



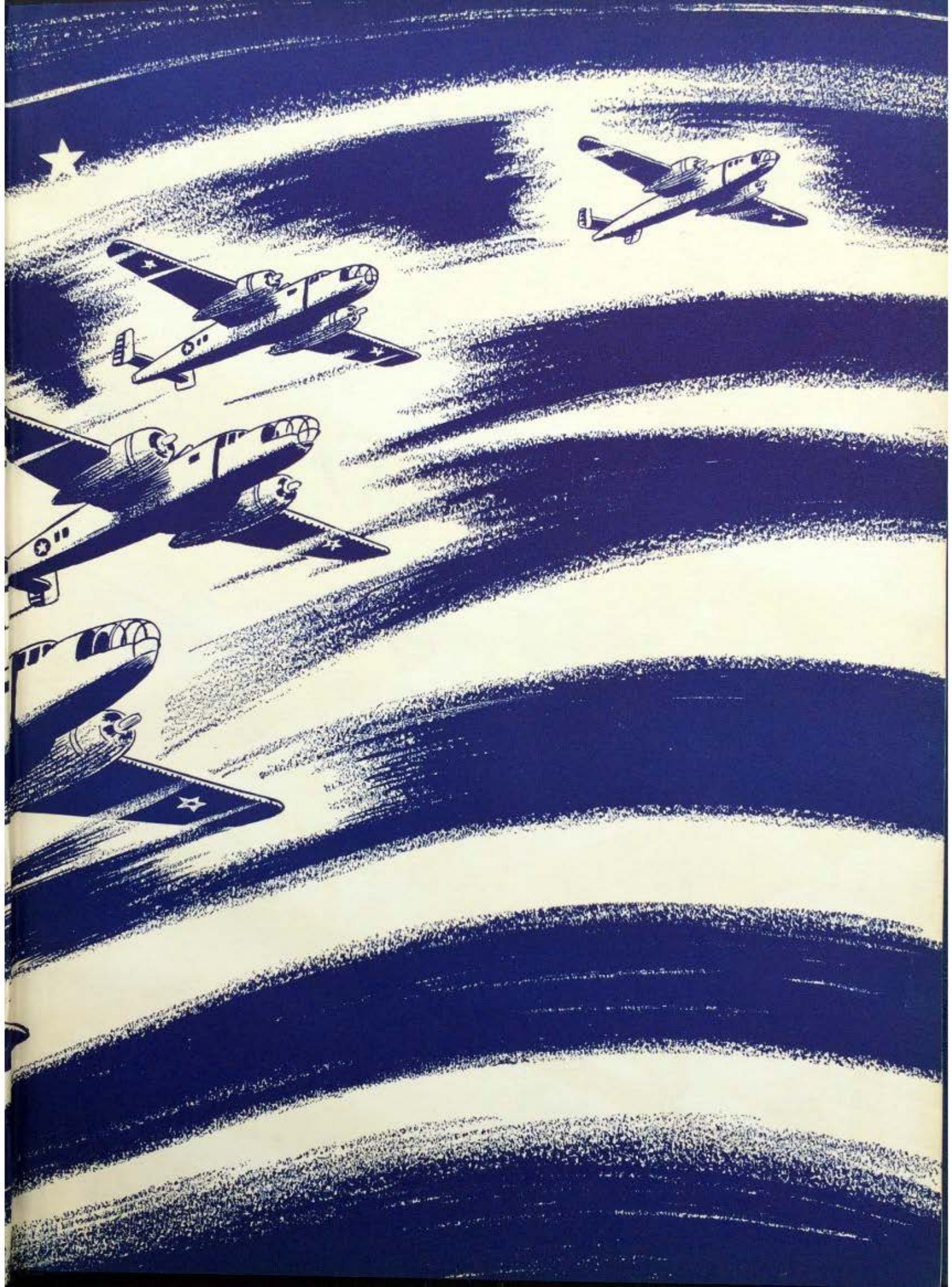
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MOORE FIELD
MISSION, TEXAS

Army Air Forces Training Command



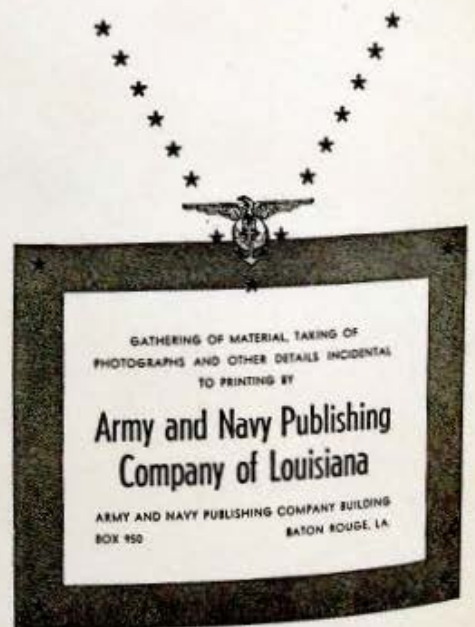


Published 1943

By and For the Officer and Enlisted Personnel of

MOORE FIELD

Sale of this review is restricted to officers,
enlisted personnel and their families.



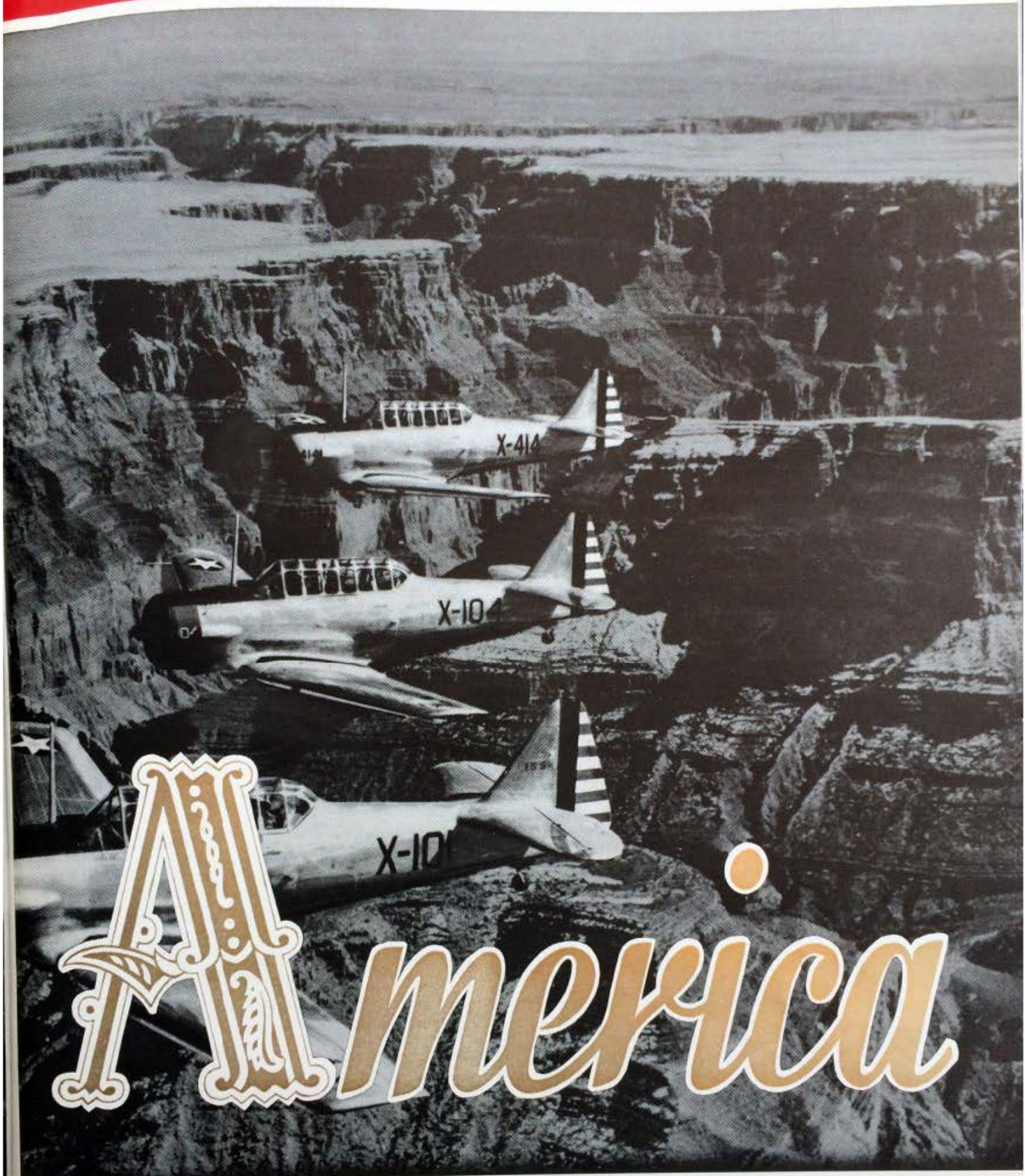


ARMY AIR FORCES

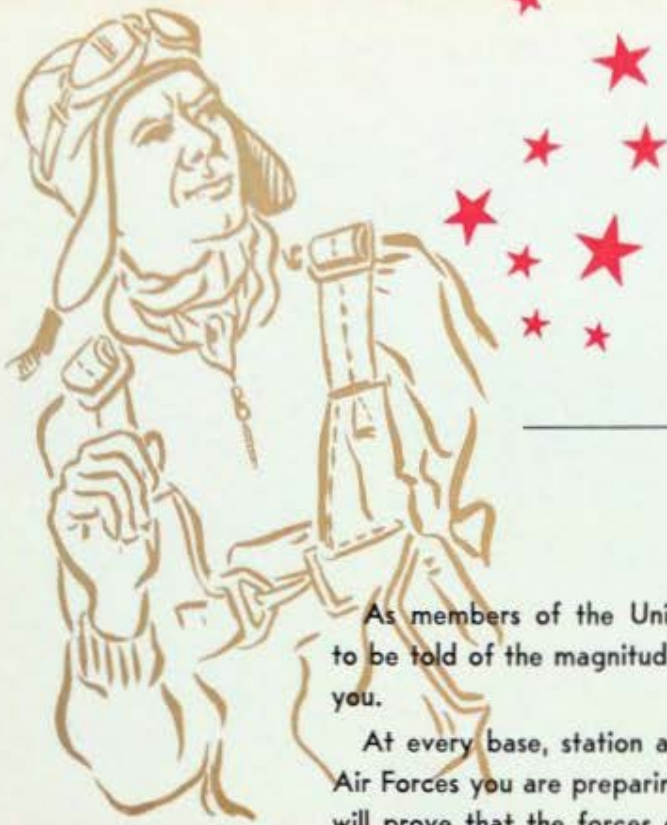




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assistance for this volume and their co-operation in numerous other ways, grateful
Division, War Department Bureau of Public Relations, Washington, D. C.; Public
Relations Offices, Army Air Forces Southeast Training Center; Army Air Forces Gulf Coast



As members of the United States Armed Forces you do not have to be told of the magnitude and importance of the task that lies before you.

At every base, station and training field of the United States Army Air Forces you are preparing yourselves for the great test of arms which will prove that the forces of democracy can destroy the evil power of the totalitarian nations.

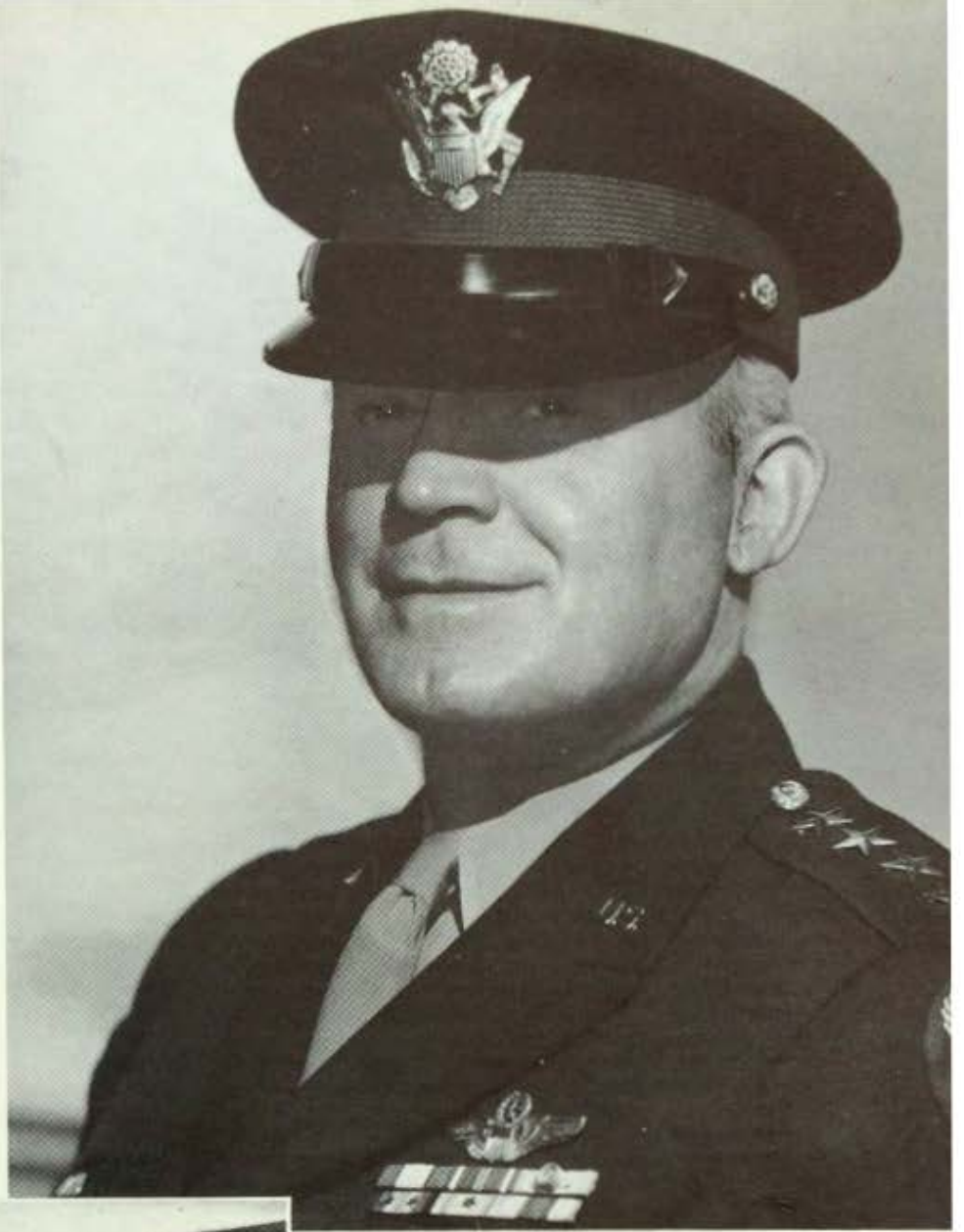
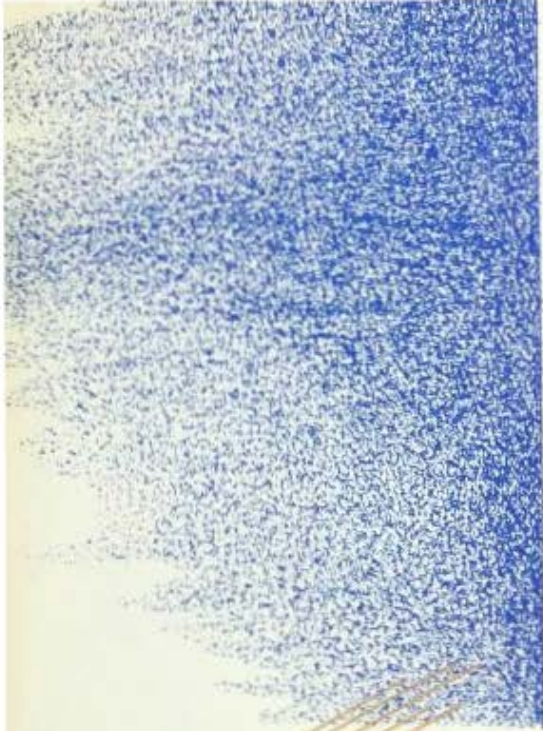
Soon you will take your places as Bombardiers, Navigators, Pilots, and Gunners alongside of our allies who have been fighting so valiantly. As mechanics and supply personnel, and in every type of ground duty, you will have the vital responsibility of making sure that our airplanes will be second to none.

We can win this war, and we will win it, but only if every officer and enlisted man puts forth all the fortitude and resourcefulness that Americans have always displayed in time of war.

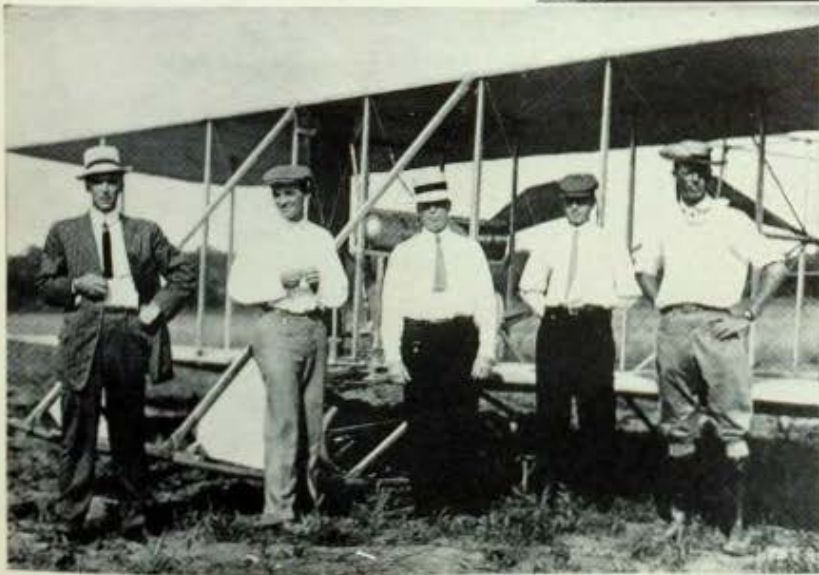
There are trying times ahead, times that will test the mettle of all of us, but I am confident that the personnel of my command will acquit themselves with honor and distinction, no matter where and when we shall meet the enemy.

General, U. S. Army,
Commanding General, Army Air Forces.

Foreword by



Captain Beck, Lieutenant Arnold, Captain
Chandler, Lieutenant Milling, Lieutenant Kirt-
land.



GENERAL HENRY H. ARNOLD



General H.H. Arnold



The

1908

Orville Wright
First Flight, September 5, 1908.

With the reorganization of the aviation setup of the United States Army, on March 9, 1942, has come the latest phase of the development of the nation's military aviation from its groping, experimental days to its present status as an autonomous unit within the structure of the Army.

The story of the rapid growth of our nation's military aviation, from an unimportant subdivision of the Signal Corps before the first World War, through the period when it was a corps of its own, the Air Corps, and now to a degree of tremendous importance as the Army Air Forces, co-equal in prominence with all the other Army combat arms combined, is a stirring saga of courage and inspiration, of indomitable will and far-sighted genius, all within the short space of 33 years.

The utilization of aviation by the Army, however, antedates 1909, the official birth year. Civilian aeronauts made observations from captive balloons for the Army of the Potomac during the American Civil War, and later the Army purchased a balloon in France which was used in Cuba during the Spanish-American War.

It was not, however, until the experiments of Langley, Maxim, Lillenthal, Bleriot, the Wrights and others had focused attention on the possibilities of heavier-than-air machines that the Army considered seriously this newest military adjunct. It was not until the Wrights had demonstrated that a heavier-than-air machine was not only feasible, but practical that the Army advertised for bids for the construction of an airplane. An aeronautical division of the Army was created in the Office of the Chief Signal Officer of the Army on July 1, 1907.

The Wright brothers produced an airplane which was delivered to Fort Myer, Virginia, on August 28, 1908. It was a biplane with a wing spread of about 40 feet and a wing area of some 500 square

feet weighing approximately 800 pounds. The lateral controls were effected by warping the wings. The double elevator and the rudder were supported in front of the wings by an outrigger. The landing gear consisted of two runners, or skids, and the plane was launched from a monorail. After a series of disappointing accidents and many tests, the Board of Officers appointed to examine the plane made a favorable recommendation on August 2, 1909, and the Chief Signal Officer approved the recommendation the same day. This date is considered the birthday of the Army Air Forces.

While thus inaugurating the air arm of the service on this date, the value of aircraft in a military way was not immediately apparent, particularly to a nation at peace, and it was not until March, 1911, almost two years later, that Congress for the first time specifically appropriated money for aviation . . . to the tune of \$125,000. By September, 1913, Army aviation had grown slowly until it had 17 planes, with a personnel of 23 officers and 91 enlisted men.

Inasmuch as the original conception of the role of aircraft in warfare was purely that of observation, the control of military aviation was left in the hands of the Signal Corps, and, indeed, aviation remained in this branch until 1918, when it was divorced from the Signal Corps and expanded into two departments—the Bureau of Military Aeronautics and the Bureau of Aircraft Production. Upon the termination of the war these two departments were consolidated into the Air Service.

The first actual use of aircraft by the Army began in March, 1916, when the First Aero Squadron, composed of 16 officers, 77 enlisted men and eight airplanes began operations with the Punitive Expedition in Mexico.

The World War, of course, with its constantly accelerating emphasis

Wilbur Wright at Fort Myer, July 27, 1909.

Orville Wright in flight, Maxwell Field, 1910.



DEVELOPMENT OF THE ARMY AIR FORCES

upon air power, was responsible for the rapid expansion of American aviation. By the time of our declaration of war upon Germany in April of 1917, Army aviation consisted of 65 officers (35 of whom were flyers), 1,087 enlisted men and 55 airplanes. No better commentary can be made upon the changing role of air power at the beginning of the World War and of the present conflict than to compare this number with the 10,697 officers, 126,660 enlisted men and 8,707 aviation cadets which we had on June 30, 1941, with the number constantly increasing under the impetus of the greatest expansion program in history.

During the first eight years of its existence, 1909-1916—a total of 142 airplanes had been delivered to Army Aviation. Congress, in July of 1917, appropriated \$640,000,000 for Army Aviation, the largest appropriation which had ever been made up until that time for any single purpose. Working as rapidly as possible, the country began the gigantic task of catching up in production with countries long at war. The first task was to train American flyers and for this purpose flying schools and ground schools were set up at a number of schools and colleges. Nearly 15,000 flying cadets received training in this country, and about 1,800 in Europe. By March, 1918, our Army Aviation strength was 11,000 officers and 120,000 enlisted men.

At the time of the Armistice we had 757 pilots, 481 observers, with 740 planes and 77 balloons at the front, and 1,402 pilots, 769 airplanes and 252 balloon observers had entered the Zone of Advance.

While at the time of the Armistice less than 25 per cent of the planes flown by American pilots were of American manufacture, we were already beginning to swing into large scale production, principally of British designed DeHavillands and Handley-Pago's equipped with the American Liberty motor, the greatest contribution of American manufacturers to the war effort.

American aviators were officially credited with the destruction of 491 enemy airplanes, of which 462 were accounted for by 63 aviators. We had 43 squadrons at the front at the time of the Armistice.

Following the conclusion of the war, our air strength was allowed to dwindle to 1,000 officers and 10,000 men.

The Army Reorganization Act of 1920 provided for 1,516 officers and 10,300 enlisted men for the Air Service, and the Air Corps Act of 1926 authorized a "Five Year Program" which contemplated at its

conclusion a personnel strength of 1,650 officers and 15,000 enlisted men with 500 cadets, and equipment consisting of 1,800 serviceable planes.

On March 1, 1935, the famous GHQ Air Force was established, embracing all tactical Air Corps Units within the Continental United States. Prior to its formation combat squadrons were trained under widely different methods, depending upon the conception of the Group Commanders. The purpose, which was accomplished, of the GHQ Air Force, was to co-ordinate the systems of training so as to produce uniformity and the ability to operate together as a team. Another accomplishment was the later development of the combat crew as a fighting team. In practice, the same officers and men were assigned to the same airplane, and each team, through constant co-operation and practice, was able to attain a high degree of efficiency.

Even more important than all these innovations, however, was the fact that the Air Corps, as it was known then, was, for the first time, under a unified command, and under an air officer, Major General Frank M. Andrews, later Lieutenant General, whose untimely death over the barren wastes of Iceland brought a major loss to the Army Air Forces. Here was another notable step toward the fullest development of our Army Air arm as an independently-functioning entity, complete within itself.

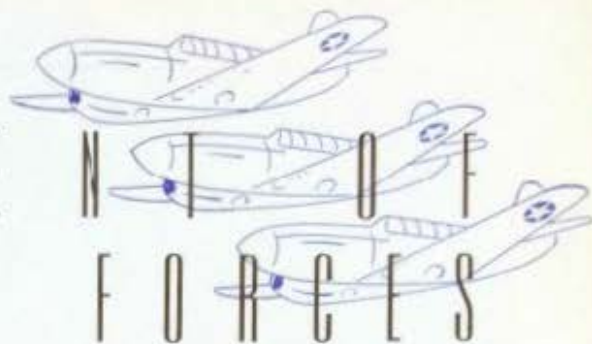
This organization of air power into a highly mobile striking force of great unified power had, as its backbone, the function of Bombardment. The GHQ Air Force was divided into three Wings.

The First Wing, with headquarters at March Field, California, comprised two Bombardment Groups, one Attack Group, and two Reconnaissance Squadrons.

The Second Wing, with headquarters at Langley Field, Virginia, comprised two Bombardment and two Pursuit Groups, and two Reconnaissance Squadrons.

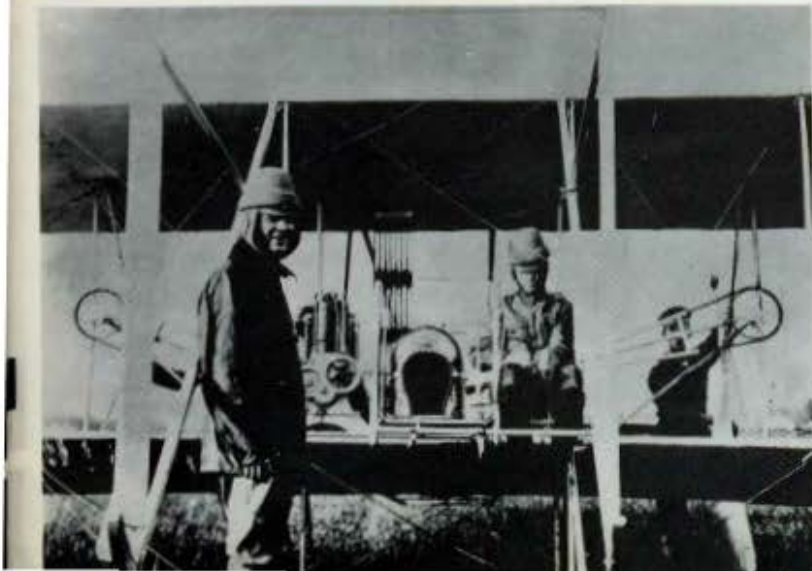
The Third Wing, at Barksdale Field, Louisiana, was composed of one Attack and one Pursuit Group.

But even this organization was to be changed soon by the pressure of ever-increasing expansion of our Army Aviation. On June 23, 1941, the Army Air Forces was established. These included the Headquarters, Army Air Forces; the Air Force Combat Command (which superseded the GHQ Air Force), the Air Corps and all other air



They Flew Them When—Major H. H. Arnold, Major Thomas Dewitt Milling, pioneer military aviators, and Army planes of 30 years ago—taken in 1912 when Army air strength consisted of two planes.

Burgess Tractor—1914.





Early Curtiss Training Plane
No. 30—at North Island,
San Diego, California.

WORLD WAR NO. 1 AND OUR



units. At the same time an Air Council was created to review and co-ordinate major Army aviation projects. The Air Council included Assistant Secretary of War for Air, Robert A. Lovett (ex officio), General H. H. Arnold, president of the council, Lieutenant General Delos C. Emmons, Lieutenant General George A. Brett, and the Chief of the War Plans Division of the War Department General Staff.

In addition to his duties as Deputy Chief of Staff (Air), General Arnold became Chief of the Army Air Forces. General Emmons was made Chief of the Air Force Combat Command, and General Brett, Chief of the Air Corps.

At the end of May, 1941, the Ferrying Command was organized to speed up the process of getting bombers to our English allies. Originally under the command of Colonel Robert Olds (later a Brigadier General in command of the Second Air Force at Spokane, Washington, now deceased), it is now commanded by Major General Harold L. George, and designated Air Transport Command. Since Pearl Harbor its activities have been vastly expanded into a huge world-wide organization engaged in the transport of all types of aircraft, plus supplies, equipment, and personnel to all the fighting fronts.

By the final reorganization, or "streamlining," which took place last March, the Air Corps ceased to exist, even as a purely administrative organization, and the Combat Command was eliminated, as well. The various combat Air Forces, which are complete units, of themselves, are now directly under the command of overall field commanders such as General MacArthur, another step forward in unified command. It is interesting to note that many of these field commanders, whose commands comprise all arms of the service, are themselves air officers, such as General Brett, in the Caribbean. Each Air Force is, of course, commanded by an Air Force Officer, of general grade, whether within the continental United States or overseas.

These combat forces include all units of military aviation such as bombardment, interception (fighter squadrons), Observation, and ground-air support, together with the necessary maintenance service.

As a result of the March 9 change, the Air Forces are recognized as one of the three elements of the Army, together with Ground Forces

and Supply. This new organization, designed to simplify and speed up the chain of command, and to provide the flexibility and efficiency of operation necessary to accomplish the enormous task that lies ahead, designates General H. H. Arnold as Commanding General, Army Air Forces, and also as Deputy Chief of Staff for Air on the Army General Staff. By the same reorganization, Lieutenant General Joseph T. McNarney, one of the ablest American air strategists, was made Deputy Chief of Staff.

In addition to these two officers, however, the Air Forces have a far greater representation than ever on the General Staff. As a matter of fact, the General Staff, as now constituted, is about one-half composed of officers from the Air Staff.

The Air Staff, which is rather like a Staff within a Staff, and which is purely Air Forces organization, is similar in general outline to the General Staff, but on a slightly smaller scale.

The complexity and extension of Army aviation from its simple Signal Corps days until the present is no better illustrated than by a brief review of the various branches of the Air Forces. The overall picture of the Army Air Forces organization may be summed up under three key words: Policy, Commands, and Forces.

The Policy function has already been discussed at the start of this article. It is handled by the Commanding General of the Army Air Forces and the Air Staff, plus the Air Forces' participation in the Army General Staff. In addition to the Assistant Chiefs of the Air Staff there is an Air Inspector, Air Surgeon, etc.

Operating directly under the Commanding General of the Army Air Forces, nine great commands compose the last stages of Air Forces preparation for combat units. It may be of great interest to outline the functions of these various Commands.

1. The FLYING TRAINING COMMAND.
2. The TECHNICAL TRAINING COMMAND.
3. The TROOP TRANSPORT COMMAND.
4. The AIR TRANSPORT COMMAND.
5. The MATERIEL COMMAND.
6. The AIR SERVICE COMMAND.
7. The PROVING GROUND COMMAND.

8. The ANTI-SUBMARINE COMMAND.

9. The FLIGHT CONTROL COMMAND.

5. The MATERIEL COMMAND. Experimental aviation activities, which were carried on at Washington by a few technicians prior to the World War, were concentrated at Dayton, Ohio, on November 5, 1917, under the command of Colonel V. E. Clark, Signal Corps. The laboratories, located at McCook Field, were supplemented by offices in Dayton. In 1926 the Air Service became the Air Corps and the functions of supply, procurement and maintenance of aircraft were added to this division, and the name changed to "Materiel Division."

The location of the division was changed from McCook Field to Wright Field in 1926.

The Materiel Division has figured directly or indirectly in nearly all important aircraft developments, commercial as well as military. It is the great experimental and testing branch of the Air Force and includes, among its many accomplishments, superchargers, the "Whirlwind" engine, use of ethylene glycol for high temperature cooling, high octane gasoline, vibration control, metal propellers, night and instrument flying, haze penetrating film for aerial photography, night and color photography, and many other developments.

1. The FLYING TRAINING COMMAND. While the Headquarters of the Air Corps Training Center began to function at Duncan Field, San Antonio, Texas, in 1936, flying training in the Army has been continuous almost since the purchase of the first Wright airplane in 1909.

