

9-1943

The Guidon, Squadron 6, September (1943)

346th College Training Detachment

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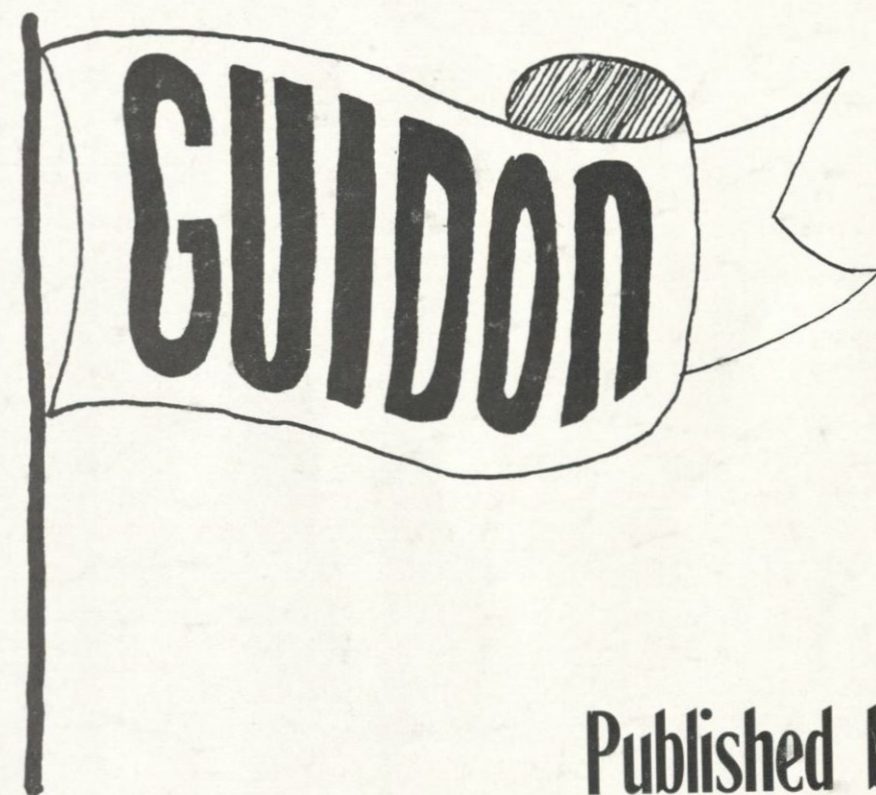
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PUTTING



SEPTEMBER
1943

The



Published by
SQUADRON
'6'

346th COLLEGE TRAINING
DETACHMENT

"THE SHARPEST OUTFIT IN THE AIR CORPS"

. . . Here's a toast to the host
Of men who love
The vastness of the sky!
To a friend we send a message of
His brother men who fly!
We drink to those
Who gave their all of old,
And down we dive
To score the rainbow's pot of gold!
A toast to the host
Of men who boast,
The Army Air Corps!



HEADQUARTERS
346TH COLLEGE TRAINING DETACHMENT (AIRCREW)
STATE TEACHERS COLLEGE
MOORHEAD, MINNESOTA

September 11, 1943

To the Six Flights of Squadron 6:

The six flights to which this letter is addressed have constituted one of the finest and most exceptional squadrons that will ever represent this detachment. Flights 23 and 24 have already left us and we trust are "carrying on" in a manner consistent with the high standards achieved by their "old" squadron. Flights 33 and 34, although with us a comparatively short time, have distinguished themselves in many ways and have served well in the experiment we necessarily had to make: giving them their academic and military training in the most concentrated form in an exceedingly brief period of time. Flights 21 and 22 may be regarded as the old "stand-bys"; they have stuck with us through all of our many and great plans for the improvement of the detachment and have definitely set a level of cooperation, loyalty, and proficiency that cannot help but encourage all other present and future squadrons tremendously.

As a squadron, all of you have aided greatly in gaining those things which we all wanted and now have at the 346th College Training Detachment. Were it not for your real interest and conscientious efforts, many of the things that have been realized would not have been done as well as they have, if at all. Consequently, we appreciate your work here, and all the members of this detachment assure you that we shall accept your accomplishments as just the mere beginnings toward the final goal of perfection which must typify all the activities of "The Sharpest Outfit in the Air Corps".

From here you go on to more important training, greater tasks and responsibilities, and more opportunity to serve your country. If, in these future assignments, some of the things you have learned here will help and if, but in some small way during your stay here, we have been instrumental in developing your already excellent traits of character and in giving you even a greater appreciation of the Code of Honor, then all of our time and efforts have been more than well spent. Somehow we feel certain that this has been done!

You have the best wishes of all the officers and men of this detachment for your continued success, and we are more than confident that each one of you will give all that you possess to any duty that may be delegated to you, and that you will at all times serve your country most creditably.

ARTHUR J. BAZATA
Captain, Air Corps
Commanding



R. G. HARGRAVE
1st Lt. Air Corps.

"Your departure from the 346th CTD leaves us with mixed feelings.

In many ways we dislike seeing you go; your association with us has not only been pleasant but most satisfactory in every way. Your squadron may justly pride itself on having among its members an unusually large number of outstanding soldiers and gentlemen. The academic proficiency of your class has been well above the average; in talent, cooperative attitude, and variety of individual abilities your group need take second place to none.

The fact remains, nevertheless, that for more important reasons we are glad to see you go on to higher training. The Commanding Officer, myself, and all the other officers and men of this detachment share the confidence that your squadron will set a high standard of reputation for this detachment wherever you go or whatever duty may be assigned you.

So we urge you to go on from here to bigger things and to continue to grow in character as well as efficiency in order that the job that lies ahead may be done quickly, thoroughly, and in a manner that will bring honor and glory to your country as well as yourselves."

"From a long-range view-point, in leaving the 346th CTD, you end the very primary period of your training. From now on, your training will be more difficult and you will have to compete with thousands of highly qualified men in order to be in "the numbers" for those coveted silver wings. Then, there will come the real competition: American vs. the Nazi and the Jap. All of these struggles leading up to that final fight will be increasingly harder and more trying. Be reminded, however, that all this work will not be in vain; no effort must be spared in smashing our enemies and thus maintaining for ourselves those things we know to be right. There will be everlasting satisfaction in having had a part in the greatest fight mankind has ever carried on for the victory of humanity."



F. G. McQUESTON
2nd Lt. Air Corps

“Without indulging in blithe bromides as to the key to becoming one of the world’s great soldiers, let me suggest to you that the training that you have had at the 346th C. T. D., and the extraordinary training that you will receive at subsequent schools will, to those of you who are willing to seize the opportunity, be the foundation for becoming some of the world’s greatest fliers as well as the world’s really significant citizens. I say this because it is my way of telling you that I have been impressed with your energetic devotion to duty and your soldierly character and fine mental qualifications. And again I say: work hard and fight on—fight with the awareness that even while in training we are waging the fight until every gun is silenced.”

