

U. S. ARMY ENLISTMENT BROADCAST
MAY 13 - - - - KOIN, 10:30-10:45

ANNCR: KOIN presents. "Soldiers of the Air".

MUSIC THEME "SECOND CONNECTICUT REGIMENT" (475) UP AND FADE TO BACKGROUND.

ANNCR: This evening KOIN is pleased to cooperate with the United States Army Recruiting Service in presenting the fifth of the series of regular weekly broadcasts, bringing to you the informal, informative and interesting story of the "Soldiers of the Air".

MUSIC THEME UP AND OUT

ANNCR: Ladies and gentlemen, time passes rapidly in Larry Foster's life as a "Soldier of the Air". So that we may give you a comprehensive story of his development, Larry, and his buddy, Bill "Butch" Harris, are here in the studio again, to tell us about Larry's progress in the last six months. I might add that there is a great change in Larry. Six months ago, he was the enthusiastic boy. Today he comes to us a serious young man who has acquired a broader idea of the work he has entered into. Is that right Larry?

LARRY: Yes, it is Mr. _____ . I often look back over the last six months and think about the many experiences I have had in such a short time, and the practical things I've learned about a motor. But don't get the idea that it's all roses. Some of the bawlings out I've had sure brings a guy down a peg or two.

BILL: That's a part of your training, brother. It's encouragement one day and curses the next. That's the king of intensive training you get in practical mechanics. You know the old army slogan- "Do it right, or not at all."

2-2-2

ANNCR: No more tiresome drilling, Eh, Larry. All study I suppose?

LARRY: We do a little drilling to keep from getting rusty. We've got to keep "boned up".

ANNCR: What do you mean "boned up"?

LARRY: That means in army slang, to keep physically and mentally fit.

BILL: The army is mighty particular about physical fitness. It keeps a man on his toes.

ANNCR: Seems to me Larry is pretty much on his toes tonight. Kind of excited about something aren't you Larry?

LARRY: Well, Yes I am, but ---

BILL: Want to keep us guessing, Eh?

LARRY: No, but ---

ANNCR: I had a hunch there was something on your mind, when I saw the big grin on your face tonight.

BILL: Come on, out with it!

LARRY: Oh -- I'm kind of pleased about some tricky stuff I've worked out in mechanics class. You'll find out about it soon enough.

BILL: There Mr. _____ is it any wonder these guys get bawled out -- bragging like that!

ANNCR: I suppose, Larry, aside from everything else you're kept pretty busy with school work.

LARRY: No, we don't get much "skull" work. Just like Bill says, it's mostly along practical lines. You know we've got to know that engine from A to izzard, and you don't get it all by reading books.

BILL: No guess work about this business. When the army turns out a mechanic, he's able to look at a nut, bolt, pin or key, and tell you just exactly where it belongs.

2-2-2

3-3-3

ANNCR: That certainly is knowing your engine.

LARRY: It sure is drummed into us. No matter what department of the air corps you enter, you have to be an expert.

ANNCR: That brings us to an important part of our story, Larry. We ought to make it clear just what the duties of the air soldier are. Most people think that the air soldier is the boy that does all the flying.

BILL: Flying is only a small part of it.

LARRY: Of course we know how important a good pilot is, but there is a saying in the army, "A plane is only as good as it's pilot." And the pilot must have confidence in his mechanic.

BILL: A pilot wouldn't get very far, if he didn't have an expert crew.

LARRY: The soldier today is more than a man who carries a gun. He is a trained technician or specialist. Air Corps soldiers are made up of photographers, airplane mechanics, meteorologists, parachute riggers, radio operators, welders and sheet metal craftsman. In fact there are a hundred other units that go to make up the personnel.

ANNCR: That certainly is a big card to draw from.

LARRY: It sure is. Just imagine - the guy that gets to be expert in three or four of those things really has to work.

BILL: That's where the three year enlistment comes in.

LARRY: Yeh, you couldn't learn all that stuff in a year --- I've got a hunch I'm getting in on a few of those working units myself.

ANNCR: Bill, that boy has got something up his sleeve.

BILL: What's the big idea, Dodo?

LARRY: Give me time, Bill, Give me time.

ANNCR: I'll fire questions at him, Bill, maybe he'll let it out. Just what are the minimum requirements of the Air Corps, Larry?

3-3-3

LARRY: (High school education or previous mechanical training.) That's why I couldn't qualify for the flying cadets. I didn't have enough schooling. By joining the air corps I get a chance to "bone up" on the required subjects. That's why I've been "skulling up" on my night work.

ANNCR: What's "skulling up"?

LARRY: Burning midnight oil, poring over my books. And I mean poring!

BILL: Been taking my fatherly advice too seriously. I've had to remind him that all work and no play --

LARRY: Yeh, I know the gag. But once you start this work it sort of gets you. But don't worry, I've been having my fun.

BILL: Oh you have? Maybe you're looking forward to some more fun tonight? Is that the reason for all this wide-eyed wonder?

LARRY: Wouldn't you like to know!

BILL: There's your answer Mr. _____ . That accounts for the big grin.

