



FREEMAN FIELD

SEYMOUR, INDIANA

SEP 1941

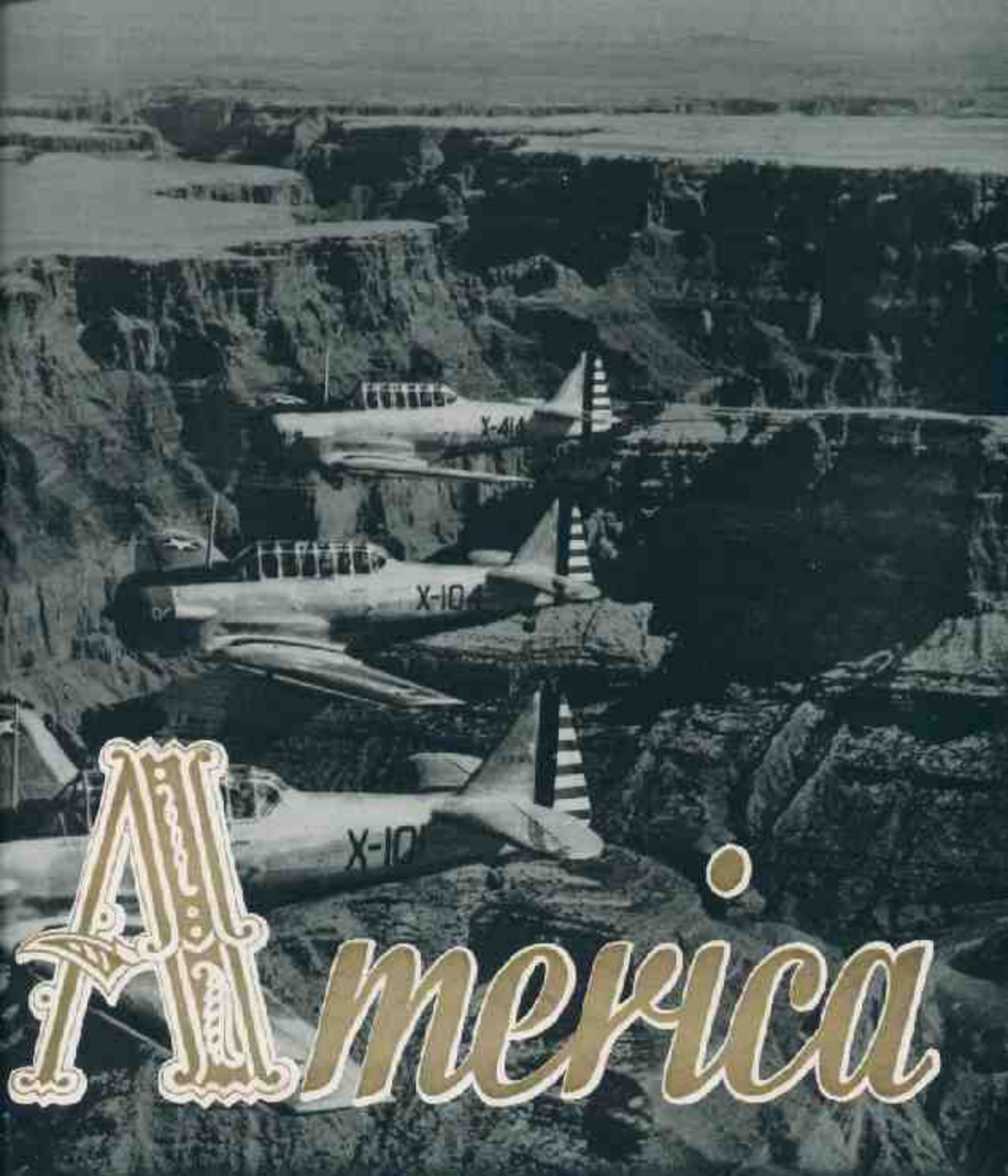


FREEMAN FIELD
MEMPHIS, TENNESSEE



ARMY AIR FORCES





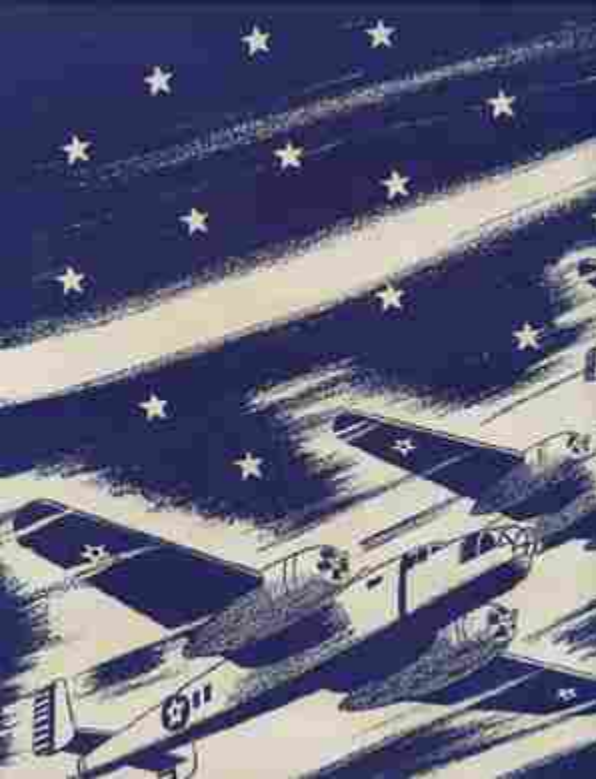
assistance for this volume and their co-operation in numerous other ways, grateful
Division, War Department Bureau of Public Relations, Washington, D. C.; Public
Center, Maxwell Field, Alabama; Army Air Forces Gulf Coast Training Center, Randolph
Santa Ana, California; Public Relations Offices, Fourth and Fifth Districts, Army Air

WINGS



over

For their assistance in furnishing pictures and editorial acknowledgement is made to the following: Air Forces Relations Offices, Army Air Forces Southeast Training







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.

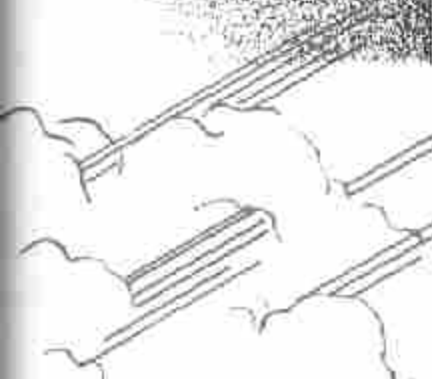
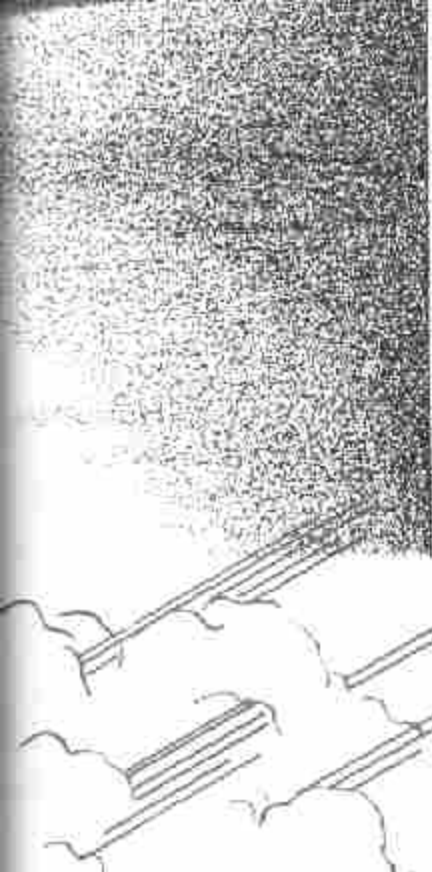
We can win this war, and we will win it, but only if every officer and enlisted man puts forth all the fortitude and resourcefulness that Americans have always displayed in time of war.