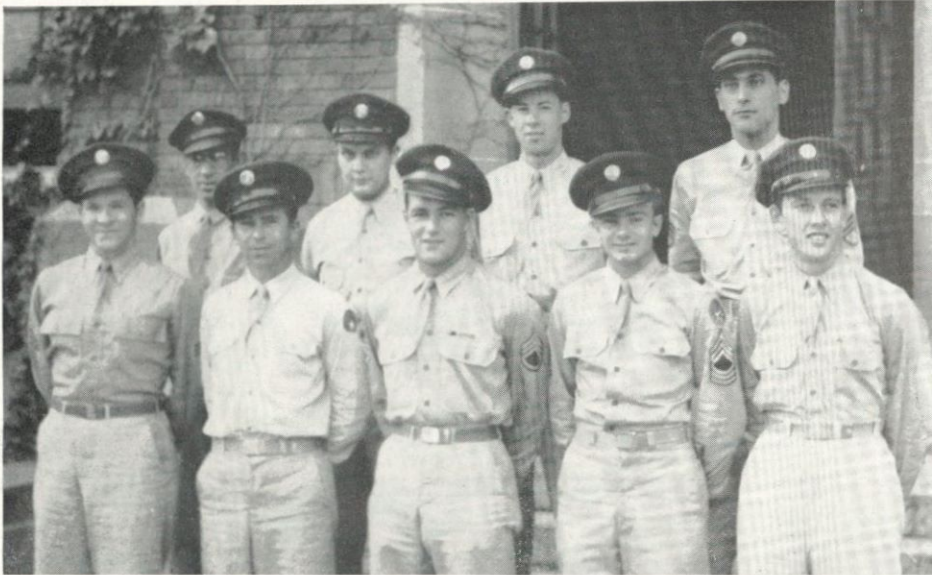


CARL D. PETERSON
2nd Lt. Air Corps

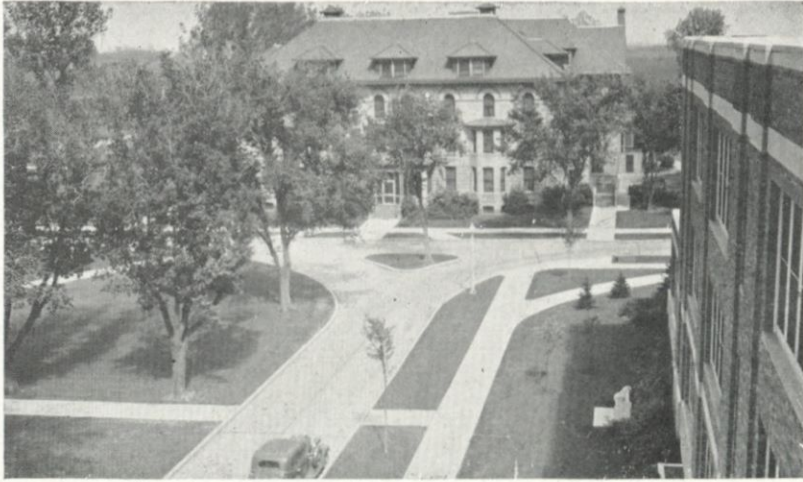


ROBERT F. GAY
2nd Lt. Air Corps

“Because of the nature of my work I have known you more by your records and files than I have by your individual personalities and accomplishments. However, your impression upon me and my department has always been profound in that all of your associations and connections with us have been pleasant and soldierly, and our necessary requests of you have always been carried out most satisfactorily. We trust this type of cooperation will continually remain a part of your way of doing things, and our experience leads us to the conclusion that with such an attitude you will always perform your duties properly. Good luck to all of you!”



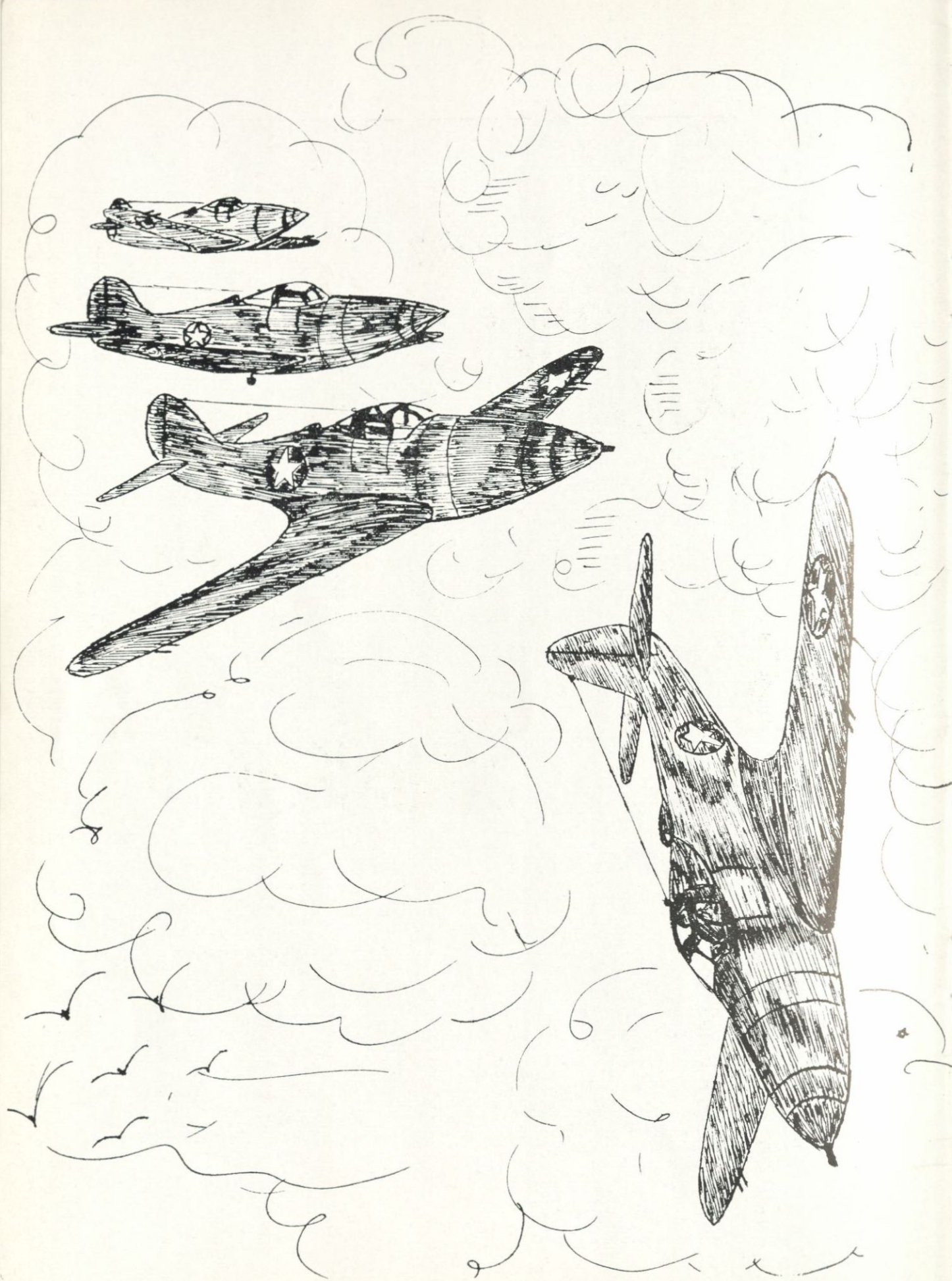
The smooth functioning of the administrative system set by our officers rests in the competent hands of the detachment's "permanent party"—the non-commissioned officers. It is through the efforts and guidance of these men, M/Sgt. Roberts, Sergeant Major, S/Sgt. Hoyt, mess sergeant, S/Sgt. Strand, tactical NCO, S/Sgt. Weinstein, detachment supply sergeant, Sgt. Allen, front office clerk, Sgt. Blakemore, personnel clerk, Sgt. Liles, fiscal clerk, Sgt. Feddersen, medical clerk, Cpl. Garner, medical technician, and Cpl. Burke, mail clerk, that our daily routine functions harmoniously and efficiently.