The first Army flying school was established at College Park, Mary-

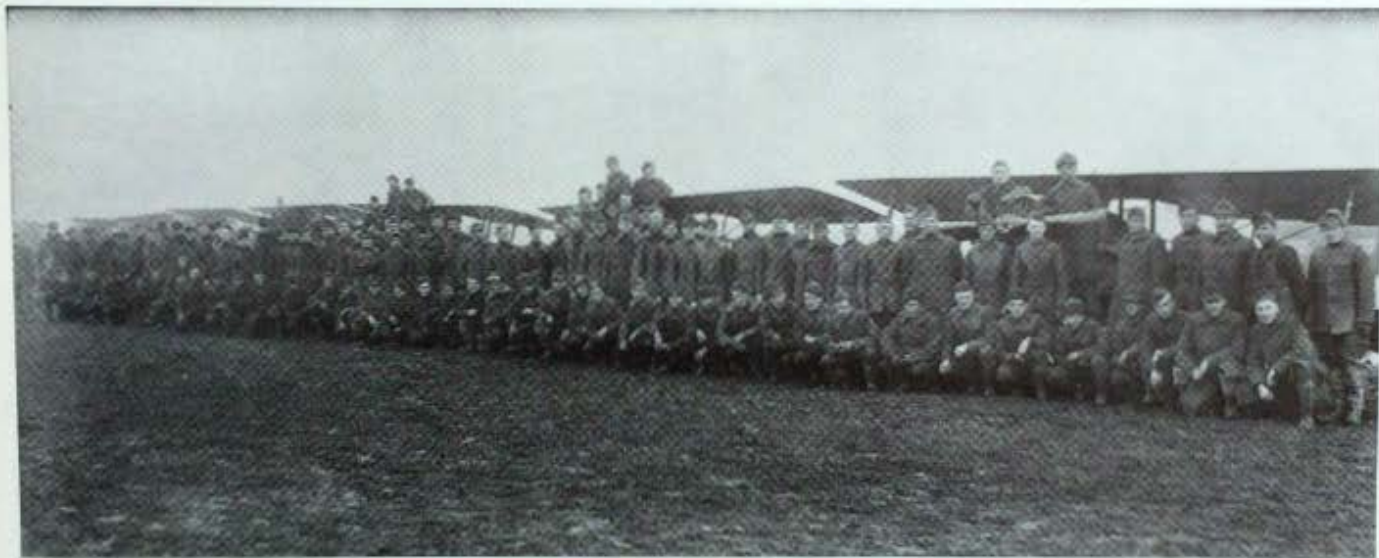
land, in October, 1909. Lieutenant Frank P. Lahm and Frederick E. Humphreys were the first students of the Wright brothers. Lieutenant Lahm later became a Brigadier General and commanded the Training Center from its inception in September, 1926, until August 31, 1930. Among the first five Army aviators was Lieutenant H. H. Arnold, now a four-star General. Among them also was Lieutenant Benjamin D. Foulois, now Major General, retired. General Foulois became a Brigadier General at the age of 38 as Chief of the Air Service of the First Army, American Expeditionary Force. He became a Major General and Chief of the Air Corps on December 20, 1931.

The function of the flying Training Command is, of course, to coordinate and direct the immense job of providing officers and men for the vastly expanding Air Forces. In order to accomplish this with the greatest efficiency and to eliminate the possibility of administrative bottlenecks, General Arnold set up the Flying Training Command, as it now exists, under the command of Major General Barton K. Yount, with headquarters at Fort Worth, Texas. This command is divided in three great regional training areas, one in the Southeast, one in the Gulf Coast region, and one in the Southwest. All of these regional training areas are complete within themselves, providing their own Reception Centers, Replacement Centers, Primary, Basic, and Advanced Schools (for pilot trainees), and Navigator Schools. Bombardier trainees, however, are all sent to schools located in the Southwestern part of the country, where weather conditions are best for this particular type of training. The Flying Training Command also provides for instruction in fixed and flexible gunnery.

2. The TECHNICAL TRAINING COMMAND. The first effort to

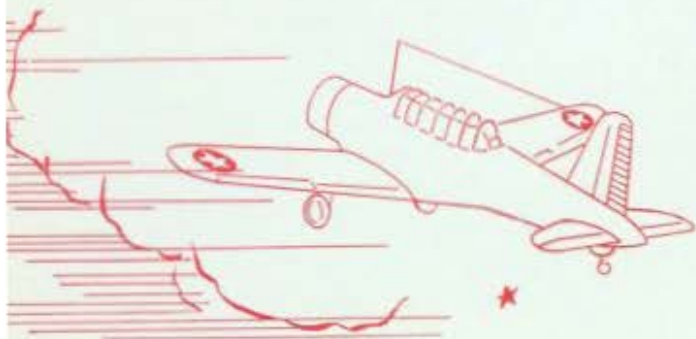
AIR FORCE STRENGTH GROWS

Top Picture: 213th Aero Squadron, Second Army—Enlisted Men. Bottom Picture: Officers and Planes—N 13 Pursuit Squadron, Third Pursuit Group.





Captain C. Def. Chandler and Lieutenant Roy T. Kirtland—in Wright Type B airplane with Lewis machine gun, June 7, 1912.—The first machine gun ever fired from airplane (Lieutenant Kirtland was pilot for test).



train Army aviation mechanics systematically was during the early days of the World War, utilizing state universities and civil technical schools. The system was a failure, due to the large costs involved, as well as other reasons. Therefore, the Aviation Section, Signal Corps, established schools at St. Paul, Minnesota, and at Kelly Field, Texas. The Kelly Field school was discontinued after the Armistice.

In 1921 the school was moved to Chanute Field, Illinois, and in 1922 the Photographic School, at Langley Field, and the Communications School, at Fort Sill, were consolidated with it.

The school outgrew its area, and in 1935 another site was sought for a second school, and a second school was established at Lowry Field, near Denver, Colorado.

The Army Air Forces Technical Training Command now has its Headquarters at Southern Pines, North Carolina, and is commanded by Major General Walter R. Weaver.

The present expansion program of Army Aviation has necessitated the further expansion of the mechanic training program in order to provide the ever-increasing Air Forces with an adequate supply of trained mechanics, particularly in view of the fact that engines and equipment are constantly becoming more complex as well as progressively more modern.

The Technical Training Command provides technical training for Army Air Forces personnel not trained by the Flying Training Command. Under this category came not only ground crew personnel,

Lieutenant Henry H. Arnold in Wright B airplane, College Park, Maryland, 1911.



such as mechanics, but also such aircrew members as the aerial engineer and communications officer.

4. The AIR TRANSPORT COMMAND, as discussed previously, is concerned with air transport, for military use all over the world.

5. The AIR SERVICE COMMAND operates air depots, repairs aircraft, and distributes aircraft, equipment, and supplies to air units in the United States.

3. The TROOP TRANSPORT COMMAND transports air-borne troops and equipment, parachute troops and equipment, and tows troop- and cargo-carrying gliders.

7. The PROVING GROUND COMMAND operates proving grounds to test aircraft and equipment.

8. The ANTI-SUBMARINE COMMAND.

9. The FLIGHT CONTROL COMMAND.

AIR COMBAT

The various combat units have been formed into fourteen Air Forces, of which the first four are in the United States, the other ten overseas. Each of these Air Forces includes: 1. A BOMBER COMMAND, 2. A FIGHTER COMMAND, 3. A BASE SERVICE COMMAND, and 4. An AIR SUPPORT COMMAND.

It is quite probable that it is entirely too soon to attempt to define the role of the airplane in relation to the other combat forces of a nation. In spite of that fact there has been raging, and indeed still goes on, a debate between those who feel that air power has to a large extent superseded sea power and even land power as the deciding element in modern warfare, and those who feel that this extreme theory has yet to be supported by actual facts. There are extremists who argue, like the Russian designer Sevversky and the Italian General Douhet, that the day of the surface fleet is over, and that the future wars will be decided by the relative merits of the air forces of the combatants. On the other hand, we have the sure evidence of the failure of bombing alone either to permanently disrupt the war effort of a country or to terrorize its civilians into demands that its government surrender. In neither the Spanish Civil War nor in this war, up until the present, has it been possible for the advocates of air power alone to prove their contentions.

At the same time it must be granted that no nation has as yet been able to mount the type of air attack envisioned by those who hold that it will be air power that will decide the war. It seems likely, however, that this theory will be given a thorough test before the war is done.

Certainly it is true that the conception of the airplane has already undergone a remarkable series of changes since the beginning of the World War, when it was regarded not in the light of a combat weapon

at all. Indeed the first airplanes used in the World War were almost always of one type, a two-seater designed for reconnaissance work. As the war progressed specialization appeared and a class of airplanes designed first for air fighting, then for bombing, appeared. Several nations, prior to the war, had experimented with the arming of aircraft with machine guns, but on the outbreak of the war no plane on the front was so armed. Rifles, carbines, pistols, and hand grenades were carried by the pilot and observer. The tactics of air fighting were rudimentary. The pilots simply flew close to the enemy and when within range the pilot and the observer blazed away with any weapon they happened to have handy.

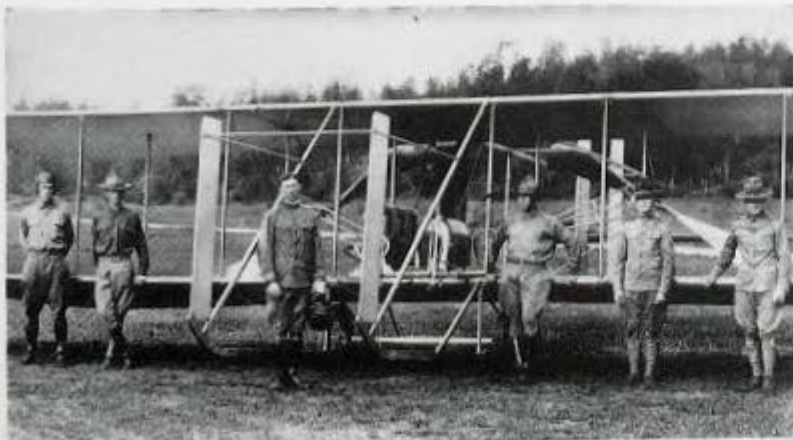
In the summer of 1915, belligerents began to mount machine guns in the planes, usually on a swivel bar at the back of the observer's seat. The observer could only fire the gun backwards toward the tail of the plane, firing over the pilot's head, which made for a very restricted zone of fire. This necessitated that in order to fire on an opponent, the plane had to fly away from the enemy, thus making it very difficult to be effective. The British experimented with a type of plane in which the gun was mounted in the front and the motors faced the rear. This type gave the advantage of frontal firing, but was so slow on climbing and flight that it was abandoned within a short time.

The first real fighting aircraft to make its appearance was the German Fokker monoplane. Fast, maneuverable, and of the tractor type, the plane had a machine gun mounted in such a fashion as to synchronize with the revolutions of the propeller, thus allowing it to be fired straight ahead. The pilot aimed the gun by aiming the airplane. This plane was so obviously superior to those of the Allies that command of the air passed to the Germans throughout the rest of the year. In 1916, however, the British were able to challenge the Germans by producing their own type of front-firing plane, although it was not until near the end of 1916 that the Allies were able to produce machine gun mounted planes of the Fokker type.

The success of the Fokker airplane was responsible for the advent of formation flying. Casualties among the French and British had grown so heavily that individual flights were discontinued and flights of three or more planes took their place. The Germans retaliated, and by the end of the war patrols were the accepted form of air tactics.

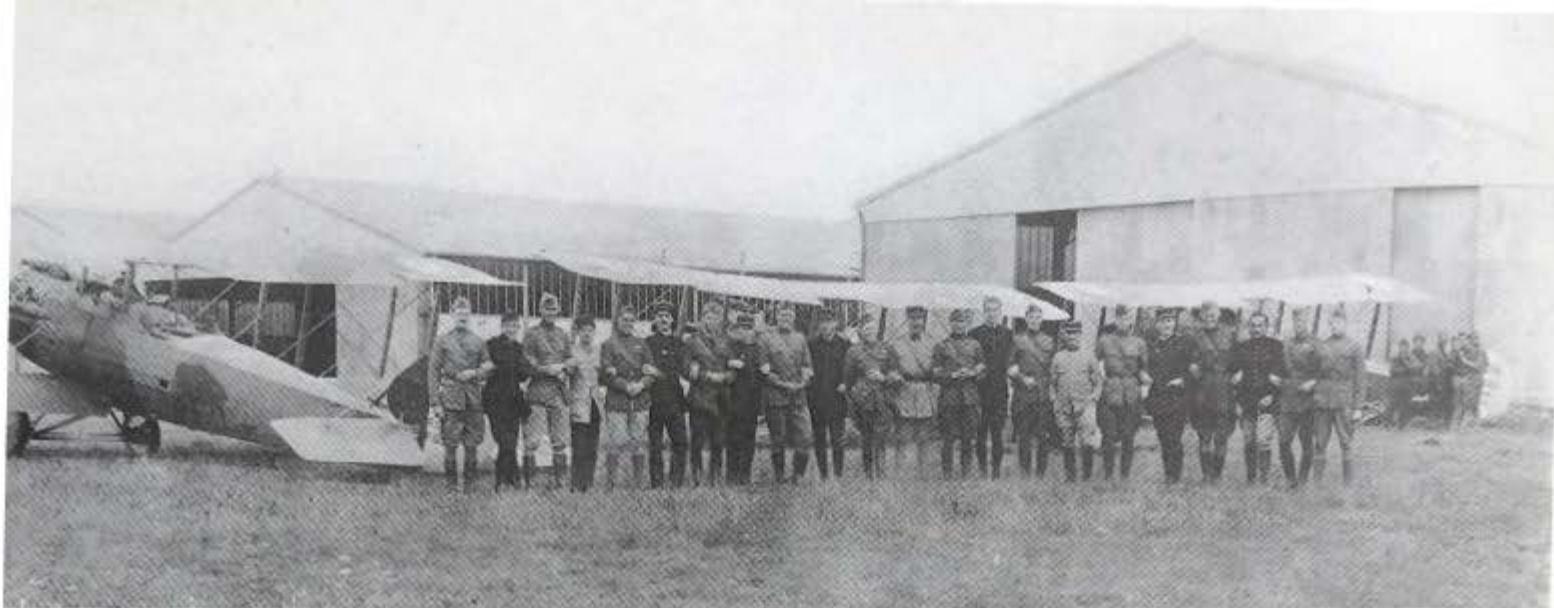
It early became apparent to air-minded officers that great damage could be inflicted upon the enemy by dropping bombs from aircraft on his troops, ammunition dumps, factories and other military installations. Indeed, many of the early fighters attempted some rudimentary bombing flights, using hand grenades. These were usually

Wright airplane—First plane in Philippine Islands at Fort McKinley, 1912—Lieutenant Frank P. Lahm, pilot.



First plane used by American aviators in France during World War [1918], Morane Roulier airplane.





99th Aero Squadron officers in front of planes.

Salinsen plane, 91st Squadron.



Wright machine; with P. Parmalee and Lieutenant
M. S. Crissy with first explosive aerial bomb,

ineffective except in rare instances. Bombs were then devised which could be dropped from the plane. In early bombing raids the bombs were carried in the cockpit of ordinary fighter planes and heaved over the side by the observer whenever he judged himself to be in a position to hit his target. This was a clumsy, inaccurate system, however, that soon led to the design of an entirely different craft made for bombing alone, and equipped with machine guns for protection. These planes, which were growing larger and larger as the war progressed, were equipped with bomb racks controlled by mechanisms within the bomber, and carried crews of from three to six men. They were utilized at first as lone raiders, depending on stealth and surprise to accomplish their tasks, but by 1917 there had evolved the system of formation attacks by squadrons of bombers escorted by fighter planes as a protective screen. The Germans used this system first to great advantage, and by concentrating very large flights were able not only to concentrate the power of the bombing assault, but have enough fighters to sweep the skies of the opposition.

In addition to the duties of Reconnaissance, the original role of the airplane, had been added the duty of patrol, straffing and bombing, with the Bombardment arm always tending to become more and more important.

After the war the Air Services of all countries began to experiment more and more with the development of bombing planes of increased power and destructive ability. It was realized that it was increasingly possible for planes to inflict very heavy damage on the enemy from the air.

The development of bombsights by all the major powers was to a large degree responsible for this. The American bombsight was recognized as being probably the most accurate of any developed in this period. Accuracy in hitting a predetermined target was coupled with increased altitude which made the planes more safe from enemy fighters and antiaircraft attack. Increased speed and range of the planes has developed down until the present time, when every belligerent possesses bombers capable of flying immense distances with heavy bomb loads.

The United States was among the first to develop the art of dive bombing, wherein the plane is pointed downward at the target and releases its bomb very low, depending upon the tremendous speed of the dive for protection. The dive bomber is very accurate inasmuch as the pilot has the target before him on the way down and does not release his bombs until just above it. It remained for the Germans to develop this to the highest, and it was employed with great success in the battle of France. Many military experts say that the Stuka dive bomber is the greatest single contribution of the war to air combat. The Germans also experimented with and developed the use of air-

borne soldiers, utilizing the parachute, originally a safety device, as an instrument for the dropping of offensive men behind the enemy lines. The Russians also have used this extensively, and paratroops are now a part of every belligerent Army. Troop transports capable of carrying many men, supplies and equipment have also been developed, and in the battle of Crete the Germans used air-borne troops to carry the brunt of the battle.

The Japanese and the British have both added chapters to the development of air combat by the use of the torpedo-carrying planes as an effective weapon with which to attack enemy warcraft which are not heavily protected by fighter planes. The English at Taranto and the Japanese at Pearl Harbor and off Malaya demonstrated that unprotected warships can be sunk with relative ease by planes of this type unless they are in turn protected by fighter planes based either on land or on accompanying aircraft carriers.

The day of the spectacular individual air "ace" has apparently closed, as pilots are taught more and more to fly and to fight in absolute formation. Formations are increasing in size as the strength of the warring nations in the air continues to grow.

There has been a growing belief on the part of military men that the day of air power in combat is only begun, and that this war will produce innovations and changes equally as great as those produced in the World War. It is certain that each day, all over America, more and more fighters, bombardiers, navigators, observers, gunners, mechanics and technicians are being trained for whatever role shall be assigned them in America's growing air armada.

CHIEFS OF THE AIR CORPS (New Army Air Forces)

During the World War, Army Aviation was divided into the Bureau of Military Aeronautics, directed by Major General William L. Kenly, and the Bureau of Aircraft Production, directed by Mr. John D. Ryan, the copper magnate. With the advent of peace, these bureaus were consolidated under one title—Air Service—under the command of Major General Charles T. Menoher, who had commanded the 42nd (Rainbow) Division overseas.

On October 4, 1921, General Menoher was succeeded by Major General Mason M. Patrick. He remained in command until his retirement on December 13, 1927, and was succeeded by Major General James E. Fechet, who served until his retirement in 1931.

Major General Benjamin D. Foulois served for four years, until December, 1935, when he was succeeded by Major General Oscar Westover, who served until his death in a flying accident in 1938. At that time Major General (now General) H. H. Arnold took over, and to him has fallen the immense task of directing the Air Forces through the present period of war.

96th Aero Squadron officers (Lieutenant Samuel Lunt, fourth from right).





GEORGE H. BRET
Lieutenant General



DELOS C. EMMONS
Lieutenant General



MILLARD F. HARMON
Lieutenant General



GEORGE C. KENNEY
Lieutenant General



JOSEPH T. McNARNEY
Lieutenant General



JOHN E. BROOKS
Major General



WILLIAM O. BUTLER
Major General

LEADERS



RALPH P. COUSINS
Major General



JOHN F. CURRY
Major General



JAMES A. DOOLITTLE
Major General



IRA C. EAKER
Major General



MUIR S. FAIRCHILD
Major General



HUBERT R. HARMON
Major General



DAVENPORT JOHNSON
Major General



RUSH B. LINCOLN
Major General



FREDERICK L. MARTIN
Major General



HENRY J. F. MILLER
Major General



CARL SPAATZ
Lieutenant General



CLAYTON L. BISSELL
Major General



FOLLETT BRADLEY
Major General



GERALD C. BRANT
Major General



LEWIS H. BRERETON
Major General

ARMY AIR FORCES



JAMES E. CHANEY
Major General



CLAIRE L. CHENNAULT
Major General



JACOB E. FICKEL
Major General



WALTER H. FRANK
Major General



HAROLD L. GEORGE
Major General



BARNEY MCK. GILES
Major General



WELLIS H. HALE
Major General

HENRY C. FRATT
Major General

RALPH ROYCE
Major General

GEORGE E. STRATEMEYER
Major General

ENNIS C. WHITEHEAD
Major General

BARTON K. YOUNT
Major General



ARMY AIR FORCES ACCOMPLISHMENTS

From the end of the World War to the present time, the Air Forces have pioneered in numerous aviation activities. A few of these flights and activities, chronologically arranged, are as follows:

- 1920—February 27. Major Rudolph W. Schroeder established a world's altitude record of 33,000 feet.
- 1921—February 12. The Army Air Service successfully completed a flight of 396 forestry patrol flights in the Northwest.
- 1921—September 1. The Army Air Service successfully completed a total of 396 forestry patrol flights in the Northwest.
- 1922—October 6. Lieutenants Oakley G. Kelly and John A. Macready established a world's endurance record of 35 hours, 18 1/4 minutes.
- 1922—October 18. Brigadier General William Mitchell established a world's record for speed over a measured 3-kilometer course of 224.38 m.p.h.
- 1922—November 4. Lieutenants Kelly and Macready established a world's record for distance with a flight of 2,060 miles, from San Diego, California, to Fort Benjamin Harrison, Indiana.
- 1923—April 3. Six Army land planes completed a flight to Porto Rico and return.
- 1923—April 19. Marooned inhabitants of South Fox Island, off the coast of Michigan, were afforded relief through the dropping from Army planes of food and clothing.
- 1924—March 17. Four Army Douglas World Cruisers departed on an aerial journey around the world. Two of the planes successfully completed the flight of 27,550 miles in 175 days.
- 1925—November 20. Lieutenant George W. Goddard, Air Corps, made the first successful night aerial photograph.
- 1926—April 19. The first maneuvers involving the entire Air Service were held at Fairfield, Ohio, in which a total of 45 officers and 47 enlisted men participated, utilizing 44 airplanes.
- 1927—May 2. The "Good Will" flight returned from South America, after covering a distance exceeding 20,000 miles since December 21, 1926.
- 1927—May 4. Captain Hawthorne C. Gray, Air Corps, in a free balloon, reached 42,470 feet, the highest altitude ever attained by man up to that time.
- 1927—June 29. Lieutenants Lester J. Matland and Albert F. Hegenberger, Air Corps, landed at Honolulu, Hawaii, after having spanned 2,400 miles over the Pacific Ocean from Oakland, California.
- 1928—June 30. Captain William E. Kepner and Lieutenant William O. Estackson, aide, representing the Air Corps in the International Free Balloon Race, won first honors, giving the United States permanent possession of the Gordon Bennett Trophy, since it marked the third consecutive time American aeronauts won this trophy.
- 1929—August 31. Captain Albert W. Stevens, Air Corps, photographed Mt. Rainier from an airplane which was at a distance of 227 miles from this mountain, exceeding by 50 miles any previous record in long-distance aerial photography.
- 1929—September 24. Lieutenant James H. Doolittle, Air Corps, in a public demonstration of "instrument flying," accomplished a take-off and a landing solely through use of instruments, for which he received the International League of Aviators Trophy.
- 1930—June 20-21. Randolph, San Antonio, Texas, Headquarters of the Air Corps Training Center, was dedicated.
- 1931—May 18-30. The annual Air Corps Field Exercises began at Dayton, Ohio, and ended at Washington, D. C. The Atlantic seaboard from Maine to Virginia was covered. The First Air Division participated, comprising 692 officers, 69 flying cadets and 643 enlisted men. A total of 667 airplanes of all types was utilized in these exercises.
- 1932—May 9. Captain Albert F. Hegenberger accomplished the first solo flight entirely by instruments.
- 1933—Master Sergeant Ralph W. Bottrill, of Kelly Field, Texas, was presented the Distinguished Flying Cross for having made the first jump from an Army airplane with the free type parachute, in May, 1919. It was as a result of Sergeant Bottrill's pioneering that the Air Corps developed the present type of parachute.
- 1934—December 27. The Secretary of War approved the GHQ Air Force organization, and Lieutenant Colonel Frank M. Andrews, designated as its first Commander, was appointed a Major General.
- 1935—March 1. The GHQ Air Force was officially organized.
- 1935—August 29. Air Corps engineers made the first flight using the automatic radio compass to control the automatic pilot and thus providing automatic radio navigation.
- 1935—November 11. Captains Albert W. Stevens and Orvil A. Anderson, Air Corps, reached 72,395 feet in the stratosphere balloon.
- 1935—December 27. Army bombers scored direct hits on the lava flow from the Mauna Loa volcano in Hawaii which was menacing the city of Hilo. The bombing tended to divert the lava flow to other channels.
- 1936—March. The Second Bombardment Group of Langley Field, Virginia, dropped 8,000 pounds of food and medical supplies to communities in Pennsylvania isolated by flood waters. A total of 45 officers and 100 enlisted men participated in these relief missions, utilizing 30 airplanes.
- 1936—February 10. Major Barney M. Giles, Air Corps; Second Lieutenant J. H. Patrick, Air Reserve; Staff Sergeant D. E. Hamilton and Corporal Frank B. Connor, Air Corps, took off from Concord, New Hampshire, about midnight and located seven CCC youths marooned on drifting ice in Cape Cod Bay. Major Giles circled over the party to show their position to Coast Guard personnel and other planes, which dropped food and blankets. Each of the four airmen received the Distinguished Flying Cross.
- 1936—June 29. Major General Frank M. Andrews made a non-stop distance record for amphibian planes by piloting the Douglas OA-5, 1,425 miles from Porto Rico to Langley Field, Virginia, in 11 hours and 9 minutes.
- 1937—August 5. The Air Corps stratosphere plane, the Lockheed XC-35, made its initial performance flights at Wright Field, Ohio. Being equipped with a supercharged cabin, oxygen equipment was unnecessary.
- 1937—August 23. Captains Carl J. Crane and George Y. Holloman, Air Corps, and Mr. Raymond K. Stoul, Project Engineer, all of Wright Field, made two entirely automatic landings under adverse wind conditions.
- 1938—April 20. Four officers and five enlisted men began instruction at Patterson Field, Fairfield, made two entirely automatic landings under adverse wind conditions.
- 1938—February 15-27. Six B-17 bombers flew from Langley Field, Virginia, to Buenos Aires, Argentina, and return. The trip south involved landings at Miami, Florida, Lima, Peru, and Buenos Aires. Returning landings were made at Santiago, Chile, Lima, and Albrook Field, Panama Canal Zone.
- 1938—April 14. During a period of four days, all food, grain and supplies necessary for a Cavalry detachment of 30 men and 30 horses were dropped from an airplane in the mountains of the Big Bend District in Texas.
- 1939—February 4-8. Major C. V. Haynes, Air Corps, with a crew of 10 officers and men, flew the XB-15 bombardment plane from Langley Field, Virginia, to Santiago, Chile, with a load of vaccines and other medical supplies, totaling over 3,000 pounds, needed for earthquake sufferers. The distance of about 5,000 miles between Langley Field and Santiago was accomplished in 49 hours, 18 minutes elapsed time, and in a flying time of 21 hours and 53 minutes.





Army Air Forces

TRAINING COMMAND

A. A. F. TRAINING COMMAND



The Texas and Pacific Railway Station in Fort Worth, Texas, is a twelve-story building within a Texan's lariat range of downtown Fort Worth. Of its 200 oak-finished offices some 110 are rented by the Army Air Forces Training Command. From these remote offices Major General Barton K. Yount and his immediate family of some 160 staff officers direct the nation's air crew training program.

The domain of the Command extends from Stewart Field, West Point, New York, to Chico Field, California. There are over 150 additional schools in most of the Southern States in between. No one realizes the magnitude of the Command's task more keenly than does General Yount. In the trying days of the air forces' tremendous expansion General Yount created an axiom, "I don't want to know why it can't be done; tell me how it can be done." "Our task is elemental, our responsibility enormous," he has remarked. The responsibility of which he speaks is simply this: to see that the United States Army Air Forces is equipped with the best trained, most proficient pilots, bombardiers, gunners and navigators in the world. The record of United States airmen in combat who have downed at least four enemy ships to every one of our losses indicates that General Yount is successfully fulfilling his responsibility.

The General himself a healthy, active grey-haired man of 59 who directs his staff and through it the entire training program, with a certain quiet and constant force. He is tense without being nervous or bombastic, sympathetic and humorous without being soft.

General Yount was born at Troy, Ohio, January 18, 1884, and graduated from West Point on June 14, 1907. His first assignment was in the Aviation Section of the Signal Corps—

grandparent of the Air Forces—was as Commandant of the School of Aeronautics at Austin, Texas. He won his wings at Rockwell Field at San Diego, California, in 1919. He has served in China, Cuba, Hawaii and several European countries, as well as at numerous posts within continental United States. While in France General Yount served as Military Attache at the American Embassy.

In July of 1932 General Yount was placed in Command of Bolling Field, District of Columbia, where he served for two years prior to his assignment as a student officer at the Army Industrial College. In 1935 he was detailed as a student at the Army War College from which he graduated in 1936. In January, 1939, he was transferred to duty in the office of the Chief of the Air Forces, Washington, D. C., as chief of the training group. In August, 1941, General Yount took Command of the Army Air Forces, West Coast Training Center, one of three geographical components of the Training Command. From the West Coast Training Center he advanced to the Command of the Training program with direction of the entire aircrew training effort.

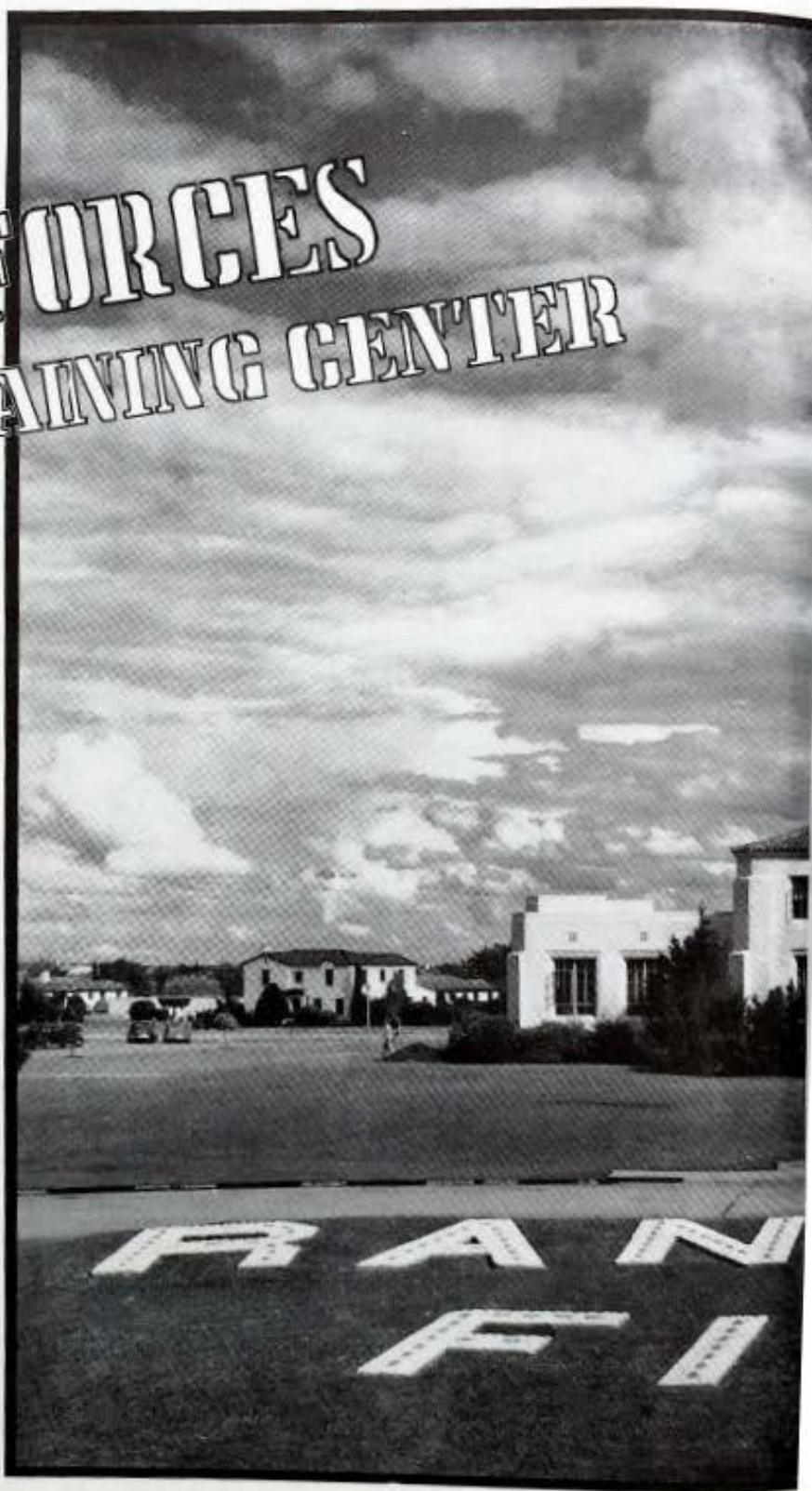
General Yount is proud of the work the men of his command are doing. He is proud of the instructors, who while they would give their landing breaks and deicers to be in combat realize that the job they are doing is equally as essential as that of the flyers "in action." He is proud of the graduates of his command who are speaking so well for themselves on a dozen battle fronts. General Yount knows as well as anyone that the job is far from complete—that there may be heart-breaking assignments yet to come from Washington. But if there are those who know the General know that he will find out "How they CAN be done."

