stakes are the highest. It is "Git or git got".

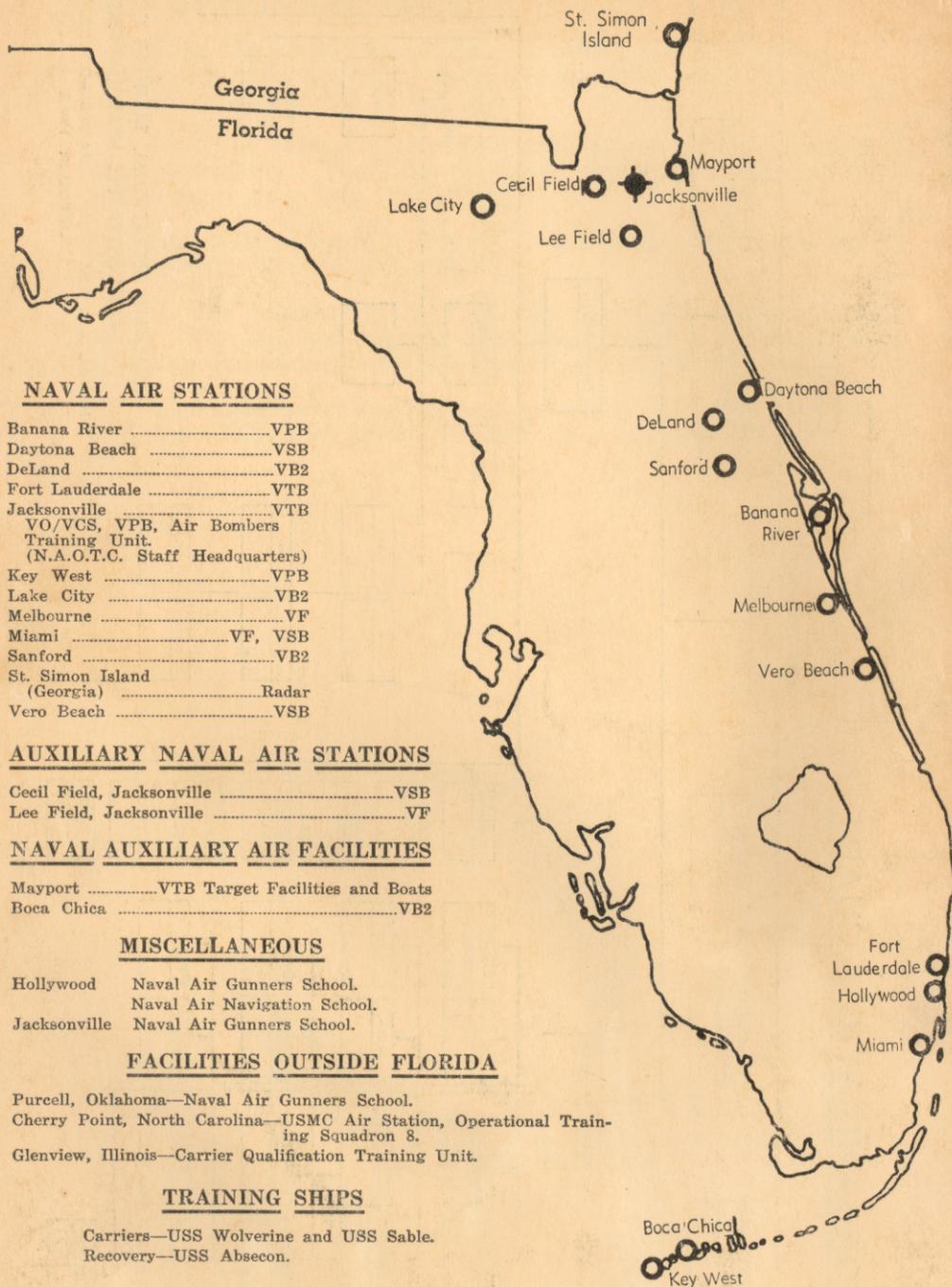
We are doing everything we can to aid you in your final effort. The best service type airplanes, combat experienced instructors and adequate facilities are made available to you.

Remember, after leaving here your first flight may be your first fight. The best pilots will have many happy landings.



JAXNAS PRINT SHOP

NAVAL AIR OPERATIONAL TRAINING FACILITIES IN FLORIDA



NAVAL AIR STATIONS

Banana RiverVPB
 Daytona BeachVSB
 DeLandVB2
 Fort LauderdaleVTB
 JacksonvilleVTB
 VO/VCS, VPB, Air Bombers
 Training Unit.
 (N.A.O.T.C. Staff Headquarters)
 Key WestVPB
 Lake CityVB2
 MelbourneVF
 MiamiVF, VSB
 SanfordVB2
 St. Simon Island
 (Georgia)Radar
 Vero BeachVSB

AUXILIARY NAVAL AIR STATIONS

Cecil Field, JacksonvilleVSB
 Lee Field, JacksonvilleVF

NAVAL AUXILIARY AIR FACILITIES

MayportVTB Target Facilities and Boats
 Boca ChicaVB2

MISCELLANEOUS

Hollywood Naval Air Gunners School.
 Naval Air Navigation School.
 Jacksonville Naval Air Gunners School.

FACILITIES OUTSIDE FLORIDA

Purcell, Oklahoma—Naval Air Gunners School.
 Cherry Point, North Carolina—USMC Air Station, Operational Train-
 ing Squadron 8.
 Glenview, Illinois—Carrier Qualification Training Unit.

TRAINING SHIPS

Carriers—USS Wolverine and USS Sable.
 Recovery—USS Absecon.