Wheeler Hall



MacLean Hall





Squadron "6"



SQUADRON OFFICERS

Mr. Harrigan—Squadron Commander

Mr. Kurtz—Squadron Adjutant

Mr. Riggert—Flt. Lt. 21

Mr. Williams—Flt. Lt. 22

Mr. Pettit—Flt. Lt. 33

Mr. McClaren—Flt. Lt. 34

SQUADRON 6 HISTORY



Long before their migration to the 346th CTD, Squadron 6 was formed. The one hundred men who comprised the original Squadron 6 first came to know and associate with each other at Kearns Field, Utah, an Army Air Forces basic training center. Later, two new flights joined the squadron. These men came from Miami Beach, Florida.

One can divide this group into two classes: those men who came directly into cadet training from civilian life and those men who had previous army service.

Most of the men from Kearns had the distinction of being the first cadet trainees to arrive at that field. They initiated the most strenuous training program that the field had ever known.

The training given the men at both camps, however, was primarily the same.

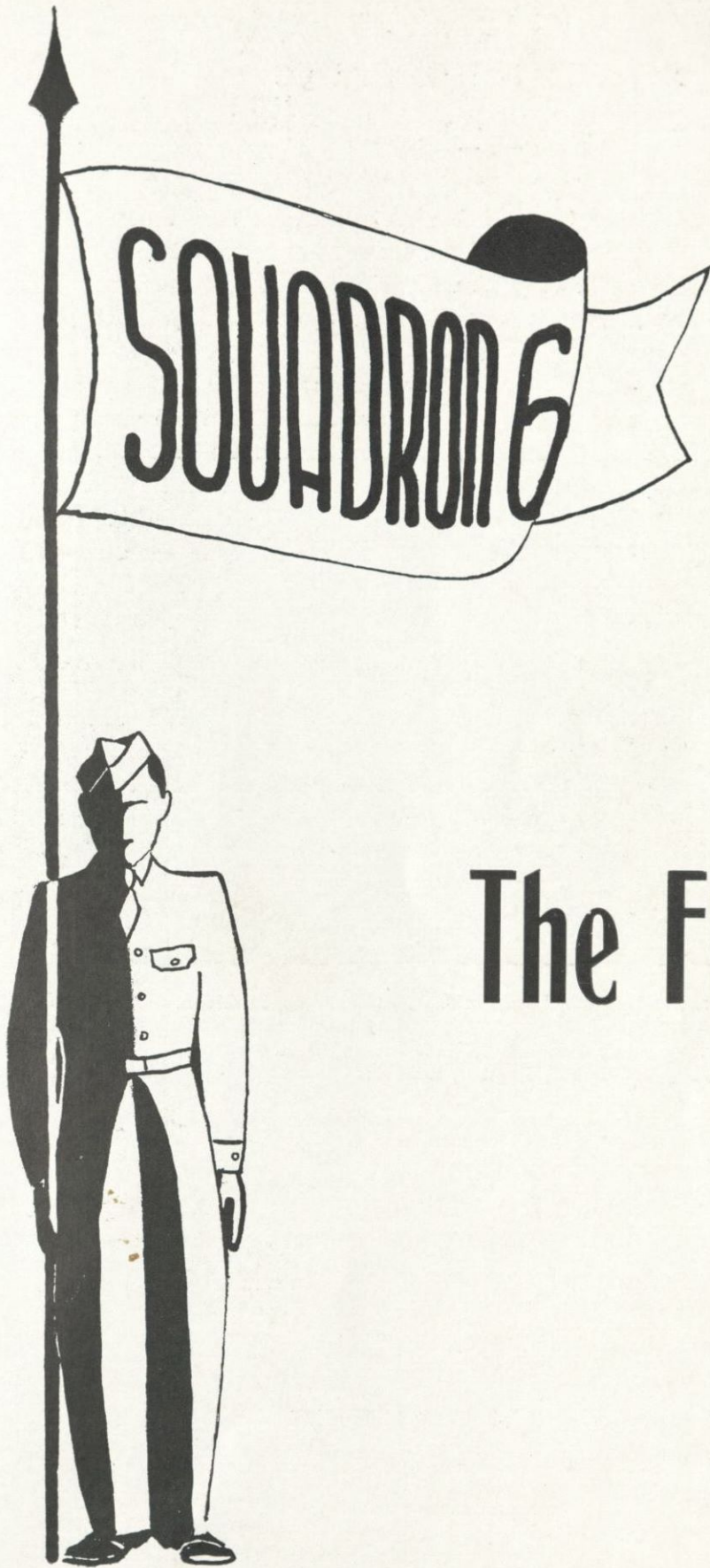
The men in Squadron 6 come from all parts of the United States and from all stations in life. Friendly rivalries of great universities have been brought with them into their new army life. One can hear men from Oregon State vying with men from U. C. L. A. or Southern California, or men from the University of Minnesota discussing the merits of their alma mater with men from Washington State. Or again, we may hear one student explaining to another the construction of B-17's, while some one else may relate his experiences as a truck driver.

Many of the men in Squadron 6 have been in the army for several years and have had an extensive training and a wide range of travel. They have been to armament, gunnery, radio, mechanics, intelligence, and signal corps communications schools. Many of them have seen active service in the Philippines, Hawaii, Alaska, and the Pacific theater of war.

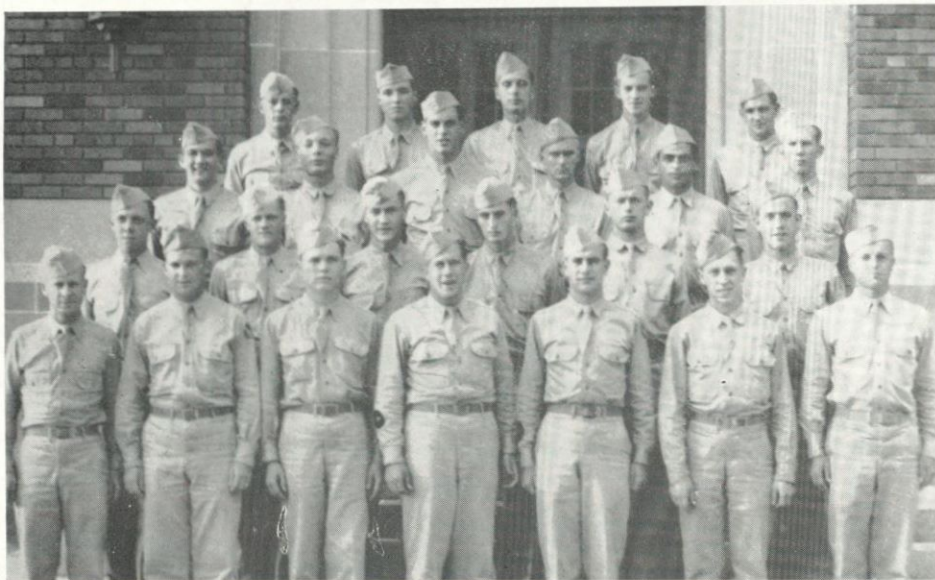
The present Squadron 6 arrived here before the inauguration of the present system of administration. It has been privileged to take part in the transition of this detachment. In a certain sense, it has been used as an experiment in the development of the new regulations for governing the complement of this detachment. Now, before it leaves, it has seen all the difficulties experienced in the present routine ironed out and recognizes that the new classes will have a well-established organization under which to govern themselves.