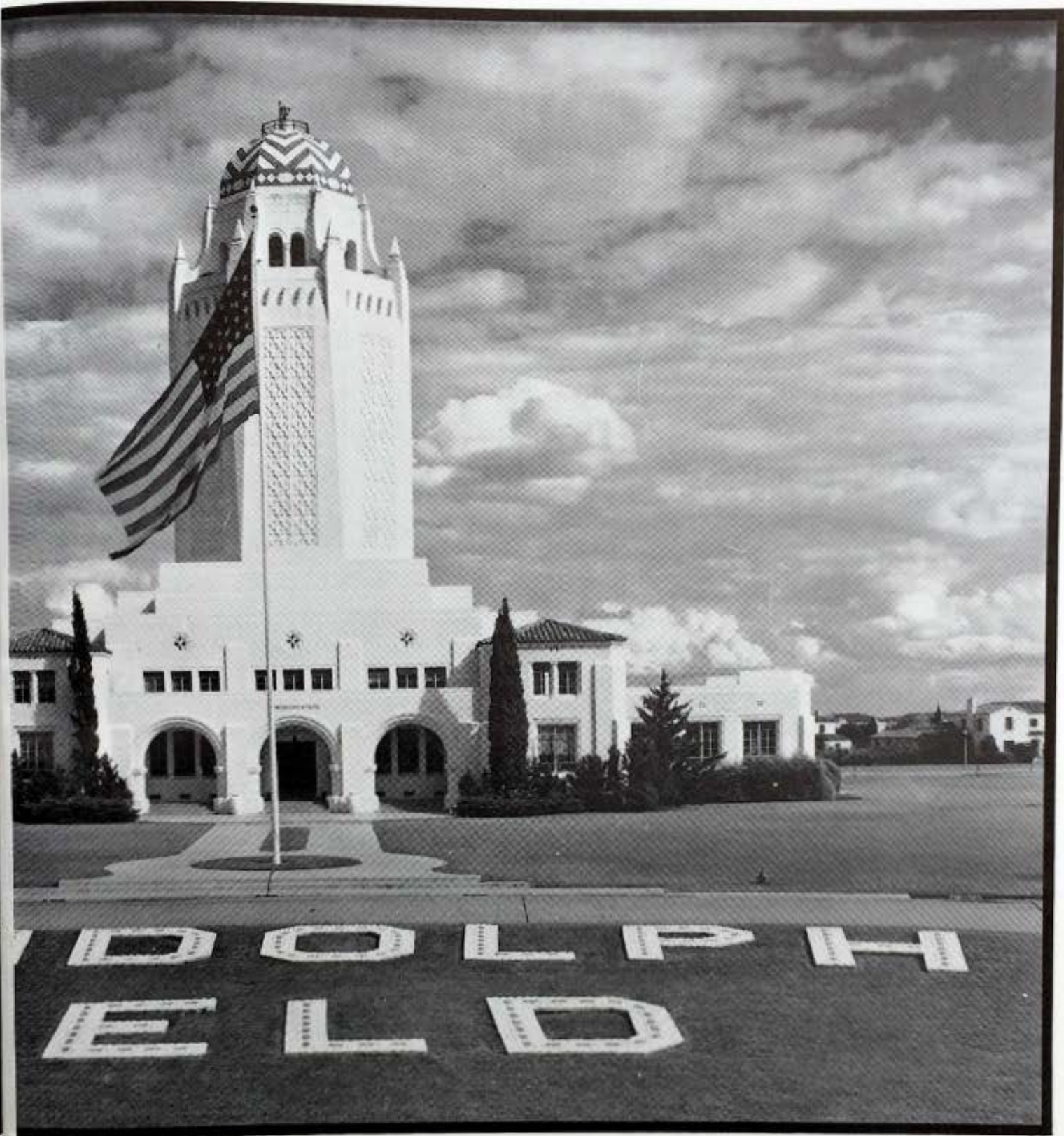


BARTON K. YOUNT
Major General

Commanding General, AAF Training Command

ARMY AIR FORCES GULF COAST TRAINING CENTER





★ THE ADMINISTRATION BUILDING



GERALD C. BRANT

MAJOR GENERAL

Commanding AAF Gulf Coast Training Center

Major General Gerald C. Brant is Commanding General of the Army Air Forces Gulf Coast Training Center.

General Brant, who was awarded a Distinguished Service Medal in March, 1943, "for especially meritorious service to the Government in a duty of great responsibility" for his work in organizing and developing the Newfoundland Base Command from July 1, 1941, to January 7, 1943, has been identified with aviation in the Army almost continuously since September, 1917. He was promoted to Major General on July 11, 1941. His present tour of duty as Commanding General of the Gulf Coast Training Center—his second—began in January, 1943.

A native of Chariton, Iowa, General Brant graduated from West Point in 1904, and served in the Cavalry and Signal Corps before receiving flying training at Kelly Field, San Antonio, Texas, in 1917. He was appointed Commanding Officer of Kelly Field No. 2 in April, 1918. Rated a Junior Military Aviator in November, 1918, he received the rating of Airplane Pilot as of October 5, 1920.

After graduation from the Army School of the Line, the General Staff School and the Army War College, General Brant served as a member of the War Department General Staff, and in 1928, then a Lieutenant Colonel, was placed in command of Crissy Field, California. He subsequently served at Mitchell Field, Long Island, was transferred to the Hawaiian Department, and in August, 1934, was assigned to Brooks Field, San Antonio, Texas, as Commanding Officer of the 12th Observation Group. In February, 1935, he was transferred to Barksdale Field, Shreveport, La., as Commanding Officer of the Third Wing, GHQ Air Force, with the temporary rank of Colonel.

In 1937, General Brant commanded the Second Wing, GHQ Air Forces at Langley Field, Va., and in February, 1938, became Commandant of the Army Air Forces Technical Schools comprising Chanute, Scott and Lowry Fields and 14 civilian schools. Appointed a Brigadier General in October 1, 1940, General Brant originally assumed command of the Army Air Forces Gulf Coast Training Center on October 24, 1940.



From the thin whine of a C.A.A. Trainer over Texas Tech at Lubbock, to the staccato chatter of a .50 caliber machine firing on the range at Matagorda, the Gulf Coast Training Center every day goes about its part of the job of creating 2,000,000 men for the Army Air Forces. A "center" in name only, Gulf Coast embraces the whole of the enormous ranges of Texas; parts of Arkansas, Oklahoma and Illinois and north to the Canadian border. One of the Training Command's three great Training Centers for America's great air force, it is in reality many widely separated fields under one central administrative set-up which happens to be located at Randolph Field, Texas.

It could as well be Dallas, Fort Worth or Podunk, however, because it is not in the administration halls of Randolph that the work of the Center is done, but in the far reaches of thin air above Midland, where bombardiers learn to set their sights on tiny targets thousands of feet below; in the burning heat of the sandy wastes of the gunnery ranges, where men learn to handle the tail guns in bombers and learn to turn and send a rolling crash of machine gun fire from pursuit ships that twist and arc at terrific speed; at the "decks" in the planes where navigators trace faint lines across their charts and learn to pilot bombers across isolated wastes of land and sea to their objectives and home again; in the rollicking primaries where dodus solo and men learn to wear their goggles on their foreheads; in all these places is the work of the Center done, and its sole aim and purpose is to aid in the immense task of making America the greatest air power on earth in order that she may strike and strike hard at the foes who would assail her liberties and destroy her freedoms.

Men to man the 185,000 planes that will roar from the assembly lines of American factories by 1943; that is the task of Gulf Coast. It too, uses assembly-line methods. In 60 weeks it can move an average American youth through three flying schools and into the cockpit of a combat plane as a flying Second Lieutenant. In 147 days a lad who probably never destroyed anything more valuable than a greenhouse window in his life can learn to drop a ton of the most destructive bombs ever invented by man upon a space the size of a baseball diamond from 20,000 feet. A bomber load of fire and brimstone for the Axis is guided 1,000 miles by charts of a navigator schooled in 24 weeks. A boy who

never squeezed a trigger before is taught, in six weeks, how to bring down a Zero with a .50 caliber aerial machine gun, and so it goes, mass production for a nation's defense, mass production utilizing the best of American manpower, trained in the best of American ships, and schooled in the best traditions of American democracy.

Every step of the process is in keeping with the American traditions. Borrowing from the personnel practices of our great corporations, each man is assigned to the job for which he is best suited; there is no favoritism. Jim Jones, the butcher lad from a whistle stop on the Norfolk and Southern, is the equal of Jimmie Gotrocks from Park Avenue.

His life in Uncle Sam's Army Air Forces starts off strange as it may seem, with the boy going back to school; back to college as a matter of fact. The AAF Training Command has launched a revolutionary training program of five months duration in which the future air men receive 700 hours of academic and military instruction prior to entering the Air Forces Classification Center. Students, enrolled in the course as privates, receive instruction in mathematics, physics, current history, geography, English and civil air regulations in addition to military drill, ceremonies and customs. Also, he gets 10 hours of dual instruction light air planes.

The placing of the round peg in the round hole begins at the great Classification Centers where Jim gets his first real taste of what his life is to be. Here is that his future as a pilot, navigator, bombardier is decided. Here he is appointed as Aviation Cadet. He gets the works here, new insignia and a new job. He is tested both mentally and physically, by the latest and finest testing apparatus and by competent, trained psychologists.

From Classification, if it is indicated that he is qualified to be a pilot, he goes to a pilot Pre-Flight where he learns Army discipline, brushes up on his rusty mathematics, learns military customs and traditions, and gets a large dose of conditioning exercises designed to toughen his body and sharpen his mind for the grueling tests ahead.

He then goes to one of the many Primary schools, where he is taught the fundamentals of flight by civilian instructors and where he first gets the thrill of the solo, probably an experience he will treasure longer and remember longer than any other experience in his life. He will learn how to land, bank, take off, dive, recover

from spins, loop, and other simple maneuvers in the sturdy, safe 175-horsepower P(rietary) T(rainer).

From that it is a step to the B(asic) T(rainer), a more powerful, 450-horsepower trainer. Here, at the greatest basic flying schools on earth he will gradually become more familiar with flying and the intricacies of military flight.

He will then go to one of the advanced fields, either single or twin-engine, perhaps to fly the fast, 160 M.P.H. AT-6 trainers, or perhaps to learn how to fly the twin-engine trainers in preparation for transition school where he will learn to pilot great, multimotored bombers that serve to carry destruction to the Axis. If he is small enough to handle himself in the cramped cockpit of a fighter plane he will go to a fighter pilot school such as Foster Field for his final "finishing course," where he will learn to fire his multi-gunned craft from all angles, will learn how to strafe an enemy column and how to maneuver and fire so as to protect himself in a dogfight.

If a man's qualifications fit the exacting requirements of Navigation, he will go first to The Bombardier-Navigator Pre-Flight School at Ellington. After his ground course there he will go to Hondo or San Marcos, among the largest navigator schools in the world, where he will learn to chart his course, fly his plane to exact rendezvous with others of his squadron miles above the earth and thousands of miles from his base. He will learn the importance of the "desk," and will feel the responsibility that rests upon him to get his ship home to fight again another day.

If he is destined to be a bombardier he will leave his navigator chum at the end of the preflight period and go to a school such as Midland, San Marcos or Big Spring, where, in the largest schools of their kind in the world, he will master the intricacies of the famous Norden and Sperry bombsights. He will learn to take control of the ship as it approaches its objective, send it straight and true on its "run" and release his bombs with precision. He will learn to bomb from heights so high that he releases his bombs five miles distant from his target; he will learn to bomb from low altitudes where he has only 20 seconds to sight his objective, make his calculations and release his bombs. He will learn to release his bombs in "train" (one at a time) and in "salvos" (altogether). He will become acquainted with the responsibility for the ultimate success or failure of his mission which rests on him.

Or perhaps our man is a rear gunner, picked from the ranks by his squadron commander who says of him, "I would be willing for this man to serve as the gunner of the plane I pilot in combat."

He has been schooled in the hard, tough course at Harlingen or Laredo, Texas, in the art of defending his ship against attack by the enemy. He must learn to sight and fire his machine gun quickly and accurately; he must learn that in the solitude and isolation of the gunner's position it is often his skill which will mean the difference between a successful report and the words "lost in action." He is a part of the crew, as important as any, taking his place with his fellow flyers in the task of making America safe.

Then again, he may be an officer of company or field grade in another branch of the service who has been sent to Brooks Field to become an aerial observer. There he will have to learn to interpret puzzling sights, to detect the true from the false, to penetrate camouflage, to arrange what he sees into an ordered sequence that will mean a great deal to the staff to whom he reports. He must learn to be the eyes of the artillery, the peeping Tom of the skies. Upon his observations, and his conclusions concerning the outcome of a battle, can determine whether an army attacks or retreats.

No matter in what branch he may be placed, his purpose is the same, to destroy the enemy by shooting down his bombers, by blowing up his industrial and military installations, by probing his weaknesses for subsequent land exploitation. He must learn, and must learn quickly and well. It is for this learning that Gulf Coast along with the two other great Centers has its being. Every effort, every energy, every sinew, is bent to that task; to turn out airmen who know their job, and who can do it.

Who teaches all of the foregoing? Instructors who are, themselves, taught a standardized method. Randolph Field has ceased the training of aviation cadets to become the Central Instructors School where graduates of Advanced Flying Schools receive a one or two-months' course in the latest method of flight instruction. Other schools for different types of instructors have also been formed.

In the almost incredible rise of American air power Gulf Coast has already played a large part, and it will play a larger one, as America answers with renewed effort the cry of our Allies for planes and more planes. Already it is expanding, and will expand more. Hardly are plans made than new ones are added. Fields that were Texas mosquito a few months ago resound to the hum of motors and the tramp of feet; boys who a few months ago thought a bank referred to a river are talking in the strange but exciting jargon of the airman. It is a triumph in its way, but the triumph is not complete. Gulf Coast has done a great deal, it will and must do a great deal more.



FROM CLASSROOM TO FLYING LINE



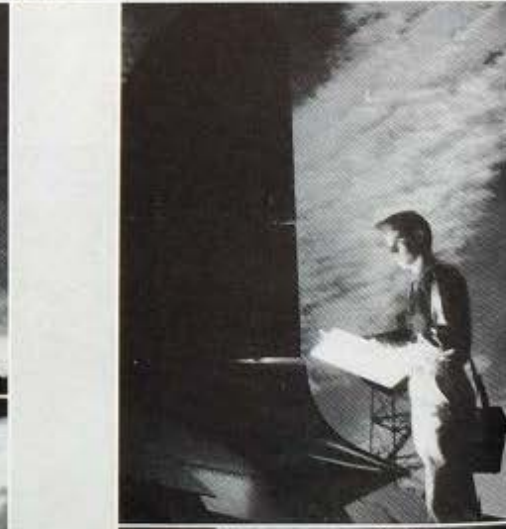
Reading from Left to Right Above: The aviation cadets flying training begins in light primary trainers like this. For nine weeks the embryo birdmen will fly this plane learning the basic fundamentals; Flying high—flexible gunnery training keeps this AT6 in the air; The words "U. S. Army," borne to the sky on the wings of this training glider, will appear on thousands of motorless crafts in the near future . . . gliders capable of bearing men and supplies silently into enemy territory; Getting a foretaste of future mass bombing raids over enemy targets, cadets in twin engine trainers practice accurate formation flying. These are AT-17's.

100-lb. practice bombs in place prior to take-off.

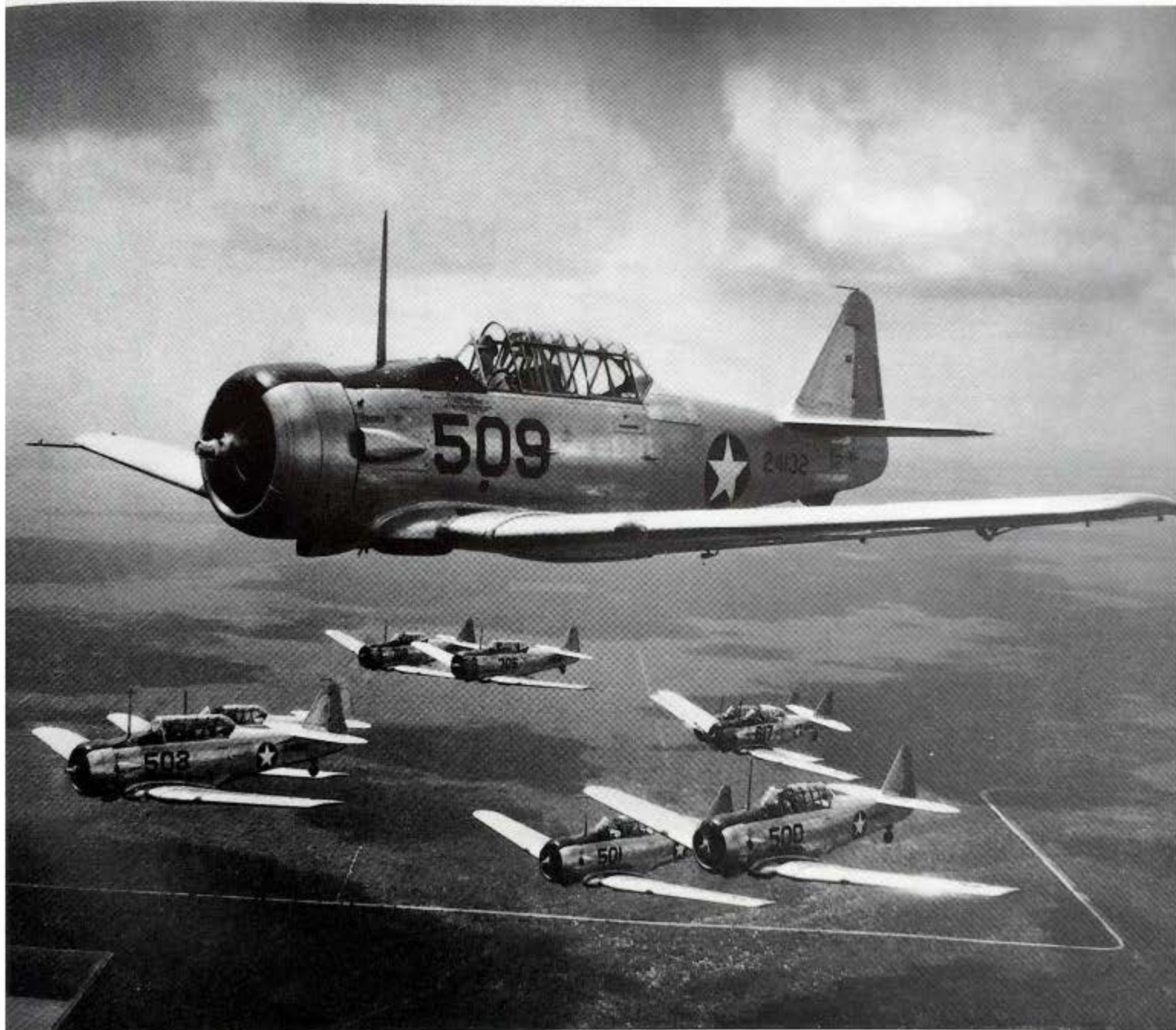


The student navigator learns to gun for the heavenly signposts that guide the bomber to its target.





ARMY AIR FORCES PILOT SCHOOL (ADVANCED SINGLE ENGINE)



MOORE FIELD—MISSION, TEXAS



ARMY AIR FORCES PILOT SCHOOL (ADVANCED SINGLE ENGINE)

Office of the Commanding Officer
MOORE FIELD, MISSION, TEXAS



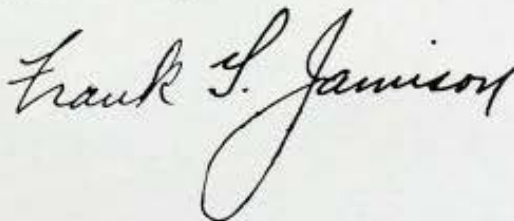
1 September, 1943

To All Personnel of This Command:

It is with a great deal of pride and satisfaction that I address the members of this Command. I know the feeling is mutual as regards the development of Moore Field and the achievement of the purpose for which it was established.

Pride of accomplishment and a spirit of loyalty and teamwork are essential to success. The transformation in two years of this site from brush-covered land to the installation it is today, the type of ground training which we have been able to conduct and last, but most important, the success of our flying training program indicate the enthusiasm and sincerity of purpose with which this work has been accomplished.

I am confident that the splendid patriotism that has influenced your work in the past will continue to prevail and contribute even more to future accomplishment.



Colonel, Air Corps
Commanding



FRANK G. JAMISON

COLONEL

Commanding

A native of Pennsylvania, Colonel Jamison was commissioned upon graduation from West Point in 1932. He entered flying training in September of that year and received his wings at Kelly Field in October, 1933.

After serving four years at Selfridge Field with the First Pursuit Group, Colonel Jamison was ordered to the Air Corps Technical School at Chanute Field where he completed the course in Airplane

and Engine Maintenance and graduated in June, 1938. Ordered to Randolph Field, he served in various training duty assignments at that station until November, 1941, when he was ordered to Moore Field as Director of Training.

Except for a very brief tour of duty at Bryan, Texas, where he was assigned to duty as project officer, Colonel Jamison has served at Moore Field since it was built. He was returned to this station to assume command on September 29, 1942.



PROCTOR H. BARNETT
Major
Executive Officer



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JAMES E. ELLIS
Captain
Post Adjutant



EDWARD HEINZ, JR.
Major
S-1



JOHN M. FORSTER
Major
S-2



HARRY K. JOHNSON
Major
S-4



HENRY R. SPICER
Lieutenant Colonel
Director of Training

SPECIAL STAFF



CHARLES J. EDDLEMAN
Major
Post Quartermaster



EDWARD G. CADA
Major
Post Surgeon



ROBERT A. BELL
Captain
Post Engineer



HAROLD O. ARBOGUST
Captain
Post Operations Officer



CHARLES SIMON
Captain
Post Exchange Officer



WILLIAM N. DURYEA
Captain
Provost Marshal



THOMAS E. TERRELL
Major
Classification Officer



WILLIAM L. HAVARD
First Lieutenant
Post Communications Officer



ROBERT A. TEVIS
Second Lieutenant
Finance Officer



FRED E. HILD
Major
Air Inspector



JEAN F. RYDSTROM
Captain
Assistant Air Inspector



HOWARD F. WELSH
First Lieutenant
Administrative Inspector



KERMIT T. MELUGIN
Major
Post Chaplain



RAY K. FREEMAN
Second Lieutenant
Ordnance Officer



VIRGIL A. THOMPSON
Second Lieutenant
Chemical Warfare Officer



CHARLES E. RICHARDS
Captain
Public Relations Officer



PAUL A. BLACK
Captain
Trial Judge Advocate



GORDON GRABENSTEDER
Captain
Base Mess Officer



GEORGE E. McMILLAN
Major
Special Service Officer



STEWART JONES
First Lieutenant
Civilian Personnel Officer



AYMER B. CRAIG
First Lieutenant
Consolidated Mess Officer



DANIEL J. POLLOCK
First Lieutenant
Director of Physical Training

HISTORY OF MOORE FIELD

On July 15, 1941, in the cactus country just beyond the irrigation ditches, approximately 12 miles northwest of Mission, Texas, construction began on another link in the chain of growing American air power, an air base which later was to be named Moore Field, in honor of Lieutenant Frank Murchison Moore, a native Texan who was killed in combat with eight German pursuit planes over France in the First World War.

The site for the air base had been purchased by the business men of McAllen, Mission and Edinburg. First officer on the scene was Major Oscar L. Beal, project officer. On November 7, 1941, the first airplane landed at the field, bringing two high-ranking officers on an inspection trip—Major General Frank P. Lahm, then commanding general of the Gulf Coast Training Center, and Brigadier General Hubert R. Harmon, his chief of staff, who later succeeded him as commanding general and was promoted to Major General.

Colonel Albert C. Foulk (then Lieutenant Colonel) arrived late in November, 1941, to become first commanding officer of the base. The present commanding officer, Colonel Frank G. Jamison (then Major), was its first director of training. He succeeded to command in September, 1942.

The first class of aviation cadets arrived late in February, 1942, and as this book comes off the press the 17th class is nearing the day of graduation.

Moore Field is a single engine Army Air Forces Advanced Flying School. Its mission is the production of fighter pilots. How well it is succeeding in fulfilling that mission is attested by the number of its graduates who are flying fighter planes in combat with Axis pilots on the fighting fronts of the world today, and the growing number of them who are winning awards for valor and skill.

Aviation cadets come to Moore Field after finishing their pre-flight, primary and basic training. Here the Ground School instructors put the finishing touches on their knowledge of navigation; aircraft and naval recognition; gunnery; armament; PIF (Pilot's Information File), and duties of officers, including their personal affairs. The flying instructors fly with them on dual controls until the cadets are ready to solo the advanced trainer, the AT-6 Texan, then they're on their own. With instructors leading flights, the cadets fly formation, rat races, "combat" missions with gunsight aiming point cameras, and aerial gunnery missions at Matagorda Island and Peninsula, firing at ground and towed targets. They make cross-country flights. Instructors in the instrument training section put the finishing touches on their "blind" flying, or piloting with the aid of instruments only. Here they work out problems first in the Link trainers, the bob-tail groundings, and then in the air. In their gunnery training they also "fly" the Links on the BB gunnery range, a synthetic training device developed at Moore Field and now used at many other fields. In this, air-operated BB machine guns are fired at moving paper targets of miniature enemy aircraft.

While the production of fighter pilots is the mission of Moore Field, the aviation cadets form a comparatively small part of the field's personnel, and all officers and enlisted men participate in a continuous program de-



Lieutenant Frank Murchison Moore

signed to make and keep them fit to perform combat duties if and when they're called. There is an aggressive physical training program for all. Instruction is given in rifle and pistol assembling and firing, and in chemical warfare. Officers and enlisted men are sent to schools throughout the United States to acquire special knowledge and pass it on to others at this field. There is an Enlisted Men's Ground School where airplane mechanics and radio code and repairing are taught.

Moore Field is a beautiful base, but its beauty represents months of hard work, and continuing work. Nature was bountiful in the matter of soil, but not generous with water, and the grass which was planted had to be (and still has to be) watered frequently. This problem was solved with a huge portable sprinkling system which waters several acres at a time.

Colonel Foulk demanded and received from the officers and men of his command the best efforts of which they were capable, and Colonel Jamison, since assuming command, has continued this policy, with the same success. Under them has been built up a high morale which makes Moore Field one of the outstanding units of the Army Air Forces Training Command.

We who are stationed here are proud of Moore Field, and of the part it is playing in the world-wide struggle for freedom.