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 H. H. Arnold,
Commanding General, Army Air Forces.

Foreword by



Captain Ben Lester, Arctic, Canada
Charles Westcott, Milling, Antarctica
land.



GENERAL HENRY H. ARNOLD

General H. H. Arnold



The

1908

Orville Wright
First Flight, September 5, 1903

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 grazing, 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 affiliation 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, Lilienthal, 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 affected 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 in 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, 72 enlisted men and eight airplanes began operations with the Punitive Expedition in Mexico.

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

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 10,597 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 18,000 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, 461 observers, with 740 planes and 77 balloons in the front, and 1,422 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-Page'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 471 enemy airplanes, of which 452 were accounted for by 53 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 10,200 enlisted men for the Air Service, and the Air Corps Act of 1924 authorized a "Five Year Program" which contemplated at its

conclusion a personnel strength of 1,550 officers and 15,000 enlisted men with 500 cadets, and equipment consisting of 1,800 serviceable planes.

On March 1, 1918, 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 a Lieutenant General in command of the Caribbean Defense Command, now deceased). 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.

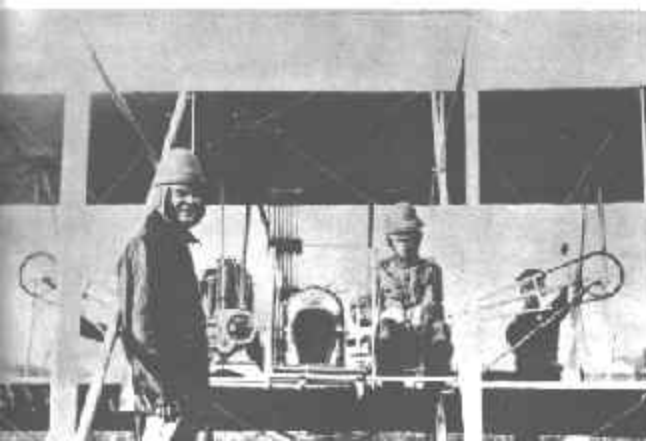
The Second Wing, with headquarters at Langley Field, Virginia, comprised two Bombardment and two Pursuit Groups, and two Reconnaissance Squadrons.

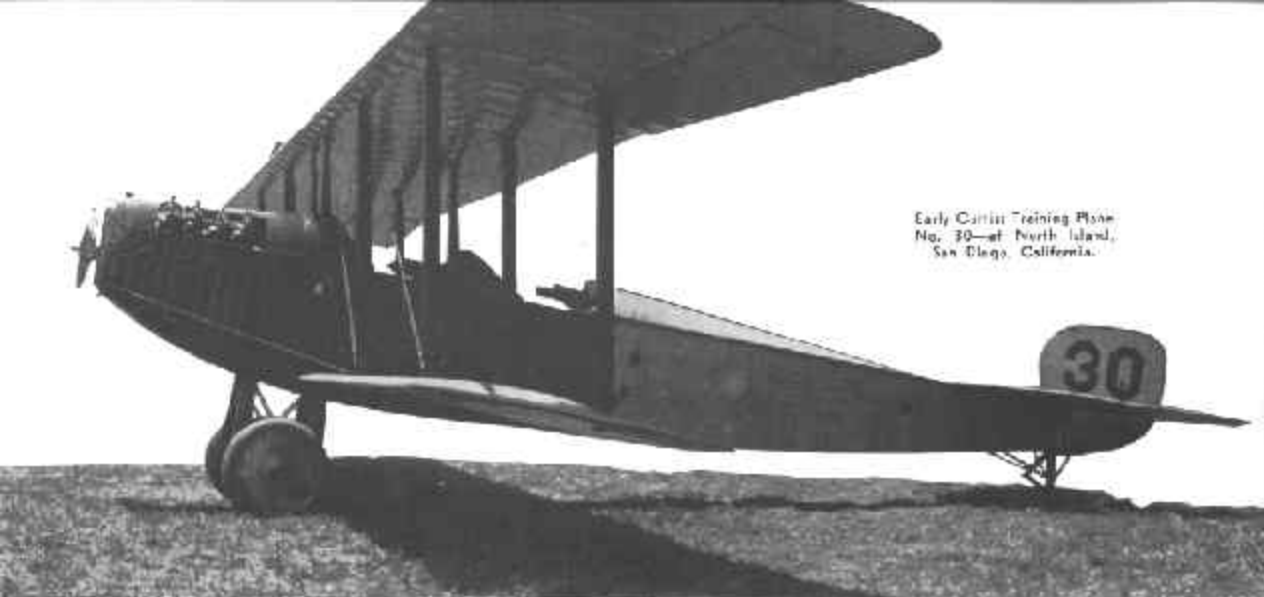
The Third Wing, at Barksdale Field, Louisiana, was composed of one Attack and one Pursuit Group.

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

Ray Fox Then—Wier—Major—H. H. Arnold, Major Thomas Dewitt Milling, pioneer military aviation, and Army planes of 30 years ago—taken in 1917 when Army air strength consisted of two planes.

Burgess Tripartite—1914.





Early Combat 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 (in *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 Cline (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 Andrews, 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 services.

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 zealous 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. McMorney, 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 in 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, with designations such as A-1, A-2, etc.

The complexity and extension of Army aviation from its simple Signal Corps days until the present is as 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 four key words: Policy, Forces, Operations, and Commands.

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 (A-1, A-2, A-3 and A-4), there is an Air Inspector.

The various Air Forces, which are the combat organizations of the Army Air Forces, have been covered in paragraphs above.

The next group is the logical breakdown of the Army Air Forces organization is the Operations Staff; this is divided into Military Requirements, Technical Services, and seven administrative agencies: Public Relations Officer, Director of Personnel, the Air Surgeon, Air Judge Advocate, Budget Officer, Director of Management Control and Military Director of Civil Aviation.

New for the fourth element of the organization of the Army Air Forces, operating directly under the Commanding General of the

Army Air Forces, seven great commands compose the last stages of Air Forces' preparation for combat units. It may be of interest to outline the functions of these various Commands.

1. The **MATERIAL 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 "Material Division."

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

The Material 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, heat penetrating film for aerial photography, night and color photography, and many other developments.

2. The **FLYING TRAINING COMMAND**. When the Headquarters of the Air Corps Training Center began to function at Duncan Field, San Antonio, Texas, in 1915 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, Maryland, in October, 1909. Lieutenant Frank P. Lahm and Frederick E. Hamshrey 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. This veteran flyer is now Air Officer of the Second Corps Area at Governors Island, New York. Among the first five Army aviators were Lieutenant H. H. Arnold, now 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, 1921.