Squadron 6 represents a cross-section of America, united in a common cause. Its keyword is 'cooperation'. "Yankees" are working together with "Rebels". More than ever before, they prove that "America is a united nation".





The Flights



Front row: Meeker, Egan, Lamb, Hirschhoff, Rasmussen, Roach, Moon.
2nd row: Davis, Grindeland, Lacey, Lott, Marsh, Miser.
3rd row: Snyder, Reenders, Sebelius, Nelson, Riback, Wait.
4th row: Rohde, Riggert, Zoller, Pugsley, Roberts.

FLIGHT 21



On May 22, 1943, the men of flight 21 arrived from Kearns Field, Utah, to start their pre-aviation training. These men represented a cross-section of the United States. The states represented are Washington, Oregon, California, Montana, Idaho, Arizona, Iowa, Ohio, New York, Texas, Minnesota, and Missouri. This flight is distinct in having most of its men entering cadet training direct from college life.

Flight 21 has contributed eight men to the detachment band and has the honor of having the 346th C.T.D. group commander, A/S William Zoller, as one of its members. This flight is more than willing to challenge any flight or squadron in academic classes.

The California Chamber of Commerce is represented by the eager boys A. R. "Ray" Miser, the surfing fiend and understudy of "Skinny Seb" Sebelius, the man who spends long hours reminiscing about the ocean. L. E. Snyder, the lad who spends 20 out of 24 hours plugging for Southern California, was born in Watertown, S. Dakota. H. H. Hirschhoff, the aeronautical engineer of our flight, is one of our married men. Mylon H. Nelson is the flight's math major and is known as the "Calculus Kid." C. S. Reenders spends many winsome hours recalling sunny California beaches.

F. O. Wait represents Tuscon, Arizona, and practically slays you with his practical jokes.

Next we come to the state offering California the most competition—Montana. Bill Riggert, our flight lieutenant, is the "good luck kid". His girl coming from Montana finds him confined to quarters. Tom Roberts, the "home guard" spends all open posts pining, and we don't mean trees. Dawes Lott, the Tommy Dorsey of 346th, blows heartily for flight 21. Chuck "Red" Rohde, 21's "happy boy", wants to win the war and then finish college. Jack Rasmussen enjoys the chow line as well as the food.

Oregon is represented by two men; "Shorty" Meeker, famed for his "Casey at the Bat", and Morey Riback.

Jimmy Egan, from New York and married, industriously spends free time jogging around the track.

Bill Zoller, our group commander, hails from Ohio, and is the 'Daddy' of Flight 21.

From Washington comes Don Moon, our track star, and Leland Pugsley, 21's ace pilot and counsellor.

Our song bird, Bob Marsh, hails from Idaho, and serenades a picture on his dresser.

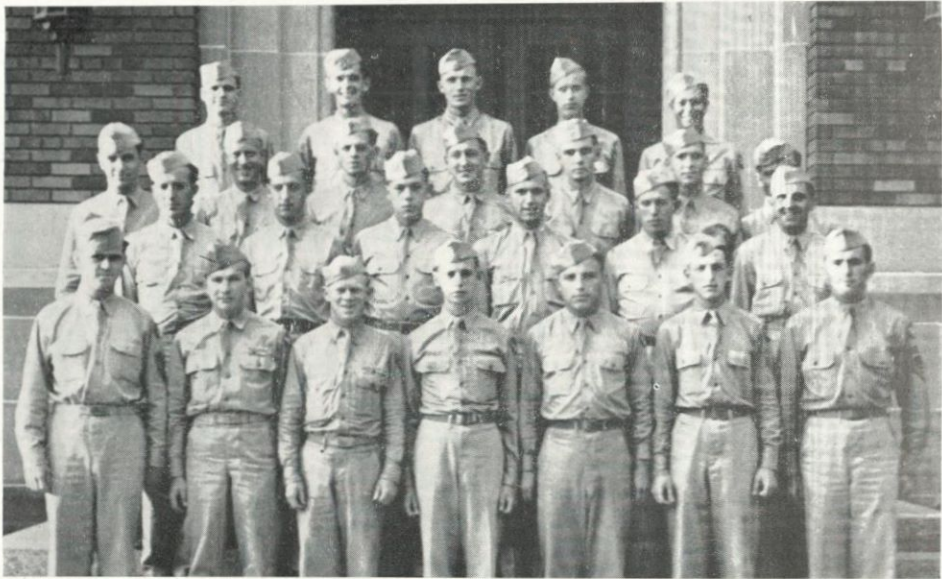
Our corn husker from Iowa is George "Tough Hockey" Lacey. M. W. Grindeland, also from Iowa, loves a pipe and quiet.

John "you all" Roach comes from "deep in the heart of Texas" and spends time solving the flights' Physics problems.

L. B. Davis from St. Louis keeps the flights' directory of telephone numbers and addresses.

Earl Lamb thinks Minnesota is O.K., because it's his home state, along with Vern Anderson, who likes rest and relaxation in the hospital.

So ends the epitaph of this flight, who have enjoyed all of each day spent here and will recall this part of their training as interesting, eventful, and very valuable in their Air Corps careers.



Front row: Harrigan, Dubas, Combs, Nicolson, Fichtenkort, Himmelstien, Schmidt.
2nd row: Ford, Pattison, Idso, Kurtz, Olafson, Dorrity.
3rd row: Gilford, Cannon, Gibb, Kumpf, Wiberly, Chapman, Larsen.
4th row: Pengra, Williams, Jensen, Prange, Keller.

