



Army Air Forces Navigation School
Hondo, Texas

Dear folks [redacted] Jan. 4, 1943

New Year's Eve and day at Hondo were very quiet. Classes were held as usual. We drank a couple bottles of beer and went to bed at 10 o'clock.

We're beginning our 15-week advanced period next Friday, Jan. 8th. We probably won't make our first flight for about 2 weeks.

I'd like for you to send me the khaki-colored shirt I left behind and a Schick razor if you have one. I broke mine and can't get a new one anywhere.

I ran across Bob Minor in town, yesterday. He is in Advanced ~~First~~ Pilot Training and will graduate in 3 weeks.

012744
Sending the Christmas tree was a nice idea. We had it up in our rooms all last week even during inspection. Nothing was said.

The Couriers has been coming in regularly although they are spelling my name CARRACO in the address, so perhaps you had better

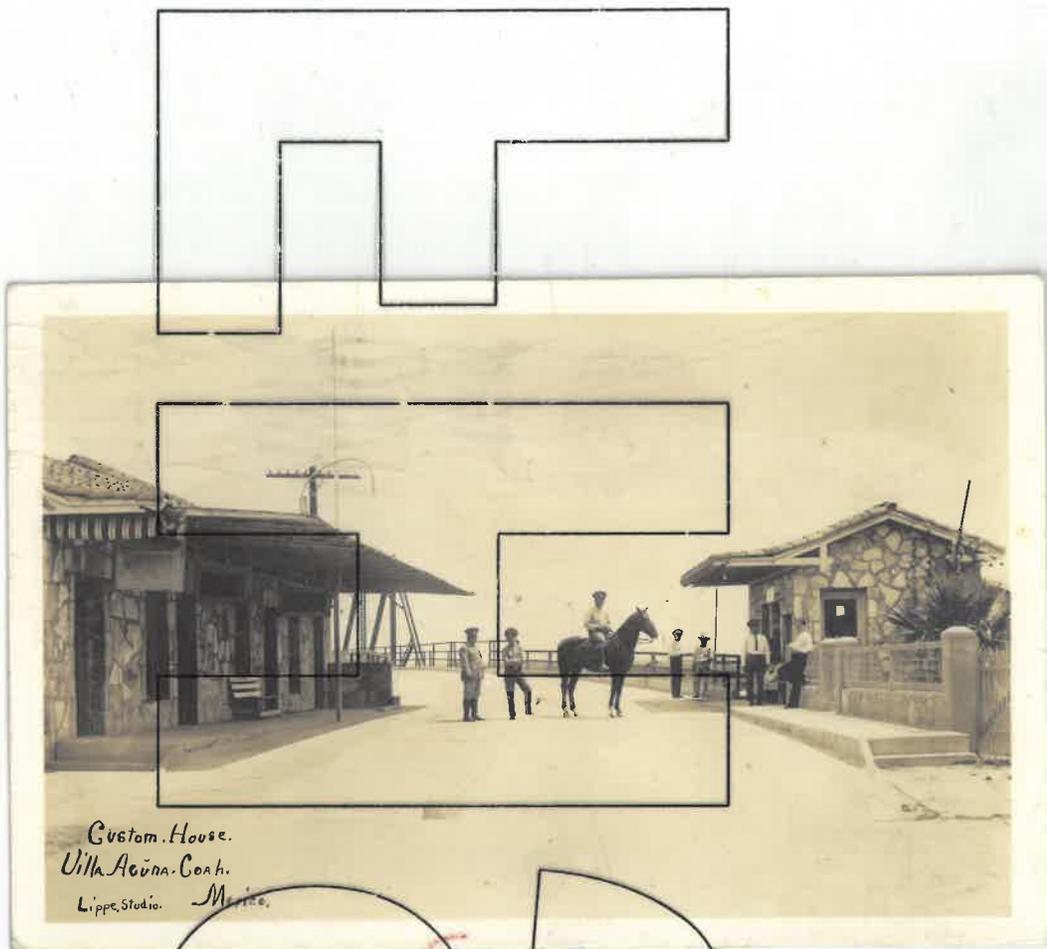
correct them as that ~~may slow~~ may slow
down the delivery a bit.

Daddy, I am enclosing a M.O. for
\$40.00, the \$30 I owe you and \$10 for laundry
or ~~any~~ anything you want it for.

love
Bill

Bill

Bill





Just dropped down to
Mexico over the
week-end. Stopped
over night in Del
Rio.

Mrs. Wm. J. Carraro
1642 Eastern Bky
Louisville, Ky.

012x94

Bill

S



Army Air Forces Navigation School
Hondo, Texas

Dear folks,

Today I received the package, and Board of Tr. Journal. The cakes were good, although I like those thin ones better that you sent Christmas.

I began my advanced Training Friday. The first six weeks won't be too tough ~~and~~ since we have covered most of it already in the past 5 weeks of pre-advanced. All we have to do now is apply what we've learned to our actual work in the air. ^{for the next 6 weeks} We may make our first flight this week. If not, we'll make it next week for sure. I had an average of 88% in the past 5-week course which was 8 points above the average grade so I'm a little more confident now of graduating although anything can happen that might wash a fellow out regardless of his past record. As an

H 5 x 210

example of this, a Harvard graduate washed out about 2 or 3 months ago. He was evidently bright enough, but just became either careless or nervous or possibly he couldn't adjust himself to working high in the atmosphere.