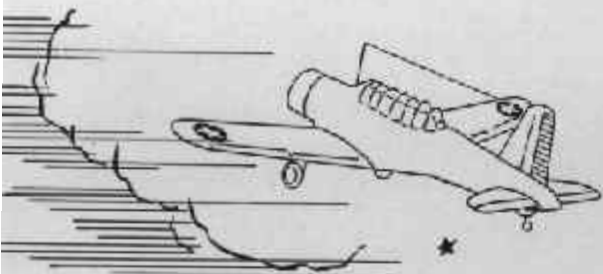
The function of the Flying Training Command is, of course, to coordinate and direct the immense job of providing officers and men for the vastly expanding Air Forces. In order to accomplish this with the greatest efficiency and to eliminate the possibility of administrative bottlenecks, General Arnold set up the Flying Training Command, as it now exists, under the command of Major General Bertus K. Yount with headquarters at Fort Worth, Texas. This command is divided in three great regional training areas, one is the Southeast, one is 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 Southeastern part of the country where weather conditions are best

AIR FORCE STRENGTH GROWS

Top Picture: 2-3 Aero Squadron, Second Army—Enlisted Men. Bottom Picture: Officers and Pilots—H. H. Pursitt Squadron, Third Pursuit Group.



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



for this particular type of training. The Flying Training Command also provides for instruction in fixed and flexible gunnery.

3. The **TECHNICAL TRAINING COMMAND**. The first effort to 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 Communication School, at Fort Sill, were consolidated with it.

The school outgrew its area, and in 1925 another site was sought for a second school, and a second school was established at Leary Field, near Denver, Colorado.

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 Harry H. Arnold in Wright B airplanes, College Park, Maryland, 1911.



such as mechanics, but also such machine 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 its units in the United States.

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

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

AIR COMBAT

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 no end, 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 Severdy 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 terrify 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 air-

planes 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 were 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 rotors 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.

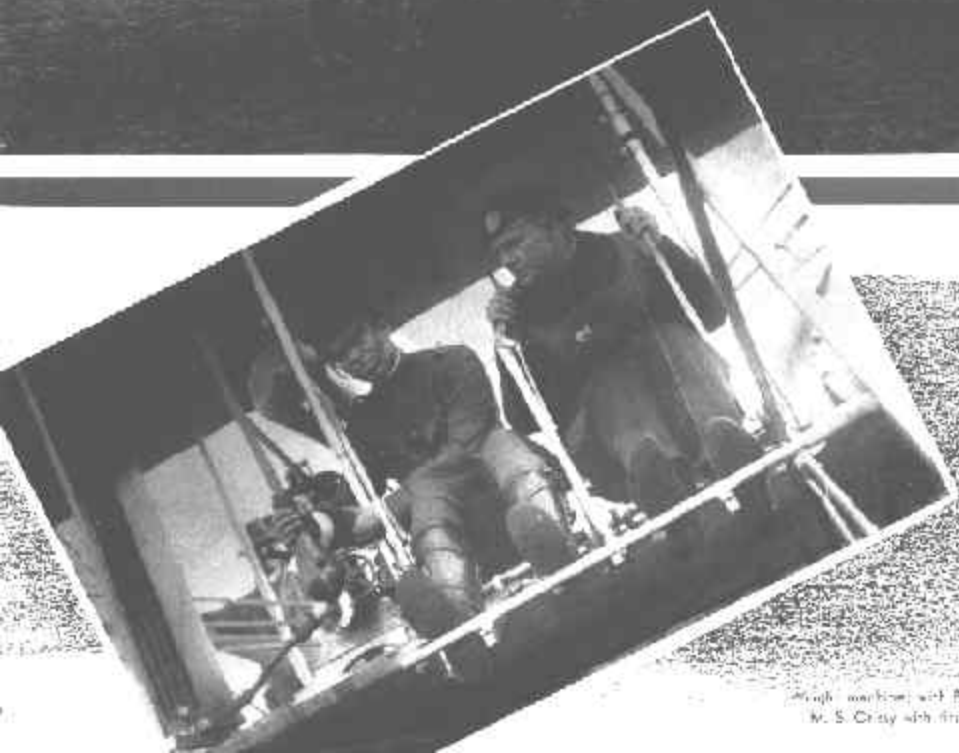


First plane used by American aviators in France during World War (1918); Morane Roulier airplane.





59th Aero Squadron officers in front of planes.
Sillman plane, 91st Squadron



High machine with P. Farnley and Lieutenant
M. S. Criss with first explosive aerial bomb.

ineffective except in rare instances. Bombs were thus dropped which could be dropped from the plane. In early bombing raids the bombs were carried in the cockpit of ordinary fighter planes and lowered 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 mechanism 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 opposites.

In addition to the duties of Reconnaissance, the original role of the airplane, has been added the duty of patrol, strafing 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 bombardment by all the major powers was to a large degree responsible for this. The American bombardment 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 as 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 warships 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 mass 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 that be assigned them in America's growing air armada. ★

CHIEFS OF THE AIR CORPS (Now 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. Mencher, who had commanded the 42nd (Rainbow) Division overseas.

On October 4, 1921, General Mencher 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, 1936, 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 clearing the Air Force through the present period of war. ★

16th Aero Squadron officers (Lieutenant Samuel Lunt, fourth from right).





GEORGE H. BRET
Lieutenant General



DELOS C. EMMONS
Lieutenant General



WILLARD F. HAMMON
Lieutenant General



GEORGE C. KENNEY
Lieutenant General



JOSEPH T. McNABNEY
Lieutenant General



JAMES E. CHANEY
Major General



RALPH F. COUSINS
Major General



IRA C. EAKER
Major General



JAMES A. DOUGLASS
Major General



WALTER S. FAIRCHILD
Major General

HUBERT S. HARMON
Major General

DAVENPORT JOHNSON
Major General

RUSH B. LINCOLN
Major General

FREDERICK L. MANNING
Major General

HENRY J. F. MILLS
Major General





CARL SPAATZ
Lieutenant General

FOLLETT BRADEN
Major General

GERALD C. BRANT
Major General

LEWIS H. BRERETON
Major General

WILLIAM O. BUTLER
Major General



JOHN F. CLERY
Major General



JACOB E. RICKEL
Major General

WALTER H. FRANK
Major General

HAROLD L. GEORGE
Major General

BARNEY MCK GILES
Major General

WILLIS H. HALL
Major General

HENRY C. BRATT
Major General

KALPH ROYCE
Major General

GEORGE E. STRATHEMEYER
Major General

WALTER C. WEAVER
Major General

BARTON R. YOUNT
Major General





BARTON K. YOUNT

Major General

Commanding General, AAF Flying Training Command

A. A. F. FLYING 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 Flying 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 flying 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—

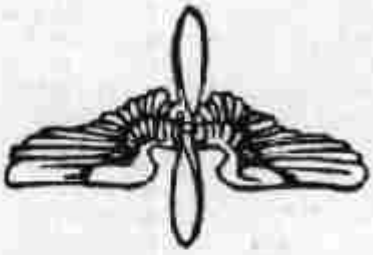
grandparent of the Air Forces—was as Commandant of the School of Aeronautics at Austin, Texas. He won his wings at Rockwell Field at San Diego, California, in 1919. He has served in China, Cuba, Hawaii and several European countries, as well as at numerous posts within continental United States. While 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 Flying Training Command. From the West Coast Training Center he advanced to the Command of the Flying 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."



ARMY AIR FORCES
SOUTHEAST TRAINING CENTER
MAXWELL FIELD, ALABAMA



Major General,
Commanding.

To All Members of This Command:
 Since July 13, 1940, the Army Air Forces Southeast Training Center has developed from almost nothing to the great institution it is today. Its present fine state is a demonstration of the loyalty and inspiring efforts of the entire personnel. To all who have labored to bring the Training Center to that level of efficiency, we cannot, however, now rest on our laurels. In the coming months our efforts must be redoubled, our output must be better and the number greater. Our troops are now actually entering the conflict. We find that we are up against foes that are tough and experienced. We must do everything in our power so that instructed graduates of this institution will be able to take their place in the fighting line as well trained for combat as our best efforts can make them.