FLIGHT 22



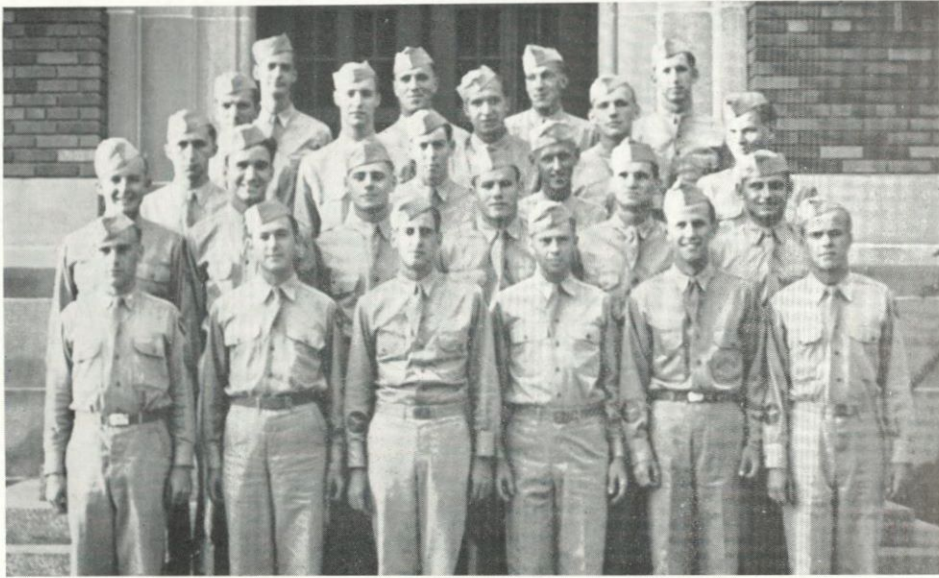
Under the shimmering splendor of a north temperate moon the 346th CTD received a group of potential officers. This officer material was spawned from various sections of the continental United States. The states represented in this outstanding flight are New York, Wisconsin, Iowa, Missouri, Kansas, Mississippi, Georgia, Massachusetts, New Jersey, New Mexico, California, Oregon, Washington, Idaho, Montana, Nebraska, Illinois, Utah, Ohio, and Minnesota.

These men represent a true cross-section of a democratic nation. Cowboys, truck drivers, clerical workers, shipbuilders, welders, machinists, college students, and lumber men.

One of the outstanding features of flight 22 is that many of the group officers come from its ranks. Another outstanding feature is excellent academic work displayed by some of its members. Another of its 18 karat features is the tenacity and ability displayed in the physical training program. This is the first flight ever to run an entire four mile cross country without a stop.

The men who hail from New York are Douglas Rembrandt Pattison, the artist and Harold Chapman, the crooner. Wisconsin's proteges are Larry Kurtz and Paul Larsen, both with long and good service records. Iowa's contributions are Irwin Idso, the saxophonist, and Charles Fichtenkort, the 'scholastic kid.' The "mule" state gave forth with Richard Williams, our flight leader. Our two Kansas members are Charles Gilford and Verne Gibb, both good Joes. Mississippi is in the numbers with William Cannon, the southern drawler. Another member from the deep south is W. C. Nicolson, the Georgia boy. Switching back to the eastern seaboard we have Massachusetts and New Jersey represented in the form of Norton Keller, the versatile pianist, and Johnny Dorrity and C. C. Wiberly, both worthy members of our flight. New Mexico gives forth with "cowboy" Combs, better known as "Shorty". From California we have Gerald Himmelstien the foster father of the Guidon publication. Our star all-round athlete, Craig Mathews, hails from Oregon. Another member from Oregon is William Pengra, our Band Commander. Washington is represented by David Munday and P. J. Mola. Munday, the life of the party, and Mola "the endurance kid." From Idaho we have Charles Ford our group Plans and Training Officer. Now to trek eastward to Montana, we Harold "Daniel Webster" Olafson. Next on the list comes Harold "Shepherd" Jensen, Utah's contribution. Illinois makes with Thomas Harrigan, our Squadron Commander. Two of our good and trusty members are from Nebraska. Estel Prange and Emil Kumpf both hail from Omaha. Beautiful Ohio lends us Walter Dubas, one of our Guidon artists, and George Schmidt, our Group Supply Officer. Minnesota produces George Mattson, a staunch supporter of married life.

In conclusion, we wish to leave the impression that Flight 22 has enjoyed its stay at the 346th CTD and is an organization that any Army is proud to have as an integral unit.



Front row: Pettit, Wilson, Pierce, Renfro, Repass, Yardley.
2nd row: Rektouck, Menendez, Wiseman, Wilkinson, Moody, Psmos.
3rd row: Messier, Mattfield, Mitchell, Myer, Wolfe, Rehm, Mogren, Schiller.
4th row: Malone, McCabe, Miller, Sickelsteel.

FLIGHT 33



The following information has been gathered with intention of making each man as much a part of this book as possible, and we sincerely hope that this book will assist us in remembering those with whom we lived, those who taught us, and those officers who watched over us when we were commencing our respective careers as flying men of the Army Air Corps.

New York is well represented in this flight with four members. Edward Menendez comes from a flying family; his brother is a 1st Lt. in the Air Corps. Robert Myer has a private pilot's license and has completed link trainer instructor's course and navigation trainer operator's course at Chanute Field, Illinois. Thomas L. Mogren hails from Oneida, New York, while from Garden City comes John Nimmich, who was attending the Citadel in Charleston previous to entering the army. Henry Psomas, of New York City, studied at Georgia Tech.

From the New England states also comes a representation. Theodore F. Messier, of Winchendon, Massachusetts, was a tank driver in the armored division before entering cadet training. Philip Pettit, the competent flight lieutenant, hails from the fair town of Brookfield, Connecticut.

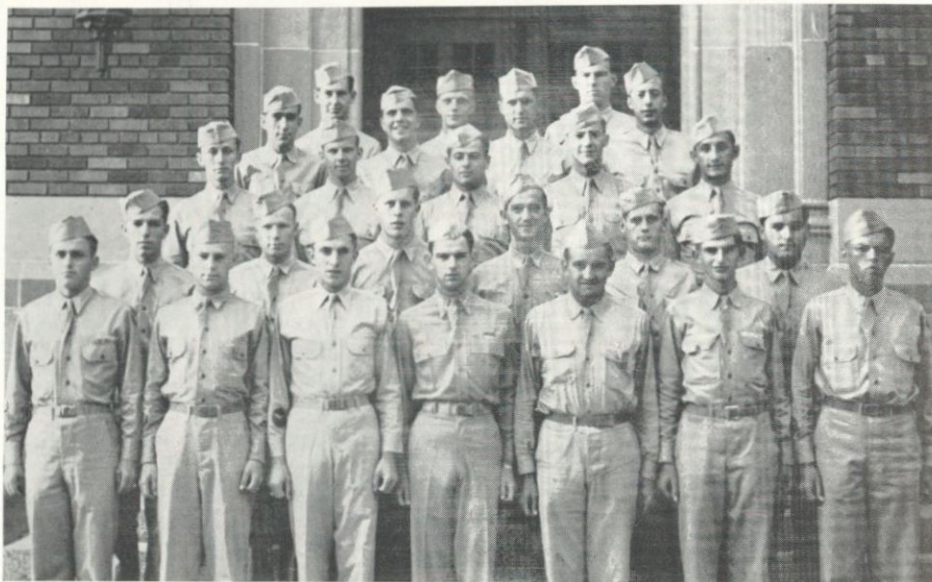
The lone member from New Jersey is Fred Schiller, of Newark. He attended the Newark Academy and Lawrenceville Prep, and was employed as a cost accountant previous to joining the army.

The deep south has many members in this aggregation. Harvey Mitchell, of Charlottesville, Virginia, attended the University of Virginia and also has completed training in teletype maintenance school at Chanute Field, Illinois. Willis Moody, of Raleigh, North Carolina, studied aeronautical engineering before entering the army. David Repass, of Doanoke, Virginia, studied the same subject at Luscombe School of Aeronautics, while Bernard McCabe, of Mount Dora, Florida, was playing college football for his home state.