FIRST TRAINING GROUP



HENRY R. SPICER
Lieutenant Colonel
Director of Training



CHARLES W. BOEDEKER
Major
Commanding First Training
Group



JOSEPH M. MARTIN
Captain
Commanding First Fighter
Squadron



WALLACE K. WALL
Captain
Commanding Second Fighter
Squadron



JAMES J. DUNNAM
First Lieutenant
Director of Gunnery



ROBERT E. ELKINS
First Lieutenant
Flight Instructor



PAUL E. FAGG
First Lieutenant
Flight Instructor



ROBERT L. KAUFFMAN
First Lieutenant
Assistant Squadron
Commander



ROBERT E. OLSON
First Lieutenant
Flight Instructor



ROBERT F. MAGUIRE
Second Lieutenant
Flight Instructor



CHARLES L. MILLER
Second Lieutenant
Flight Instructor



EDWARD H. MISKER
Second Lieutenant
Flight Instructor



DEWEY J. RASKI
Second Lieutenant
Flight Instructor



FRANK J. ROLLA
Second Lieutenant
Flight Instructor



STEIRLEY C. ROZZELL
Second Lieutenant
Flight Instructor



WENDELL E. SEVERSON
Second Lieutenant
Flight Instructor



HAL B. SIMS
Second Lieutenant
Flight Instructor



GEORGE J. VIZARD
Second Lieutenant
Flight Instructor



DAVID K. MILLER
Flying Officer, RAF
Flight Instructor



CHARLES E. MOULD
Flying Officer, RAF
Flight Instructor

SECOND TRAINING GROUP



KENNETH C. JACOBS
Captain
Commanding Second Training Group



WILLIAM A. PELTON
Captain
Flight Instructor



JOSEPH E. COSGROVE
First Lieutenant
Flight Instructor



JOHN L. CRAWFORD
First Lieutenant
Operations Officer



JAMES M. IVEY, JR.
First Lieutenant
Flight Instructor



LAWRENCE R. LOCKWOOD
First Lieutenant
Flight Instructor



ALFRED T. LUCAS
First Lieutenant
Flight Instructor



ERNEST W. MACK
First Lieutenant
Flight Instructor



WALLACE A. MASON
First Lieutenant
Flight Instructor



JOHN I. MAXWELL
First Lieutenant
Flight Instructor



GILBERT J. MCGARVEY
First Lieutenant
Flight Instructor



ROBERT F. WATT, JR.
First Lieutenant
Assistant Squadron Commander



PAUL B. BENTON
Second Lieutenant
Flight Instructor



LYLE BERRYHILL
Second Lieutenant
Flight Instructor



CARLTON B. BROWN
Second Lieutenant
Flight Instructor



GEORGE CHAPAPAS
Second Lieutenant
Flight Instructor



CONSTANTINE S. CHIOLES
Second Lieutenant
Flight Instructor



ROBERT A. COOPER
Second Lieutenant
Flight Instructor



JAMES L. DYAR
Second Lieutenant
Flight Instructor



JAMES P. HAINE
Second Lieutenant
Flight Instructor



WARREN J. JAHNKE
Second Lieutenant
Flight Instructor



ARCHER W. KINNY, JR.
Second Lieutenant
Flight Instructor



DONALD T. MCCULLOUGH
Second Lieutenant
Flight Instructor



ETTRY J. OATES
Second Lieutenant
Flight Instructor

SECOND TRAINING GROUP



JOHN F. PATTOK
First Lieutenant
Assistant Squadron Commanding Officer

ARTHUR R. RAMSEY
Second Lieutenant
Flight Instructor

WILLIAM V. SPIRES
Second Lieutenant
Flight Instructor

FREDERICK G. STURGESS
Second Lieutenant
Flight Instructor

DONALD D. TRIPLETT
Second Lieutenant
Flight Instructor

EDWARD W. S. BODDINGTON
Flying Officer, RAF
Flight Instructor

G R O U N D S C H O O L



MELVIN E. WOOTON
Major
Director of Ground School

HUGH L. McMATH
Captain
Instructor

GLENN R. NEGLEY
Captain
Instructor

ROY R. NIEMI
Captain
Instructor



ROBERT F. PERKINS
Captain
Instructor

HOWARD W. RUSSELL
First Lieutenant
Instructor

ALFRED B. SEARS
First Lieutenant
Instructor

EDWIN R. CARR
Second Lieutenant
Instructor

FORREST E. HORN
Second Lieutenant
Instructor



CECIL H. SCOTT, JR.
Captain
Director of Transition Training

RICHARD D. VITEK
Major
Director of Instrument Training

ADMINISTRATIVE OFFICERS



JOSEPH H. BATJER
Major
School Secretary



FRED A. BRAMMER
Major
Post Billeting Officer



THOMAS W. BROWN
Major
Quartermaster Officer



PAUL H. BANGHAM
Captain
Assistant Director of
Maintenance



BERNARD C. GILL, JR.
Captain
Post Armament Officer



JOHN T. LYONS
Captain
Chaplain



THOMAS E. MOON
Captain
Assistant Director of
Maintenance



JACK C. PITTSFORD
Captain
Quartermaster Executive
Officer



ALBERTO M. BORREDO
First Lieutenant
Skeet Range Officer



LESLIE O. COSNER
First Lieutenant
Engineering Officer



LEONARD R. FRERICHS
First Lieutenant
Assistant Intelligence Officer



LESLIE M. GEORGE
First Lieutenant
Assistant Adjutant



WILLIS C. HOPKINS
First Lieutenant
Supply Officer



JAMES T. JOHNSON
First Lieutenant
Assistant Fire Marshal



ALBERT A. KING
First Lieutenant
Supply Officer



ROBERT R. KING, III
First Lieutenant
Supply Officer



CALVIN C. MARANVILLE
First Lieutenant
Transient Aircraft Engineer



JOSEPH J. MYERS
First Lieutenant
Assistant Technical Supply
Officer



ADMINISTRATIVE OFFICERS



EUGENE T. RAKES
First Lieutenant
Engineering Officer



VICTOR C. SAUFLEY
First Lieutenant
Engineering Officer



JOHN ALLISON
Second Lieutenant
Assistant Administrative
Inspector



GEORGE S. BARKER
Second Lieutenant
Post Signal Officer



SAMUEL S. BOZICH
Second Lieutenant
Base Weather Officer



JOHN E. DUSTHIMER
Second Lieutenant
Squadron Chemical Officer



CLAYTON L. EVANS
Second Lieutenant
Assistant Director of Physical
Training



LEONARD A. FITE
Second Lieutenant
Assistant Armament Officer



JAMES S. GOODING
Second Lieutenant
Assistant Armament Officer



JACK C. HARRIS
Second Lieutenant
Assistant Personnel Officer



JAMES M. HEIDELBERG
Second Lieutenant
Assistant Ordnance Officer



LAWRENCE B. JOHNSTON
Second Lieutenant
Assistant Special Services
Officer



EDWARD L. KLEIN
Second Lieutenant
Assistant Engineering Officer



GEORGE W. LIGON
Second Lieutenant
Assistant Armament Officer



ELDON B. MAHON
Second Lieutenant
Assistant Classification Officer



JOHN F. McCARTHY, JR.
Second Lieutenant
Assistant Post Engineer



GEORGE S. NEWCOM
First Lieutenant
Assistant Property Officer



MAYNARD B. POWERS
Second Lieutenant
Assistant Personnel Officer



JOHN A. POWERS
Second Lieutenant
Purchasing and Contracting
Officer



BEVERLY S. ROCKHOLD
Second Lieutenant
Assistant Director of Physical
Training

ADMINISTRATIVE OFFICERS



SIDNEY SHILLER
Second Lieutenant
Assistant Exchange Officer



ROBERT A. SMOAK
Second Lieutenant
Assistant Provost Marshal



WILLIAM F. THILL
Second Lieutenant
Assistant Trial Judge Advocate



JOHN A. TRAEGER
Second Lieutenant
Statistical Officer



JAY WATTS
Second Lieutenant
Assistant Armament Officer



LOUIS C. WILKINS
Second Lieutenant
Ordnance Officer



ELLIS L. BURNS, JR.
Chief Warrant Officer
Assistant Post Adjutant



GEORGE MATUCK
Chief Warrant Officer
Motor Transportation Officer



WENDELL R. HANLE
Warrant Officer (1g)
Photographic Officer

STATION HOSPITAL



JASPER H. ARNOLD
Captain
Surgery



EDMOND C. de CORDOVA
Captain
Dental Surgeon



CLARENCE M. GIBSON
Captain
Assistant Dental Surgeon



FREDERICK M. GRAHAM
Captain
Flight Surgery



WILLIAM B. MALONE
Major
Chief of Surgical Services



WALTER WALTHALL
Captain
X-ray Officer



MINA D. WATKINS
Captain
EENT Service



JOSEPH D. COIMENT
First Lieutenant
Assistant Dental Surgeon



LEO J. FLAX
First Lieutenant
Medical Inspector



NAON J. HARRIS
First Lieutenant
Chief of Medical Services

STATION HOSPITAL



JAMES J. MUIRHEAD
First Lieutenant
Attending Surgeon



RICHARD L. NILES
First Lieutenant
Assistant Dental Surgeon



MAX PARKER
First Lieutenant
Assistant Dental Surgeon



MARVIN SHIPPS
First Lieutenant
Medical Officer



BURTON N. SEARS
Second Lieutenant
Mess Officer



HAROLD M. SMITH
Second Lieutenant
Medical Supply Officer

A R M Y N U R S E S



HAZEL BARNETT
Second Lieutenant
Chief Nurse



EDIE V. BRADY
Second Lieutenant



DOROTHY M. BRINDLEY
Second Lieutenant



NORA E. HOWARD
Second Lieutenant



GERALDINE MAINER
Second Lieutenant



ELIZABETH M. MORONEY
Second Lieutenant



MARGUERITE M. MORONEY
Second Lieutenant



HARRIET M. POSPYCHALA
Second Lieutenant



MARIA DEL CARMEN SOLIS
Second Lieutenant



BETTY WILLIAMSON
Second Lieutenant

S U B - D E P O T



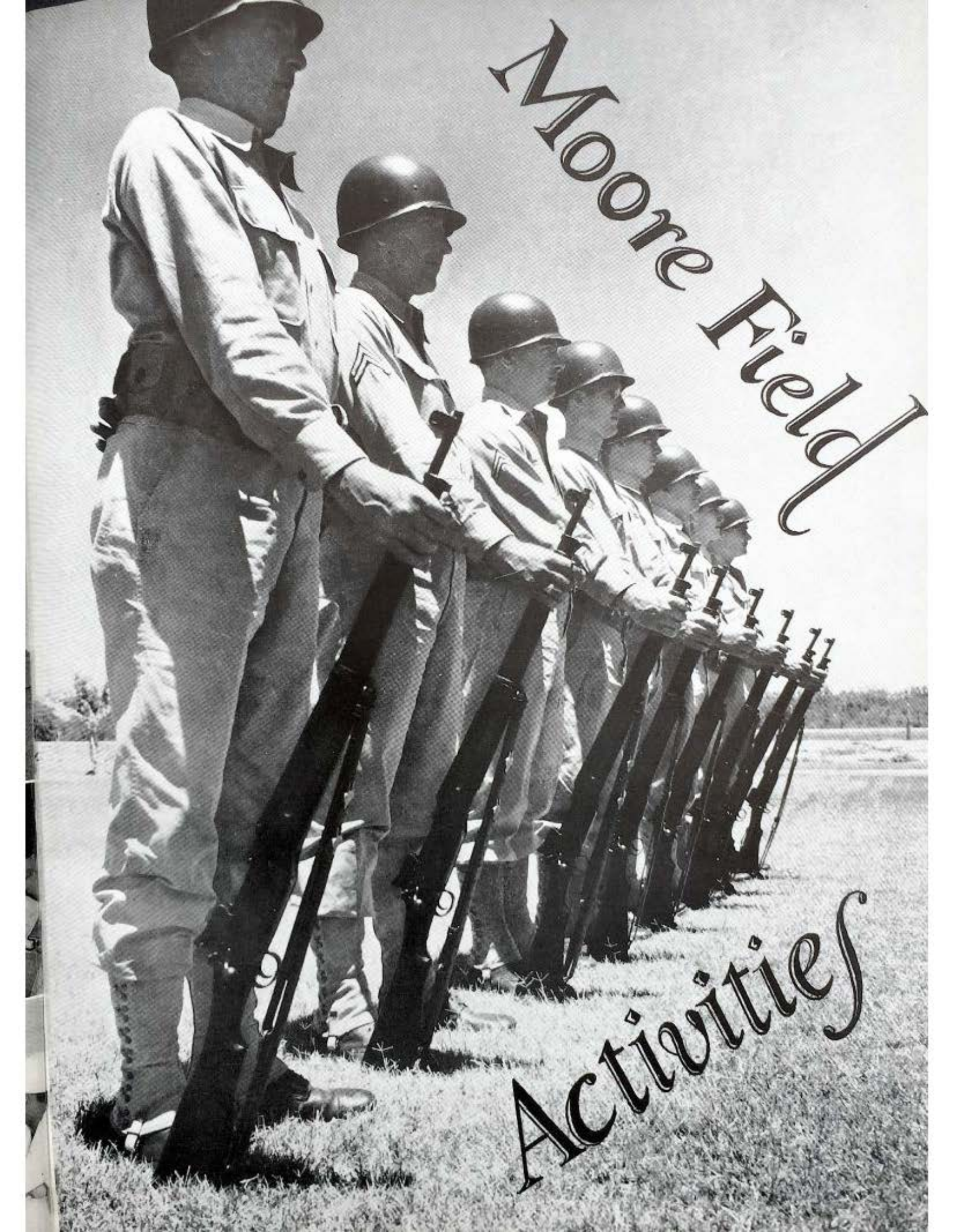
FRANK A. SZABO
Captain
Commanding



CLEATUS K. MORAN
Captain
Engineering Officer







Moore Field

Activities



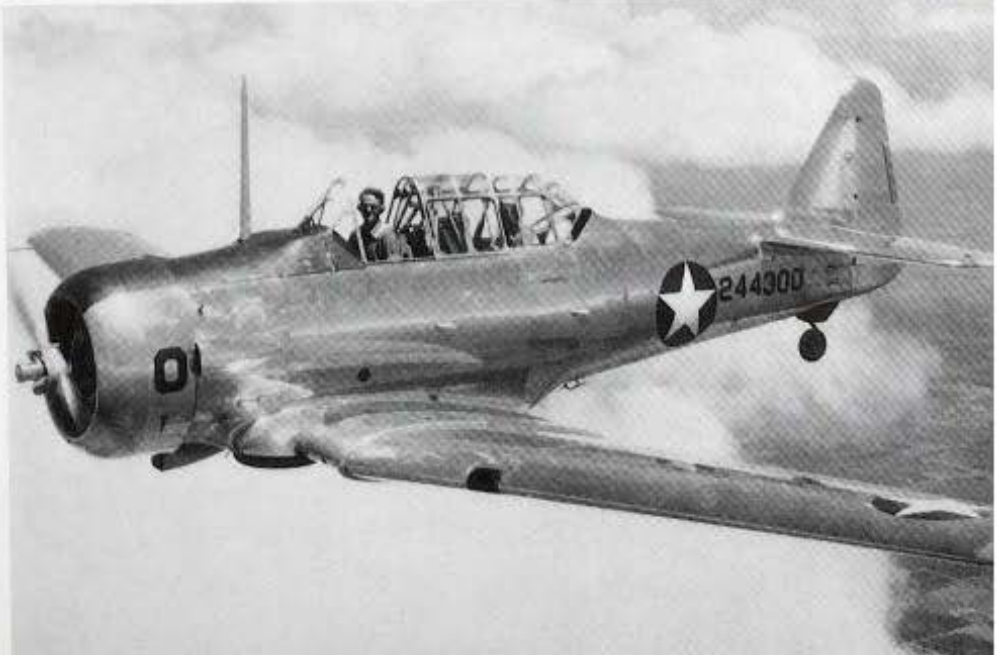
The pictures to the left show: Top left, observing planes from traffic control tower; upper right and center pictures show cadets ready for contact; lower, stick time for an aviation cadet examination prospect.



Propeller repair.

PLANES AND FLYERS

Above, the infinite blue; below, the good soil of his native land. A Moore Field cadet at the controls of his training ship cannot fail to feel the exultation of his place in the scheme of things.



Off we go!

Upper right, Colonel Spicer in a P-40; center, cadets flying high over the clouds; lower, up in the clouds with an AT-6.



Working on screen.



Let's see what the trouble is.

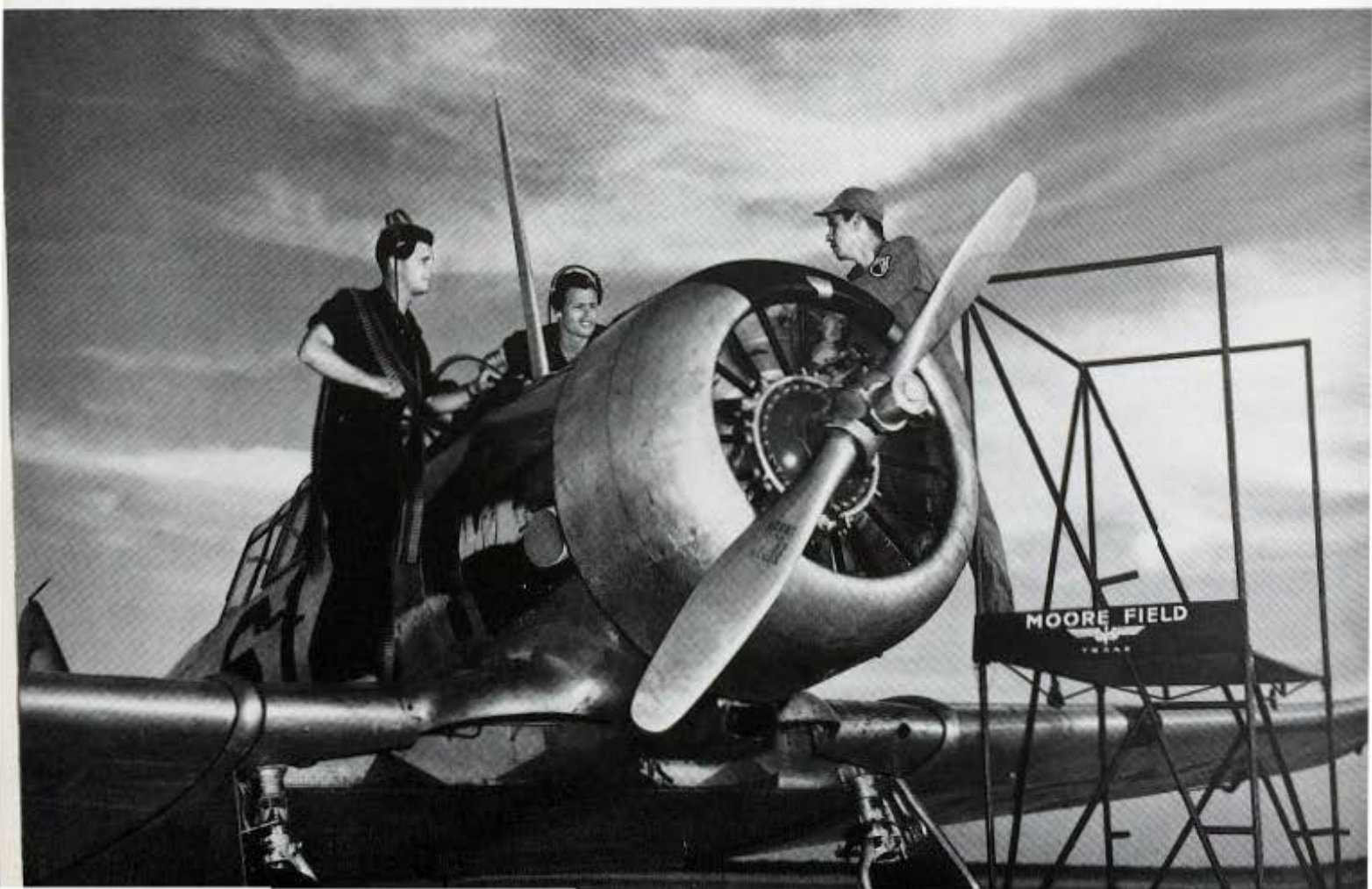


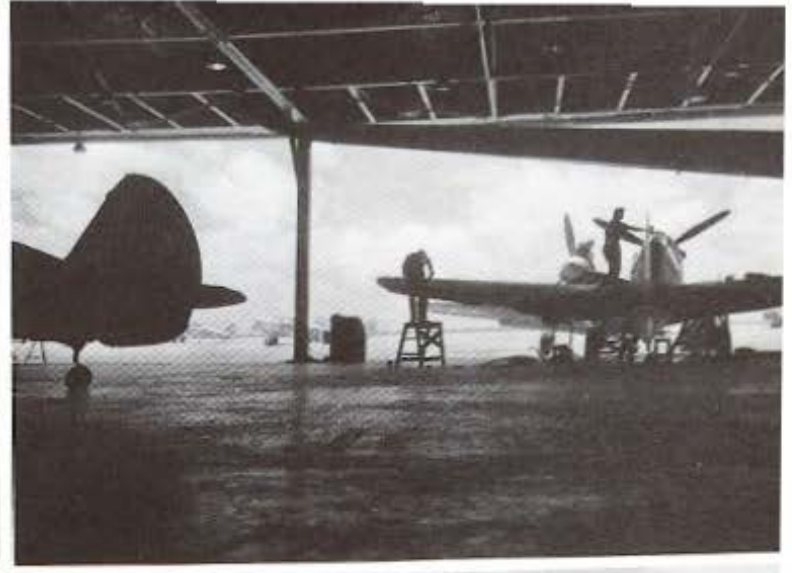
Numbering planes.

MAINTENANCE

For every man in the air there are fifteen men on the ground, whose functions are to keep 'em flying. Planes must be checked and rechecked every day. Cadets have the highest respect for the ground crews and the percentage of accidents is unusually low at Moore Field. The pictures to the right show maintenance crews cleaning, oiling, adjusting, and repairing planes.

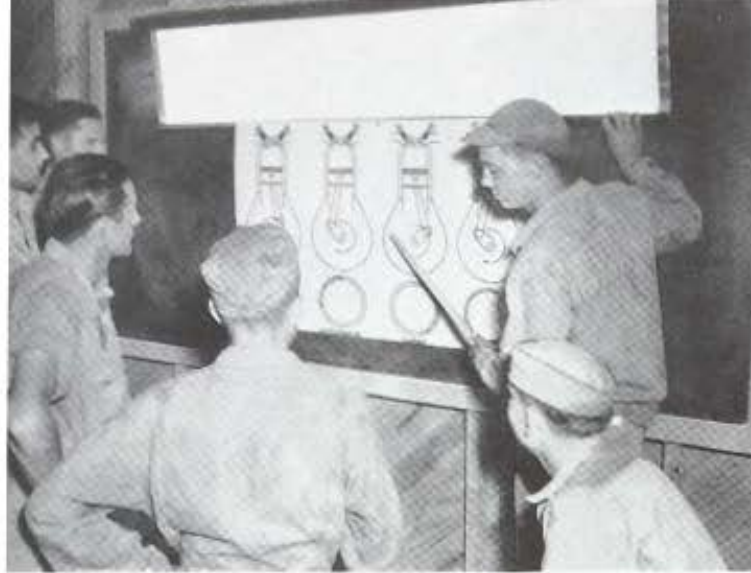
CHECKING WITH CREW CHIEF BEFORE NIGHT FLIGHT





INSTRUCTION

This business of learning to be a flying soldier is no small matter. The only respite in the program may be a week-end occasionally. Meantime, hours of classroom work and flight training keep the cadets at Moore Field busy from morn till night as days slowly round into weeks of study and hard work. Training is thorough from the ground school to the line . . . and if your classmates are good, mister, you've got to be better!



Above, Top: Chart instruction. Lower: Ground school motor instruction.

Instruction in parts assembly.

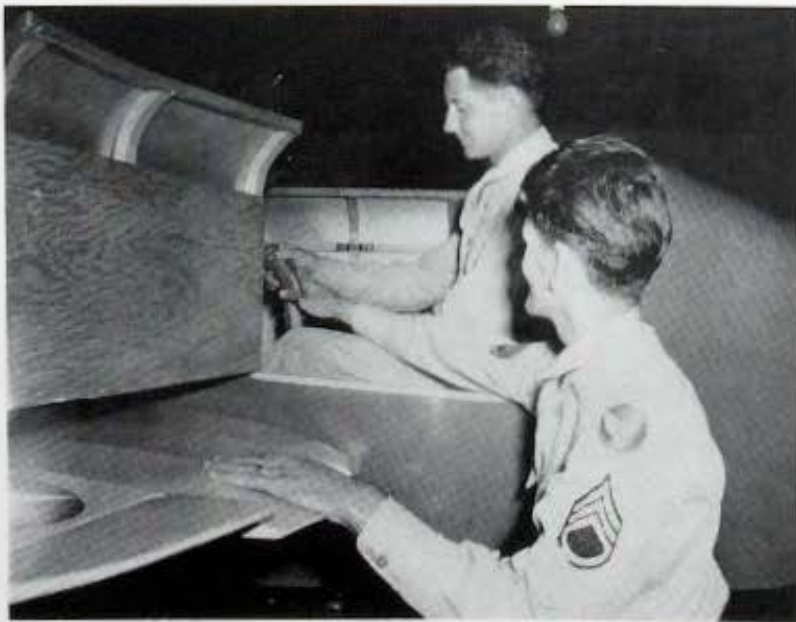


LINK TRAINER



Instruction in Link gunnery.

Firing Link gunnery.



Link trainer bob-tailed airplane which never leaves the ground but offers hours of intensive training on instruments and gunnery without the hazards.



W E A T H E R

Soldiers, not many months ago plain citizens in civilian life, soon become proficient in the military machine. At the weather station all the moods and manners of wind and weather are carefully recorded. The teletype brings information from all parts of the world. When placed graphically on a map the weather man can predict "long underwear days" in advance.



Reading weather reports



Above: Theodolite; lower, map making.



P A R A C H U T E S



Fastening chute.

Packing chutes

In the chute tower.



In the **OFFICES**



Colonel Frank G. Jamison, Commanding Moore Field.



Captain Richard J. Berry, Commandant of Cadets.



Lieutenant Colonel H. R. Spicer, Director of Training.



Major P. H. Barnett, Executive Officer.

Captain J. E. Ellis, Adjutant.

Captain W. N. Duryea, Provost Marshal.

Captain Richards, Public Relations Officer.





Cutting and finishing photos.



The public will see them . . . they must be good.



White is black and black is white . . . on the negative.

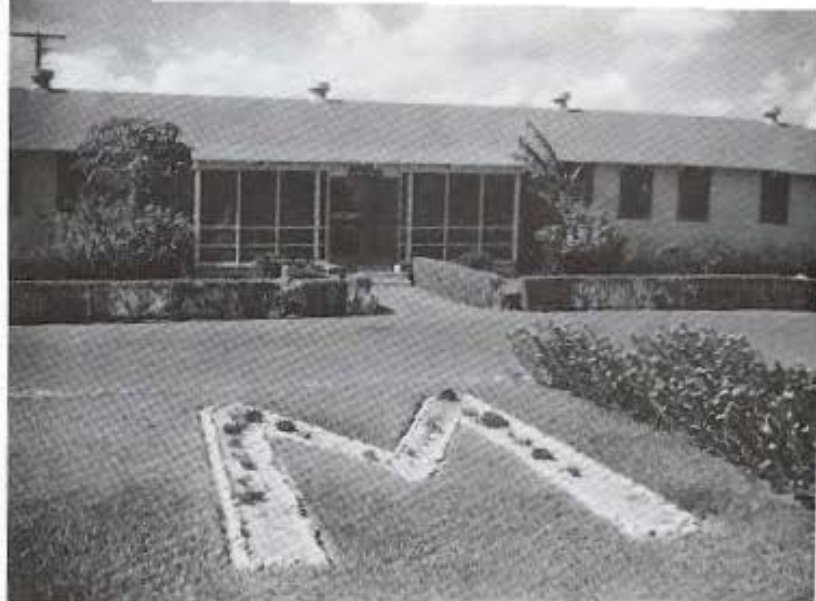
Photo Lab

Even in photography there are many records to be kept as shown in the picture to the left. The most modern and up-to-date equipment is used, such as the ferrotyping wringer shown lower, which speedily puts a high gloss on every print. The picture in lower right corner shows men busily engaged in the process of making big ones from little ones, using a modern enlarger.





Street scene.



Hospital.

BUILDINGS



Below: (1) Post operations exterior; (2) Officers' Club; (3) Theatre; (4) 85th Day Room; (5) 506th School Squadron Building; (6) Barracks lineup; (7) Crash House; (8) Chapel; (9) Post Exchange.





K. P. duty for these WACs! Back to the kitchen!



WACky mess, but not a messy WAC in the crowd!

Wactivities

The dots and dashes have it in the radio class shown below . . . and so do the WACs!





Retreat



Calisthenics



Ordnance



Quartermasters





Administering
intravenous
feeding.



Dental clinic.



Inoculations.



Surgery.



Dental clinic.



X-ray.



Medical Naps

Medical technicians' class.





Strike Up the Band!

Facilities at the Post Exchange are so complete that soldiers at Moore Field need not make a trip to town to buy a nice new shiny button, a newly-earned stripe, a souvenir to send home to Sis or just an iced cold drink, as shown below by interior views of the enlisted men's canteen and the merchandise store.



Civilian life at Moore Field stops at the gate. Within goes on day and night the business of training flyers. Every person entering this gate, whether the commanding officer or the man on the "tug," has an important mission to perform. Members of the Military Police must be living examples of the high discipline, efficiency and courtesy that characterizes the American Army.



JOE H. HUGHES
Second Lieutenant
Adjutant



WILLIAM O. MAYNOR
Second Lieutenant
Supply Officer



JOHN J. O'ROURKE
Second Lieutenant
Mess Officer



CURTIS R. STEARLEY
Second Lieutenant
Tactical Officer



A V I A T I O N C A D E T S

CLASS 43-G

H. B. Galinkin



D. S. Gast



J. F. Gaylor



R. E. Grant



D. W. Handegaard



L. W. Harrahill



K. L. Henderson



J. C. Herwick



L. B. Hightower



J. H. Horning



B. L. Hubert



R. R. Hughes



J. A. Jacobs



R. E. Stutzman



H. A. Svrjcek



A. D. Tinker



R. U. Jordan



E. Kantorski



B. A. Kinsel



E. P. Korpac



J. J. Kropenicki



L. M. Langdon



W. E. Larsau



H. M. Lee



K. K. Lewis



R. C. Lowe



C. T. Matlock



J. W. May



A V I A T I O N C A D E T S

CLASS 43-G

C. E. Mussey

P. Neyland

R. G. O'Nan

P. T. Owens, Jr.

D. K. Pence

M. E. Ruble

C. K. Sawicki



D. B. Slep

T. W. Beck

E. Bell

R. R. Burrelle

A. Christiansen

J. Cottingham

F. M. Diener

W. C. Dohnke

F. Easley

P. D. Eastman

J. A. Evans

J. W. Flanigan, Jr.

G. M. Fleming

G. M. Freeman



J. D. Gholson

C. B. Glasgow

J. D. Gwin, Jr.

W. N. Hess

G. R. Holbrook

F. L. Hutter

R. Jorgensen



P. F. Malello

R. V. McLennan

H. E. Melton

J. D. Willoughby

A V I A T I O N C A D E T S

CLASS 43-H

H. E. Anderson

L. J. Arceneaux

H. Austin

E. Ballard, Jr.

J. L. Barth

J. C. Beeks

E. H. Bentzen



J. W. Blair
J. K. Clifton

J. L. Bridle
G. D. Cooper

B. H. Brown
R. E. Culbertson

V. J. Buxfel
C. L. Dagenkolb

R. M. Bush
H. F. Davis, Jr.

H. S. Cass
G. G. Cean

R. Cavellin
R. W. Denman



J. M. de Laurentis
R. L. Elin

G. W. Denton
J. B. Elliott

T. A. Desik
J. Essig

C. L. Dillahunty
R. L. Evans

R. E. Dillon
C. R. Fareham

J. J. Dorlin, Jr.
W. J. Ford

R. L. Duffy
J. R. Fryklund



R. L. Fulten

E. J. Fusk

L. Geresi

L. J. Gibbons

E. T. Gilliland

J. W. Dotney

E. H. Graham



A V I A T I O N C A D E T S

CLASS 43-H

R. Greene

W. J. Guest

L. M. Hageman

J. B. Hamlet

R. L. Hannewald

J. T. Harris

H. M. Harting



R. C. Herig
L. A. Hutchinson, Jr.

P. Hightower
M. J. Hutchinson

I. D. Hitchcock
W. N. Isgrigg

J. D. Holderman
R. M. Jagodensky

C. J. Holman
G. F. Jankowski

C. L. Hough
W. E. Johnson

N. G. Humphreys
R. L. Jurgensen



W. Y. Kaven
J. H. Kolb

C. J. Kay, Jr.
R. C. Larnder

G. F. Keeper
J. A. LeDoux

V. Kennon
K. W. Levy

Frank C. Khare
A. A. Lynch

R. E. Kimball
G. R. Machek

E. L. King
H. J. Marshall



S. F. Marshall

R. D. Martini

E. W. Mathey

M. H. Maxwell

R. E. McColester

F. J. McCormack

T. R. McHenry, Jr.

A V I A T I O N C A D E T S

CLASS 43-H

E. J. Meyers



D. B. Michaelson



J. E. Miller



H. J. Millington



E. R. Mills



R. O. Monson



L. A. Morgan, Jr.



G. I. Mosher



R. B. Moyle



R. E. Mullins



D. C. Murphy



M. A. Murphy



W. C. Musgrove, Jr.



B. M. Myers



F. Myers



C. J. Nagle



D. K. Nell



W. J. O'Brien



D. O'Conner



W. G. Oeder



J. Ogrin



F. N. O'Hara



O. S. Ostrander



E. V. Patnaude



R. C. Penrose



O. H. Perry, Jr.



E. E. Peters



R. W. Fike

A U I A T I O N C A D E T S

CLASS 43-H

R. J. Prendergast



V. T. Price, Jr.



W. T. Quinlan



M. A. Quintana



C. H. Raff



O. D. Ramsey



J. S. Reems



C. F. Reich



R. F. Reuter



C. W. Riffle



R. P. Scobel



R. G. Scott



W. E. Stealey



H. A. Swanson



E. L. Thompson



A. E. Tongue, Jr.



H. L. E. Torkelson



H. C. Van Wagner



N. D. Warren



L. W. Weber



J. W. Wentz



L. White



W. E. Will



J. A. Wilshear



J. A. Winson



W. W. Woolf



R. A. Yarnall, Jr.



R. L. Zielke



CHARLES L. PROCTER
Captain
Commanding



WILLIAM M. KING, JR.
First Lieutenant
Adjutant



BENJAMIN A. KOUGH
First Lieutenant
Supply Officer



85TH BASE HEADQUARTERS AND AIR BASE SQUADRON



(Reading from Left to Right)

First Row: First Sergeant Lanham, E. H.; Master Sergeants Averitt, W. W.; Grant, T. M.; Hulan, L. E.; Thames, R.; Technical Sergeant Bates, R. W.

Second Row: Technical Sergeants Case, J. S.; Johnson, D. G.; Kluna, V. J.; Krohe, W. J.; Trussell, B. L.; Wadhams, R. S.

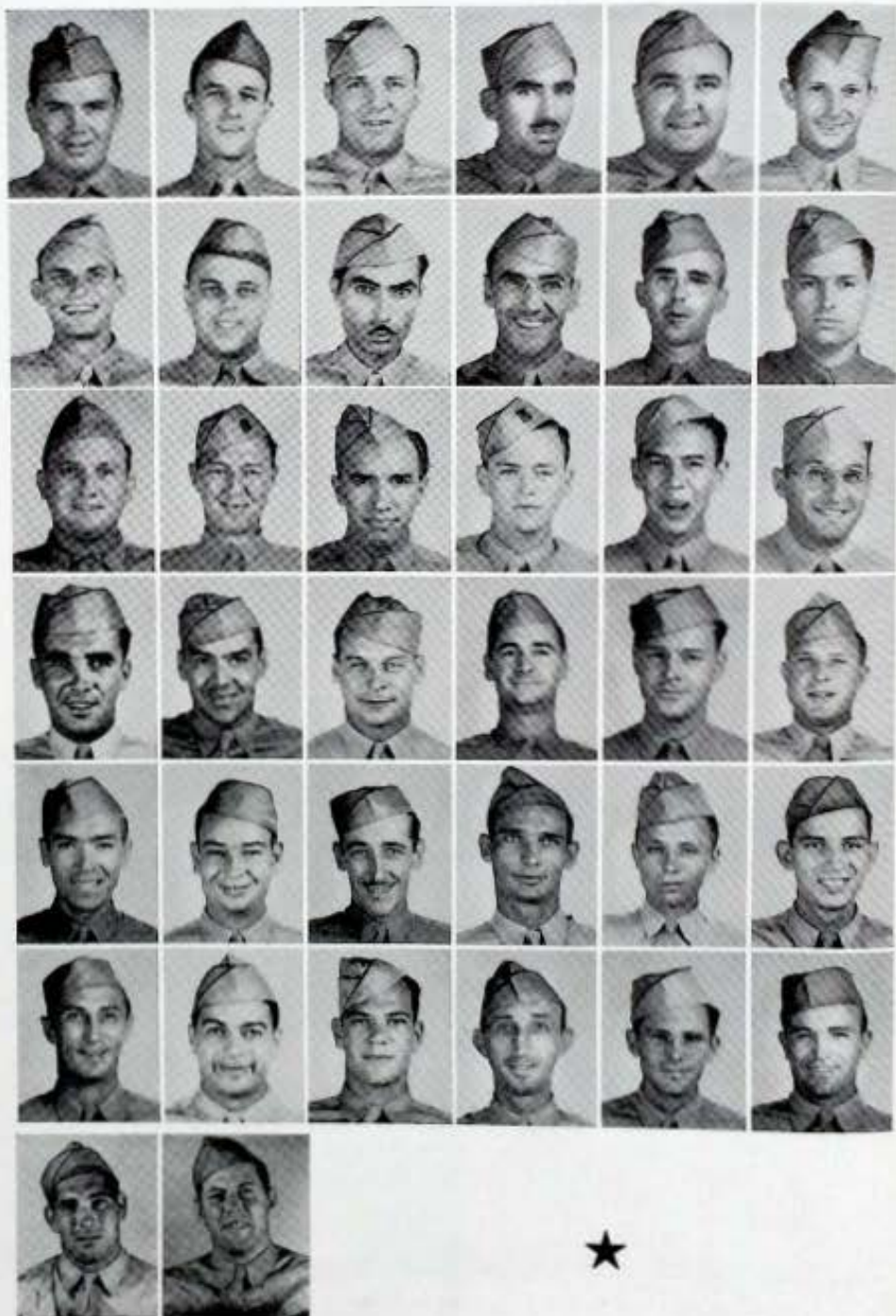
Third Row: Staff Sergeants Allbritton, J. P.; Anderson, M. M.; Babulak, F. R.; Daniel, H. H.; Davis, W. W.; DeVore, A. H.