HEADQUARTERS
 ARMY AIR FORCES SOUTHEAST
 TRAINING CENTER
 MAXWELL FIELD, MONTGOMERY, ALABAMA



RALPH ROYCE

Major General

U. S. ARMY

Commanding Army Air Forces Southeast Training Center

Drawn straight from combat command to give the benefit of his experience to the country's future fliers, Major General Royce assumed command of the Army Air Forces Southeast Training Center in September, 1942.

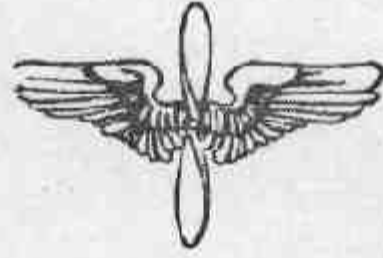
General Royce was born in Marquette, Michigan, in 1890, attended school at Hancock, Michigan, and was appointed to West Point in 1910, graduating in 1914. He served with the First Aero Squadron in the Mexican Punitive Expedition in 1916, and led the first All-American unit over the lines in France in 1917, where he won the Croix-de-Guerre.

During the period 1920 to 1926 General Royce commanded the Air Corps Primary Flying School at Carlstrom Field, Florida, and Brooks Field, Texas;

and from 1928 to 1930 he commanded the First Pursuit Group at Selfridge Field. During 1930-33 he was on the General Staff of the War Department, and in 1934 he made an aerial survey of the route from the United States to Alaska. After commanding at Selfridge Field from 1934 to 1937 he spent two years in the Philippines.

He returned to command the Seventh Bombardment Group at Hamilton Field, California, and the 20th Bombardment Wing at Fort Douglas, Utah, from 1939 to 1941. During 1941 he served as Military Attache in London and with the Harriman Mission to the Middle East. He was assigned to Australia in early 1942 where he was Chief of Allied Air Operations and later in command of the Northeast Area, scene of the heaviest air operations against the Japanese.

GENERAL STAFF



WILLIAM W. WELSH
Brigadier General, General Staff Corps
Chief of Staff



A. L. PRICHARD
Lieutenant Colonel, General Staff Corps
Assistant Chief of Staff
A-1



AMZI G. BARBER
Lieutenant Colonel, General Staff Corps
Assistant Chief of Staff



R. J. STECKER
Lieutenant Colonel, General Staff Corps
Assistant Chief of Staff



LEDREICH STUART VANCE
Lieutenant Colonel, General Staff Corps
Assistant Chief of Staff



INSIGNIA OF THE AAF SOUTHEAST TRAINING CENTER

PASS EXAMINATION AT LOCAL CADET BOARD

AAF CADET CLASSIFICATION CENTER (3 TO 5 WEEKS)
 CLASSIFIED PILOTS CLASSIFIED BOMBARDIERS CLASSIFIED NAVIGATORS

GLIDER SCHOOLS 6 TO 9 WEEKS

PREFLIGHT SCHOOL (9 WEEKS)

PRIMARY SCHOOLS (9 WEEKS)

BASIC SCHOOLS (9 WEEKS)
 CLASSIFIED FOR PURSUITS BOMBERS

ADVANCED SCH'S
 SINGLE ENGINE TWIN ENGINE

FIXED GUNNERY SCHOOL

FLEXIBLE GUNNERY SCHOOL

COMMISSIONED 2ND LIEUT. OR FLIGHT OFFICER

COMMISSIONED 2ND LIEUT. OR FLIGHT OFFICER

SPECIALIZED SCHOOLS
BOMBARDIER
 PRELIMINARY (9 WEEKS)
 ADVANCED (15 WEEKS)

FLEXIBLE GUNNERY SCHOOL (5 WEEKS)

COMMISSIONED 2ND LIEUT. OR FLIGHT OFFICER

SPECIALIZED SCHOOLS
 COMBAT CREW SCHOOLS (4 1/2 WEEKS)

SPECIALIZED SCHOOLS
NAVIGATOR
 PRE-FLIGHT (9 WEEKS)
 ADVANCED (15 WEEKS)

FLEXIBLE GUNNERY SCHOOL (5 WEEKS)

COMMISSIONED 2ND LIEUT. OR FLIGHT OFFICER

APPOINTED STAFF SERGEANTS OR COMMISSIONED 2ND LIEUT.

COMBAT UNITS PURSUITS

COMBAT UNITS BOMBERS

Prepared By: Public Relations Office AAF Southeast Training Center

GLIDER COMBAT UNITS



"The Best Training in the World" sounds like a big statement—and it is—but that's what America's young men get when they are accepted by the Army Air Forces for training as pilots, bombardiers and navigators. The above chart, prepared by the AAF Southeast Training Center, shows the progressive stages of training Army aviation cadets undergo from the time they pass the physical and mental examinations at a local board or Army Post, until they emerge as Second Lieutenants or with the newly created grade of Flight Officer. (Both ranks carry the same pay, and Flight Officers may later be commissioned as Second Lieutenants). Upon graduation from the last stage of Training Center preparation, the young officers are assigned to a Combat Unit and are ready to meet the enemy. And because of their exceptional training, they will meet him on better than even terms in knowledge and ability. That means greater safety for themselves—and bad news for their opponents!



School Squadron Building.



Maxwell Field Post Headquarters.

VIEWS



Left to Right:
Commanding Officer's Quarters.
Non-Commissioned Officers' Quarters.
Bachelor Officers' Quarters.
Maxwell Field Officers' Club Lounge.



"PX" CAFETERIA, FOR ENLISTED MEN AND CIVILIAN EMPLOYEES

... AROUND MAXWELL FIELD

Today, three Army Air Forces Training Centers, each operating as a separate unit, but all constituting one great United States Army Flying Academy, are working day and night to attain the goal of producing the necessary pilots, navigators, bombardiers to blast the Axis forces off the ground and out of the skies. They are the Army Air Forces Southeast Training Center, with headquarters at Maxwell Field, Ala.; the Army Air Forces Gulf Coast Training Center, with headquarters at Randolph Field, Texas, and the Army Air Forces West Coast Training Center, with headquarters at Santa Ana, Calif.

The Southeast Training Center is typical of all three, and more than either of the other two, it started from scratch.

On November 16, 1940, the Army Air Forces Southeast Training Center launched its aviation cadet program. Major General Walter R. Weaver was put in command of the Center and at that time it consisted of nothing more than its present headquarters at Maxwell Field, Montgomery, Ala.



To the Right, Top: Austin Hall, Headquarters of the Army Air Forces Southeast Training Center, Maxwell Field, Alabama. Bottom: Office of



Today scores of air schools are operating in the Training Center. Many others are soon to be activated. Webbed as a single unit around their command headquarters at Maxwell Field, they dot the land from the State of Wisconsin to the tip of Florida, extending as far west as North Dakota. In fact, the Southeast Training Center has long since outgrown its name. Here in this part of the United States, lies the greatest air training center in the world today. The sky is literally the limit for the facts and figures of the expanding program and for the number of men fast undergoing the transition from shaky-winged fledglings to dependable Army flyers.

As though this were not job enough, the Center swung open its doors in June, 1941, to British aviation cadets, who after completion of their training returned home for duty with the RAF. The total number of British students graduated from the schools in the Center is a military secret, but the total figure runs into the thousands.

And in May, 1942, a large contingent of sun-tanned Dutchmen from the East Indies arrived in this country for training in the Southeast Training Center.