To this collection the midwest adds its bit. Harold Rehm, of Grosse Point, Michigan, prepped at Brown & Nichols, Cambridge, Massachusetts, and attended the University of Michigan prior to his enlistment. Also attending this university was Milton Sicklesteele, of St. Clair Shores, Michigan, with two years of aeronautical engineering to his credit. Another Michigan lad is Bert Wiseman, who was attending Michigan State previous to entering the armed forces. Cecil Wilson, of Anderson, Indiana, is a civilian pilot and majored in Diesel Engineering at Teacher's College in Muncie, Indiana, while Herman Wolfe, of Haxelton, was attending Purdue University. William Yardley, of Columbus, Ohio, was a senior at Ohio State and majoring in Social Sciences and Physical Training.

The representatives of the southwest all have their homes in Texas and Oklahoma. Virgil Mattfeld, of Seguin, Texas, is an airplane mechanic and has had previous flying training in the Air Corps. Herbert Rektorik, of Robstown, Texas, served previously in the Medical Corps, and Clifton Wilkinson, of Corpus Christi, is out for the Germans because his brother, a 1st Lt. in the Air Corps, was killed in a bombing mission over Sicily. P. G. Pierce, of Ardmore, Oklahoma, worked for the North American Aviation Company prior to his enlistment, and Edgar Renfro, of Big Cabin, has semi-pro softball and basketball experience and graduated from bombsight maintenance school at Lowry Field, Colorado.

Montana's lone member to this group is John Malone, of Bozeman, who is an aerial gunner, armorer, and aerial engineer.



Front row: Massey, Moritz, Matthews, McCleren, Nothangel, Occhionero, Pressler.
2nd row: Manning, Wilkins, Wheaton, Pastula, Rhodes, Sassion.
3rd row: Poemboief, Puskiewich, Schwarz, Mattocks, Pino.
4th row: Oswald, Osborne, Moser, Montgomery.
5th row: Scruggs, Miller, Whitmere.

FLIGHT 34



Quite naturally, any soldier stationed in the South wishes, on his next move, to go North, and it's inversely true, hoping to see more of this great country of ours. It is obvious that such was accomplished when a contingent of 150 "potential birdmen" left Miami Beach, Florida, and later to arrive here in Moorhead on August 7th where, for the ensuing five months, they were to indulge in the task of absorbing facts and figures in preparation for their future pursuits. This brings to mind that in the Army extremes are never impossible.

You can probably imagine what one of the first questions in the minds of these men was—you're right!—"How cold did you say it got last winter?" "Forty below zero, impossible! No? Wow!" Such a statement may be refreshing on a hot and humid summer day, but to live under such a condition, my gosh! But in true soldierly fashion they resolved that if Paul Bunyon could survive, why couldn't they?

Little did fifty of these men, who later came to form flights 33 and 34, know that within a month and a half they would have completed a very concise and stimulated course of physics, and math and be graduated under a condition without precedence at the 346th and would be scheduled for Santa Ana the middle of September, there to begin the next phase in their new pattern of life. Such a minute period seems all too short to become as well acquainted with the officers and other men of the detachment as we wish, but it is apparent that the common bond of good-fellowship, the spirit of looking sharp, acting sharp, and being sharp, along with the pride and the honor of working with men with the same purpose in mind, that of giving their all to attain the ultimate goal of a complete victory, are all concretely imbedded in the characters of the men of "Thirty-four". They know that when they leave the 346th as the younger half of Squadron 6 in quest of the coveted honor of being an integral part of our countries great endeavor that to rid the world of all elements of beastality, they will not be forgotten. They know that they can always recall the time, although far too short, that was spent at MSTC as one of the most important and most pleasant times of their lives.

Let us hope that when the roster of "Thirty-four" is called some months hence at the completion of their training, all the men, D. G. McLaren, R. P. Nothnagel, J. D. Wheaton, G. M. Mathews, R. W. Massey, R. J. Poimboeuf, J. J. Ruskiewich, R. T. Rhoads, H. F. Hassin, G. R. Wilkins, C. C. Moritz, E. H. Miller, Jos. Occhionero, R. E. Pressler, P. J. Osborne, L. A. Oswald, J. S. Pino, S. A. Manning, N. J. Montgomery, W. D. Moser, R. Mattocks, W. E. Scruggs, C. J. Schwarz, J. V. Pastula, H. D. Whitmere, will stand as a unit to receive their coveted silver wings.

FLIGHTS 23 and 24



On June 3, 1943, the men who formed flights 23 and 24, the one-third of Squadron 6 who left prematurely, arrived at the 346th C.T.D. These men were greatly surprised to find that the officer with whom they had been conversing and "raising havoc" around on the train was their new Commanding Officer.

The men comprising these two flights were made up to a great extent of men who had previous service, some serving overseas and in actual combat. These men would have graduated with Squadron 6, but due to academic proficiency and military precision they were chosen to complete their training and leave for Santa Ana at an earlier date.

Two of the men who have seen action are Mr. Russell F. Pierre, who shot down a Zero at Dutch Harbor, Alaska, and Mr. John M. Gottschling, tail gunner on a B-17 on patrol duty over the Caribbean Sea.

Several of the men flew as gunners, radio men, and engineers prior to becoming aviation students. These included Aviation Students Donald Gummer, Coleman Vick, Oscar Elliott, John Lofy, Edward Hoffman, Roland Starr, Robert Brown, and Sanford Josephson. The ground crew members, whose job was to "Keep 'Em Flyin'", were Aviation Students Marion Hall, Jerald Lower, Carl Strigle, Joseph Heaps, and William May.

Some men, such as Frank Frezzo, John McPherson, Jim Mazanti, Harry Tyree, and Carl Nelson, had served in the infantry and their combined efforts were able to maintain an efficient military standard for their respective flights.

The remainder of the men served as drill instructors, clerks, electricians, etc. in the different branches of the army. Such men were Albert Callender, James Dale, Norbert Feldhues, Robert Graves, Stuart Heyer, Kenneth Johnson, William Keller, Richard Krekemeyer, James Miller, Robert Prischak, Robert Sandler, Edwin Schmidt, Lovell Spackman, Russell Van Hellen, Raymond Weller, Daniel Wygal, Louis Yaussi, Robert Daggett, Carl Funk, Robert Giebler, Carleton McEachern, George Robertson, Howard Schneider, Richard Shaw, and Norman Zoltowski.

Although, to a certain extent, we regreted to see these men leave, we realize the importance and significance of the further advancement of their training. To those of you who have left, may we, the remaining portion of Squadron 6, wish you the best of luck!