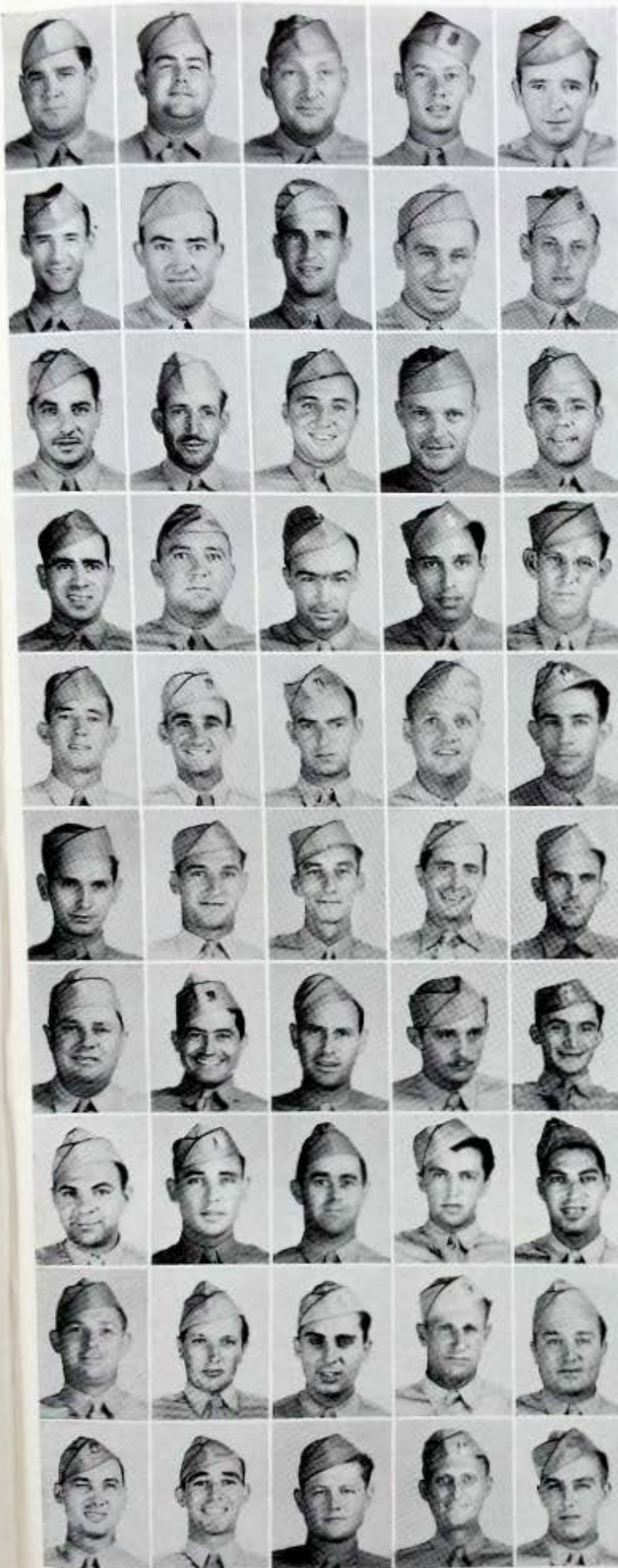
Fourth Row: Staff Sergeants Duffy, J. P.; Elliott, T. C.; Hamor, G. D.; Howard, E. L.; Knopf, R. H.; Lutz, A. F.

Fifth Row: Staff Sergeants Mabry, C. R.; McMahon, J. E.; Owens, R. N.; Pollard, J. H.; Suttles, W. J.; Tedrow, W. A.

Sixth Row: Staff Sergeants Thomas, A. S.; Tooker, W. E.; Ward, W. C.; Wehrum, C. D.; Werner, F. S.; West, H.

Seventh Row: Staff Sergeant Schoenbackler, Earl; Corporal Shields, Dudley J.





85TH BASE HEADQUARTERS AND AIR BASE SQUADRON



(Reading from Left to Right)

First Row: Staff Sergeants Williams, J. C.; Williams, L. W.; Wood, L. V.; Sergeants Barker, R. E.; Berg, C. F.

Second Row: Sergeants Bienvenu, E. M.; Bowie, A. R.; Breault, G. O.; Cohen, J. G.; Crosby, W. F.

Third Row: Sergeants Cuccio, P. F.; Depaoli, A.; Elrod, I.; Erb, W. R.; Falis, S.

Fourth Row: Sergeants Fama, J. A.; Ford, J.; Fray, R. F.; Galvan, C. S.; Gandy, B.

Fifth Row: Sergeants Grantham, R. S.; Hanuzski, C. J.; Heckman, J.; Isbell, B. A.; Jones, B. W.

Sixth Row: Sergeants Kopajetich, A.; Korotie, P. L.; Lales, F. M.; Marcoux, A.; Matthews, J. A.

Seventh Row: Sergeants Morgan, T. B.; Onorato, J. R.; Park, D. V.; Pasniewski, L. S.; Pasquale, D. J.

Eighth Row: Sergeants Pfarr, A. P.; Reid, D. J.; Richter, E. E.; Shoemaker, F. R.; Shubow, D.

Ninth Row: Sergeants Stephenson, A. J.; Strgar, M.; Thibault, A.; Whittington, C. L. F.; Corporal Alderfer, O. L.

Tenth Row: Corporals Anderson, E. L.; Ander-ton, H. W.; Atwood, L. W.; Bolin, L. W.; Brundes, F. E.

85TH BASE HEADQUARTERS AND AIR BASE SQUADRON



(Reading from Left to Right)

First Row: Corporals Carter, I. D.; Coloccio, J.; Davis, H. J.; Durham, J. F.; Edwards, G. O.

Second Row: Corporals Fitzsimmons, M. J.; Fulton, R. H.; Grund, A.; Halley, Jr.; Hauser, H. J.

Third Row: Corporals Joerding, W. C.; Knight, H. F.; Koskie, J. A.; Martin, C.; McCallister, R.

Fourth Row: Corporals McCord, D. A.; McDonough, J. P.; Mudry, M.; Oertley, E. E.; Pennington, C. R.

Fifth Row: Corporals Pinkowski, H. A.; Present, O.; Pringle, F. M.; Reutzel, P.; Sagstetter, E. F.

Sixth Row: Corporals Santangelo, J.; Short, R. H.; Trumbo, P. N.; Vanderpool, J. F.; Verdi, J. J.

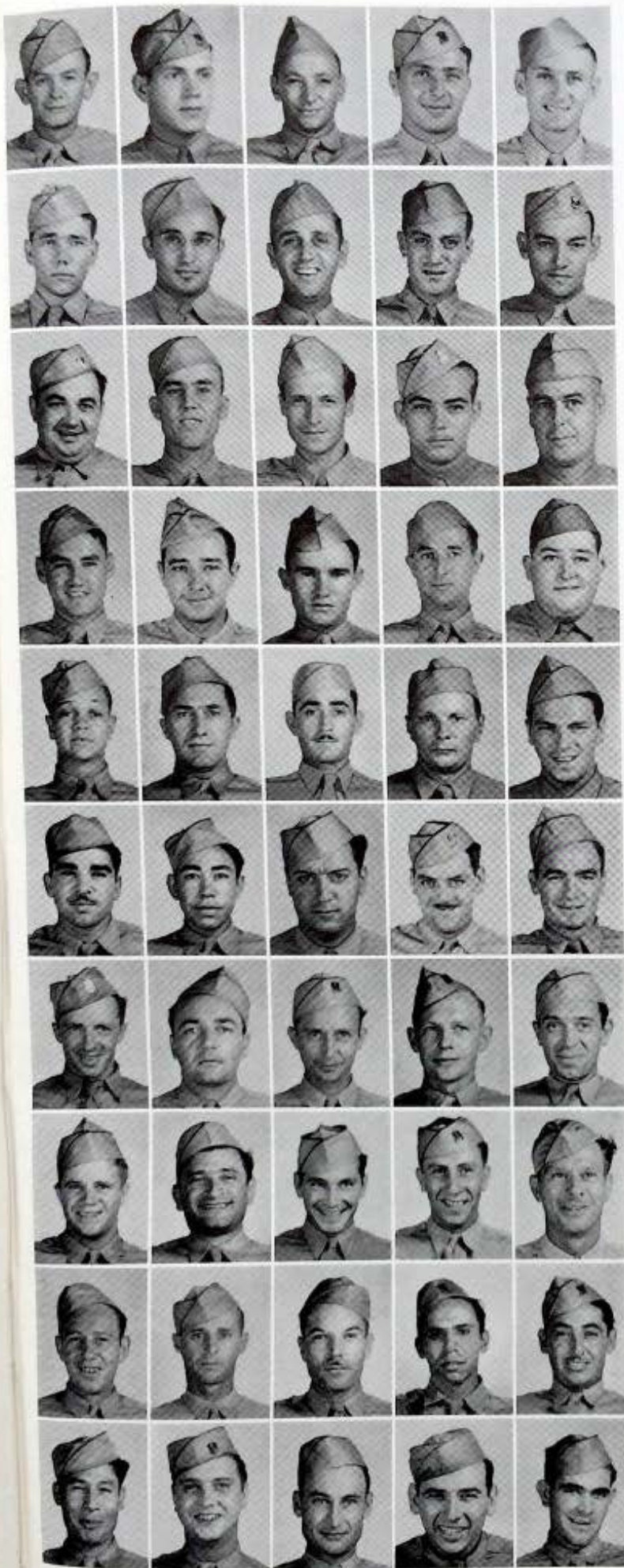
Seventh Row: Corporals Villarreal, R.; Williams, V.; Woerner, C. W.; Woolsey, C. H.; Zachariah, E.

Eighth Row: Corporal Zamora, R.; Privates First Class Barrata, M. A.; Beck, J.; Benitez, M.; Berger, O. A.

Ninth Row: Privates First Class Blake, W. R.; D'Auria, J.; Elder, M. Q.; Flores, J. C.; Hamlet, W. W.

Tenth Row: Privates First Class Irmie, D. A.; Jacobus, A.; Morey, E. A.; Parks, J. L.; Pendley, W. D.





85TH BASE HEADQUARTERS AND AIR BASE SQUADRON



(Reading from Left to Right)

First Row: Privates First Class Ridenhour, G. B.; Shoemaker, W. L.; Sieger, E.; Shinners, W. M.; Solomon, E. L.

Second Row: Privates First Class Sparks, E. W.; Teplitsky, J.; Varnell, M.; Verdone, P.; Vestall, J. C.

Third Row: Privates First Class Walsh, W. B.; Ward, E. E.; Willat, T. E.; Privates Adams, G. K.; Allen, R. G.

Fourth Row: Privates Bishop, W.; Boyd, A. H.; Boykin, E.; Brinneman, C. R.; Brooks, C. T.

Fifth Row: Privates Brown, C. O.; Bushman, A.; Calvillo, F.; Carlson, H. A.; Carpenter, D.

Sixth Row: Privates Cavazos, E.; Chavez, P.; Cifarelli, L.; Clark, R. E.; Collie, J.

Seventh Row: Privates Cook, V. C.; Cox, M. S.; Croucher, D. G.; Dahl, M.; D'Ambrosia, A. A.

Eighth Row: Privates Dryman, M. J.; Edelstein, S. S.; Falls, P. E.; Ferro, A.; Fink, D. H.

Ninth Row: Privates Foster, J.; Fredriksen, I. M.; Gandy, G.; Garcia, A.; Garcia, C. A.

Tenth Row: Privates Gonzales, J. I.; Gresham, J. E.; Guelker, C. L.; Gutierrez, E.; Harrington, A. C.

85TH BASE HEADQUARTERS AND AIR BASE SQUADRON



(Reading from Left to Right)

First Row: Privates Hasbrouck, H., Jr.; Hatwig, E. R.; Hawthorne, O. D.; Hayes, O. F.; Hipp, Q.

Second Row: Privates Hutson, W.; Jetzke, H.; Johnston, H.; Jones, C. L.; Joyce, E. J.

Third Row: Privates Kemp, W. H.; King, R. B.; Koontz, L. C.; Kosma, F. J.; Kuykendall, C. L.

Fourth Row: Privates Laas, L. B.; Lagory, C. J.; Leal, P.; Lloyd, W. H.; Loyd, W. H.

Fifth Row: Privates Lozano, F. V.; Lulow, G. A.; Lutz, O. B.; Marlow, J. J.; Mayer, J. C.

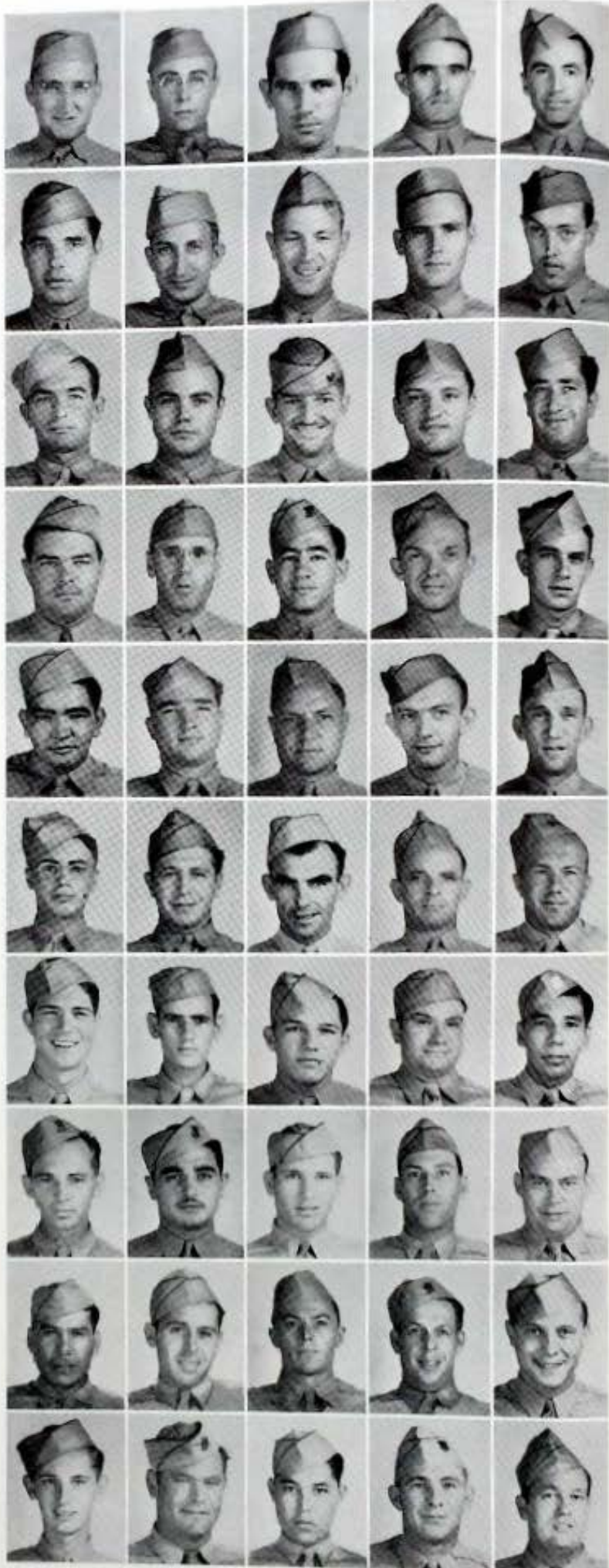
Sixth Row: Privates McCauley, L. A.; McConnell, W.; McDonough, F. A.; McElldowney, F.; Miilu, A.

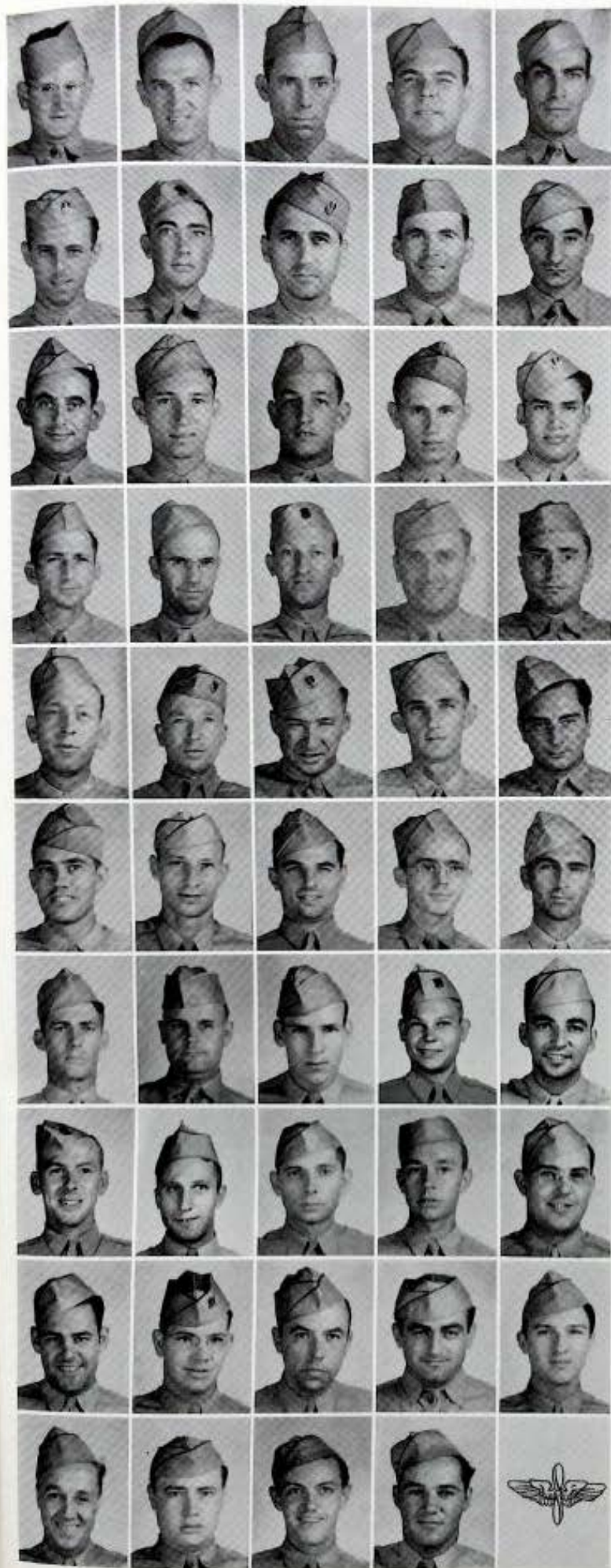
Seventh Row: Privates Miller, W. F.; Miranda, R.; Morales, E.; Moss, M.; Munoz, A. F.

Eighth Row: Privates Murphy, G. F.; Museo, L. A.; Nelson, P. L.; Newton, V. M.; Null, A. G.

Ninth Row: Privates Ortiz, D. C.; Paoni, G.; Parker, H. O.; Parks, E. P.; Passkiewicz, R. J.

Tenth Row: Privates Pearson, A. L.; Pierce, N. S.; Pinon, I.; Pohja, M.; Redding, B. E.





85TH BASE HEADQUARTERS AND AIR BASE SQUADRON



(Reading from Left to Right)

First Row: Privates Rexford, F. J.; Sautkulis, J.; Schoonover, T. J.; Sexton, F. C.; Slack, G. W.

Second Row: Privates Sopollec, H. J.; Spruill, G. M.; Stahr, H. O.; Stancer, R. J.; Sylvester, M. A.

Third Row: Privates Tennenbaum, B.; Thornspecken, R. A.; Travers, L. A.; Treadway, T. I.; Trevino, M. L.

Fourth Row: Privates Tull, W. F.; Tyler, C. W.; Vogler, A. H.; Waldman, M.; Watson, T. H.

Fifth Row: Privates Webb, V. V.; West, M.; Wisniewski, M.; Wright, W. F.; Zagorola, V.

Sixth Row: Finance—Technical Sergeant Lewis, W. G.; Staff Sergeant Croucher, R. R.; Technician Third Grade Martha, A. J.; Technicians Fourth Grade Day, F. H.; Johnson, J. C.

Seventh Row: Technicians Fifth Grade Ferrell, H. D.; Koenig, C. H.; Riddle, J. T.; **857th Signal Corps:** Staff Sergeant Bond, K. R.; Technician Fourth Grade Hirsch, L.

Eighth Row: Corporal Lewis, R. G.; Private First Class Limron, F. A.; **Communications:** Technical Sergeant Fortenberry, H. W.; Staff Sergeants Phillips, A. W.; Tracy, F. D.

Ninth Row: Corporal Wawak, I. B.; Private First Class Hobaugh, R. R.; Private Kreher, C. B.; **Weather:** Staff Sergeant Kramer, R. T.; Private First Class Eaton, L. C.

Tenth Row: Privates First Class Hansen, Leroy; Rabuck, M. J.; Privates Price, I. J.; Weaver, H.





GEORGE A. KLOPP
Captain
Commanding



CARROLL R. POPE
First Lieutenant
Adjutant



503RD SINGLE ENGINE FLYING TRAINING SQUADRON

(Reading from Left to Right)

First Row: First Sergeant Johnson, Julian W.; Technical Sergeants Carter, Noble R.; Hopkins, Robert E.; Johnson, Clifford R.; Johnson, Marvin J.; Kempter, William O.

Second Row: Technical Sergeants Missildine, Frederick D.; Mize, Roger B.; Rogers, Raymond L.; Staff Sergeants Alff, Edmund J., Jr.; Barnes, Herbert L.; Bassett, Ewell L.

Third Row: Staff Sergeants Bess, Oris B.; Boyd, Thomas M.; Buono, David; Caldwell, Charles; Carpenter, Roy L.; Clements, J. B.

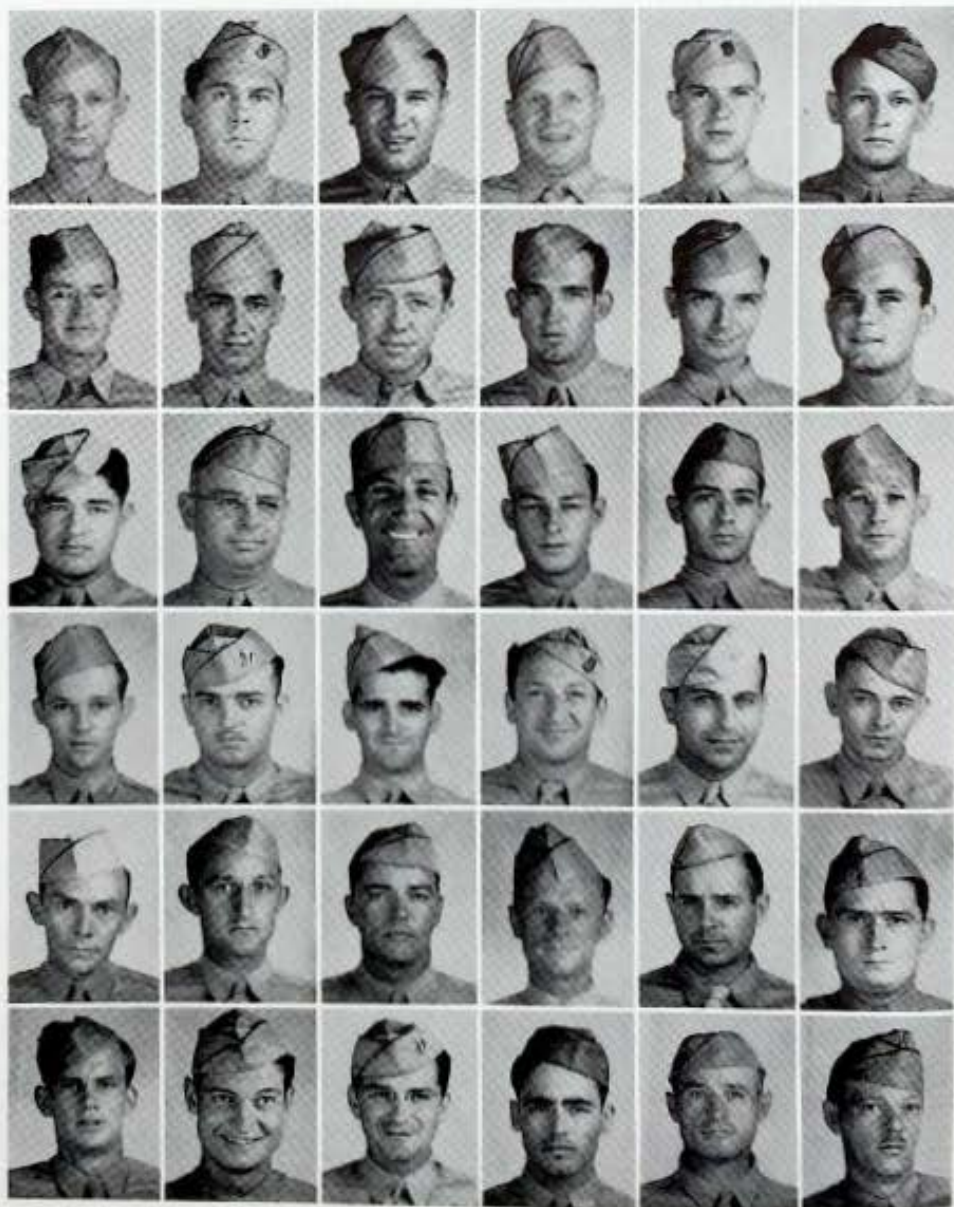
Fourth Row: Staff Sergeants Elliott, W. J.; Ford, Richard J.; Hirstenstein, Morton B.; Kugler, Robert; Minucci, Benjamin; Nelms, William E.

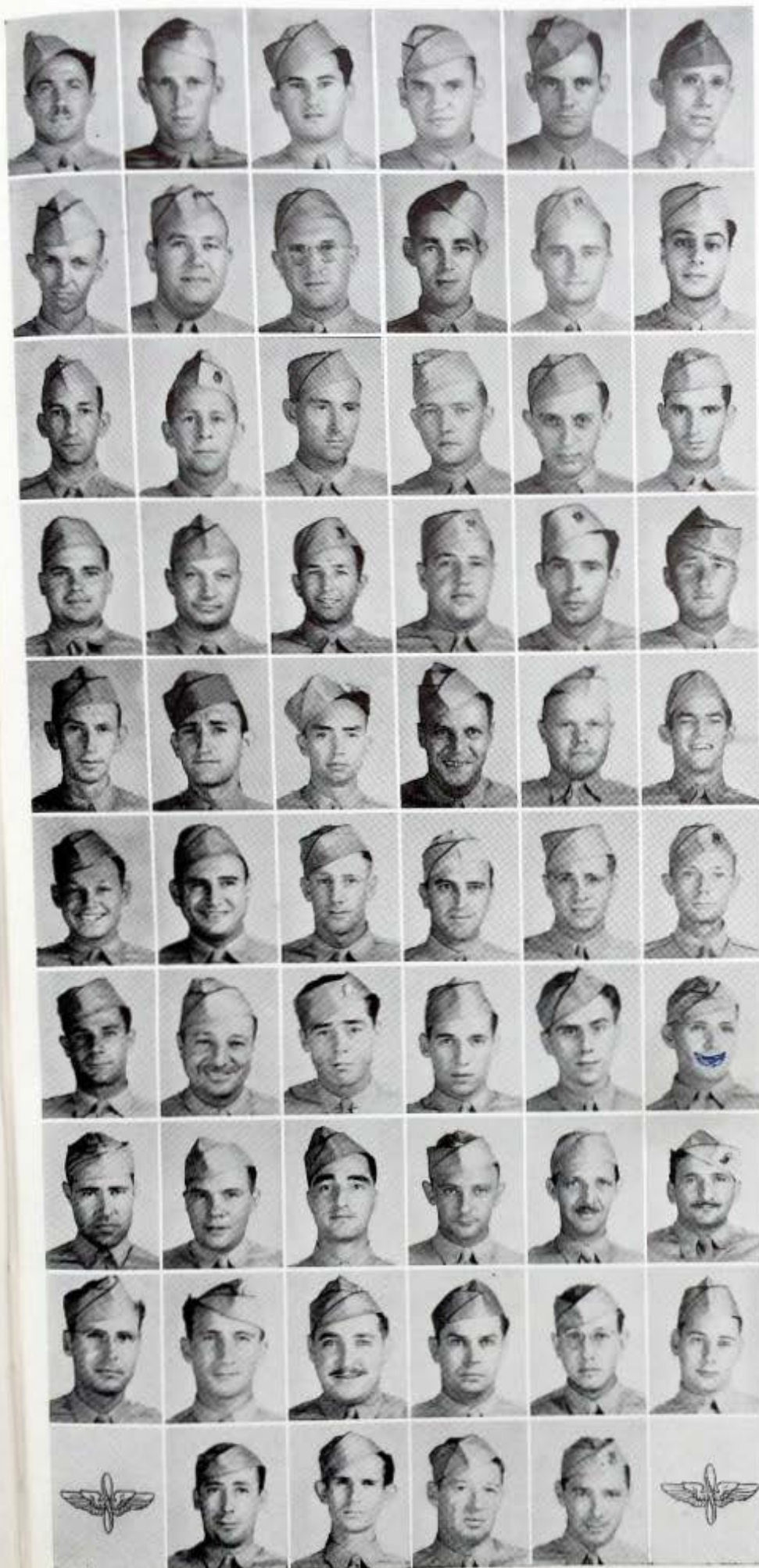
Fifth Row: Staff Sergeants Roddam, Claude C.; Russell, Richard E.; Stewart, Buchard L.; Wierzbowski, John; Wolfe, Melvin E.; Wright, Mac B.

Sixth Row: Staff Sergeant Zorn, James A.; Sergeants Alston, John C.; Baker, Lamar F.; Bradley, Joseph; Carpenter, Robert T.; Christiansen, Arthur S.



Charles A. Marshall
Sergeant





503RD SINGLE ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

First Row: Sergeants DaCamera, Francisco; Finn, Joseph A.; Garcia, Ernest G.; Gordon, William L.; Gumm, Jack H.; Harris, Carl S.

Second Row: Sergeants Hillmann, Willard E.; Kaylor, James A.; Kerr, John; Maier, Edward L.; Mathis, Wilmer W.; Mitchell, Michel J.

Third Row: Sergeants Moss, Henry R.; Presteridge, Robert G.; Puchaber, Walter F.; Ransom, Raymond L.; Rosenthal, David; Russell, Ralph J.

Fourth Row: Sergeants Still, James L.; Strasser, William B.; Westerfield, Clarence; Woolsey, Ralph G.; Yeager, William T.; Corporal Anderson, Leroy A.

Fifth Row: Corporals Ashbaugh, Gail V.; Antonello, Anthony; Ball, Warren; Bilka, Joseph S.; Boe, Clifford; Brundrett, Duncan B.

Sixth Row: Corporals Davis, Jack P.; Davis, Harry; Flanigan, George R.; Foley, Robert E.; Ford, Willis C.; Harmon, Geater J.

Seventh Row: Corporals Hester, Edward T.; Keeler, Victor W.; Keith, Clayton R.; Klingshirn, Norman C.; Liakos, George L.; Lillehei, Ralph D.

Eighth Row: Corporals Linares, Gerald R.; List, Albert; Mallo, Gerome J.; Nelson, Chester H.; Strickland, W.; Tschandl, Johnny P.

Ninth Row: Corporals Ullstrup, Leroy S.; Vrabel, William E.; Wittman, Rodney W.; Yoder, Marvin C.; Privates First Class Adkinson, Dale J.; Allen, Mason S.

Tenth Row: Privates First Class Bittner, John; Bormann, Arthur L.; Elliott, Wesley; Ervig, Arnold O.

503RD SINGLE ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

First Row: Privates First Class Ferguson, Wren A.; Garcia, Alvara; Gibbons, Kenneth E.; Harding, Harold J.; Hay, P. S.

Second Row: Privates First Class Klaus, John; Lucero, Joe R.; Marron, J. P.; Rorick, Edward F.; Shanks, Jacob C.

Third Row: Privates First Class Sims, Harvey S.; Strand, Vernon O.; Trimboli, Nicholas J.; Trudo, Frank G.; Wolf, Anthony E.

Fourth Row: Private First Class Wyrick, Bernard A.; Privates Ahrens, Ferdinand B.; Anderson, Shelby C.; Balsamo, Robert L.; Barker, Kenneth E.

Fifth Row: Privates Barnes, Gerald J.; Barnett, Alton E.; Bass, Roy K.; Bauer, Laurence J.; Bissonette, Earl A.