Call it discipline, organization, mass production, or what you will . . . The Southeast Training Center is producing a large share of the nation's pilots, navigators, bombardiers. A new class of aviation cadets enters the training center every five weeks. From all over the country, from many different vocations, climates and ways of life, they come to sign up with the Air Forces. They have three things in common: a minimum amount of luggage, a yen to fly, and a desire to come to grips with the enemy.

Above, Top to Bottom: Mess Call. Cadet Mess Hall. Post Exchange, Maxwell Field. Post Library.



S E Y M O U R I N D I A N A

1 9 4 3



F R E E M A N A R M Y A I R F I E L D

**HEADQUARTERS
FREEMAN ARMY AIR FIELD
SEYMOUR, INDIANA**



April 13, 1943.

To all Personnel of this Command:

It is with a great deal of pleasure that I take this opportunity to tell you how much I appreciate the work you are doing. It is gratifying to see the results we are getting at Freeman Army Air Field. These results are achieved through the combined initiative and work of all members of this command.

Each one of you is instrumental—even though you may think your part is small—in helping us to gain the end result—the best trained pilots and technicians in the world.

As you know there is no place in this command for one who shirks his duties and responsibilities. All of us must continually give more time, more energy and more devotion to the work which has been cut out for us.

I am confident that you will continue to respond eagerly to the challenge before you.

E. Rundquist



ELMER T. RUNDQUIST

Colonel

Commanding

Colonel E. T. Rundquist, commanding officer of Freeman Army Air Field, has had a colorful and varied Army career, serving in many capacities at stations in the United States and Panama.

He began his Army service as an aviation cadet in the first World War. He took his ground school training at the University of Illinois, his alma mater, in May, 1918, and received his first flight training the same year at Carruthers Field, Tex. On completion of flying training he was rated a Reserve Military aviator. In 1919 he became a member of the Air Service Reserve and was rated Junior Airplane Pilot. He remained on reserve status until 1924, when he joined the Regular Army as a Second Lieutenant.

His flying career closely parallels the development of Army aviation. In 1924 and 1925 he was a student first at Brooks Field and then at Kelly Field, Tex. After completing his pilot training, he was rated airplane pilot and became assistant operations officer and Air Forces supply officer at Langley Field where he remained until 1927. His next move was back to Kelly Field as assistant post engineering officer from 1927 to 1931.

Subsequent assignments and duties were: France Field, Panama, tactical officer, 1931 to 1934; Marshall Field, Ft. Riley, Kan., operations officer, 1934 to 1938; Kelly Field, Texas, commanding officer of 61st School Squadron, 1938 to 1939; France Field, Panama, operations officer, 1939 to 1941; Howard Field, Panama, operations officer and administrative inspector, August to December, 1941; Edgewood Arsenal, Md., commanding officer of the Army Air Forces Detachment, December, 1941 to October, 1942. During these periods he advanced through Senior Pilot to Command Pilot and Combat Observer.

Colonel Rundquist was assigned to Freeman Army Air Field, October 14, 1942, when it was in the formative stage of development. Before the field was activated he was the project officer. He became the commanding officer December 1, when the field was activated.

Always a leader of men, Colonel Rundquist was a captain and won all-American and all-Western football honors when he was a member of the University of Illinois gridiron teams in 1915, 1916, and 1917.

HISTORY OF FREEMAN ARMY AIR FIELD

Gently rolling Indiana farm land that once grew abundant corn crops is now producing "bumper crops" of pilots and technicians. The transformation from a pastoral scene to a scene alive with the activities of a twin-engine advanced training school was accomplished in a few months by careful planning and hard work.

Starting April 11, 1942, a preliminary topographic survey was made of the site where the field is located, and official announcement that the area had been selected for the field was made May 6, 1942. The first building contracts were let the latter part of June and the contractors moved in within the next few days. With the contractors came scores of workmen from many sections of the country.

From the united efforts of the civilian army, a city for an army of air corps personnel sprang up, a city complete with the utilities and services of a modern community. Almost immediately warehouses, barracks, mess halls, and other buildings began to take form. The city was planned to utilize every square foot of the area. Buildings were placed strategically so there would be no lost motion and precious time when the training program started.

Obstacles which would have been insurmountable to builders in a former era proved to be just interesting problems to the engineers and contractors. Examples of their science are the ribbons of smooth runways, aprons, and taxiways which weave into an intricate geometrical design.

Major George W. Weiland was the first Air Corps officer to report to the field. He was a project officer during the early stages of construction. Later he became the executive officer.

Early in October, Colonel E. T. Rundquist, who was to become commanding officer, arrived with a skeleton staff of officers. Before the field was activated he was the project officer and supervised the final stages of the construction program.

December 1, the field was officially activated and the stars and stripes were raised for the first time at post headquarters. Troops arrived at the field a few days later and the area started to bustle with activity. During the first few weeks the soldiers were kept busy with squadron duties.

Additional men and officers reported in to the field at frequent intervals and were soon welded into the organization of the post which has developed a friendly

cooperative spirit, a spirit that is becoming a legend.

Soon after their arrival at the field, the squadrons entered a keen competition for the efficiency award presented weekly to the squadron with the best record for the week. Ratings are made on cleanliness of the squadron area and barracks, military courtesy of the men, etc.

Provision was made for the leisure hours of the enlisted men. USO clubs for white and colored soldiers were opened in Seymour and an NCO club was organized at the field.

The religious life of the military personnel has been well provided for on the post. Services for Protestants, Catholics and Jews have been held regularly since the field was activated. Churches in Seymour encourage military personnel to attend their services.

A small building near the Officers' Mess building was made available for the recreation of the officers. Later the "club" was moved to the Officers' Mess hall. Dances, card parties and informal get-togethers provide most of the entertainment.

By March 1, when the initial class of cadets, 43-D arrived, the field was functioning smoothly. All of the various departments were synchronized to operate efficiently. The first flight by a cadet from the field was made March 3. Soon the air was filled with the sleek, silver ships in the 'round the clock training program. Night flying began April 4.

In a general order from the War Department dated March 3, the field was named Freeman Army Air Field, honoring the memory of Captain Richard S. Freeman, a native of Winamac, Ind., who had lost his life in a "flying laboratory" in Nevada in 1941. Captain Freeman gained fame for his "mercy flights," one of which was the historic flight to the leper colony of Molokai, to remove the remains of the founder of the colony, Father Damien. Later he flew supplies to earthquake sufferers in Chile.

Class 43-E arrived at Freeman Field, March 27, and fitted into the smooth functioning program. Class 43-D was graduated April 29. When the members of the class received their wings they realized they had completed part of their mission. They had successfully finished weeks of rigorous training which made them the best pilots in the world, pilots that some day would strike at the very heart of the aggressor nations and help free the world from slavery.