ANNCR: I'm not so sure. Now, about those various trades you've just mentioned Larry, you're specializing in mechanics, aren't you?

LARRY: Yes, Sir! I'm working now to become a crew chief.

ANNCR: I take it that a crew chief is the head of the mechanical crew.

BILL: Right! And I must say Larry is making mighty fine progress.

ANNCR: Getting to be quite an expert, Larry?

LARRY: I thought I was until the other day when a big bomber landed on our field. It was one of the new type, B-18A. The next morning when the motors were warming up for the take off, the pilot asked the crew chief if everything was OK. The crew chief listened to the motors and said he didn't think so. It sounded to him as if there was something wrong with the rhythm of the left motor and he thought he ought to check up on it. "All right," said the pilot, "let me know when you're ready".

5-5-5

BILL: Those boys don't take any chances.

LARRY: We checked up on it, and sure enough we found that one of the valves needed adjustment. Can you tie that? Through all that roar of the motors he could tell that the rhythm of one of the engines wasn't perfect. Wonder if I'll ever be able to do that?

BILL: Sure you will. Hundreds of crew chiefs can do it. Why can't you, when your trained?

LARRY: That boy certainly knew his stuff. He pulled another stunt that floored me.

ANNCR: What was that?

LARRY: After the mechanic got through checking the motor, the crew chief made him lay out his tool kit and check up on every tool he'd used.

ANNCR: Why did he do that?

LARRY: To make sure he hadn't left any tools in the motor. Sounds silly, doesn't it?

BILL: Why? Doesn't a physician check upon every instrument he uses in an operation? It's the same idea. And don't forget -- in times like these you got to keep your eyes open -- you know the old gag about throwing a monkey wrench in the works.

LARRY: Maybe, but as I got it, the main idea was to see that every tool was in the mechanics kit where it belonged. Anyhow, the chief OK'ed the job, but just as I was closing my kit he let out a yell. "Hey, wait a minute, Dodo. What's that?" He bent down and picked up a small nut. "This nut belongs in that carbureter." We rechecked and sure enough, that nut was missing from the carbureter.

ANNCR: If he hadn't noticed it, a mighty serious accident might have resulted.

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6-6-6

LARRY: I was kind of riding high, in my own opinion, until that happened.

One nut out of a carbureter -- and this Dodo went into a tailspin!

You see how important the air mechanic is. No pilot is permitted to leave the ground without the Ok of the crew chief.

ANNCR: Well, Larry, you've given us some idea of who the air soldiers really are.

LARRY: Yeh! Just like Bill says, soldiering is a business.

ANNCR: Isn't there some kind of basic course a recruit goes through before he actually begins his practical work?

LARRY: Yes. I had to go through an elementary training period. I had to take a course in minor repairing, sheet metal work, blue print reading, and some mathematics.

BILL: The basic work is supposed to help the recruit select the kind of work he really wants to do.

ANNCR: Bill, I think I've guessed Larry's secret. He's been promoted.

BILL: I haven't noticed any stripes on his sleeve yet.

LARRY: No, no stripes! Been kind of wishing I'd rate them though.

BILL: Oh you have? Look here, Dodo, you haven't told our friend about your rating as a second class mechanic and the nice little raise that goes with it, from \$21 a month to \$72 a month. That's something, even if it isn't stripes.

ANNCR: That should be something to be happy about Larry.

LARRY: Sure it is! But sleeve stripes -- well -- they're kind of special!

BILL: I think a jump from \$21 to \$72 in six months is very special. Where are you going to get that kind of dough in civil life and an education to boot?

LARRY: Now don't go riding me on that, Bill. I'm glad of the raise, but -- stripes on my sleeve still holds good.

7-7-7

ANNCR: All the boys look forward to stripes, gold bars and eagles, don't they?
Every fellow wants to be a general.

LARRY: Yeh, and I'll bet Bill felt the same way about it.

BILL: Sure, I did. But don't forget we didn't have an air corps when I joined up. But I didn't hesitate to get into the corps when the chance came. And talk about your nightwork, I had plenty of that.

ANNCR: You haven't told us much about this night work, Larry.

LARRY: It's in mathematics, physics and American History. It's funny about history. When I studied it in school, it seemed to me the army and navy always meant war. Now I realize how important the army and the navy have been in the peaceful development of our country.

ANNCR: Well, Larry, no doubt the next six months will bring a lot more changes for you.

LARRY: I know they will, and I'll have a lot more to tell you when I get back.

BILL: When you get back! What are you talking about?

LARRY: Doggone! I let it slip that time. Just before we left for the studio, I got notice that I was appointed for six months training at the air corps Technological School at Chanute Field, Illinois.

BILL: Why didn't you tell me, Dodo?

LARRY: Kind of thought I'd wait until after the broadcast, I sort of hate to leave you for so long a time, Bill.

BILL: Yeh! I'll be missing you too, kid. But I sure am proud of you. You know what it means, don't you? You're on your way up. It won't be long before you get wings.