The last 9 weeks will give us the most trouble. During this time we will take up the study of celestial bodies such as stars, planets, the moon and sun and their positions in the universe relative to the earth. We have to know these things for night flying and for flying above the clouds when there is no other way of finding out just where we are except to take out our sextant (a \$250 instrument, by the way) and shoot ^{with it} some stars that we recognize, then consult our almanac to find out where these stars are located at that date, then draw a lot of lines on our charts, and figure out mathematically just exactly over what point on the earth's surface we are flying. It's really amazing but it seems to work.

You can understand that when we're flying night missions over Europe



Army Air Forces Navigation School
Hondo, Texas

or Africa or some foreign territory,
there isn't a chance of knowing where
you are exactly without the stars.

My interest in the work is growing
each day mainly because I can
see how futile any bombing mission
would be without accurate navigation
to and from an objective.

When a bomber goes on a mission, it
carries just a little more than enough
gas to reach their destination and return,
so you can see that if the navigator
doesn't guide them correctly and exactly
to and from, they'll never get back
to their base that night anyway.

62x94
012x10
The Commanding General of the
Dulles Coast Training Center (Air Corps)
revealed to other officers that the war
would be decided in the next six

months although its quite indefinite
as to how long it will last.

I'm enclosing a picture that was taken
by some peddler on the main street in
S. A. The other fellow is a class-mate
of mine. Notice the two girls following
us. They finally caught up with us.

Is there any chance of buying an
electric razor up there? A Remington
or a Sunbeam. I may buy one although
I haven't seen any down here.

Love

Bill



Army Air Forces Navigation School
Hondo, Texas

Dear folks.

Feb. 5, 1943

I received all the birthday greetings, presents, Elec. Shaver and socket. Many thanks. I also received the M. Order for \$16.00.

The razor seems to shave a little better than it used to. I've just emerged from another 9 hour exam. The work keeps getting tougher and tougher. I flew on my 3rd mission last week. It was a total failure. I missed my destination by 20 miles and my estimated time of arrival was 6 minutes off. My grade on the flight was 60%. In fact, we lost so much time wandering around looking for my destination that when we got back here to the field we discovered we only had $\frac{1}{10}$ of a tank of gasoline left.

The cookies were very good as usual especially the ones with chocolate in them. Also the enclosed card was quite clever.

164210

Bad weather has kept us on the ground for the last week so we're going to fly again this week-end (the 3rd in a row that I have spent in camp.)

I'd like for you to find out what Stanley Caummins' present address is. I have been corresponding with him but it has been 2 months since I heard from him so ~~it~~ his address may be different. I wrote a reply to his letter but will hold it until I hear from you.

Jimmy I'll send you a pair of wings as soon as I have time so don't get impatient. I also have something for Ann, whose letters, incidentally, are very neat and well-written.

#

Bill



ARMY AIR FORCES NAVIGATION SCHOOL
HONDO, TEXAS



← These are the kind of silver wings a graduate navigator receives. The circle of course represents the earth.

Dear folks,

Today, I flew my 5th mission. It was slightly better than the others. It was a "dog-leg" mission. We are required to navigate out to a certain point, tell the pilot when he is supposed to turn on to another course, then about 10 minutes after turning you should give him an Estimated Time of Arrival at your destination. This is all done by instruments of course. The only time I saw the ground from the plane today was looking thru the drift meter which gives you the approximate amount of degrees you are drifting to the right or left because of the wind. I came in sight over my destination but by ETA was 3 minutes early.

My ground school work is still up to par so all I have to do is improve my flights. If I pass my 6-week test next week and navigate pretty well this Saturday, I'll go into celestial navigation the following Monday. Then I'll

62x710

This material is the property of The Flight Historical Society and cannot be reproduced without permission

have about a 50-50 chance of graduating.
So I haven't given up yet. In fact, I'm
beginning to like flying very much. The
work is much too hard however and the
strain tells on almost everyone here. I've
lost about 8 pounds since I've been here
although I feel fine.
Last Saturday I went to town for
the 1st time in a month. Even so, we
had to be back by 7:30 Sunday morning
to fly. So we took a 6:00 bus out to
Hondo.

I'm enclosing a M.O. for \$25, 15 that
I owe daddy and \$10 for mother to
use as she sees fit.

Love
Bill



Army Air Forces Navigation School
Hondo, Texas

The little flashlight
is very handy in
shooting the stars at
night for writing on
a little pad

Dear folks,

I received the income tax forms, however we were given some forms here today, which we were required to fill out so they can make up individual and separate tax blanks for us. They have set up an income tax office here to handle the whole affair including payments if you care to make them. As I understand it, I have a personal exemption of \$500 in addition to \$250 for my military status, so I gather that I will have to pay tax on about \$570 (\$1320 less \$750 exemption). If you think it's wise to delay any payment though, I'll be glad to wait.

Nothing unusual has occurred lately. Saturday we flew our 10th mission. It was an interception mission. Before you take off, our instructor gives us an interception problem which we work out in the air. For example, my problem stated that a certain vessel was cruising in a certain direction at a certain

612 X 94

This material is the property of The Flight Historical Society and cannot be reproduced without permission

speed and at a prescribed time, ~~we~~ ^I should
begin an interception problem and if ~~it~~ ^I works
it right, I intercept this vessel at a
known point just at the time I ~~say~~ ^{say} I will.
It turned out that this was the best mission
I've had. ~~Of course we don't actually~~
intercept a ship. They assume that a certain
town is a ship, then move it back
so to speak at the beginning of the problem.
By the time then that the plane arrives
at the point of interception, of course, the
town is supposed to have moved up to where
it actually is. At any rate, just at the
time I ~~said~~ ^{said} I would intercept on the basis
of my figures, I looked out the window
and there was the town right under
me.

