



Army Air Forces Pilot School  
(ADVANCED TWIN ENGINE)  
**GEORGE FIELD**  
LAWRENCEVILLE, ILLINOIS

5-27-44

Dear Folks,

While I am sitting here trying to think of a way to start this thing I'll just do it by saying what I have just said. Now another a pause while I try to think of how to go on from there. The only thing to report is that another week of labor has gone by and that in itself is enough I guess. The only thing different about this week from any preceding week is that I started night flying, formation, and cross country. No more instruments yet, but they'll be here soon enough. Every thing else I can take in my stride with just the usual difficulties but oh those instruments. I think I told you in my last letter that by the grace of God and a Texan I passed my ~~last~~ first part of the instrument course here. The next part consists of beam flying and radio work.



The old timers tell me that this part isn't too  
too too difficult so maybe I can squeeze by that  
too. Too many too's in that last sentence. I'll  
keep you posted on how I'm making out. If every  
thing does go all right, told your hats, Mama, you  
and Papa may get a ride up here to watch me grad-  
uate. I don't know whether you met Bill  
Marshal or not but yea or nea, he is one of my  
Buddies that I have been with every since Peabody.  
He was at Sheppard Field too but I didn't know  
him then. Anyhow his home is in Dallas and his  
Folks want to come up here and watch him graduate.  
If they can see their way clear to come in the car  
considering gas, tires, wear and tear etc, he is going to  
let them come. And if they bring the car he is going  
to ~~invite~~ ask them to invite you to come with them.  
It is a month away yet and lots of things can  
happen in a month but you can be prepared  
just in case. If they can't come in the car he  
isn't going to let them come at all because of  
the same reason I won't let you come. He figures  
that maybe he can scheme some way of getting home  
quicker if he is by him self. and as I see it, the  
main point of graduating is getting to come home  
anyhow.





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This cross country I spoke of in the first part of this letter wasn't one of those long ones that I told you about last time. This one was only down to Cravenville to Indianapolis and back. I still may get to go on one of those long ones if we can ever get good weather all of the way. They should be a lot of fun, especially the stopover at a strong field. My total time runs some ~~and~~ where around 35 hours with 15 hours Co-pilot time. When I get through I will have about doubled both of those I imagine. That only adds up to one thing, a lot of flying in the next three weeks. It can be done all night if the weather will just stay good.

Well Ruthie May, I see that once again you are resident of 512. No use telling Dub that I think he made a big mistake or he'll heed that out soon enough so just tell him howdy and good luck. It is sack time for me and I'll quit.  
Love, Joe



UNIVERSITY OF TORONTO  
LAWRENCEVILLE, ONTARIO  
ADVANCED TWIN ENGINE  
GEORGE FIELD  
Tutors Pilot School

Here is a picture of me that I  
have had had every since Primary but  
had almost forgotten about. It was taken  
at Chesham on a cold, ~~dark~~ day,  
windy winter day.