GEORGE W. WEILAND
Major
Executive Officer

S T A F F



RUDOLPH BRANNAN
Captain
Adjutant



ADDISON Y. YEAMAN
Captain
S-2



WILLIAM HENRY McLEOD
First Lieutenant



JOHN G. MORRIS
Major



WILLIAM B. POE
Major

SPECIAL STAFF



JOHN HEILICH
Lieutenant Colonel
Post Quartermaster



WILLIAM N. COXE
Major
Post Inspector



JAMES T. THROWER
Major
Courts and Boards Officer



WILLIAM E. PERSONS, JR.
Major
Post Operations Officer



JULIAN F. LYTLE
Captain
Post Mess Officer



CECIL N. ROGERS
Captain
Provost Marshal



RUSSELL R. SKYRMES
Captain
Post Engineering Officer



ROLAND O. DAVIS
First Lieutenant
Special Services Officer



JAMES H. ESTES, JR.
First Lieutenant
Post Statistical Officer



WILLIAM F. HARTMAN
First Lieutenant
Public Relations Officer



CHRISTIAN J. HILLIARD
First Lieutenant
Post Signal Officer



CLARENCE D. NICHOLS
First Lieutenant
Director of Physical Training

ARMS AND SERVICES



JOHN J. LUCAS
Captain
Post Engineer



GLADWYN BERRY
First Lieutenant
Assistant Post Engineer



HARRY KATZ
First Lieutenant
Post Finance Officer



ROBERT E. NEWBERRY
First Lieutenant
Motor Transport Officer



ARTHUR N. WALKER
First Lieutenant
Area Engineer



THOMAS A. WILMER
First Lieutenant
Engineering Officer



LOUIS E. ALBANESE
Second Lieutenant
Purchasing Contractor



GAYLEN ARCHER
Second Lieutenant
Ordnance Officer



JOSEPH T. CHIAPPONE
Second Lieutenant
Supply Officer



JOSEPH J. FORNAL
Second Lieutenant
Assistant Sales Officer



★

HOWARD E. HALL
Second Lieutenant
Property Officer

JOSEPH F. LANDERS
Second Lieutenant
Warehouse Officer

HENRY J. RUETTINGER
Second Lieutenant
Repair Shop Officer

CHARLES F. WOHR
Second Lieutenant
Post Chemical Warfare Officer

★

ADMINISTRATIVE OFFICERS



PAUL GOLDSTEIN
Second Lieutenant
Assistant Adjutant

WILMOT L. HARRIS
Captain
Exchange Officer

MICHAEL WOLF
Captain
Officers' Mess

LYNDON M. BROWN
First Lieutenant
Engineering Officer

JACK ELKAN
First Lieutenant
Assistant Adjutant



PAUL D. BRICKLEY
Second Lieutenant
Mess Officer

ROBERT C. GAMAISH
Second Lieutenant
Classification Officer

GALE W. COOK
Second Lieutenant
Assistant Administration
Inspector

GORDON H. CRAWFORD
Second Lieutenant
Technical Transportation
Officer

DONALD E. DODDS
Second Lieutenant
School Supply Officer

NEWTON G. FITZPATRICK
Second Lieutenant
Assistant Post Exchange Officer



FRANCIS H. GULLO
Second Lieutenant
Link Trainer Officer

VICTOR GARVEY
Second Lieutenant
Assistant Intelligence Officer

HARRY F. SCHMIDT
Second Lieutenant
Physical Training Officer

REUBEN H. GRAHAM, JR.
Second Lieutenant
Supply and Mess Officer

PHILLIPS B. HENDERSON
First Lieutenant
Chaplain

ADMINISTRATIVE OFFICERS



JOHN P. HOLLANDSWORTH
Second Lieutenant
Supply Officer

LELAND G. JACKSON
Second Lieutenant
Assistant Post Exchange Officer

EDWARD KOVACIC
Second Lieutenant
Supply Officer

LEWIS R. LIDDLE
Second Lieutenant
Cadet Physical Training Officer

JODIE R. MAXWELL
Second Lieutenant
Assistant Engineering Officer

CECIL F. MARTIN
Second Lieutenant
Assistant Adjutant



LEWIS E. PETERSON
Second Lieutenant
Assistant Civilian Employment
Officer

GEORGE M. SHIPPEE, JR.
Second Lieutenant
Police and Prison Officer

MITCHELL A. SKRZYPEK
Second Lieutenant
Supply Officer

BILEY H. SMITH
Second Lieutenant
Station Weather Officer

BRICE L. SMITH
Second Lieutenant
Post School Officer



JAMES STRINGFELLOW
Second Lieutenant
Supply Officer

PAUL HAL SMITH
Second Lieutenant
Supply Officer and
Assistant Adjutant

DAVID F. WELLER
Second Lieutenant
Assistant Post Operations
Officer

HARRY M. WEESLY
Second Lieutenant
Engineering Officer

JOHN D. WILLEY
Second Lieutenant
Assistant Post Mess Officer

HARRY J. WOMELDORF
Second Lieutenant
Post Photo Officer



VERNON L. WOODARD
Second Lieutenant
Physical Training Officer

JOHN L. DAVIES
Warrant Officer (J.G.)
Assistant Post Communications
Officer

JOSEPH G. POLK
Warrant Officer (J.G.)
Engineering Officer

RILEY F. SHIRLEY
Warrant Officer (J.G.)
Assistant to Operations Officer

KARL G. THIELE
Warrant Officer (J.G.)
Engineering Officer

DEPARTMENT OF TRAINING



WILLIAM B. POE
Major
Director of Training



ROBERT A. TYLER
Major
Director of Flying



WILLIAM C. KING
Captain
School Operations Officer



ROBERT J. DuCHAINE
Captain
Advisory Board



DANA T. SMITH, JR.
Captain
Instrument Board

FLYING INSTRUCTORS



ROBERT T. CROZIER
First Lieutenant
Instructor, Flight One



JOHN OLSON
Second Lieutenant
Instructor, Flight One



WILLIAM MATTES, III
First Lieutenant
Instructor, Flight Two



CLAUDE M. CELY
Second Lieutenant
Instructor, Flight Four



JAMES M. PHELPS
Second Lieutenant
Instructor, Flight Four



GAROLD H. BUZZARD
Captain
Commanding Flight 2



PAUL L. UPDYKE
First Lieutenant
Instructor, Flight Four



JOHN H. AKIN
Captain
Commanding Flight Five



DUNCAN L. CUSHING
First Lieutenant
Instructor, Flight Five



JAMES W. FULLER
First Lieutenant
Instructor, Flight Five



CHARLES B. WEEKS, JR.
First Lieutenant
Instructor, Flight Five



ROSS C. LYONS
First Lieutenant
Instructor, Flight Five



S. W. McNEELY
Captain
Operations Officer



FLYING INSTRUCTORS



WILLIAM FLINN, II
Second Lieutenant
Instructor, Flight 2



PAUL G. BUSKEY
Second Lieutenant
Instructor, Flight Five



ROBERT C. JORDAN
Second Lieutenant
Instructor, Flight Five



WOODROW J. LANE
Second Lieutenant
Instructor, Flight Five



WALTER M. EGBERT
Captain
Commanding Flight Six



JAMES S. BOGGS
First Lieutenant
Operations Officer, Flight



DAVID L. CONGER
Second Lieutenant
Instructor, Flight 2



BENTLEY KERN
First Lieutenant
Instructor, Flight Six



ROBERT L. DAVIS
Second Lieutenant
Instructor, Flight Six



EARL U. GOTTSCHALK
Second Lieutenant
Instructor, Flight Six



MAX G. MOODY
Second Lieutenant
Instructor, Flight Six



STEVE C. SHAY
Captain
Commanding Flight Seven



WAGNER H. ROBERTS
First Lieutenant
Operations Officer, Flight Seven



CHESTER A. BROOKS
First Lieutenant
Instructor, Flight Seven



RALPH L. THOMAS
First Lieutenant
Instructor, Flight Seven



DONALD D. DOYLE
Second Lieutenant
Instructor, Flight Seven



DEAN R. PASCOE
Second Lieutenant
Instructor, Flight Seven



HARVEY D. BLAKESLEE
First Lieutenant
Instructor, Flight Eight



JAMES T. MURRAY
Captain
Commanding Flight 3



KIRKLAND C. KRUEGER
First Lieutenant
Instructor, Flight 3



WILLIAM S. OMAN
First Lieutenant
Flight 4



CHARLES GRUBER, JR.
First Lieutenant
Operations Officer
Flight 8



EDWARD M. FOX
Second Lieutenant
Instructor, Flight 8



HAROLD D. JOHNSON
Second Lieutenant
Instructor, Flight 8



HENRY F. BAILEY Captain Director of Ground School	WILLIAM P. CHALMERS, JR. Captain Instructor	JAMES A. CAMPBELL First Lieutenant Assistant Post Communications Officer	CHARLES A. HAYDEN First Lieutenant Instructor	JAMES MOORE Captain School Secretary	DANIEL F. O'CONNELL First Lieutenant Instructor
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C A D E T D E T A C H M E N T