We were issued watches and sextants
(instrument for shooting the stars and sun) Friday
The work is getting more interesting every
day. We take our toughest exam of the
course a week from Thursday. If I pass
this, I feel pretty confident of graduating,
providing of course, my celestial night flights
are O.K. and they give everybody plenty of
trouble.

Love, Bill

This material is the property of The Library Historical Society and cannot be reproduced without permission



Army Air Forces Navigation School
Hondo, Texas

7 P.M.

2 - 21 - 43

Dear folks,

I've just returned from town, the first time I've been in for four weeks and probably the last time for at least another month. The next four weeks will probably decide whether I'll make it or wash out as they are said to be the toughest.

Friday, we flew our 8th mission and it was certainly no joy-ride. The air was extremely rough and bumpy to aggravate normally poor working conditions in the air. But to make the situation even worse, we were required to follow the pilot as he zig-zaged thru space making all sorts of wild turns for about 3 hours and then at a certain time, we were required to give him a certain course which would take us directly home. All ~~the~~ our work was of course done with our instruments. As luck

012x94
16x10

This material is the property of The Elmer Historical Society and cannot be reproduced without permission

would have it though, both of my flying partners got deathly sick and were vomiting during half the trip. So this just about doubled my work at which I am normally not too fast. However, we finally got home alright.

I received a notice from the Carrier-Journal to the effect that my subscription is up on the 21st of Feb and enclosed a blank for renewal at half the cost. I'm enclosing it in this letter so will you take care of renewing it for me for the next 3 months including Sunday and I'll pay you next month sometimes.

We have a star class tonite in just a few minutes. We are required to know the name and position of 20 stars in the sky.

Love,
Bill



Army Air Forces Navigation School
Hondo, Texas

March 10

Dear folks,

Tomorrow is the biggest day of the course for me. We take our 9-week exam. If I get by that, I suppose I pass and graduate. We've been working like dogs for the last 3 weeks - 15 hours every day. We fly our first night mission next week, I think.

Yesterday we took our last big physical exam before graduation. Apparently I'm in good shape, as I passed everything very easily. In fact, my eyes have returned to 20-20, strangely enough. The doctor wanted to know why I was wearing glasses. I suppose it must have been the operation last year that weakened them. For the physical exam at Kelly Field. If it hadn't been for that I'd probably be a pilot now and a lot better off I suppose. I certainly wouldn't have to work as hard.

012X94

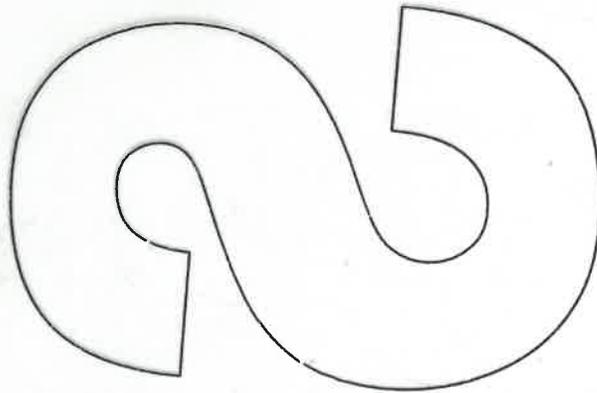
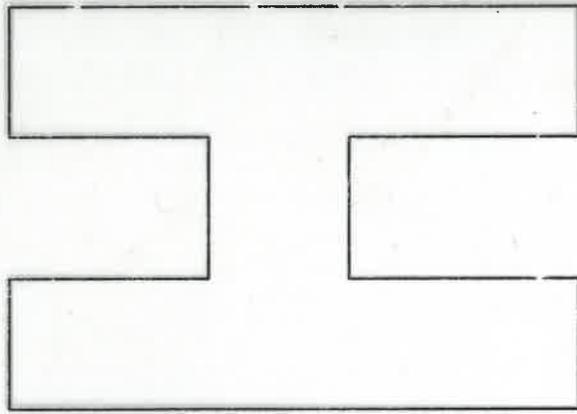
I'm receiving the Courier again regularly.
Also, I'm enclosing \$20.00 for mother
and Daddy to use any way you like.
I'll write again next week.

Love
Bell
H
S



Aerial View of Monroe and West Monroe, La.

8AH1293



Hello everybody,
We just flew in from
Hondo, 420 miles. A
perfect trip all the way
In the 1st time since I
been in school, I feel
like a bit navigator.
I was the 1st navigator
all the way and we
came in right over the
field head. We going
back route, navigating
by the stars.

A/C CARRARO, W.J.
15068958

MONROE, LA.
MAR 18
5-PM
1948

free
PLACE
ONE CENT
STAMP
HERE

POST CARD

Mrs. Wm. J. Carraro
1642 Eastern Parkway
Louisville, Ky

MONROE NEWS AGENCY, MONROE, LA.