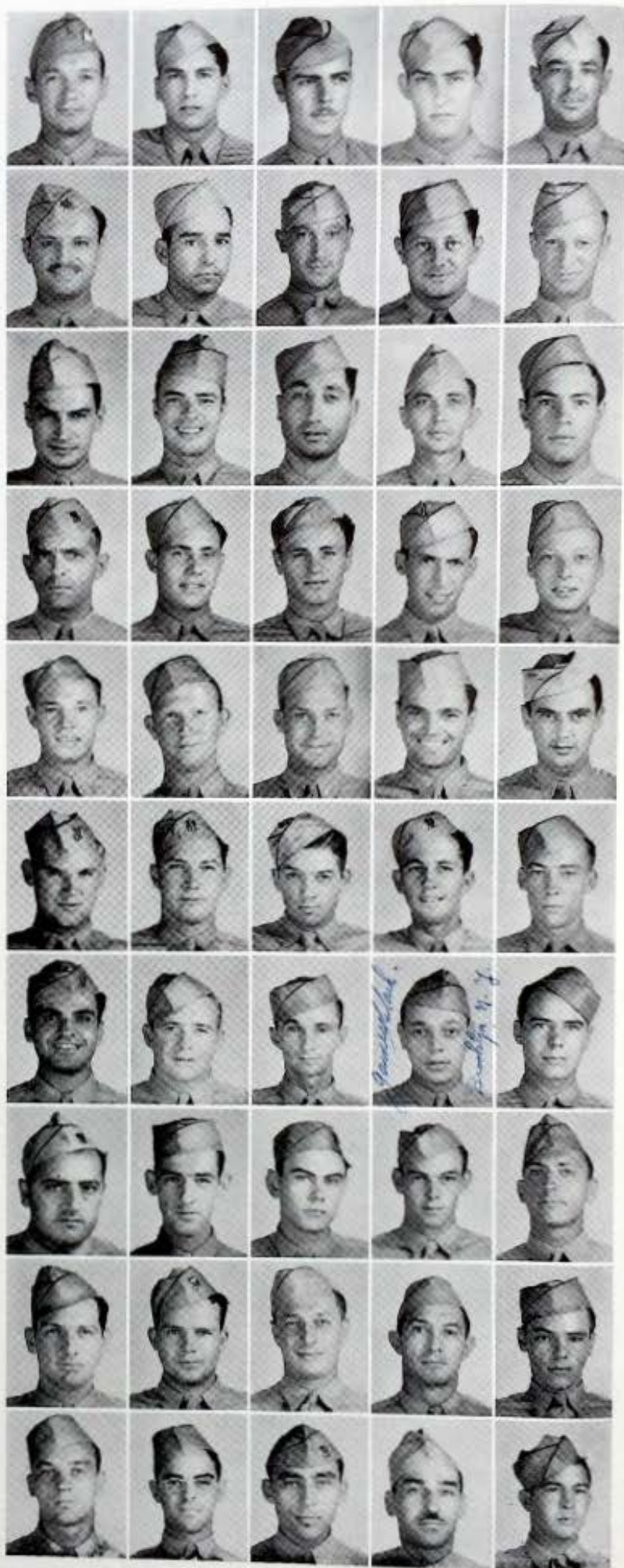
Sixth Row: Privates Blecha, Edwin J.; Braden, Alton D.; Brasuell, Ralph C.; Bramer, Bjarne B.; Campbell, Booth A.

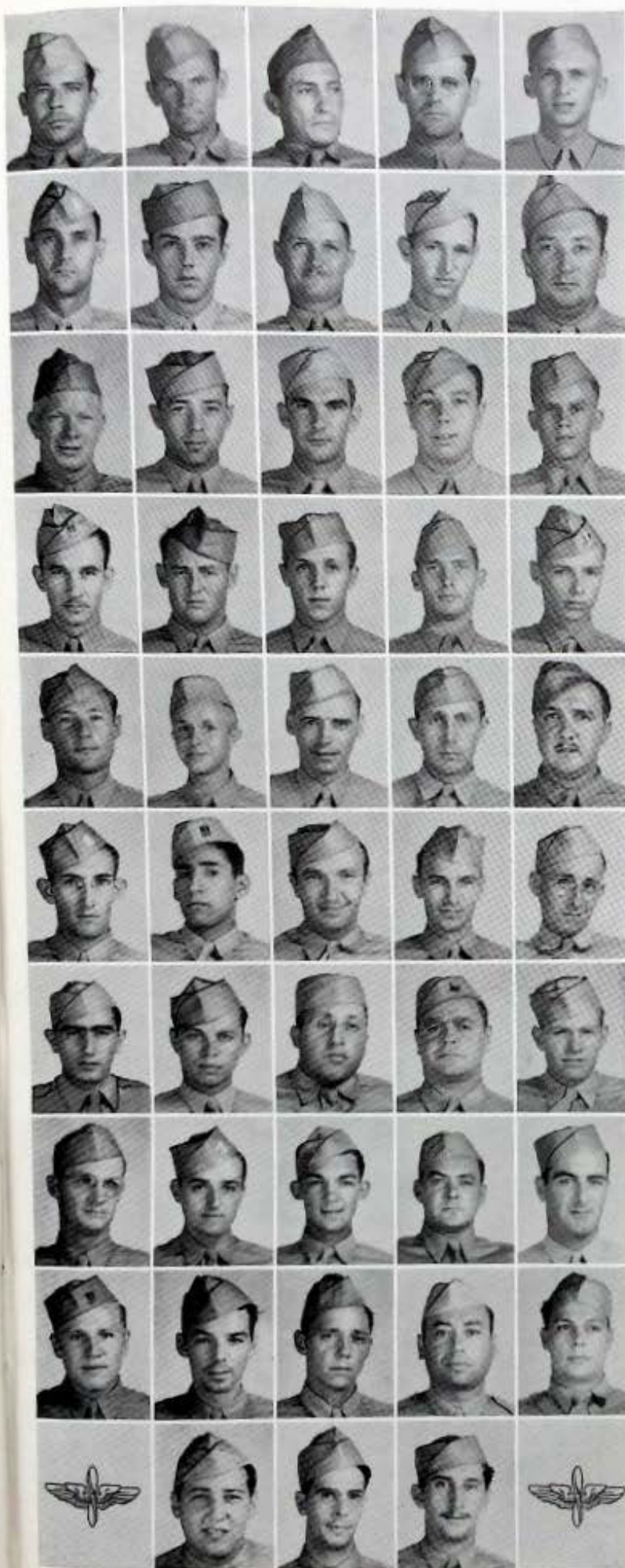
Seventh Row: Privates Caruso, Sam L.; Casteel, Jean T.; Cates, Lee M.; Clark, James R.; Conrad, Elmer L.

Eighth Row: Privates DeFalco, Charles F.; Delaney, Roy V.; Dodd, Gene E.; Drake, Virgil A.; Drees, Joseph L.

Ninth Row: Privates Dretsch, Clifford G.; English, Milton B.; Erhardt, Bernard W.; Erwin, Joseph L.; Ferrell, Hershell.

Tenth Row: Privates Freiburger, Francis C.; Goldberg, Samuel; Gornick, Stanley W.; Goryszewski, Raymond; Graham, Clinton T.





503RD SINGLE ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

First Row: Privates Gross, Delos S.; Hanson, Carl H.; Harvey, James W.; Hassman, Rubin W.; Hoefft, Robert W.

Second Row: Privates Hollenbaek, Lynn A.; Horton, John I.; Iseli, Otto; Jarrett, William W.; Kurz, Martin H.

Third Row: Privates Lain, Alvah H.; Lamb, Vernon E.; Landrum, Herbert; Lovely, Stephen N.; Lupton, John W.

Fourth Row: Privates Mattingly, Paul L.; McKelva, T. C.; Mitchell, Dallas C.; Morganstern, Kenneth A.; Neal, George H.

Fifth Row: Privates Newman, Albert A.; Pearson, Forrest; Pelsinski, William C.; Porter, James E.; Ray, William K.

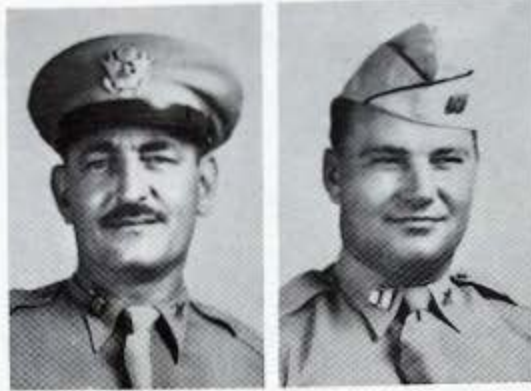
Sixth Row: Privates Reid, Thomas L.; Rodriguez, Keith M.; Rogers, Andrew D.; Ross, Clyde; Rowe, William C.

Seventh Row: Privates Russo, Peter D.; Schilling, Woodrow; Schulz, William F.; Sokalski, Frank S.; Sparks, Hollis R.

Eighth Row: Privates Steele, Abe R.; Swanson, Edward N.; Thomas, Robert G.; Travis, Walter A.; Tynan, Vincent E.

Ninth Row: Privates Voy, Willard B.; Walsh, John W.; Wanser, Richard R.; Wasilefsky, Albert; Webb, James M.

Tenth Row: Privates Wein, Phillip; Wester, Edgar J.; Woehle, Charles R.



★

RAYMOND L. WEILER
Major
Commanding

CHARLES H. HAGEMAN
Captain
Adjutant

★

504TH SINGLE ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

First Row: First Sergeant Curry, James J.; Master Sergeants Bartlett, Orvin P.; Brown, James T.; Rechkemmer, Roy L.; Smith, Hiram C.; Williams, Alex H.

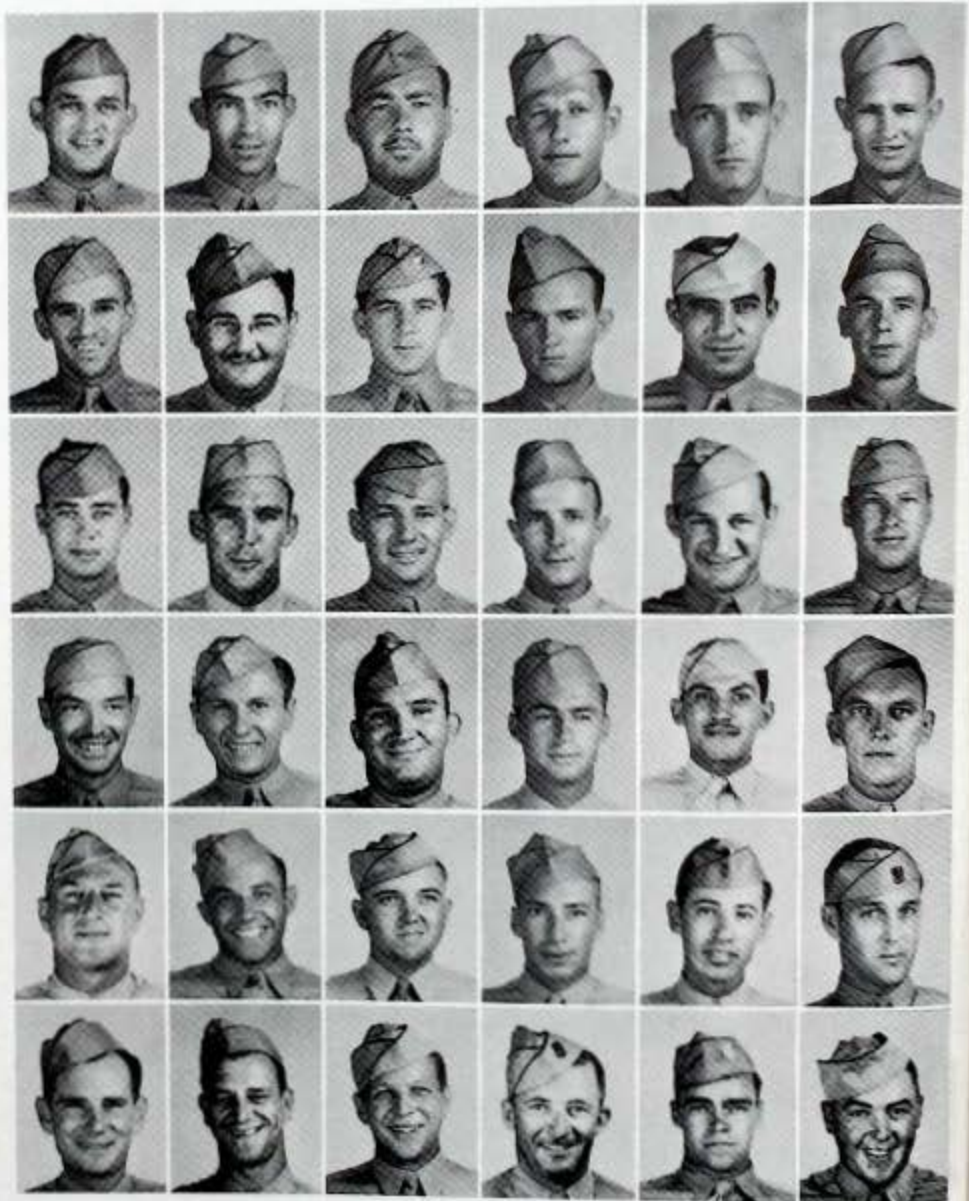
Second Row: Technical Sergeants Brookshire, Hollie H.; Cranman, Louie; Gaudette, Victor A.; Griffin, Christopher D.; Hallada, Gregory J.; Lamb, Glenn H.

Third Row: Technical Sergeants Lannum, Earl R.; Leisner, Henry M.; Lynn, Walter R.; Morey, Eugene M.; Myers, Walter R.; Richardson, Muriel C.

Fourth Row: Technical Sergeants Shoup, Ronald R.; Yaneck, Andrew E.; Staff Sergeants Adam, Lynn R.; Adams, Robert G.; Aguilar, Augustin M.; Barr, Clarence E.

Fifth Row: Staff Sergeants Bellaver, Ferruccio S.; Berardi, Joseph V.; Bolen, William R.; Bolton, Bon O.; Borja, Gilberto; Brooks, Robert L.

Sixth Row: Staff Sergeants Campbell, Adolph F.; Carriere, Robert J.; Cunningham, Albert F.; Cunningham, John F.; Davis, Arthur B.; Dolen, Warren G.



504TH SINGLE ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

First Row: Staff Sergeants Easton, Raleigh W.; Furr, James G.; Galbraith, Noble; Garner, Robert F., Jr.; Gee, John W.; Gordon, Laurie H.

Second Row: Staff Sergeants Griffiths, William L.; Guthrie, Thomas R.; Hall, Nual E.; Harris, Harvey S.; Hayes, Benjamin E.; Hudgens, Jerry S. F.

Third Row: Staff Sergeants Hunter, William, Jr.; Jordan, Rafford T.; Keys, Edward C.; Kirby, Theodore J.; Leavitt, Phillip C.; LeGoff, Roger M.

Fourth Row: Staff Sergeants Long, Russele S.; Lucy, Walter; Martin, Clyde M.; Martin, Norman G.; Martin, William E.; Matthews, Harvey C.

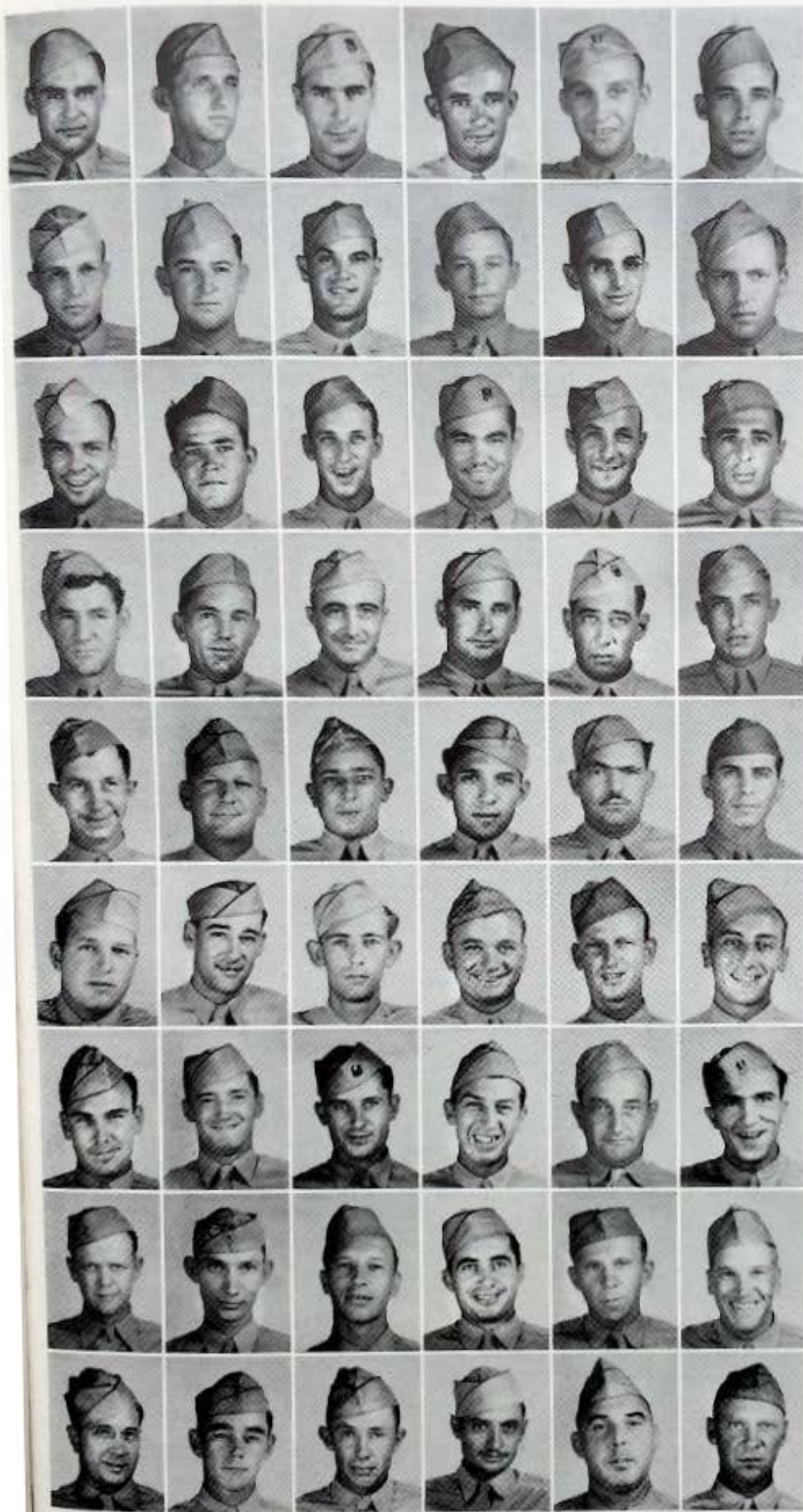
Fifth Row: Staff Sergeants Miles, Brayton G.; Myers, George E.; Oxendine, Leo M.; Piaz, Nicholas, Jr.; Peasley, Kenneth D.; Pittman, William E.

Sixth Row: Staff Sergeants Pomeroy, Francis; Royder, Horrace S.; Ruffy, Robert B.; Schoolfield, Clifton C.; Strickland, Warren G.; Viglione, Ferdinand A.

Seventh Row: Staff Sergeants Viti-
toe, Walter W.; Welshans, James F.;
Wesoloski, Edward A.; Sergeants Al-
baugh, Albert M.; Ammons, Richard
C.; Andrews, Augustine.

Eighth Row: Sergeants Andrews,
Walter W.; Anthony, Rex R.; Ballard,
William E.; Baricevic, Michael; Bart-
lett, William N.; Berg, Clifford D.

Ninth Row: Sergeants Berg, Sidney
O.; Black, Johnnie B.; Brandvold,
Karrol M.; Brown, Gordon L.; Burke,
Edward J.; Burton, Homer T.



504TH SINGLE ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

First Row: Sergeants Carter, George W.; Carter, Robah C.; Cearley, Wilbur R.; Childers, Raymond W.; Choate, Joel E.; Ciancio, Jacob.

Second Row: Sergeants Cockrell, Connie N.; Concannon, Thomas A.; Condon, Earl J.; Curry, James D.; Dariotis, Michael G.; Davis, Barney A.

Third Row: Sergeants Decuir, Harry A., Jr.; Deer, Glen E.; Derveloy, Donald L.; Diebold, Benjamin J.; Diehl, Thomas A.; Daub, Robert P.

Fourth Row: Sergeants Dufour, Cleo J.; Duvernet, Joseph A.; Early, James J.; Emmons, Robert L.; Everding, Frederick J.; Fazzio, Edward J.

Fifth Row: Sergeants Frasier, Ralph E.; Fulton, William E.; Gannon, James J.; Garzonie, Gregory J.; Glasgow, William H.; Goodenough, Edgar W.

Sixth Row: Sergeants Haefner, Frank V.; Harbison, Hurshel D.; Hardee, Bruce; Harper, Alvin R.; Harper, Ralph A.; Harris, Clement A.

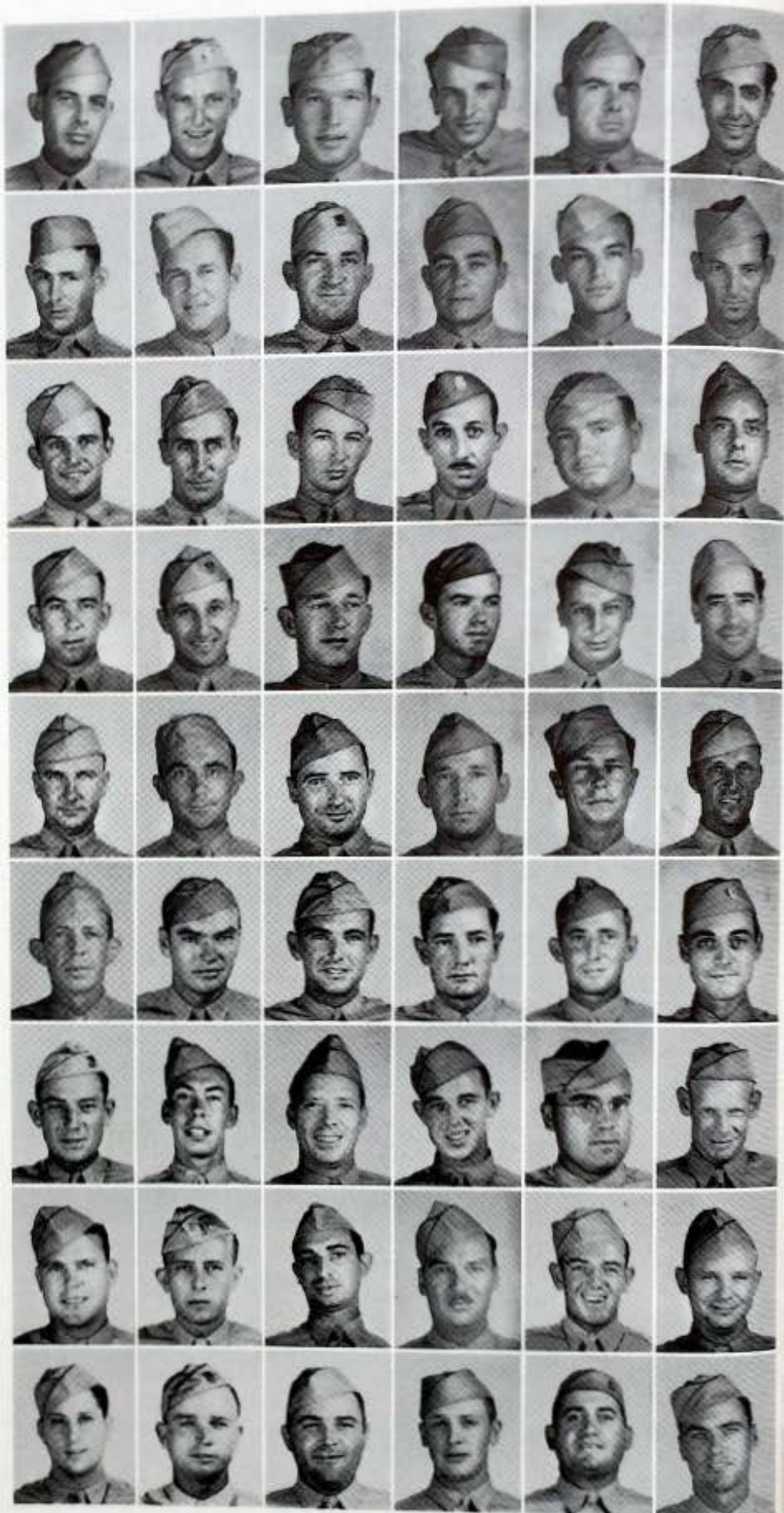
Seventh Row: Sergeants Harris, Ralph O.; Haskell, Kenneth A.; Hosford, Patrick W.; Howell, Ned D.; Hutmacher, Paul A.; Jennings, William T.

Eighth Row: Sergeants Johns, Albert; Jones, Raymond H.; Kalman, Albert; Keal, Charles W.; Kennedy, William J.; Kroeger, Allen A.

Ninth Row: Sergeants LaFave, Lawrence N.; Lamm, Allison K.; Ledbetter, Howard W.; Leitner, Paul A.; Lemonds, Carl; Lessing, Anthony.



Clarence Ellerman
Sergeant



504TH SINGLE ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

First Row: Sergeants Lewis, Melvin L.; Lowe, John A.; Lynch, Charles J.; Maguire, Charles T.; Martinelli, Patsy J.; Massey, Irvin.

Second Row: Sergeants Mayes, Roy M.; McCall, Charles H.; McCoy, Durham B.; Miller, Laurie G.; Mitchell, Johnnie E.; Mitchell, Oscar E.

Third Row: Sergeants Neelley, Charles F.; Norris, William C.; Oldham, William H.; Orgeron, Alex; Park, Lewis T.; Pavlich, Stanley M.

Fourth Row: Sergeants Phillips, Warren E.; Poitevint, Bennett R.; Poole, Bernard L.; Pugh, William E.; Riggs, Ulmer B.; Schleider, Frank A.

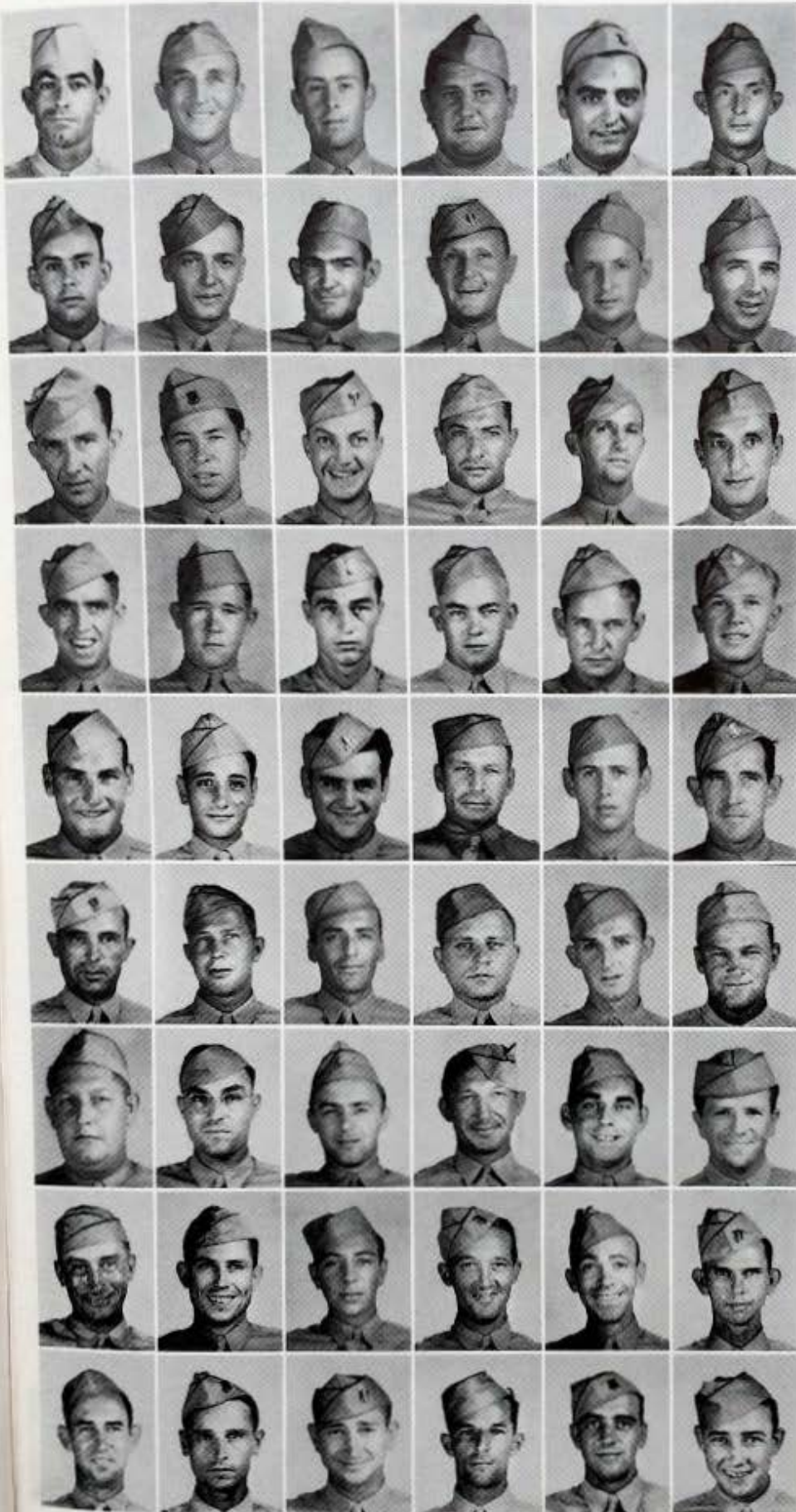
Fifth Row: Sergeants Schnee, Richard N.; Seamans, Robert M.; Silberg, Leon; Skinner, Henry; Smedes, Vincent J.; Smith, Gerald E.

Sixth Row: Sergeants Smith, Robert H., Jr.; Smith, Thomas E.; Spearman, James H.; Stalk, Joseph; Stopczynski, Augustus; Turner, Charley M.

Seventh Row: Sergeants Upchurch, Earl W.; Wakeman, Lester B.; Wolsey, William J.; Zimbo, Stanley; Zoller, Robert F.; Yeargin, Francis W.

Eighth Row: Corporals Aman, George W.; Anderson, John A.; Armstrong, Emil R.; Baran, Francis J.; Basham, Audrey B.; Bateman, James A.

Ninth Row: Corporals Batts, Roy F.; Bell, James M.; Berghoff, Ernest A.; Berry, L. E.; Blauser, J. C.; Blythe, Marion F.



504TH SINGLE ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

First Row: Corporals Bodine, Allen William; Bowker, Charles R.; Brandon, Richard D.; Brown, George S.; Bruce, Robert E.; Casey, Reburn B.

Second Row: Corporals Chapman, Ferman W.; Christensen, Lloyd E.; Cluna, Frank A.; Conner, William G.; Cornette, Gwynn M.; Craft, Henry D.

Third Row: Corporals Criss, Herman C.; Davies, James T.; Dilley, James L.; Dusek, Fred, Jr.; Erickson, Arvol E.; Fagans, James.

Fourth Row: Corporals Fletcher, Walter E.; Fuller, John T.; Girten, Henry D.; Gusiak, John J.; Hayes, Edmund H.; Henderson, Harold B.

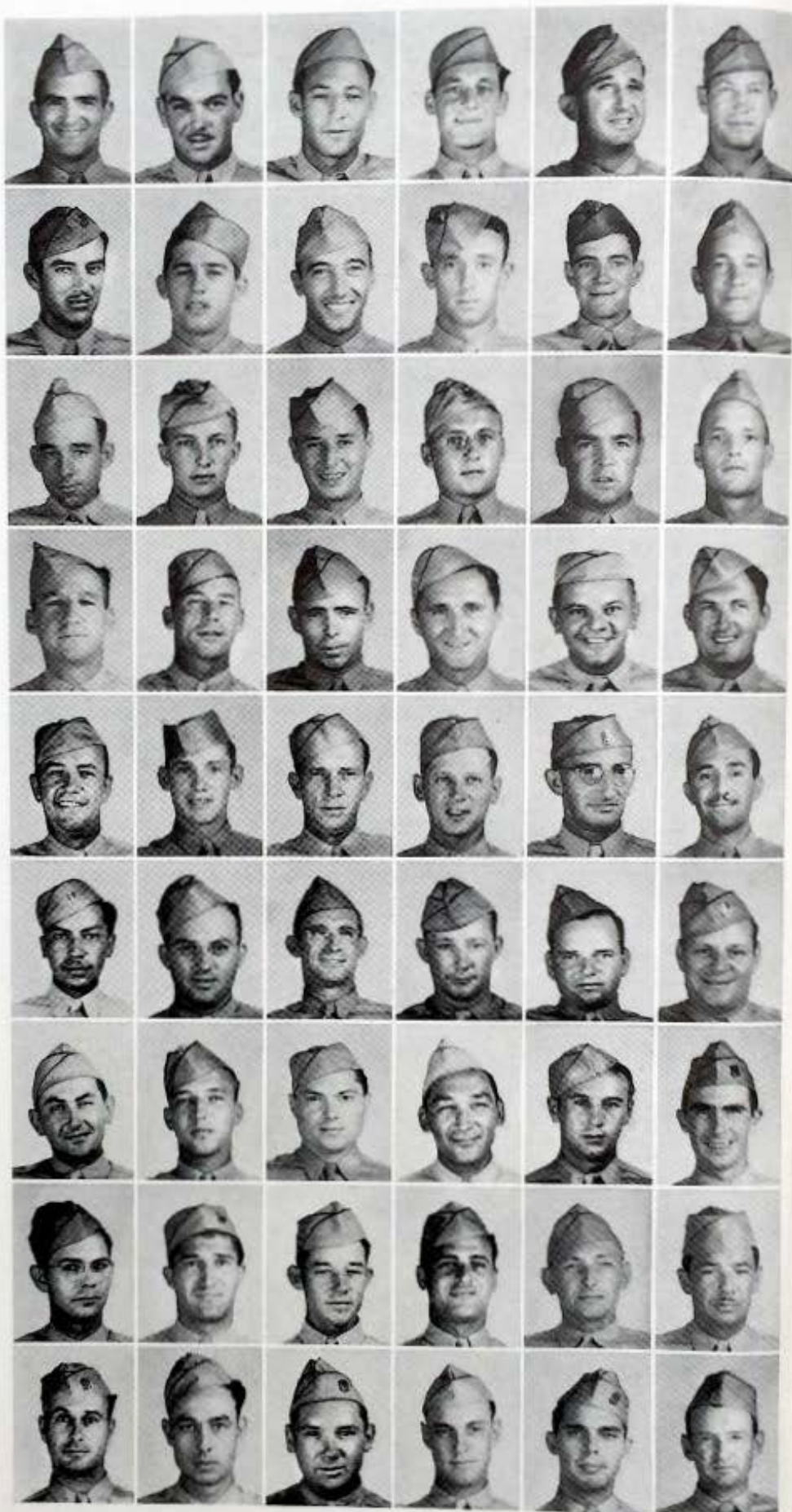
Fifth Row: Corporals Hickman, Joseph A.; Humphreys, Richard L.; Kilgore, Ralph C.; Lamos, Joseph T.; Lawton, John K.; Longoria, Heriberto F.