ALBERT E. HUGHES Major Commandant of Cadets	JAMES S. HOLBROOK First Lieutenant Assistant Commandant of Cadets	CHARLES V. CRIMMINS Second Lieutenant Supply Officer	MARIANO M. RANDAZZO Second Lieutenant Cadet Mess Officer	ALEXANDER TURNBULL Second Lieutenant Tactical Officer	ROBERT G. GERSTUNG Warrant Officer (J.G.) Personnel Officer
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M E D I C A L D E T A C H M E N T



PETER P. LEONE Major Flight Surgeon	LYLE C. HEDMAN Major Dental Surgeon	GEORGE E. CRUM Captain Chief of Medical Service	DAYTON R. GRIFFITH Captain Assistant Flight Surgeon	WILLIAM LINDLEY Captain Veterinary Officer
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WILLIAM POMEROY Captain	JAMES W. MARTIN Captain	JULIAN L. WISHIK Captain	EMIL O. BARSAN First Lieutenant	ROBERT M. BUTLER First Lieutenant
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M E D I C A L D E T A C H M E N T



ALVIN B. CUTLER
First Lieutenant
Dental Officer



WILLIAM F. DECESARE
First Lieutenant
Dental Officer



LUTHER A. LENKER
First Lieutenant
Ward Officer



WILLIAM S. LOYAS
First Lieutenant
VD Control Officer



JOHN H. WENGER
First Lieutenant
VD Control Officer



ROBERT L. TIEMANN
Second Lieutenant
Supply Officer

A R M Y N U R S E S



WINIFRED J. MCKINNEY
First Lieutenant
Chief Nurse



MARY G. ALLEN
Second Lieutenant



CATHERINE M. CAHILL
Second Lieutenant



ELSIE N. COCHRANE
Second Lieutenant



EUGENIA KISH
Second Lieutenant



EVELYN F. LANGDON
Second Lieutenant



MARYELLEN MIRASOLA
Second Lieutenant



STELLA A. MASLOWICZ
Second Lieutenant



BEATRICE K. SMITH
Second Lieutenant



HELEN E. TAYLOR
Second Lieutenant

S U B - D E P O T



CHARLES D. KERSWILL



GEORGE H. GRENIER



THADDEUS J. DAVIS, JR.



HARRY R. CARLSON



LOUIS B. FARMER

Freeman



Activities

SOLDIERS



Uncle Sam's cadets, secure in the knowledge that they are the best trained fliers in the world, go about their business with a cocky grin and a chip on their shoulder.



OF THE SKY



Coming to Freeman Field for training, the cadets are well on the road toward being good soldiers and officers. They realize the seriousness and the earnestness of their mission. They realize, too, that what they learn at Freeman Field may

decide the great air battles of the future. High over our land planes are flying, manned by young America. The training is arduous, and cadets must apply themselves to keep up with the training schedule.