GENUINE CARTER-CHICAGO "C" ART-COLORED "POST CARD REG. U.S. PAT. OFF. MAR. 18 1908"

012494

13.11

MONROE, LOUISIANA—"THE HEART OF THE WORLD'S LARGEST GAS FIELD"

HS

This material is the property of The Filson Historical Society and cannot be reproduced without permission



Army Air Forces Navigation School
Hondo, Texas

March 24

Dear folks,

If you didn't get my card from Monroe, Louisiana, I'll tell you again that we flew there last week. It was really a lovely trip particularly because the sky was almost completely obscured for most of the ride back to Hondo. Consequently we couldn't see the stars and of course couldn't shoot them so for the first time we sat back and looked out the window for an hour or so. At night towns look like pretty Christmas trees from the air.

It might interest you to know that I spent \$150 last Saturday on my new uniforms. Of course, it's just on paper until graduation. ~~But~~ I merely ordered most of the necessary items, subject of course to cancellation in the event I don't graduate. I may have told you were given \$250 for our uniform altho I don't expect to spend the entire amount. Saturday I ordered a blouse

62 x 94
012 x 94

and pants to match (\$44), a pair of
"pinks" (12.50 pants), 2 khaki shirts, \$3.50 each
a hat (\$15.00) a set of tan gabardines,
pants and shirt \$45.00. This gabardine
suit is beautiful as the price might have
indicated. I'm considering a raincoat for
\$30.00. I should be able to salvage about
\$50 or more out of the \$250.

We were supposed to fly to New Orleans
yesterday, but the weather closed in here
so we'll probably make the flight tomorrow
or Friday.

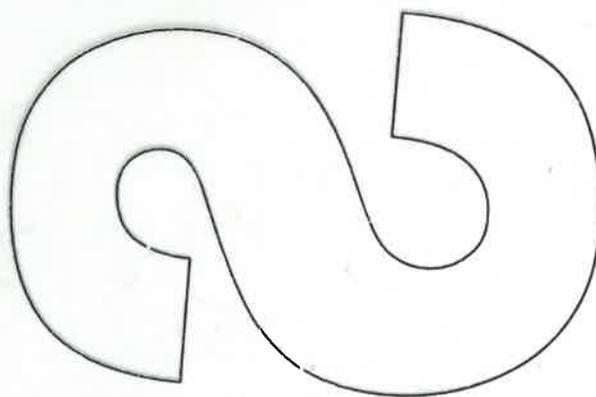
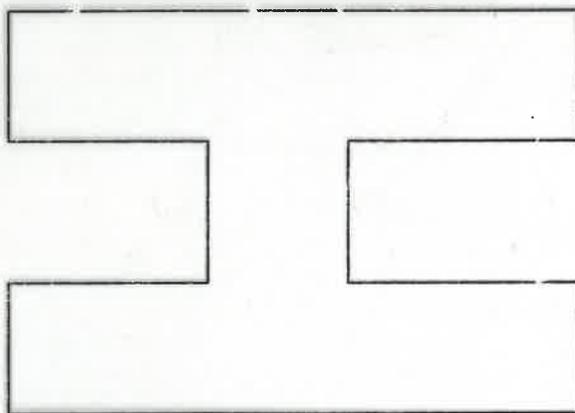
A friend of mine and classmate is
getting married graduation day. I'm going to
be best man again. His name is Harry
Cormany from Cincinnati.

If you'd like to read the real inside story
on the navigators job, see the April issue of
Esquire and the article entitled "Bomber Back-seat
Driver."

If somebody would like to make some fudge
(chocolate) and send it down, I'd appreciate it.
I'll drop a card from New Orleans if I get
a chance.

(Helen, I received your letter and
will answer it soon. Also, ask
Eddie David, when you see him or his
wife, when he's going to answer my letter)

Love,
Bill



AIC CARRARO, W.J.
GROUP I, SQDN 2
HAAF,
HONDO, TEXAS

FREE



GIVE
+
RED CROSS
POST CARD

PLACE ONE CENT STAMP HERE

Dear folks,

We just arrived from
Hondo, really had
a rough ride over
some mountains at
12000 feet.
Leaving for Hondo
in an hour.

Mrs. W.J. Carraro
1642 Eastern Hwy
Louisville, Ky

Bill

D12x94

U. S. AIR CORPS SERIES

GENUINE CURTIS-CHICAGO "C." ART-COLOR-TONE "POST BRONZE" POST BRONZE (OFF.)

HI

S



Army Air Forces Navigation School
Hondo, Texas

March 29

Dear folks,

This morning I received your letter of March 26 & I'll begin with answering all your questions. First of all, in reference to the graduation, I don't know anything definite yet at all. The real test of our ability to do celestial navigation comes in the last four weeks beginning tomorrow when we will make another long flight probably to New Orleans so I really won't know if I'll graduate until the week before. My ground school grades are O.K. so all I really have to worry about are the remaining 2 or 3 flights and a graduation flight which we will make about April 13. This is a 2 or 3 day mission. I don't know what they plan to do with me if I graduate, however, I'm pretty sure I won't be an instructor mainly because I didn't ask for it and don't want it. In this case the usual procedure is to be given about 3 months of transition training over here ^{in this country} then go to combat duty and find out if you're as good as you think you are. Then there's the possibility of being assigned to some coastal patrol command in this country. However nobody knows anything until they get their orders. About graduation, I'd like to have you come if

012x94
hx210

you care to although I wouldn't travel any other way but Pullman on the train. You may not even have a seat all the way down and besides that it's a hell of a ride even if you have one. The graduation exercise is very short and with very little ceremony. They used to be quite an occasion but now it's just a routine matter every 3 weeks. There is a good chance though that I may get home after graduation by means of

being allowed anywhere from 8 to 12 days to report to a certain field for transition training.