ANNCR: Congratulations Larry, and we'll be looking forward to hearing you tell about your studies and experiences at Chanute Field. We have another guest with us tonight ladies and gentlemen, whom you will enjoy meeting, and who will add a few words of his own to this subject of the army accepting recruits for the Air Corps and Foreign Service.

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8-8-8

ANNCR:
(CONT.)

Ladies and Gentlemen, Lt. C. W. Ralph of the U. S. Army Recruiting Service.

OFFICER: Thank you, and good evening ladies and gentlemen: Mr. Riley the Mayor of the city of Portland has just proclaimed the week of May 11 to 17 as "FLYING CADET WEEK", so I think this is the time for me to tell you a little about this branch of the service that is becoming one of the most important of all the services in the U. S. Army.

First I want to go back a few years in the history of Army aviation. After the late World War the War Department realized the importance of aviation as a unit of the Army, they had learned by observing throughout the War the need of a unit that would protect and also be the eyes for the ground troops. Aviation has been developed in the Army until today it is the most closely watched and progressive branch of the service. Commercial aviation has been proved a success to the extent that planes now fly the world over, which brings us down to the subject of the young man who pilots these planes. And when I speak of young men, I mean just that. He is the fellow that has grown up with aviation, the past twenty years. In the last few years the Army has trained what we call Flying Cadets. Many young men have received this training and are now Commissioned Officers in the U. S. Army or are holding responsible positions with Commerical Airlines. Today the Army is faced with a problem of training thousands of men for the Air Corps, not only as pilots but ground crews, observers, navigators and many other positions open to those young men required to keep the Air Corps clicking, so to speak.

To fill these positions it requires expert training with the utmost care that each man will know his job to the split second.

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9-9-9

OFFICER:
(CONT.)

That is where the Army excells. Each subject that is taken up by the New Air Man that enters the service is taught in one of the many Air Corps technical schools that are rated the best in the world.

To go back to the subject of Flying Cadets, I would like to take you through the steps and give you a general outline of what is required of the young man, what he can accomplish by availing himself of this wonderful opportunity to become one of America's Eagles of the Air. The young man making application for Flying Cadet must be between the ages of twenty and twenty-seven, finished at least two years of College or be able to pass a written examination covering two year college subjects. If his application is accepted he is then sent to a Flight Surgeon where he is given a physical test. Right here I would like to say, many young men have heard that only physically perfect men can pass the test for Flying Cadet, that statement is not true. Yes, he does have to be in good shape, a little above normal but not to the extent of being a perfect physical specimen of manhood. Any of you young men that are listening now or if you tell your friends of this broadcast, don't take the fellows word on the street about how fit you must be, come in and see us first. When the applicant has passed his physical examination he is then called to take his training as a Flying Cadet. The day he takes the oath as a Cadet he starts to draw \$75.00 per month, will be issued his clothing, know that his room and board will be paid for by Uncle Sam and all of his medical and dental care. In other words the U. S. Army is offering to teach a man a profession FREE, one that would cost him thousands of dollars outside of the service. The new Cadet is sent to a Flying Field for his first three months of basic training, where he will learn the elementary schooling of aviation, then another three months of advanced basic training.

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OFFICER: He is now ready for his advanced training as a pilot at either of
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the world renowned Kelly and Randolph Fields in Texas. During this training he has learned navigation, meteorology, Radio, mechanics and other subjects allied with military aviation.

The Course of training includes approximately 215 hours in the air. Upon completion of the course as Flying Cadet, the student is appointed a second lieutenant in the Air Corps Reserve and receives his Wings and a rating of pilot. He is then assigned to active duty with the Regular Army Air Corps with a salary of \$245.00 per month. "Remember for the last nine months he was getting \$75.00 per month to learn to fly; the fastest pay increase known in the Army. He may remain on active duty for a period of from one to several years.

Before I close, I would like to urge and invite all young men who might feel they are eligible for this training to contact the following recruiting stations in Oregon and Idaho and make this Flying Cadet Week the biggest thing the Northwest has put on. You may apply by mail or person, at 323 Main Post Office Bldg., Portland, Oregon, or in the Post Office in Eugene, Salem, Medford, Klamath Falls, Ontario, Pendleton and Tillamook. In Idaho apply at the recruiting station in the Post Office Boise. Thank you and good evening.

ANNCR: Thank you very much, sir. You have just heard Lt. C. W. Ralph, who was kind enough to come to this studio and add a few words to our program. You are all invited to come up to the studio again next Tuesday night if you can and we'll have another informal chat about what's doing in this Army you're joining to become "Soldiers of the Air."

MUSIC: THEME (475) UP AND FADE TO BG.

10-10-10

11-11-11

ANNCR: You have just heard the fifth in the series of programs, "Soldiers of the Air" in which we hope to present the various phases of induction and training for this most fascinating of army services, the Air Corps. These programs are produced in cooperation with the Portland Regular Army recruiting station, with the assistance of the Oregon Writers' Project. Tune in ext Tuesday evening at this time when "Soldiers of the Air" will again be broadcast from the studios of KOIN, the Journal, Portland.

11-11-11