Sixth Row: Corporals Lopez, Louis A.; Loyd, William K.; Lozewski, Stanley J.; Mackey, Glen N.; Massengale, Wilbur H.; Maston, Robert E.

Seventh Row: Corporals Messak, Andrew; Michael, Paul S.; Moffet, Melvin L.; Moller, Bernard; Neri, Enzo E.; Philbeck, William K.

Eighth Row: Corporals Powell, Robert H.; Proksch, Calvin B.; Rogers, J. C.; Ross, Anthony J.; Sanderson, Roger T.; Sandlin, Albert T.

Ninth Row: Corporals Scatina, Louis G.; Sexton, Herschel; Skistimas, Stanley; Smith, Johnnie B.; Tedrow, Floyd; Tew, James M.



504TH SINGLE ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

First Row: Corporals Thiede, Robert S.; Tunley, Charles H.; Typer, Charles E.; White, Clyde M.; Wilkenson, Leon E.; Private First Class Abernethy, Alton W.

Second Row: Privates First Class Anderson, Casper M.; Asbury, John E.; Austin, Lee T.; Backues, Richard D.; Banning, Ralph; Barger, Lee R.

Third Row: Privates First Class Cornelius, Earl L.; DeBenedetto, Joseph J.; Dittus, Arthur H.; Duncan, Weldon W.; Economidis, Harry J.; Ferrazzo, Antonio N.

Fourth Row: Privates First Class George, James C.; Grammer, Francis E.; Green, Thomas J.; Grinter, John H.; Hemert, Earl V.; Hendrickson, Edwin J.

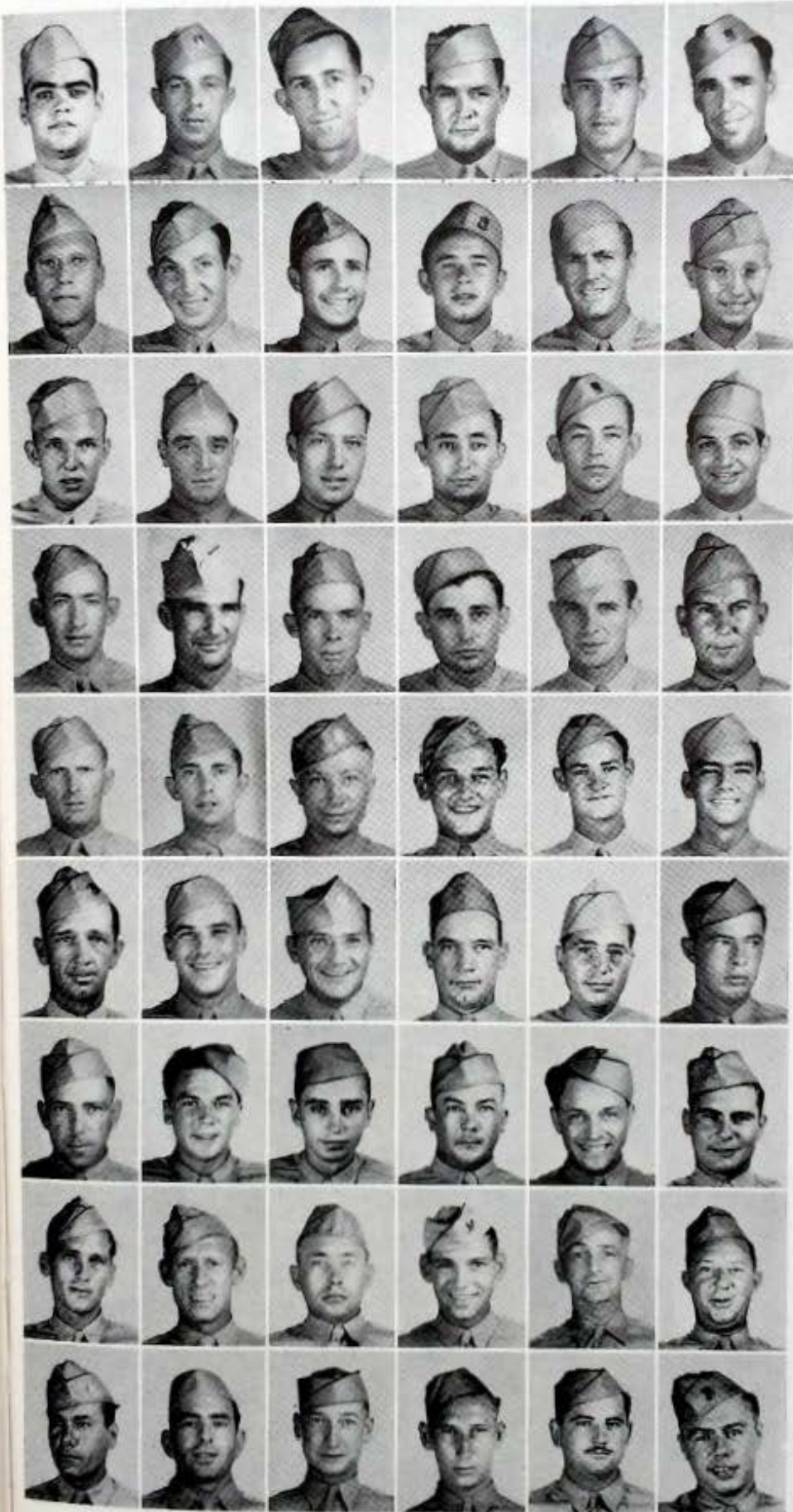
Fifth Row: Privates First Class Hunter, Clyde C.; Jones, John P.; Kannewurf, Harry J.; Lishefski, Edward B.; Mahan, Austin; Mancillas, Gilberto.

Sixth Row: Privates First Class Manthei, Gregory A.; Noble, David R.; Olszewski, Henry; Pillow, Alvin M.; Renaudo, Joe; Rhodes, Earnest A.

Seventh Row: Privates First Class Roskelly, Donald H.; Schwemle, Elwin H.; Sparks, Sterling M.; Spicer, Keith M.; Stroh, Jack; Strubel, John E.

Eighth Row: Privates First Class Sundquist, Arnold W.; Williams, Jacob; Wingler, Russell W.; Winney, St. Elmo M.; Wise, Joseph E.; Private Abrahamson, Harold R.

Ninth Row: Privates Alvarado, Rodolfo G.; Alvarez, Octavio L.; Annett, Robert G.; Bacon, Vencil B.; Badge, E. C.; Baer, Richard H.



504TH SINGLE ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

First Row: Privates Bagwell, Allen B.; Bayardo, Rodames; Bebee, Alfred H.; Belotti, Charles J.; Biglin, James G.; Bjornsen, Thomas A.

Second Row: Privates Blaska, Bernard S.; Boland, Elmer A.; Borchardt, Bobbie A.; Box, Norman H.; Boyce, Bernard J.; Brickey, Robert A.

Third Row: Privates Broeg, Edward E.; Brooks, David; Brooks, John; Bryant, Andrew W.; Buchheister, Robert L.; Butenschoen, F. G.

Fourth Row: Privates Burrus, James L.; Call, Dwight M.; Cameron, Robert H.; Canova, Clarence R.; Carroll, George A.; Christensen, William H.

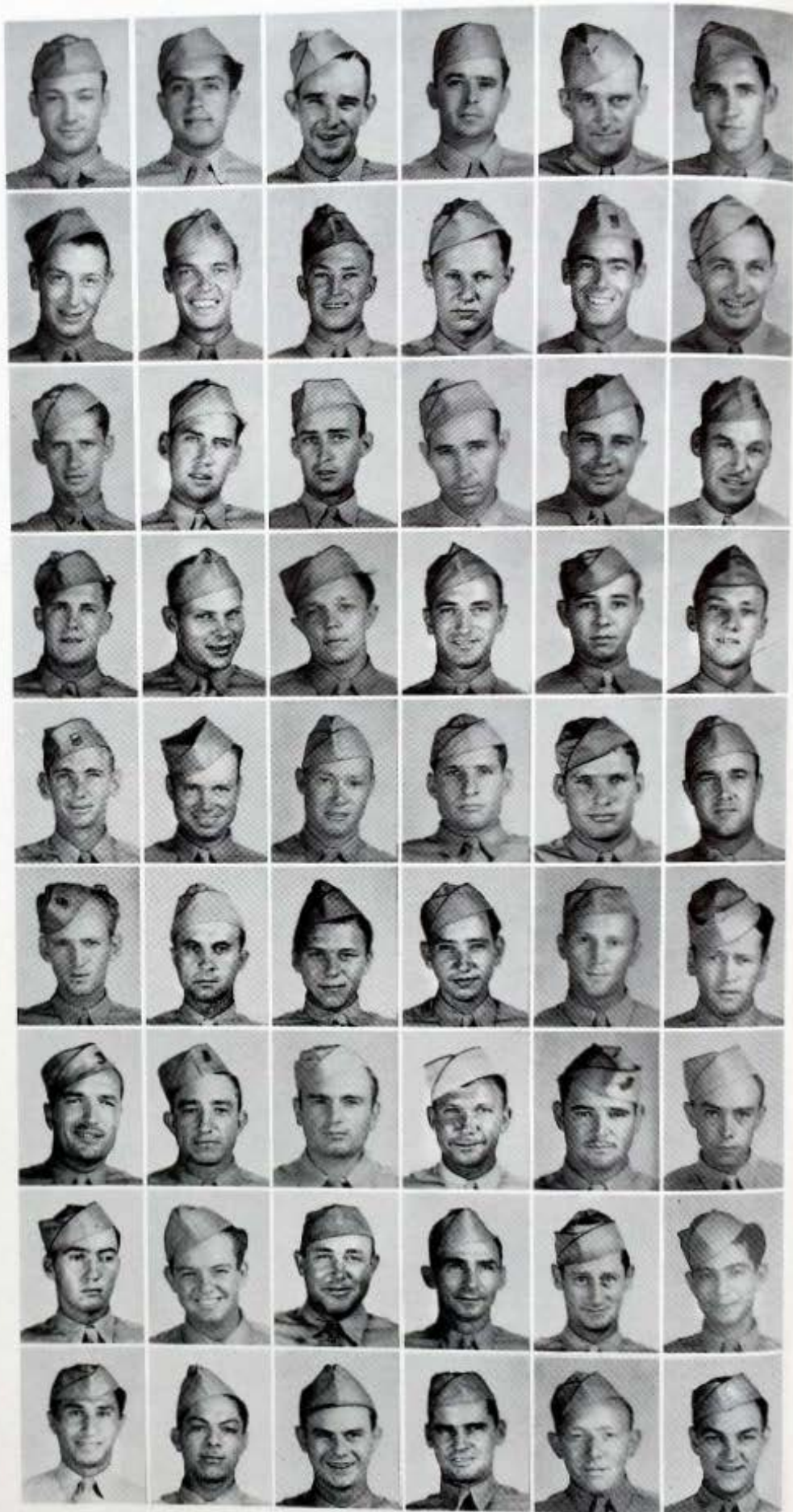
Fifth Row: Privates Clendinning, William C.; Clingan, Leonard B.; Cockreham, Roland N.; Coleman, Harry H.; Coleman, Harold H.; Cooper, Donald R.

Sixth Row: Privates Cooper, Marion F.; Cox, Walter D.; Cunningham, Clarence; Davidson, James S.; Davis, Richard L.; Dinnean, Raymond J.

Seventh Row: Privates Drury, Merwin E.; Duncan, Burton T.; Dungan, William C.; Ehlers, Paul C.; Ferguson, Orland H.; Forkner, William H.

Eighth Row: Privates France, John F.; Fulton, Bill K.; Gabel, Layton H.; Gaines, Verne T.; Gallagher, Robert T.; Galvan, R.

Ninth Row: Privates Garabedian, Thomas; Gonzales, Rene L.; Gordon, Kenneth R.; Graham, Ray A.; Gray, J. W., Jr.; Greminger, Wayne W.





504TH SINGLE ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

First Row: Privates Grohman, Alphonse; Hahs, Robert V.; Halicky, John P.; Hall, Myron E.; Hanheide, Alvin C.; Hanna, John.

Second Row: Privates Harvey, Zeph W.; Hilbun, Otis M., jr.; Homyak, Peter; Hood, Jack E.; Hood, Jim M.; Hosler, Howard G.

Third Row: Privates Howard, Ernest J.; Howell, Clarence E.; Hursey, Norris E.; Husky, William L.; Jacoby, William J.; Jeffress, Robert J.

Fourth Row: Privates Jensen, Edward; Johnson, Curtis C.; Johnston, Nathan N.; Jones, Harley J.; Judd, Robert C.; Juntunen, Waino B.

Fifth Row: Privates Kavanah, Austin A.; Kendall, Clyde L.; Kiewicz, Frank M.; Kilham, Richard O.; King, Clyde B.; Kinnard, Loyd.

Sixth Row: Privates Klatt, Kermit W.; Kobierowski, Edward J.; Krasinski, Zygmunt F.; Kulczyk, Zygmunt A.; Laffoon, Charley L.; Lafond, Joseph H., Jr.

Seventh Row: Privates Ledbetter, Bloice C.; Leszczynski, Edward W.; Lucas, Stephen J.; Lundgren, Arvid L.; McDonald, G. A.; McDonald, Thomas J.

Eighth Row: Privates McDonnell, Joseph L.; McGuire, Ray E.; McIntire, Lester C.; McWilliams, Frank; Mielnik, Peter P.; Miller, Ray W.

Ninth Row: Privates Mitchem, Sherman A.; Morehead, Loyd D.; Morrell, Thomas J.; Murdock, Glen W.; Nowak, Sigismund; O'Hearn, Francis E.

Tenth Row: Privates Olgers, John E.; Owen, Robert H.; Oxley, Daniel P.; Padilia, Ramond G.

504TH SINGLE ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

First Row: Privates Palmer, Vincent F.; Parretta, D. J.; Pennington, James W. P.; Petersen, Vernon R.; Philipson, Paul; Pinson, E.

Second Row: Privates Puckett, Everett J.; Reed, Roland W., Jr.; Reid, Walter A.; Robertson, Howell C.; Robinson, Gerald J.; Robinson, Robert D.

Third Row: Privates Rogers, Estle D.; Russel, Robert; Rusyn, William; Santivenere, Fred; Scatuccio, Vincenzo J.; Schieferstein Harvey N.

Fourth Row: Privates Schuermann, Leslie R.; Schwartz, Joseph; Schwenk, Theodore E.; Self, Hancel; Shaver, Lyle C.; Shirley, William A.

Fifth Row: Privates Shoemaker, Arthur R.; Sobotor, Anthony E.; Spurgotis, Gust; Stitt, Lawrence H., Jr.; Stroud, William A., Jr.; Vance, E. S.

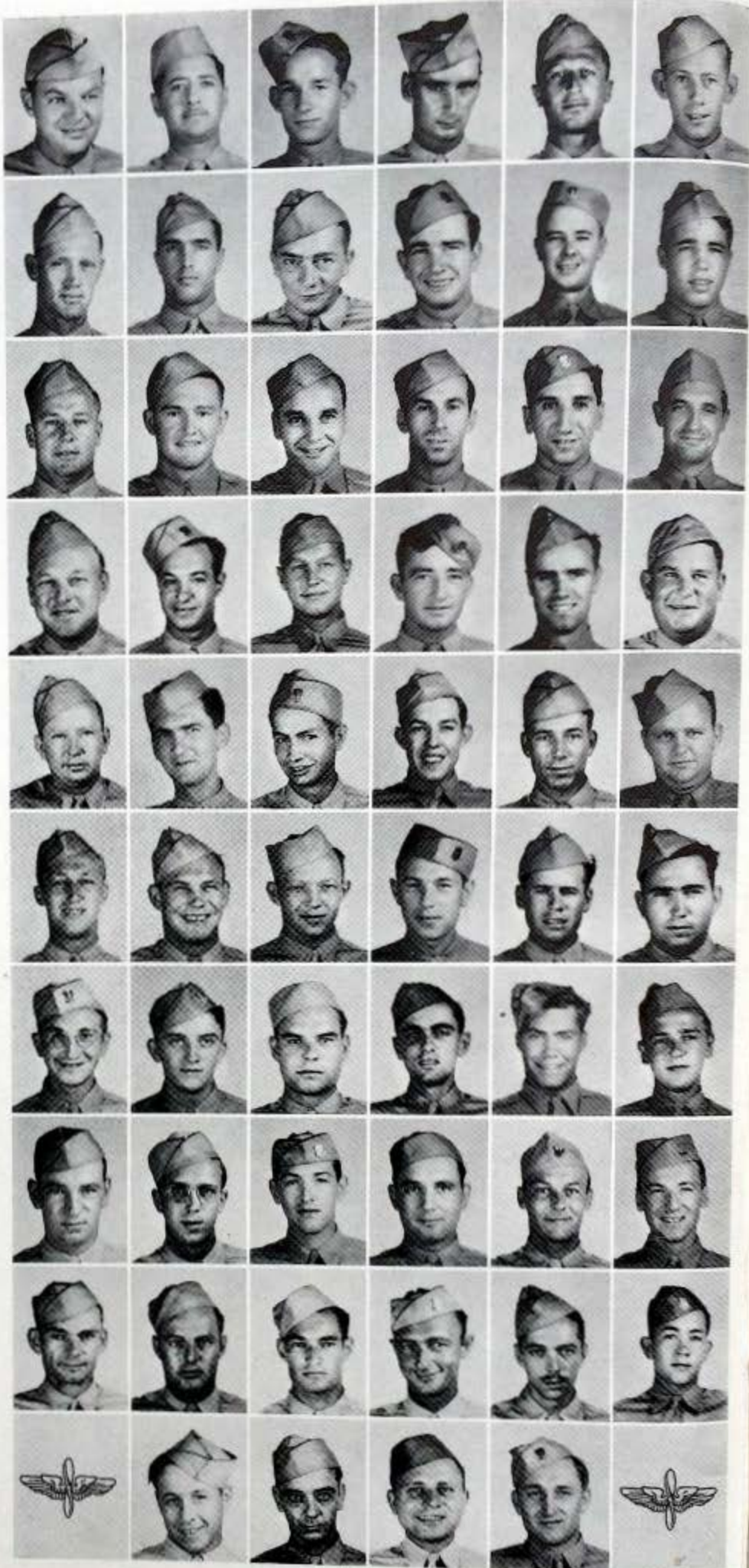
Sixth Row: Privates Vandervliet, Richard E.; VanStrein, Joseph B.; Vujcic, Emil; Waligorski, Peter J.; Walkup, Roy J.; Sergeant Waltrip, John K.

Seventh Row: Privates Weintraub, Edward; West, Donald F.; Weyerich, George J.; Whitaker, George T.; Wick, Jack V.; Willingham, C. E.

Eighth Row: Privates Wilson, Henry T.; Wold, Bud V.; Wolfe, Adelbert Hugh; Woodford, Henry A.; Woods, John Garden Hulbert; Wright, Herbert G.

Ninth Row — Attached: Sergeant Hess, Delmar; Corporal Bassett, Lloyd; Privates Hall, H. B.; Keen, J. N.; Kline, M. K.; Lambert, Billy J.

Tenth Row: Privates Lipchey, C.; Nickell, Roy C.; Sergeant Stalk, J.; Private Worell, Robert A.





JOAN R. STRONGIN
First Lieutenant
Commanding

ELIZABETH M. HARRINGTON
Second Lieutenant
Adjutant

THEODORA PERRY
Second Lieutenant
Supply Officer

733RD WAC POST HEADQUARTERS COMPANY



(Reading from Left to Right)

First Row: First Leader Maggat, Harriet S.;
Leaders Bailey, Helen M.; Eisenberg, Hilda L.;
Givens, Virginia A.; Haley, Allane K.

Second Row: Leaders Hoffman, Georgette M.;
Murray, Sarah P.; Technicians Fourth Grade
Cole, Barbara J.; Greene, Grace M.; Gallagher,
Audrey E.

Third Row: Technicians Fourth Grade Smith,
Hazel M.; Sones, Cara M.; Williams, Margaret
H.; Junior Leaders Brown, Cornelia A.; Kemp,
Mary L.

Fourth Row: Junior Leaders Tirsler, Honora
G.; Werner, Lotte; Technicians Fifth Grade Barr,
Betty L.; Begg, Anne C.; Bishop, June M.

Fifth Row: Technicians Fifth Grade Bloom,
Virginia N.; Bower, Dorothy M.; Cullen, Jessie
B.; DeLay, Sara L.; DeMichele, Mildred A.

Sixth Row: Technicians Fifth Grade Denecke,
Elizabeth J.; Erhardt, Mary; Erickson, Kathleen J.;
Halicka, Emily F.; Halberger, Amelia E.

733RD WAC POST HEADQUARTERS COMPANY



(Reading from Left to Right)

First Row: Technicians Fifth Grade Higgins, Madeline N.; March, Julia E.; Moss, Ida M.; Pereira, Gloria; Pope, Olga A.

Second Row: Technicians Fifth Grade Silfen, Sophia; Sovereign, Evelyn E.; Swenholt, Betty J.; Thomas, Camille R.; Werner, Cecilia M.

Third Row: Technicians Fifth Grade Will, Audrey A.; Young, Dolores D.; Zani, Ida; Zinn, Betty; Auxiliary First Class Adams, Ermina I.

Fourth Row: Auxiliaries First Class Cable, Doris E.; Cadotte, Clara O.; Cook, Lillian E.; Crawford, Evelyn R.; DeMann, Carmella F.

Fifth Row: Auxiliaries First Class Einerson, Jane G.; Groves, Dorothy M.; Hahn, Clea M.; Joy, Phyllis L.; Kennelly, Elizabeth G.

Sixth Row: Auxiliaries First Class Kremser, Leona S.; LeFrance, Alice; Martin, Florence L.; McBride, Rosalie P.; Michow, Mary C.

Seventh Row: Auxiliaries First Class Mosser, Ima D.; Moritz, Gladys M.; Muske, Virginia; O'Brien, Patricia A.; Plunket, Gladys.

Eighth Row: Auxiliaries First Class Rioux, Lauretta B.; Searles, Mildred R.; Singer, Sylvia; Snyder, Julia C.; Stenlake, Evelyn L.



733RD WAC POST HEADQUARTERS COMPANY



(Reading from Left to Right)

First Row: Auxiliaries First Class Uelman, Genevieve M.; Wandersee, Ida; Weaver, Ada H.; Weissman, Jeanne H.; Welch, Bessie M.

Second Row: Auxiliaries First Class Welch, Maxine L.; Williams, Lillian D.; Winstead, Ruby G.; Yarrington, Grace L.; Auxiliary Bailey, Rubie M.

Third Row: Auxiliaries Bobbett, Rose J.; Chambers, Jeanne E.; Dever, Lola M.; Flowers, Mattie E.; Ford, Mary E.

Fourth Row: Auxiliaries Gunn, Mary C.; Knedler, Vivian C.; Kullmann, Alice; LeBrun, Esther J.; LeCompte, Wendell J.

Fifth Row: Auxiliaries Marmottin, Anaise M.; Mehalic, Mary J.; Michaels, Mary; Mulholland, Margaret E.; Peterson, Barbara W.

Sixth Row: Auxiliaries Polven Maki, Lily H.; Riley, Bertha M.; Roberson, Dorothea; Robinson, Frances M.; Santos, Celia C.

Seventh Row: Auxiliaries Schnstek, Marie; Simkovic, Helen A.; Simms, Ethel J.; Smith Elba M.; Tichanor, Margaret A.

Eighth Row: Auxiliaries Trost, Mabel E.; Walls, Annie L.; Yates, Barbara F.; Young, Rachel E.



1019TH GUARD SQUADRON



(Reading from Left to Right)

First Row: First Sergeant Douthit, Charles B.; Staff Sergeants Bennett, Clyde H.; Moon, Vernon J.; Sergeants Apanof, Irving A.; Burns, Edward A.

Second Row: Sergeants Evans, James O.; McGee, Joseph C.; Mullarkey, Marcus J.; Muzzy, Lester F.; Swann, Charles V.

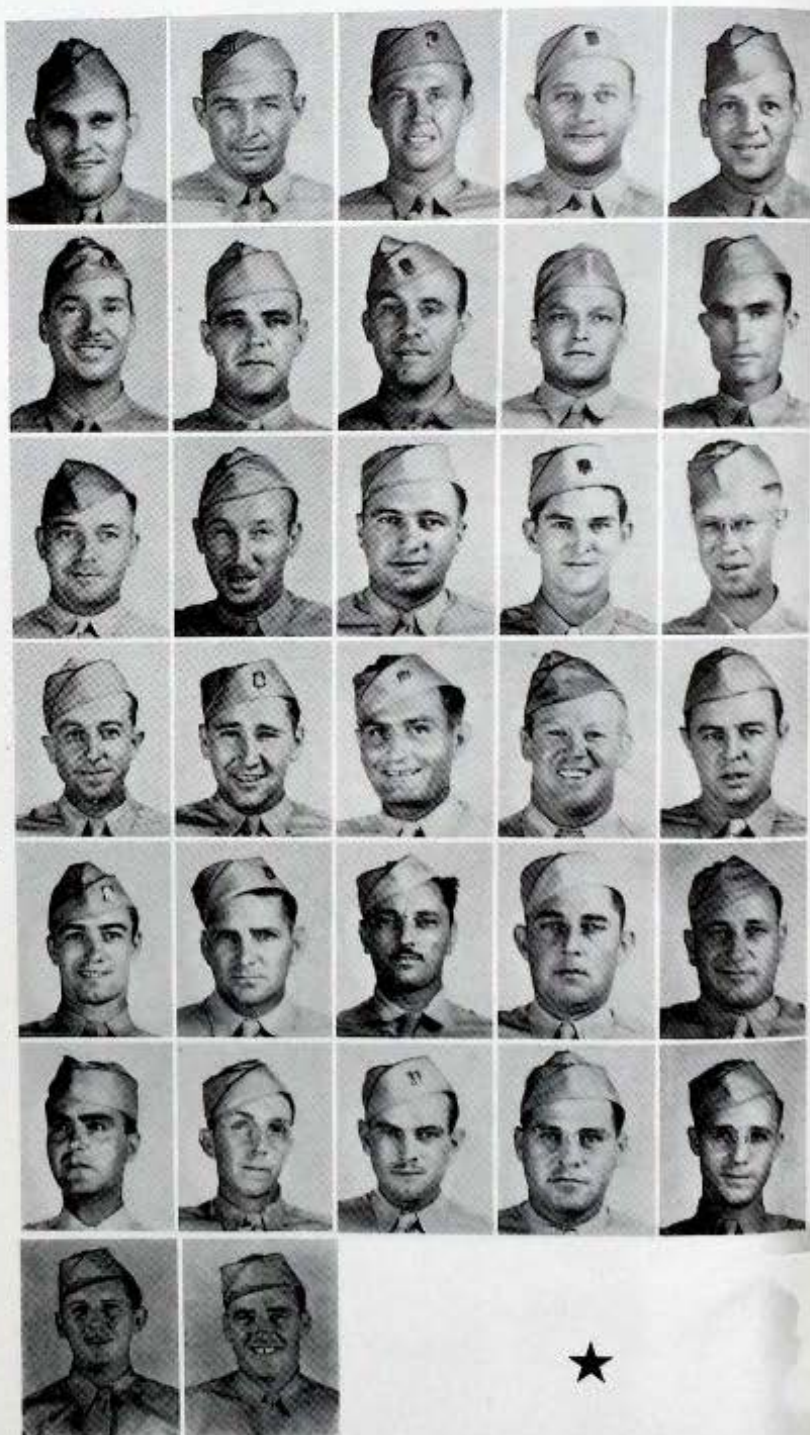
Third Row: Corporals Applebee, Roland F.; Bethea, Nat G.; Burdeau, Earl V.; Faust, Edward; Goodrich, Cecil E.

Fourth Row: Corporals Hall, Bennett H.; Harrington, Leamon E.; Mazotti, Joseph J.; Prosser, Chester W.; Pryor, William H.

Fifth Row: Corporals Sedivy, Edwin A.; Thurman, John L.; Privates First Class Anzalone, Leonard V., Jr.; Barnes, Oren A.; Billing, Curtis.

Sixth Row: Privates First Class Cantore, Ralph H.; Clark, Andrew; Ehrlich, Con; Flemmer, Lorenz; Gluba, Joseph H., Jr.

Seventh Row: Staff Sergeant Cauley, Averille H.; Sergeant Wrinn, Andrew F.



1019TH GUARD SQUADRON



(Reading from Left to Right)



First Row: Privates First Class Guglielmo, Clement; Kerley, William A.; Kost, Jack; Lyons, William P.; McClellan, Jimmie.



Second Row: Privates First Class McGinnis, Raymond V.; Muller, Reginald H.; Parisella, Vincent; Pegram, Robert E.; Pena, Emilio.



Third Row: Privates First Class Rainsford, Clyde; Rogers, Carl J.; Sundermeyer, Stephen V.; Woolard, Roy H.; Private Alaniz, Pete J.



Fourth Row: Privates Berkman, Jack; Bullock, Archibald H.; Burnes, Melville O.; Carstensen, Sidney; Caudle, Sherman H.



Fifth Row: Privates Caviness, Lloyd H.; Clayton, Fred H.; Cruz, Noe B.; Davie, Ralph C.; Davis, Carl.



Sixth Row: Privates Davis, Fenton L.; Drew, Fredrick V.; Edmunds, Sterling N., Jr.; Farrow, William; Fisher, Roy C.



Seventh Row: Privates Flores, Refugio; Forkel, Earl; Garcia, Crisostomo; Gillispie, Roy C.; Golish, Paul.



Eighth Row: Privates Graves, Edward E.; Gonzalez, Ramon J.; Gregory, Carl A.; Griffin, James R.; Grozinski, Walter J.

1019TH GUARD SQUADRON



(Reading from Left to Right)

First Row: Privates Guerra, Manuel G.; Hassler, Warren G.; Hill, Earl M.; Hill, Norman L.; Hopkins, Calvin L.

Second Row: Privates Huckabee, Theodore; Hughes, Albert L.; Kimsel, Benjamin C.; Krasucki, Henry A.; Kuerz, William F.

Third Row: Privates Linzmeir, Silverious J.; Lopez, Leonel; Luna, Candelario; McClellan, Harold; Matland, John H., Jr.

Fourth Row: Privates Mazzo, Joseph A.; Meirotto, Virgil C.; Mitchell, Charles F.; Patterson, Marvin R.; Peck, Merritt D.

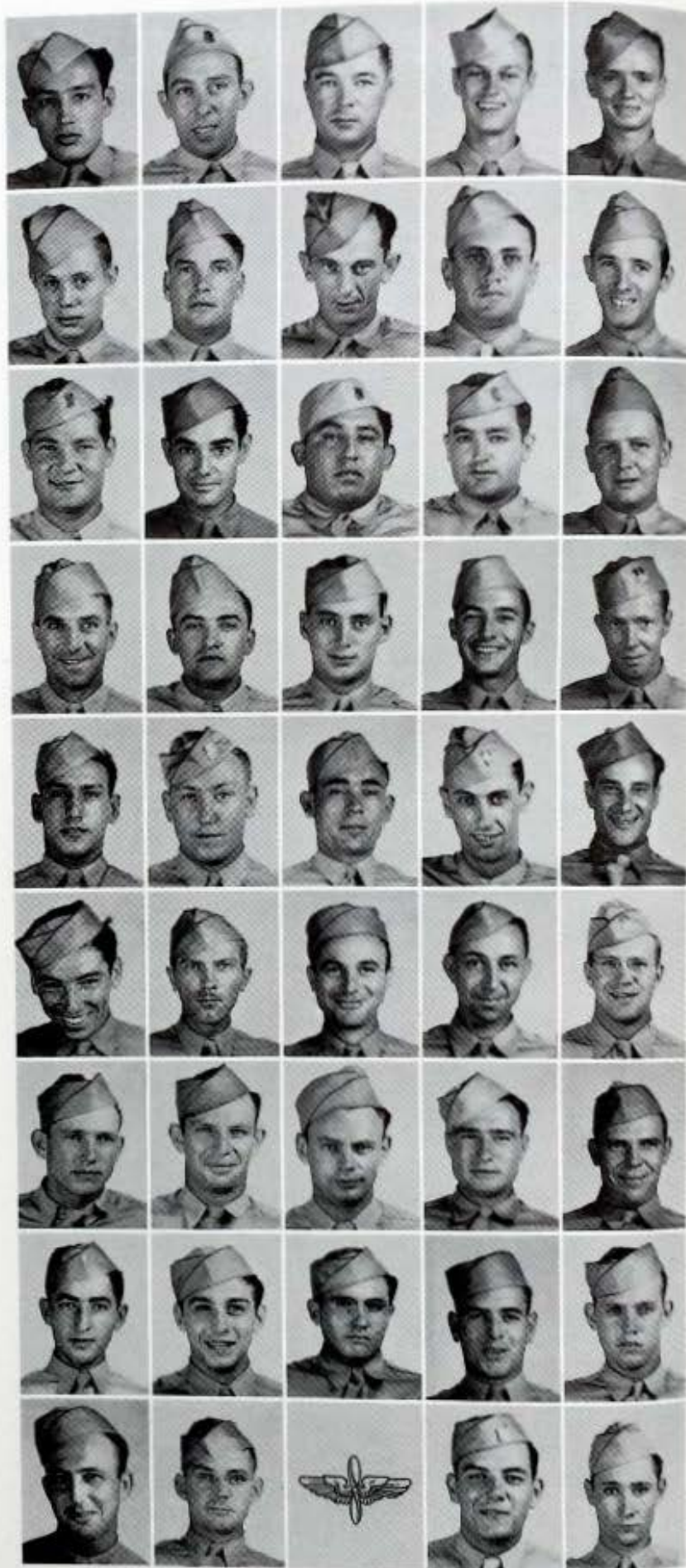
Fifth Row: Privates Pompa, Jose R.; Pope, Jack L.; Ramirez, Fernando; Reed, Earl S.; Roundtree, Jerry E.