The 21st of April is graduation day for my class. We are allowed to keep all of our cadet clothes when we graduate, ~~but~~ however since they are the same as officers with a few minor exceptions, I will continue to wear them. You are welcome to the raincoat but it's really just an ugly rag to me and nobody would wear it unless they had to and cadets have to.

I don't know this Lt. Chandler, asked about. I'll see him & I'll speak to him about this girl.

Cormany is not a Catholic. I don't know where he will be married — somewhere in San Antonio. I suppose — and it won't be a military wedding.

I'm sending by mail today a picture book made up of photographs taken in the classrooms, plane and other spots on the field. From the pictures on page 10, you can gather how crowded and uncomfortable it is in the plane and what lousy conditions one works under. Of course it's different when you get out of here

and get into your own ship where you can
arrange things your own way and have plenty of
room. On page 10 again, the cadet standing
has just taken a shot on a star or sun or some body
~~by~~ with his sextant by sticking his head up in
the round turret ~~to~~ just above him which
looks up into and all around the skies. The
cylinders on the left are full of oxygen for
high altitude flying (above 12,000 ft.) you
notice he has his parachute ^{mask} on. This must
be worn at all times. The navigator's instruments,
which he constantly reads during flight are
on the panel in the upper left hand corner
of the picture.

On our mission last Thursday ^{we} were flying
at 11,000 ft. over some mountains near
El Paso and the winds currents coming up
from between the mountains were rocking the
plane all over the skies. Nothing dangerous of course
just a rough ride. But at the same time I
was standing with my head up in the turret
trying to get the sun centered in the bubble
of my sextant. I never did get a good shot
but my head got beat to pieces against the
sides of the turret as the plane bounced around.
I'll drop a card tomorrow from wherever we
fly to

love, Bill

46210

April 7, 1943

Dear folks,

Our trip to New Orleans was cancelled last week so we flew to Tulsa, Oklahoma instead. The weather was pretty nasty coming back, but we flew over it most of the way and didn't have much trouble.

The fudge was delicious; everybody enjoyed it very much.

We took a vote in the class to decide the most popular choices to fly to on our graduation flight. Louisville was 3rd choice so it's possible that we'll get there yet. Present plans are to leave about the 16th of April (Friday) and return Sunday nite.

A few things have developed lately that leave me in doubt as to what to tell you about making the trip here. We graduate on the morning of the 22nd, then we're going to town and get Company married. That evening, we're having our graduation party at some hotel and the next morning, we ~~then~~ get our orders and leave immediately for our transition training station or either instruction school.

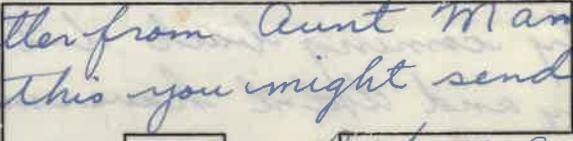
However, we are almost certain of enough travelling time to get home for a day or so. Considering these things, I think you're foolish to spend \$150 just for a day or day and a half in San Antonio. But, no matter where they send me, I'll be in the country for at least 4 more months and I may be sent someplace closer to home, at least I'm pretty sure of getting out of Texas finally unless they send me to bombardier school and I'm going to do my best to get

This material is the property of The Lipson Historical Society and cannot be reproduced without permission

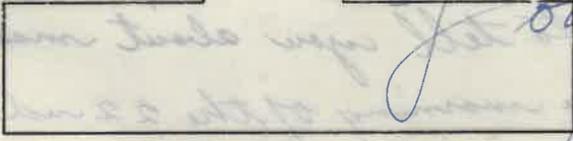
012-99

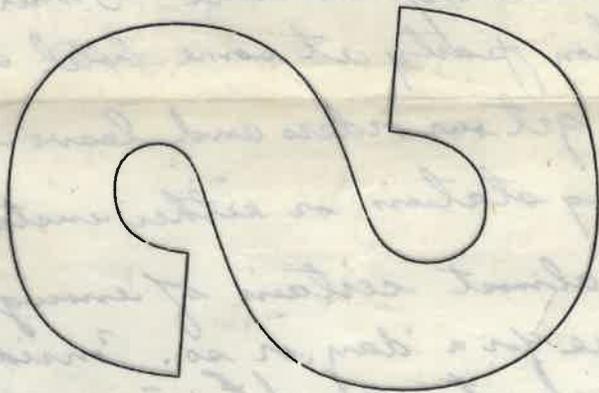
out of that if I can

By the way, I'd rather you wouldn't call up people and ask them when they're going to write. I just merely mentioned to Helen that when she saw Eddie or his wife she could mention that I'm expecting a letter from them