COMMENCEMENT



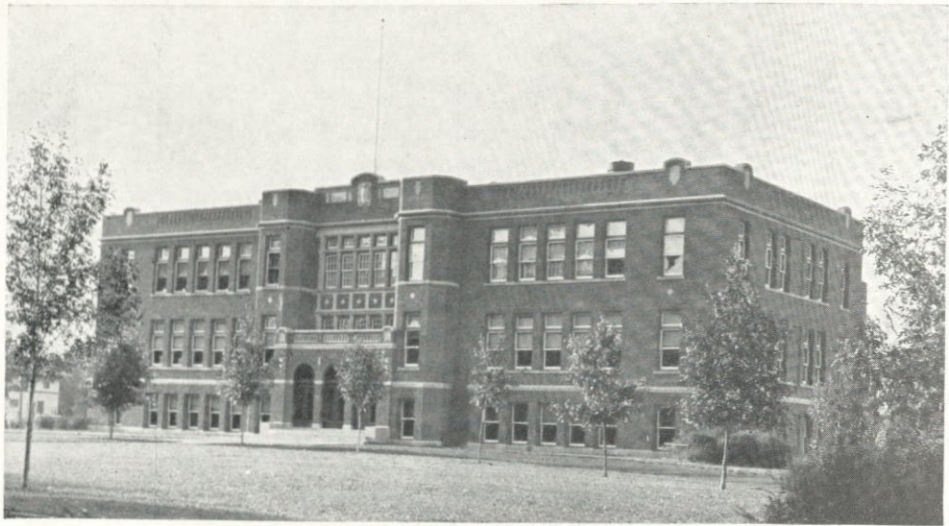
In addressing the fifth graduating class, Captain Bazata clearly outlined the objectives and attitudes of all cadets passing through the 346th C.T.D.

The Commanding Officer in his talk brought out the point that he preferred we all look at exercises like these as a commencement rather than as a graduation. He thought the word commencement had more significance in that it made us all realize that we were not only graduating from one phase of training to another, but that we were starting a new and a greater undertaking with more severe duties but with far greater opportunities to serve our country.

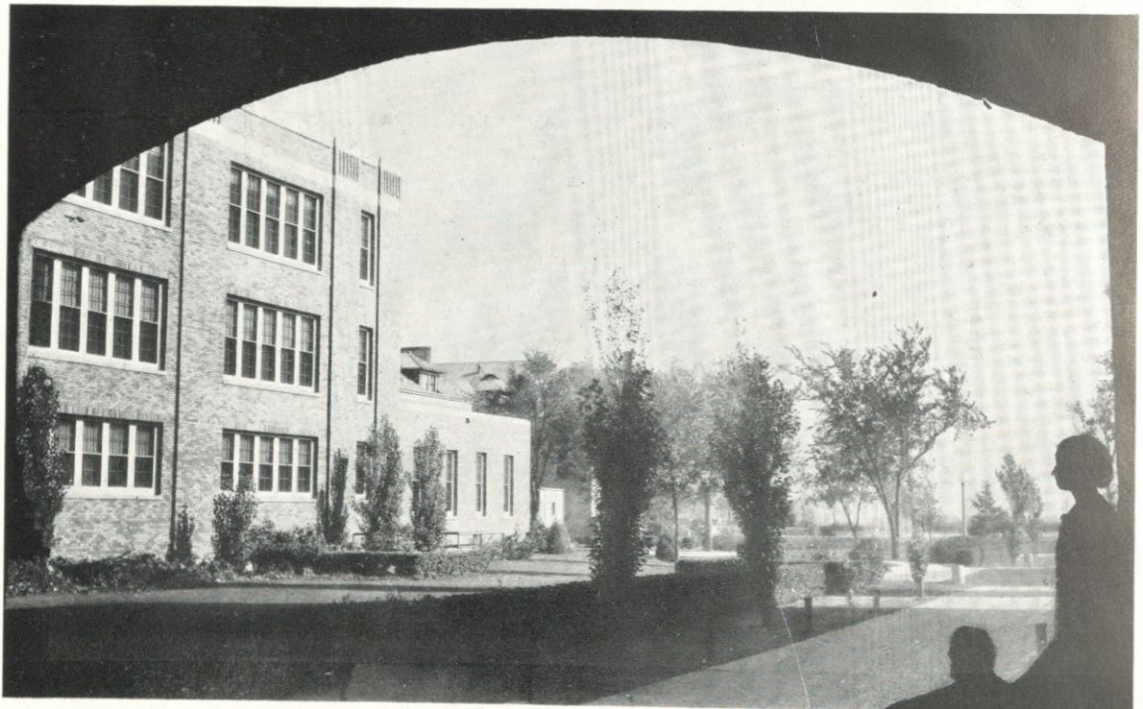
The Commanding Officer assured all the graduating aviation cadets that their services were seriously needed by their country and that before long tasks would be assigned to them that would tax all their ingenuity, ability, and patriotism, but that we felt confident that men, after having received this training, would fulfill all the expectations the leaders and highest ranking officers of our services looked for with confidence.

The point was made that naturally, of course, grades received are the final indication of how much a person has learned and how well qualified he may be in the particular subject. It was made clear, however, that by full and intelligent application of one's time and efforts, and by the proper attitude toward one's instructors and studies, and by giving the training everything that one had in his possession, all men would in due time acquire sufficient information to qualify them for their requirements. Far more important than all of these things was the realization that character and patriotism are the essential traits of the officers and men who are going to help bring us complete victory and complete peace.

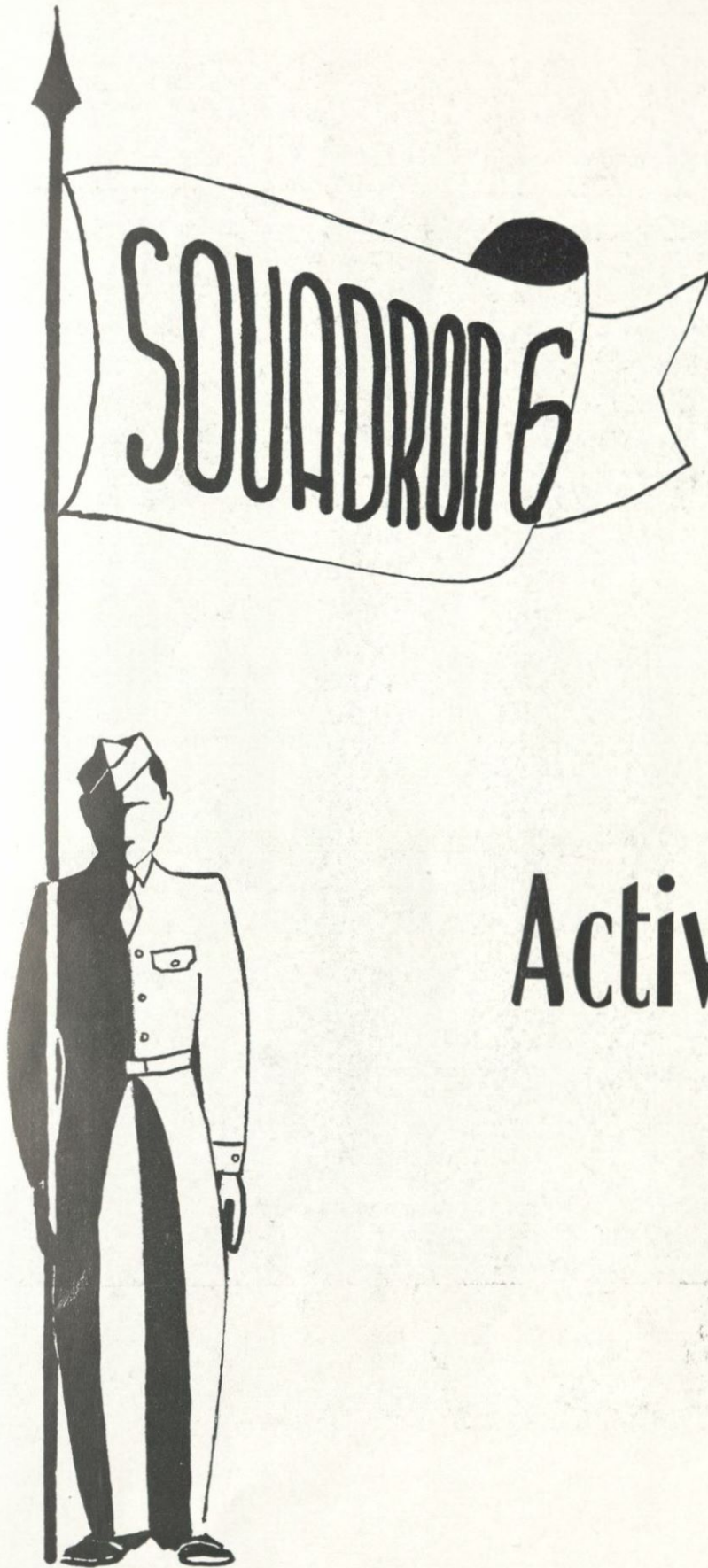
In closing, the Commanding Officer expressed boundless assurance in victory for us as a people because of the principles and virtues which we not only advocate but work by and live by daily.