Sixth Row: Privates Ruelas, Guadalupe; Schlump, Rayburn F.; Sito, Joseph T.; Skinner, Grover A.; Stevenson, Murray G.

Seventh Row: Privates Stewart, Wayne W.; Thompson, Lawrence P.; Thompson, James R.; Underwood, Wesley P.; Ussery, Cecil F.

Eighth Row: Privates Valdez, Roberto A.; Vassallo, Vincent; Vela, Manuel; Watson, Waverly L.; Whittaker, Ralph E.

Ninth Row: Privates Wise, J. C.; Wolfswinkel, Henry; Wood, Charles W.; Wortheam, Jessie W.





MARVIN A. FARRY
Second Lieutenant
Commanding



PRENTIS E. BALL
First Lieutenant
Adjutant



DETACHMENT MEDICAL DEPARTMENT



(Reading from Left to Right)

First Row: Master Sergeant Renfro, Delbert; First Sergeant Dowell, Charlie R.; Staff Sergeants Baltes, Eugene A.; Mapes, Wilson H.; Rutkowski, Walter C.

Second Row: Technician Third Grade England, Jean F.; Sergeants Chapman, William C.; Dye, Kenneth C.; Holland, Russell F.; Prochnow, Clarence R.

Third Row: Sergeant Smith, Merrill K.; Technicians Fourth Grade Friedstrom, Carl J.; Gustafson, Godtfred H.; Ryan, Joseph V.; Searcy, James H.

Fourth Row: Corporals Cagle, James C.; Fazio, Milton G.; Koleczek, Frank W.; Sacker, Abraham L.; Technician Fifth Grade Baebenroth, Robert F.

Fifth Row: Technicians Fifth Grade Blackwood, Alton L.; Candler, Charles A.; Erwinski, Edmund A.; Hamik, Leo F.; Hayes, Kenneth P.

Sixth Row: Technicians Fifth Grade Hronesz, Edward S.; Joy, George L.; Kovach, John; Kubacki, Harry A.; Salinas, Elias.

DETACHMENT MEDICAL DEPARTMENT



(Reading from Left to Right)

First Row: Technicians Fifth Grade Suminski, Raymond F.; Taylor, Dellis E.; Toomey, John J.; Privates First Class Caceres, Ernesto G.; Cicero, Dominic J.

Second Row: Privates First Class Dolkiewicz, John B.; Garza, Reuben G.; Harding, Clarence McC.; Krawiecki, Roland V.; Loberg, John N.

Third Row: Privates First Class McCauley, Arven Z.; Musacchia, George; Nottling, Gilbert J.; Roelse, Melvin H.; Scharner, Michael F.

Fourth Row: Privates First Class Schmidt, William F.; Vignes, Ernest A.; Privates Barbuch, Edward F.; Cain, Francis L.; Maglio, Eugene J.

Fifth Row: Privates Richel, Stanley; Schmidt, Ernst.

COLORED TROOPS

Corporal Babino, Joseph B.; Privates First Class Callis, Lewis C.; Calloway, Robert L.

Sixth Row: Privates First Class Eldridge, William D.; Hardison Willie P.; Nelson, Warren A.; Scott, John S.; Private Cameron, Frank R.

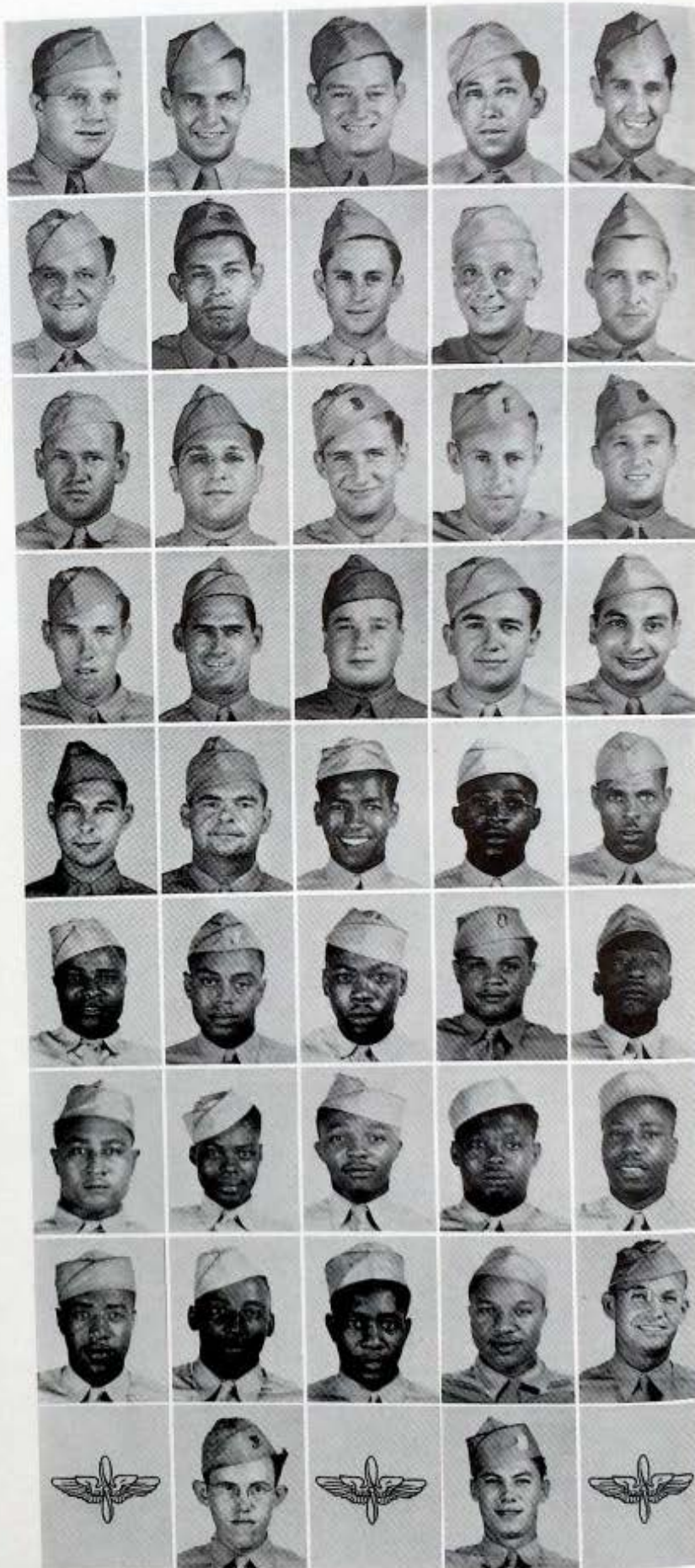
Seventh Row: Privates Cleveland, Loyd; James, Horace C.; Johnson, Douglas; Jones, Samuel M.; Laws, James H.

Eighth Row: Privates Lee, John H.; Milton, John, Jr.; Perry, Dempsey D.; Younger, Samuel.

VETERINARY DETACHMENT

Staff Sergeant Rayner, Raphael R.

Ninth Row: Corporal Weaver, Adlai W.; Private Colvin, Theodore W.





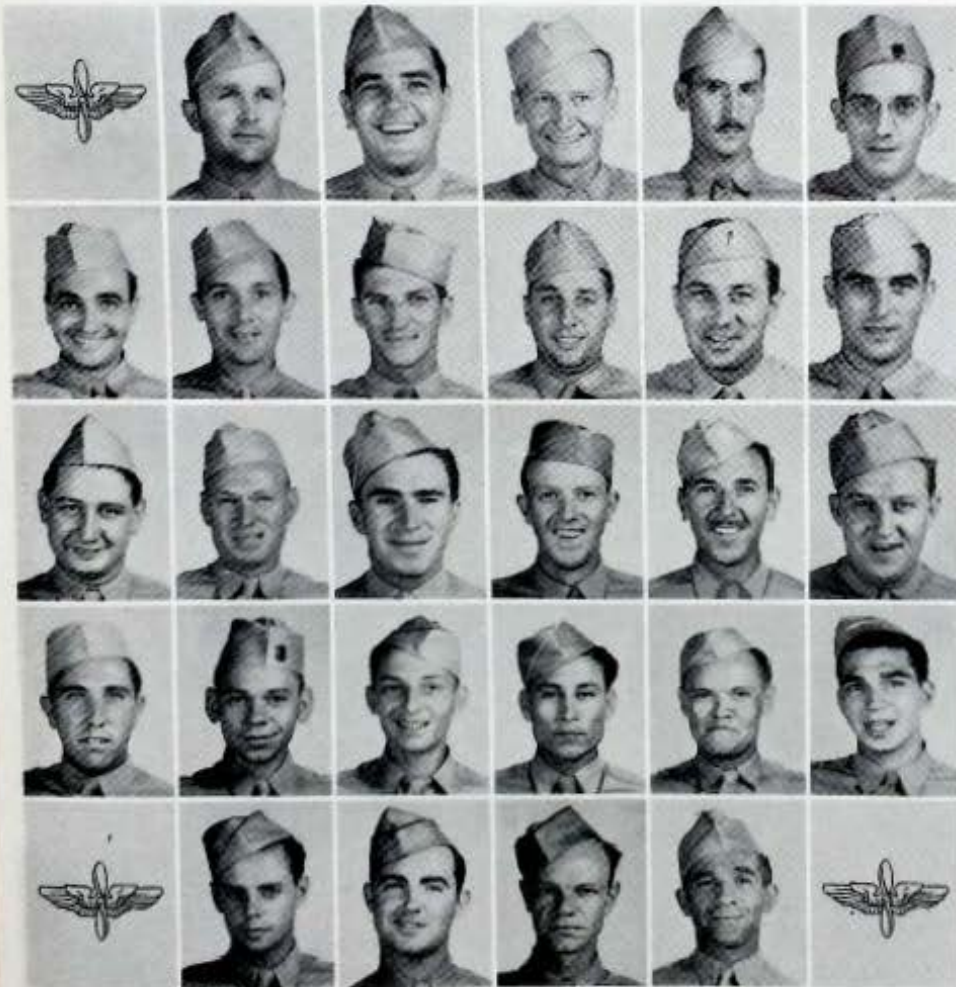
RICHARD S. ROWE
First Lieutenant
Commanding



GEORGE S. NEWCOM
First Lieutenant
Adjutant



DETACHMENT 908TH QUARTERMASTER COMPANY AVN. (SERVICE)



(Reading from Left to Right)

First Row: Master Sergeant Lowrance, Edward A.; Staff Sergeants Hrabusa, Louis F.; Kaiser, Marvin W.; Taylor, Roy S.; Woods, George A.

Second Row: Sergeants Fennell, Robert S.; Johnson, Fred W.; Munn, Bernard R.; Terrell, Earl W.; Corporals Bachman, Donald G.; Bittner, Harvey S.

Third Row: Corporals Frazee, Charles J.; Head, Luther W.; Heaney, Michael J.; McCreless, Clyde H.; McNamee, John P.; Olejnicki, Casimir T.

Fourth Row: Corporals Quesinberry, William D.; Stevanus, Alfred W.; Privates First Class Coen, Edward L.; Fonseca, Santos; Hanshaw, Clyde Q.; Houser, Gordon A.

Fifth Row: Private First Class Witcomb, George H.; Privates McGlade, Charles A.; Neville, Mike R.; Yellon, Murray M.



Lyle A. Moore
Staff Sergeant

331ST ARMY AIR FORCES BAND



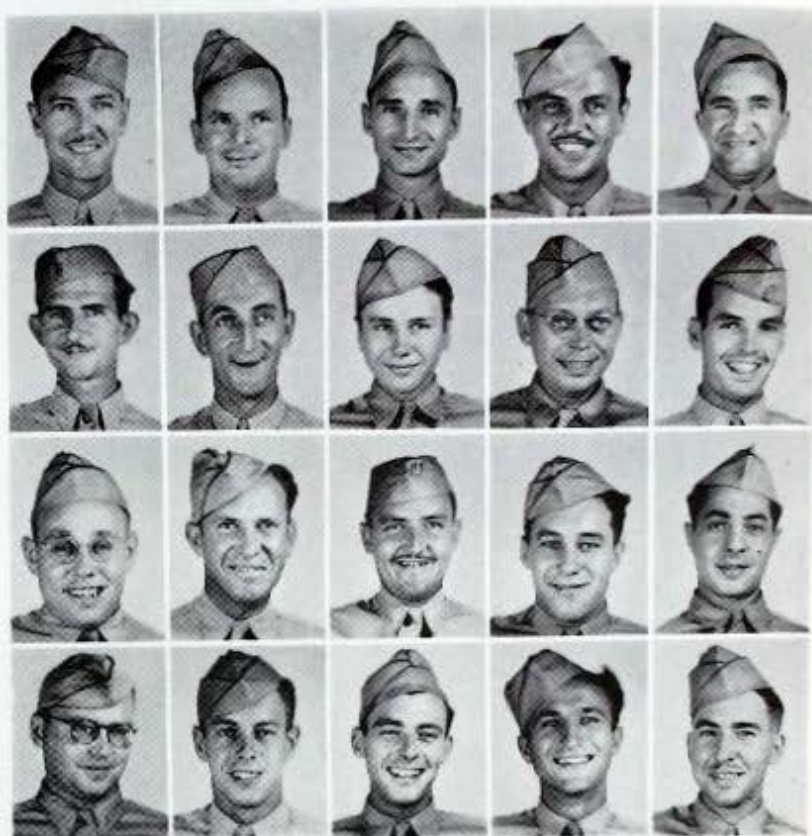
(Reading from Left to Right)

First Row: Master Sergeant Schostag, Ulrich J.; Technical Sergeant Calvert, James W.; Staff Sergeant Beachum, George T.; Sergeant Hanchar, Edward R.; Staff Sergeant Price, Harry C.

Second Row: Sergeant Ray, Albert W.; Corporals Ashbrook, Oscar L.; Heikes, Ray E.; Peacock, Melvin C.; Private First Class Axford, Homer W.

Third Row: Privates First Class Ball, Lathel K.; Belvel, George R.; Moore, Joe C.; Schindle, Leroy; Private Codispoti, James A.

Fourth Row: Privates Koski, Wesley V.; Kula, Louis Y.; McDermott, Robert W.; Piech, Peter P.; Trautman, James M.



ORDNANCE SECTION

Attached to 503rd Single Engine Flying Training Squadron



(Reading from Left to Right)

First Row: Technical Sergeant Picou, Ray L.; Staff Sergeant Beglinger, Herbert L.; Sergeants Brown, James L.; DeGaetano, Sam J.; Haregsin, D. M.

Second Row: Corporals Ardinger, Ira C.; Spicciatie, Joseph P.; Privates First Class Cass, Henry G.; Kensinger, Robert F.; McGrady, James.

Third Row: Private First Class McLean, Andrus B.; Private Demas, John K.; Ike, William A.; Leal, Carlos; Lowe, Sam.





ALBERT W. FORD
First Lieutenant
Commanding



RICHARD P. ROOS
First Lieutenant
Adjutant



61ST AVIATION SQUADRON



(Reading from Left to Right)

First Row: First Sergeant Rice, William S.; Staff Sergeants Elmore, James H.; Webb, Henry A.; Sergeants Lewis, Charlie; Lewis, Orange.

Second Row: Sergeants Robinson, James; Stitt, Lee A.; Corporals; Adams, Bennie J.; Booker, Anderson, Jr.; Caffey, Willie L.

Third Row: Corporals Caldwell, Alvin O.; Chapman, Lewis; Easley, Bennie J.; Hampton, Willie J.; Huff, Frank.

Fourth Row: Corporals Johnson, John W.; King, Lorenzo H.; Mason, R. C.; Middlebrooks, Luther; Mitchell, Nathaniel.

Fifth Row: Corporals Mitchell, Willie; Nicholson, Booker T. W.; Pippins, Howard; Reid, Garnett; Sullivan, Lorenzo.

Sixth Row: Corporals Ware, George B.; Washington, Robert L.; Youngblood, Willie.

61ST AVIATION SQUADRON



Will D. Pettus
Private First Class

(Reading from Left to Right)

First Row: Privates First Class Alexander, John G.; Allen, William F.; Andrews, Jesse; Bailey, Hampton, Jr.; Barr, Wates; Betts, Arto; Braxton, Phillip.

Second Row: Privates First Class Bridges, Charles; Brown, James; Brown, Nathaniel H.; Brown, Sam; Chambers, Cornelius.

Third Row: Privates First Class Charles, Robert; Cockrell, Woodrow; Cook, Houston; Culver, Clarence; Davis, Marvin.

Fourth Row: Privates First Class Deener, Hosea; Dickinson, George M.; Dukes, William; Finney, Marion; Gee, Maylon H.

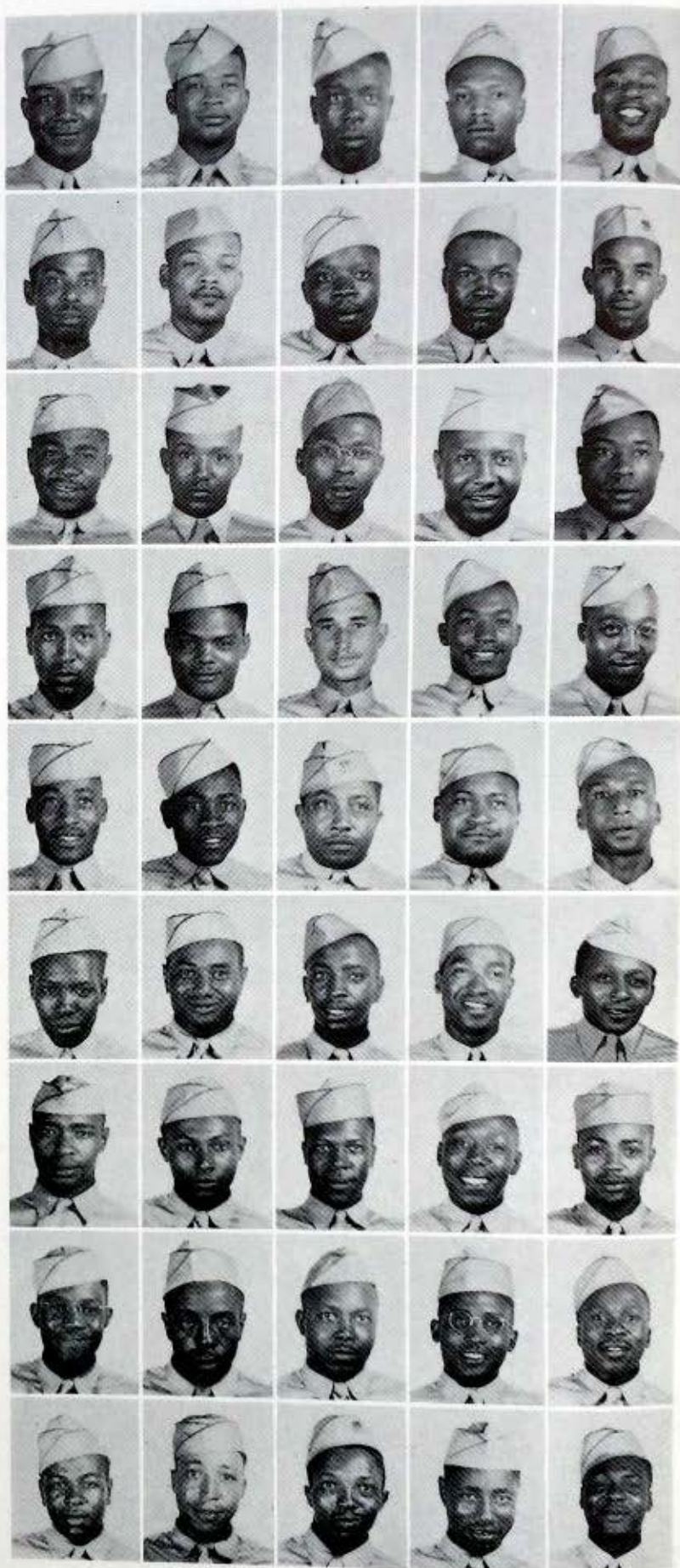
Fifth Row: Privates First Class Giddens, Oscar; Grant, Jeremiah; Hawkins, Rufus; Hicks, Obediah; Howard, Robert E. L.

Sixth Row: Privates First Class Huggins, Leroy; Humphery, Tomie C.; Hunter, James W.; Johnson, James D. H.; Jones, Christopher C.

Seventh Row: Privates First Class Jones, John H.; Jones, Lovett; Jordan, Henry L.; Kirkpatrick, Richard E.; Knox, Lacy C.

Eighth Row: Privates First Class Little, Robert M.; McCormick, Albert; McKenzie, Willie D.; McLeod, Lewie; Maner, William.

Ninth Row: Privates First Class Martin, John W.; Meriwether, Charlie; Milner, Olin; Mitchell, Henry; Norris, Clarence.





61ST AVIATION SQUADRON



(Reading from Left to Right)

First Row: Privates First Class Rogers, Estell; Shepherd, Trudell; Shields, Howard; Simms, Major T.; Sowell, Percy.

Second Row: Privates First Class Stuckey, Archie; Tabbs, Lawrence B.; Tapp, Rufus T.; Thomas, Willie S.; Thornton, Andrew.

Third Row: Privates First Class Turner, Brice; Turner, James B.; Walker, Ellsworth; Washington, Louis W.; Williams, Earnest.

Fourth Row: Privates First Class Williams, George; Wright, Robert; Young, Aubrey J.; Zollar, Alfred; Private Barker, Coldage.

Fifth Row: Privates Berry, Fred; Billups, Henry; Bowers, Claudie L.; Boyd, Ellis; Brantley, Nix, Jr.

Sixth Row: Privates Brice, Clarence E.; Cain, Earnest; Cammon, Jim B.; Carter, Hardy; Collins, Walker E.

Seventh Row: Privates Cothran, Ezekiel; Crockett, Liston C.; Crowell, William H.; Crutcher, Herbert; Curtis, Willie P.

Eighth Row: Privates Dickerson, Moses; Drake, Louis B.; Eaddy, Hennard; Evett, Nathan, Sr.; Fitzgerald, John S.

Ninth Row: Privates Fleming, Walter; Gaines, Dempsey; Grant, Joe; Grant, Oliver; Green, Aaron.

61ST AVIATION SQUADRON



(Reading from Left to Right)

First Row: Privates Hall, John; Harris, John H.; Hartley, Ernest; Hatcher, James T.; Hatcher, Morris, Jr.

Second Row: Privates Hollie, Willie; Holmes, James C.; Irvin, Henry, Jr.; Jenkins, John H.; Johnson, Travist.

Third Row: Privates Jones, Buck; Jones, Clemmons N.; Jones, Sherman; Lee, Joseph; Leftrick, Hiawatha.

Fourth Row: Privates McGowan, Coty; McGrew, George H.; McQueen, Jim B.; Mears, Woodrow; Meyers, Harold N., Sr.

Fifth Row: Privates Miller, High C.; Moore, George E.; Moore, Lee C.; Morgan, Oscar; Moseley, Carl M.

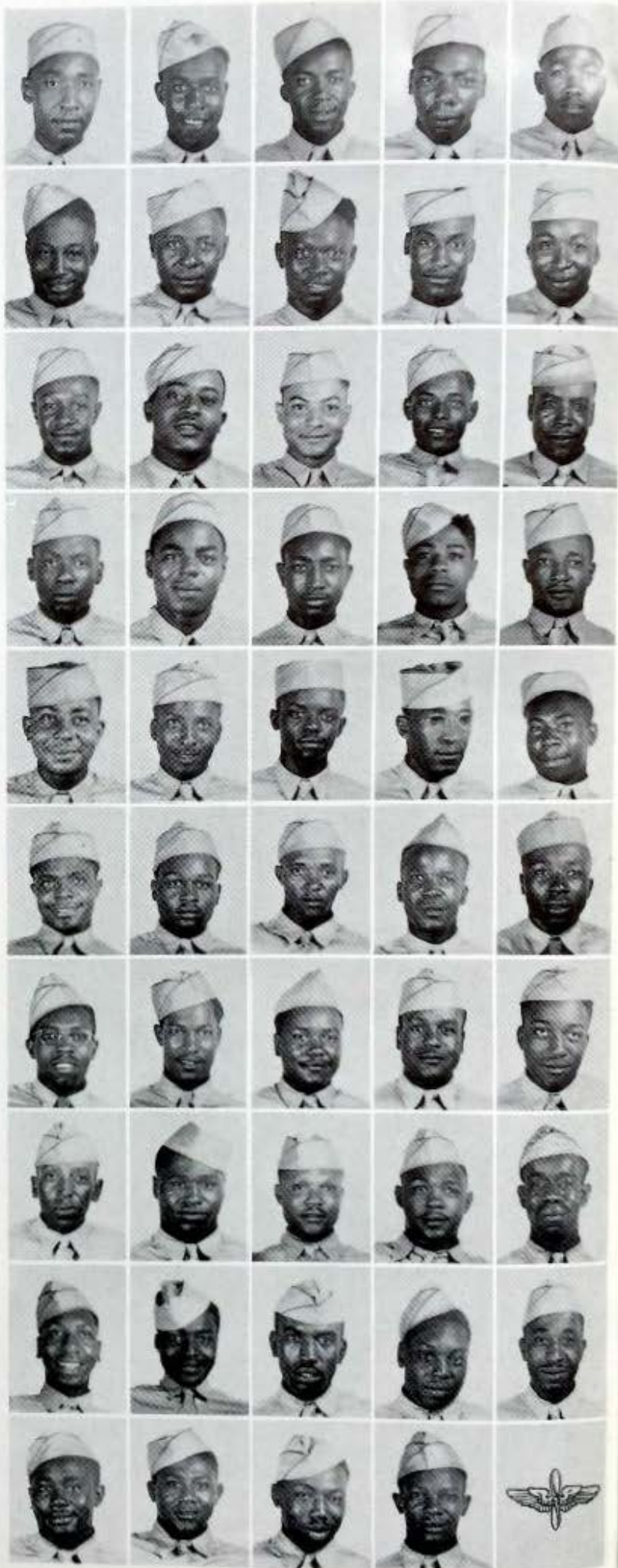
Sixth Row: Privates Myricks, Fred; Owens, Emmett; Pamplin, Lonnie D.; Pearson, Jacob; Perry, Emerson.

Seventh Row: Privates Reeves, James H.; Revere, Arthyes; Rice, Robert L.; Scott, Willie; Simpson, Luther.

Eighth Row: Privates Smith, Esper; Speights, Joe; Stallsworth, Robert; Stevens, Kenner T. L.; Strong, Joseph W.

Ninth Row: Privates Tatum, Jerry; Taylor, David; Taylor, Joseph; Thomas, O. B.; Thompson, Burnett M.

Tenth Row: Privates Threat, Eulice; Vaughn, Forrest T.; Woods, David L.; Workman, John.

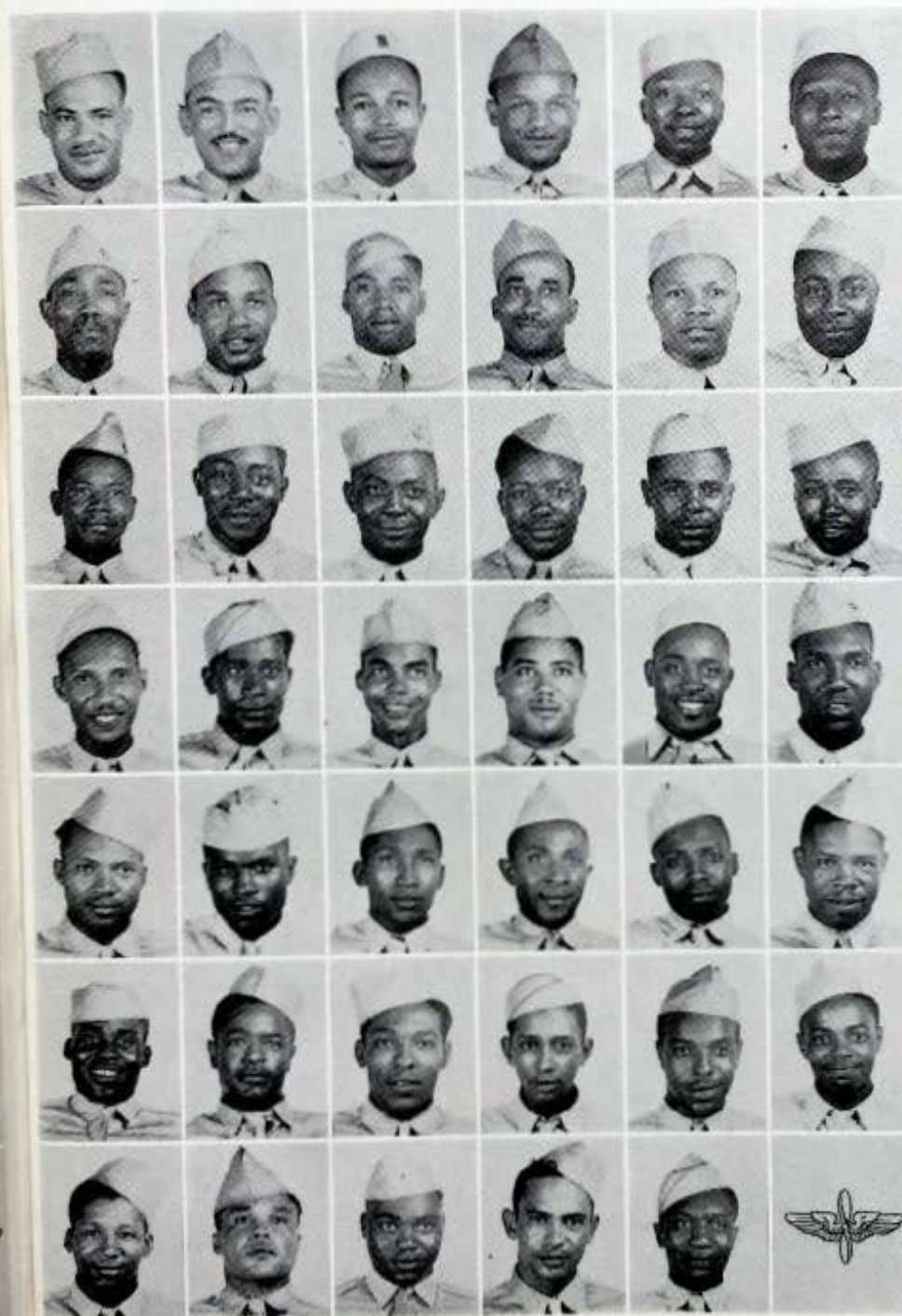


981ST QUARTERMASTER COMPANY



RICHARD S. ROWE
First Lieutenant
Commanding

GEORGE S. NEWCOM
First Lieutenant
Adjutant



(Reading from Left to Right)

First Row: Technical Sergeant Rogers, Lark, Jr.; Sergeants Glover, Clarence E.; Hopkins, Marshall; McNeal, Leo C.; Corporals Adams, Boyce; Barkley, Anderson.

Second Row: Corporals Burley, Sutney; Ford, Frank; Frazier, Herby; Gravier, Allen J., Jr.; Page, Louis; Pratt, Jordan.

Third Row: Corporals Stewart, Ed; Stonum, James W.; Wray, Leo; Privates First Class Austin, Bernard J.; Edwards, Abednego; Furr, Bennie.

Fourth Row: Privates First Class Gibson, Corrie; Greenwood, Andrew; Hailey, George, Jr.; Hoots, Jimbo; Jefferson, Henry A.; Lea, Frank B.

Fifth Row: Privates First Class Vinson, Homer, Jr.; Ward, Christ; Privates Adams, Previous; Barrett, David; Boone, Oscar L.; Colquitt, Cleveland.

Sixth Row: Privates Glover, Pete; Hasty, Sherman; Hubert, Louchous; Mason, LeRoy, Jr.; Mays, Manuel B.; Newsome, Johnnie, Sr.

Seventh Row: Privates Richardson, Marcellaus; Samuez, Leo; Williams, Odis; Winston, Frank L.; Wright, Robert L.