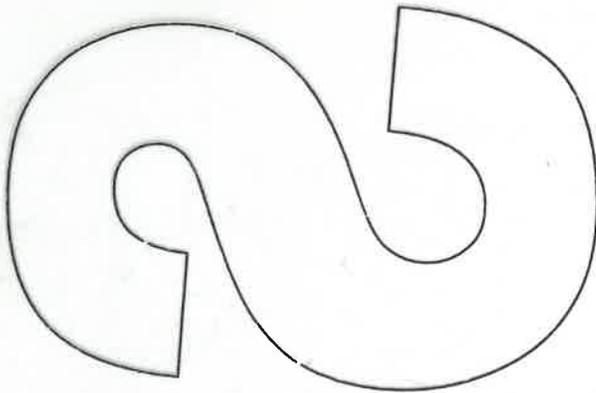
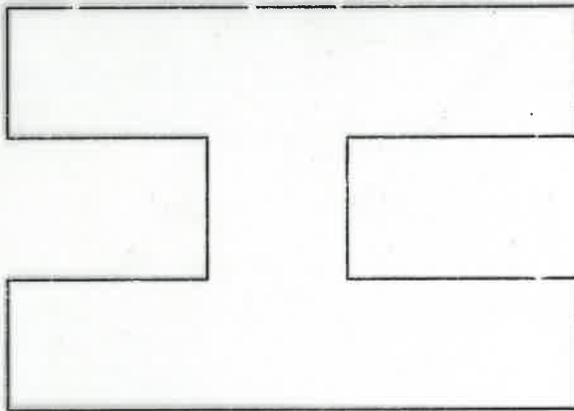
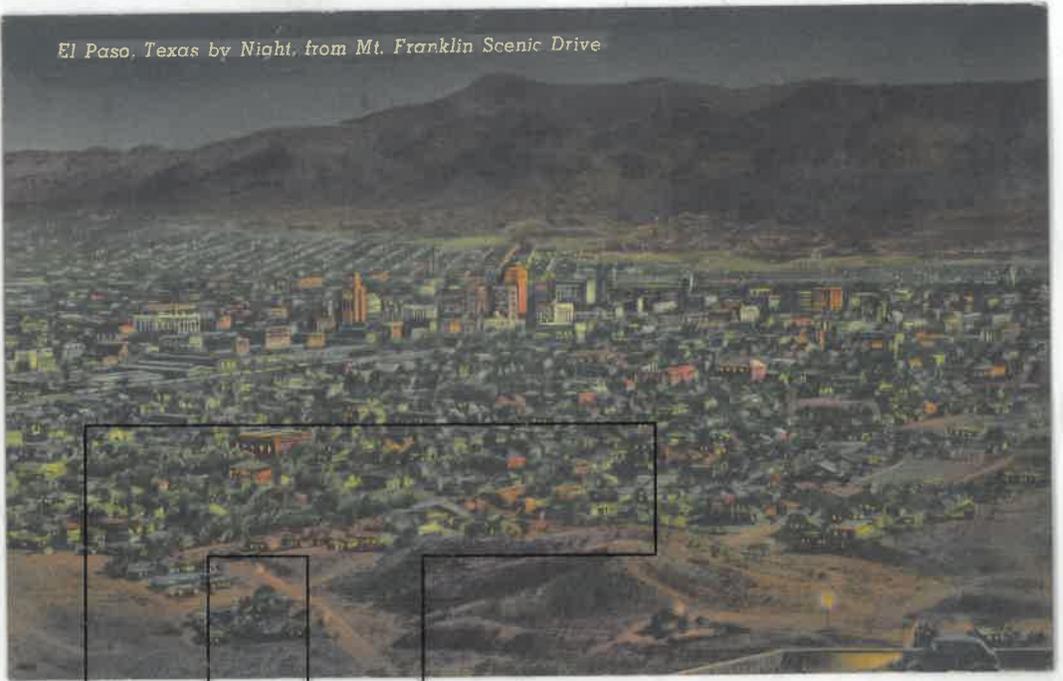
I received a letter from Aunt Mamie yesterday. When you answer this you might send  me her address also Mrs. MacKenzie as I have a few announcements of graduation that I'm going to send out

When you reply, you can let me know what you think about the graduation situation. It's all so crowded together in such a short space of time that it isn't worth going thru

 Love
 Bill



El Paso, Texas by Night, from Mt. Franklin Scenic Drive



This material is the property of The El Paso Historical Society and cannot be reproduced without permission

E. P. 9—EL PASO, TEXAS BY NIGHT,
FROM MT. FRANKLIN SCENIC DRIVE

This spectacular panorama of lights may be seen from the scenic drive, 500 feet above the city around the base of Mt. Franklin, elevation 7,152 feet. The altitude at this lookout point is 4,222 feet. In the distance beyond the skyscrapers of El Paso, are seen the city of Juarez and mountain ranges of Mexico.