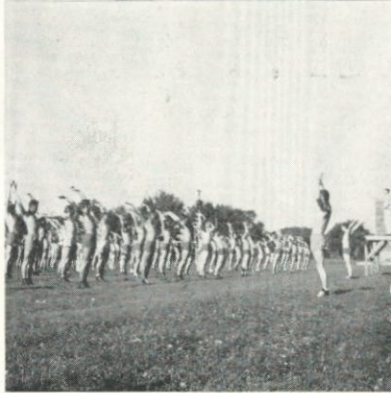
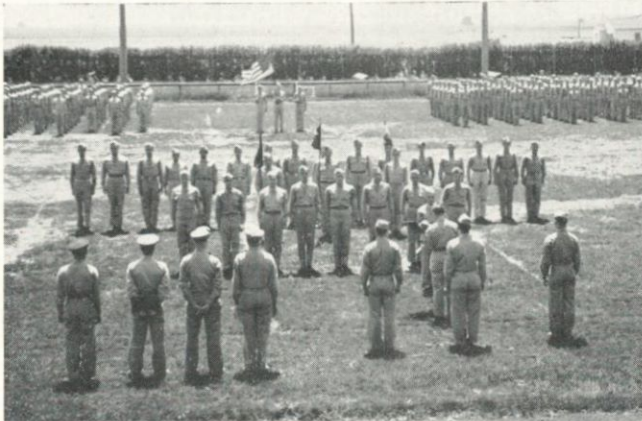
Weld Hall



MacLean Hall



Activities



CURRICULAR ACTIVITIES



Flying

As each class enters the graduation squadron, ten hours of flying instruction are given to them. Each group of future air men eagerly await the chance to fly. The students fly Interstates and Piper Cubs, with the total time being dual and no solo time given. Instructions are given in Civil Airway Regulations and the course is made practical by observance of aircraft flying to and from the airport. The flying instruction, although slight, will help immensely when the students get to primary training. The grades given for flying lessons have a direct bearing on whether the student is classified pilot, navigator, or bombardier.

Physical Training

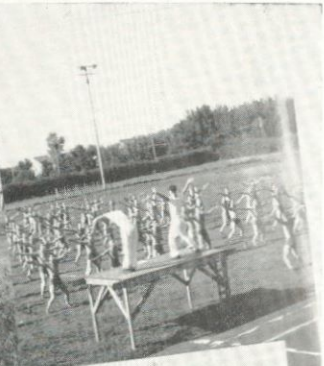
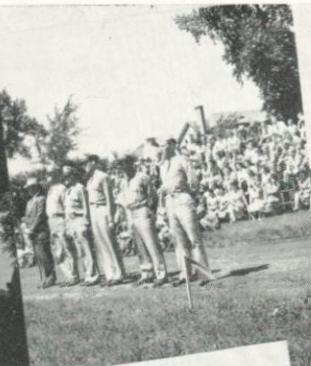
Uncle Sam requires that the men in his armed forces be physically as well as mentally fit in order to be able to withstand the rigors of combat. At MSTC we are making every effort to whip ourselves into shape with calisthenics, cross country running, baseball, touch football, volley ball, and frequent runs over the obstacle course. P. T. at 346th is a source of satisfaction that is derived from wholehearted application of one's self to a difficult task.

Drill

"Please rain, please!" is the constant prayer on the lips of 346th CTD men as the zero hour, 1700 o'clock, approaches each day. Although the aircrew students constantly complain about drill, they are expert in the manual of arms (with wooden pieces), facings, and close order drill. Through constant practice, the 346th CTD puts on a parade every Saturday which surpasses that of any other college training detachment. On the drill field the aviation students really look sharp, act sharp, and are sharp in squadron and individual flight drill.

Academic Classes

Aviation students are taught Mathematics, English, Physics, Geography, History, and Military Courses, as well as Civil Air Regulations and ten hours of actual flight training (dual). These courses are designed to facilitate the training we are to receive in the schools we must attend before we can become finished airmen.



EXTRA-CURRICULAR ACTIVITIES



Moorhead Cadet Day

Saturday, August 14, was clear and cool as the activities for Moorhead Cadet Day began. At 0800 the group formation moved to the athletic field and received instructions for the day. The events consisted of mass calisthenics, an exhibition run of the obstacle course, track meet between Moorhead, Grand Forks, and Jamestown (Moorhead won three out of the four events), drill team competition between Grand Forks and Moorhead, afternoon parade with visiting officers, Moorhead's mayor and other dignitaries present, and after the parade there was competitive softball games between the various detachments. The gala event concluded with a street dance in front of the Moorhead American Legion Hall.

Campus Night

Campus night was instituted upon the arrival of Captain Bazata, primarily to give a break in the course of the week's training. A variety of entertainment has included dancing, shows, singing, both group and individual selections, a WDAY presentation, and graduation exercises. The entire post has enjoyed each weekly campus night immensely and the students have shown their appreciation by keeping "on the beam". Campus night has been a major factor in morale building, and also has shown the talent of the 346 C. T. D.

Hikes

About once every two months the pre-aviation students of 346 C. T. D. don their war togs for a field day. At 0800 every one is in formation in fatigues, helmet liners and leggings all set for a simulated war problem. An area is picked out to be defended by one group who properly fortify and defend this area. The major part of the group are faced with the problem of capturing the designated location. On each hike the officers accompany the attacking forces and act as advisors and umpires. The attack is made realistic by planes dropping flour bag bombs. This battle always ends in a draw with everyone enjoying an out-door lunch. The march back is looked forward to because return to the barracks means open post privileges. After these hikes every one really appreciates being in the air corps.



Comstock Hall

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Layout.....	D. W. Moon H. H. Hirschhoff

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The staff of "Guidon" give their thanks to the men who gave their time and efforts in assisting them with this publication.

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SPECIAL MENTION

We wish to take this opportunity to give our thanks to Miss Jorgenson and Mrs. Brooks, the detachment's indispensable stenographers, for their kind and willing assistance to us during our entire stay at M. S. T. C.