SANDOVAL NEWS SERVICE, EL PASO, TEXAS

012x94



NC N. J. CARRARO
G. R. I, SQ. 2
H. A. A. F.
MONROE, TEXAS

free



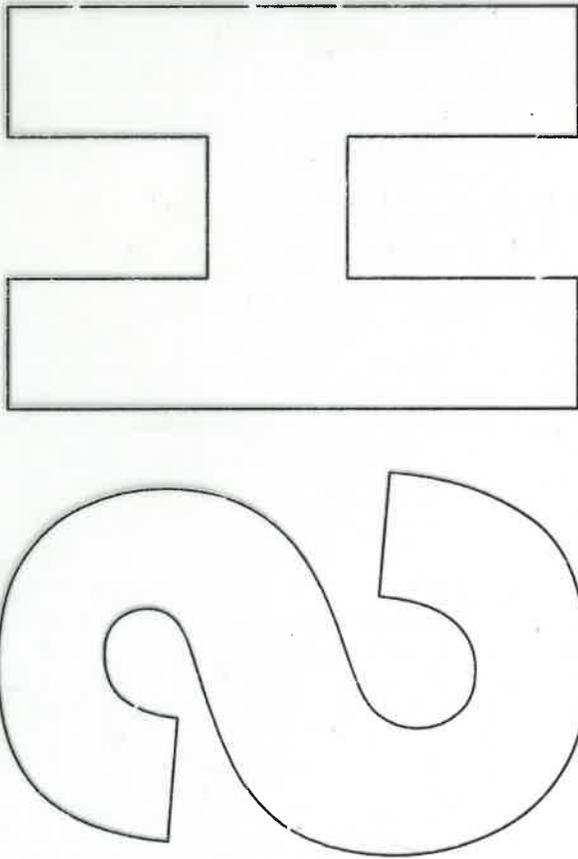
POST CARD

Dear folks,
I just had dinner in town
we have a 3 hour layover
and will fly back tonight.
I'm still waiting to get to
New Orleans but the weather
has been too bad.
Will write next week

Mrs. W. J. Carraro
1642 Eastern Bkwy
Louisville, Ky

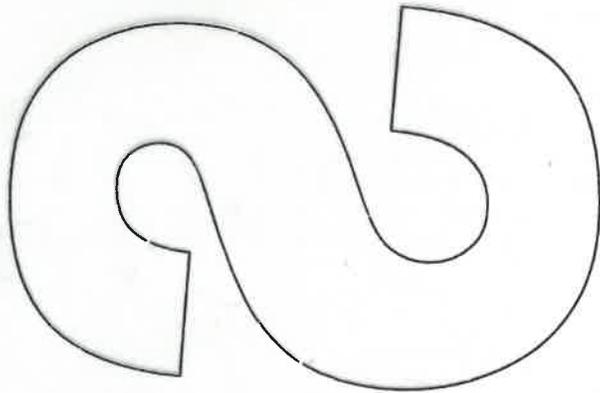
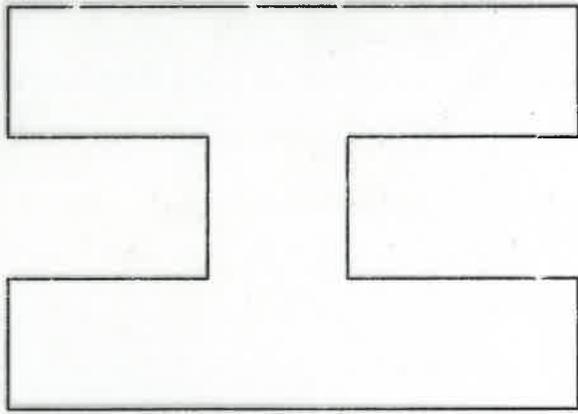
Bill

GENUINE CHITTECH-CHICAGO "ART-COLORED" POST CARD, REG. PAT. OFF.





MADAME JOHN'S LEGACY.
IN THE NEW ORLEANS' FRENCH QUARTER.



MADAME JOHN'S LEGACY at 632 Dumaine Street, in the New Orleans French Quarter, is the oldest building in the Mississippi Valley. This old structure, immortalized by Washington Cable's Creole stories, has a long colorful history dating back to 1726 when the first owner, Jean Pascal, a sea captain from Provence, France, came to New Orleans. Here Jean Pascal lived with his wife and daughter until he was killed by the Spanish Indians in the massacre of 1729. The building is of the raised cottage plantation type and of entirely different structure than most of the other houses in the French Quarter.

A/C CARRARO, W.J.
GR.I. SQDN 2

PLACE
FREE
HERE

APR 14 2 PM '43

GIVE
+
RED CROSS
POST CARD

MADE IN U.S.A.

MRS W. J. CARRARO

1642 EASTERN PKWY

LOUISVILLE, KY

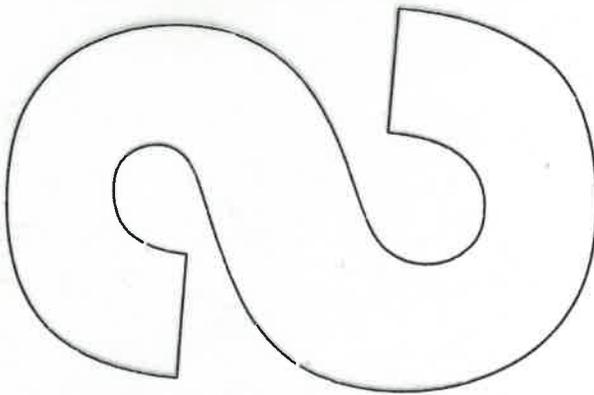
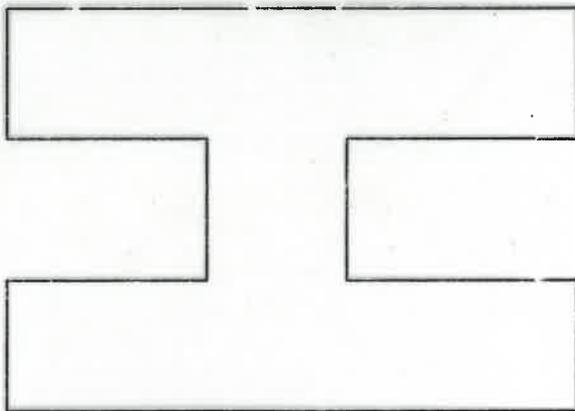
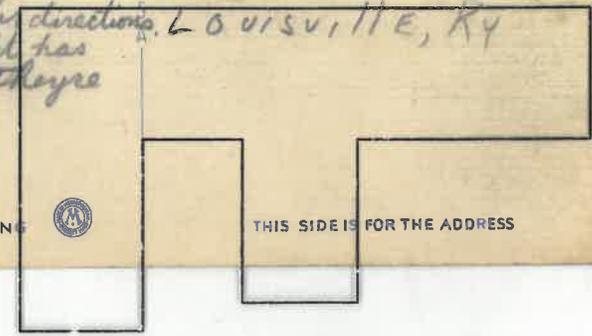
DEAR Folks
Well, I finally made
New Orleans. We flew over
the gulf of Mexico from
Freeport. We were very happy
to see land after 3 hours
out, especially the pilot
who was taking our directions.
Our graduation flight has
been cancelled. They're
short on planes.

B. II

47249

THIS SPACE FOR WRITING

THIS SIDE IS FOR THE ADDRESS



012x94

PUB. BY LOUISIANA NEWS COMPANY NEW ORLEANS, LA

This material is the property of The Filson Historical Society and cannot be reproduced without permission



Army Air Forces Navigation School
Hondo, Texas

Dear folks,

yesterday, I finished my final 15-week exam with a pretty good grade so after one more flight, I'm ready to hang up my cadet clothes. as I told you on my card from New Orleans, our graduation flight was cancelled. After one more flight, I'll have about 100 hours in the air which we need to graduate.

Last week we were issued all the equipment we'll use after we get out of here - a big fur-lined leather flying suit and boots and cap to match, a summer flying suit, 3 sweaters, a leather flight jacket, heavy leather gloves, thin gloves, ^{and a parachute}. Besides this wardrobe, we get a bunch of instruments including an Edgin wrist watch and two other master watches with which to check my wrist watch.

The publicity department here will send my picture to the Courier-Journal. We had them taken 2 months ago on the field.

Don't bother about any graduation gifts as I don't know what I want anyway. Then too I've bought just about everything in the way of uniform

012x94

I received your letter Helen and will
look forward to the candy. Thanks for
your trouble. You'll hear from me again
next week before I move out.

love,
Bill

Bill

S

S

H



The United States Army
Air Force's Advanced Navigation School

Hondo, Texas

announces the graduation of

Class 43-6

Navigators

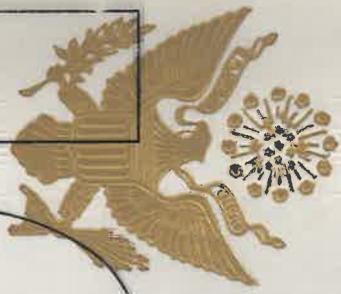
on Thursday morning, April the twenty second
nineteen hundred and forty-three

Hondo Army Air Base

April 20, 1942

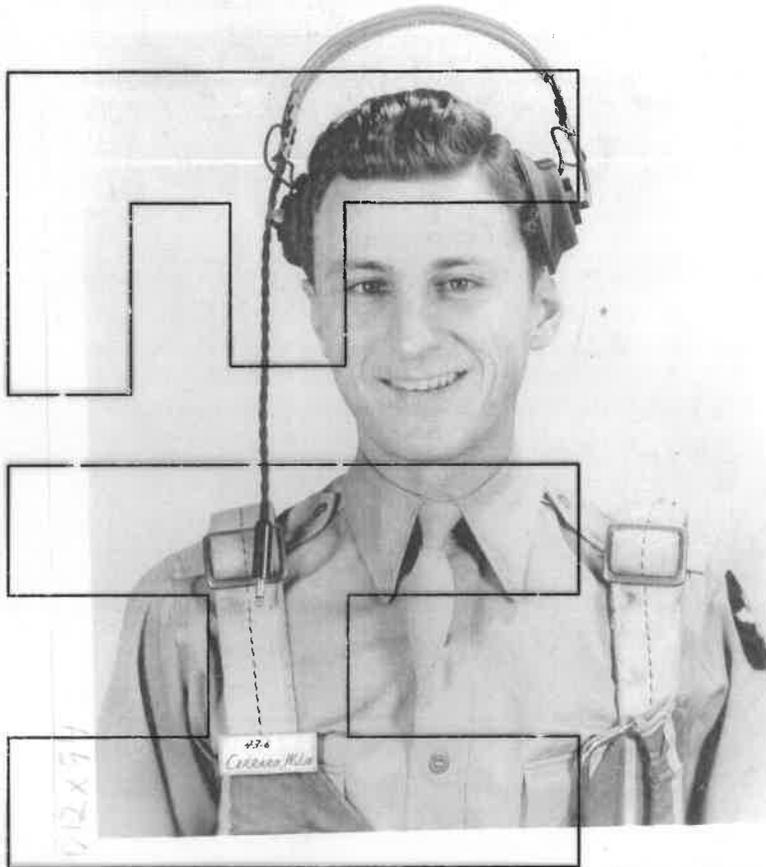
The next two days will be spent signing a bunch of papers and filling in forms, then graduation and transfer the next day I suppose, where, I still haven't the faintest idea. I received your letter and Nelson's too. I thank very much for the gifts though I didn't want you to bother. I have a bunch I'm going to Lombard's school and become a Lombardie - navigator which doesn't appeal to me but well great because my chances for promotion. When I receive my orders, I'll write again

Bill



ELIS

012x94



Photograph has been separated to the
William J. Carraro, Jr. Small Group
photo collection (OHPC 12).