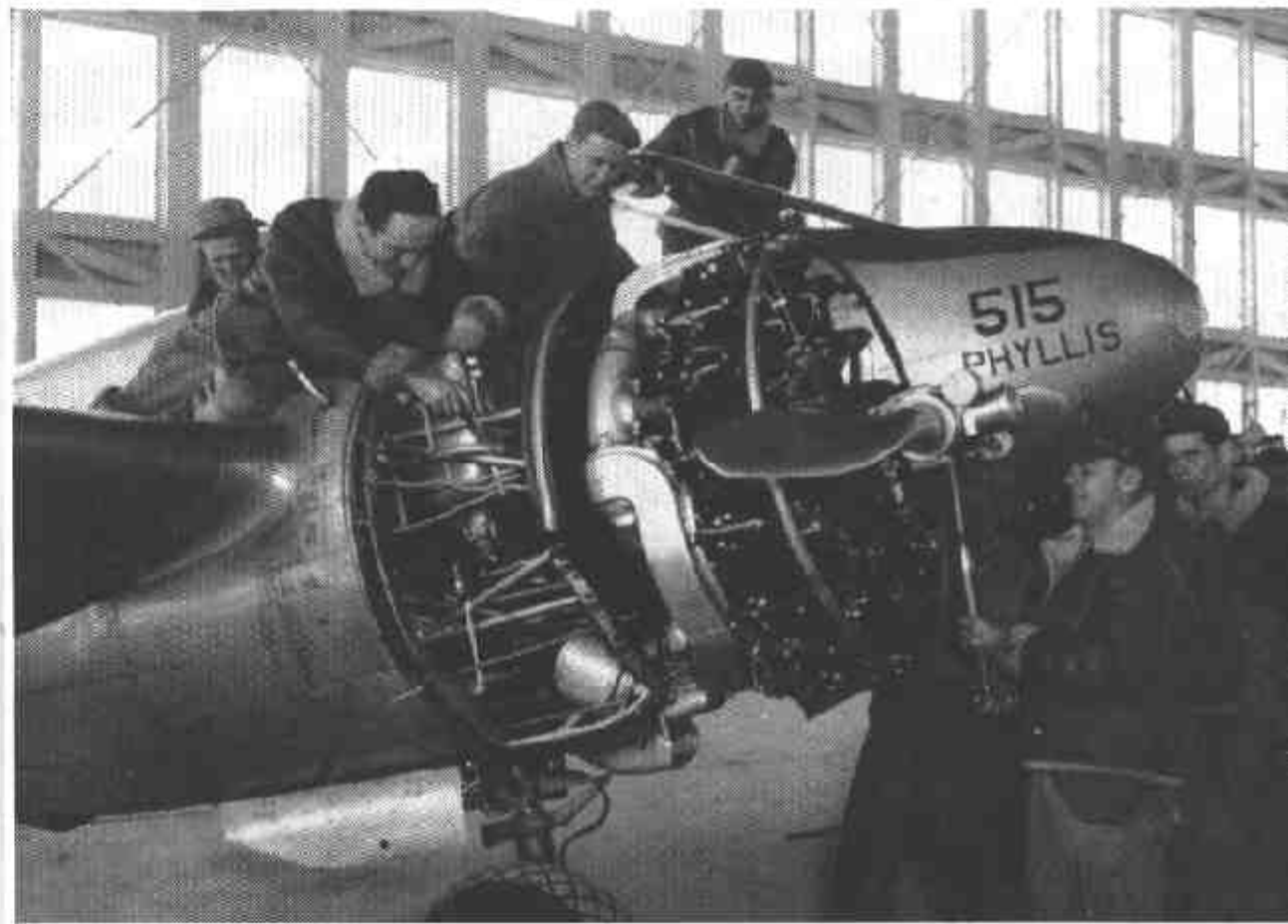


THEY LEARN BY DOING



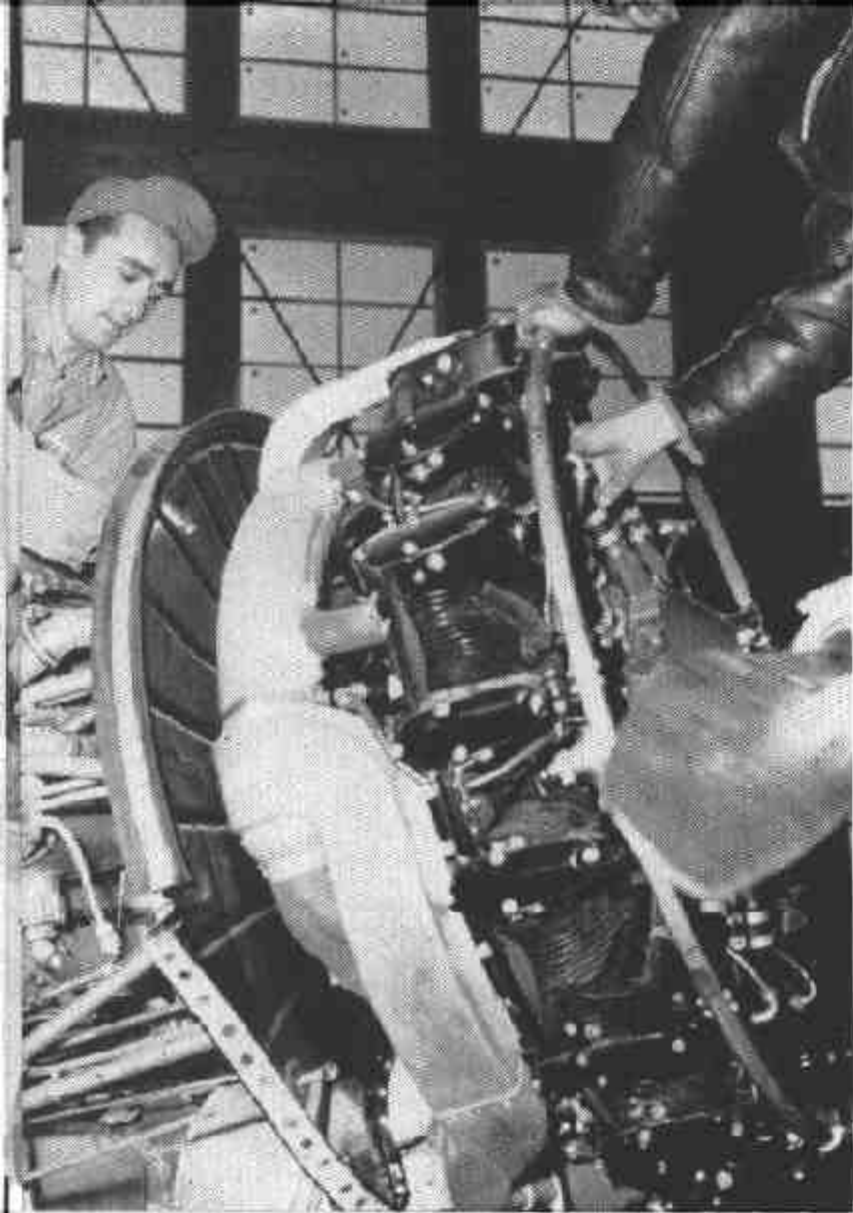
A cadet or a soldier arriving at Freeman Field, whatever his interest may have been before joining the colors, soon becomes imbued with the zeal and the spirit that must be maintained by a military organization in order to attain the very maximum of efficiency. The desire to excel, the quiet realization of power, the constant goals of ultimate triumphant victory, are part of the living routine of the field. This comes from the officers in





charge, capable and proven, who know how to handle men and know how to get the most out of them. This comes from the instructors, specialists in their fields of activity, deserving and getting the utmost of respect from their subordinates. A Freeman Field cadet can play hide and seek with clouds and look down on mountains. The American flying cadet is secure and serene in his knowledge that when he hits the big show he'll fly the best and fastest planes on earth.



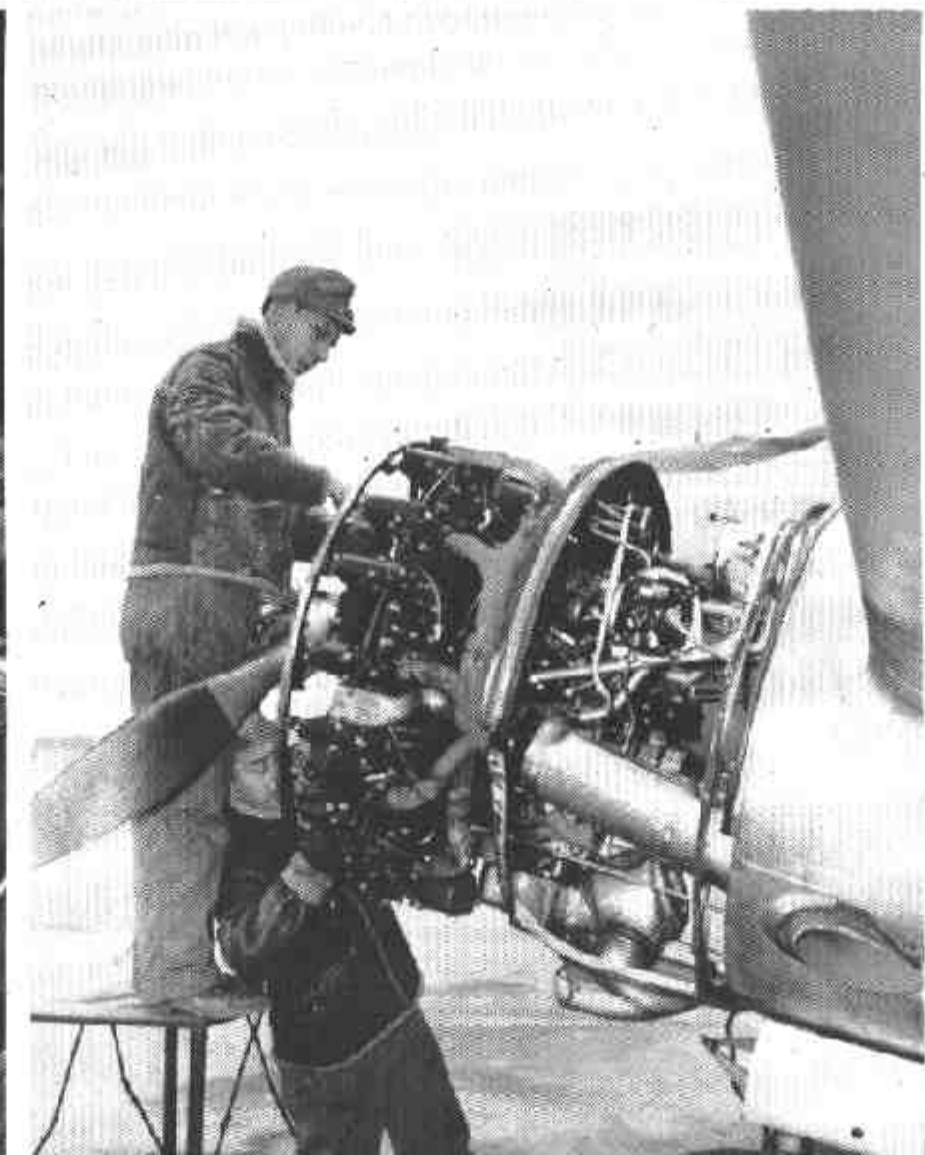
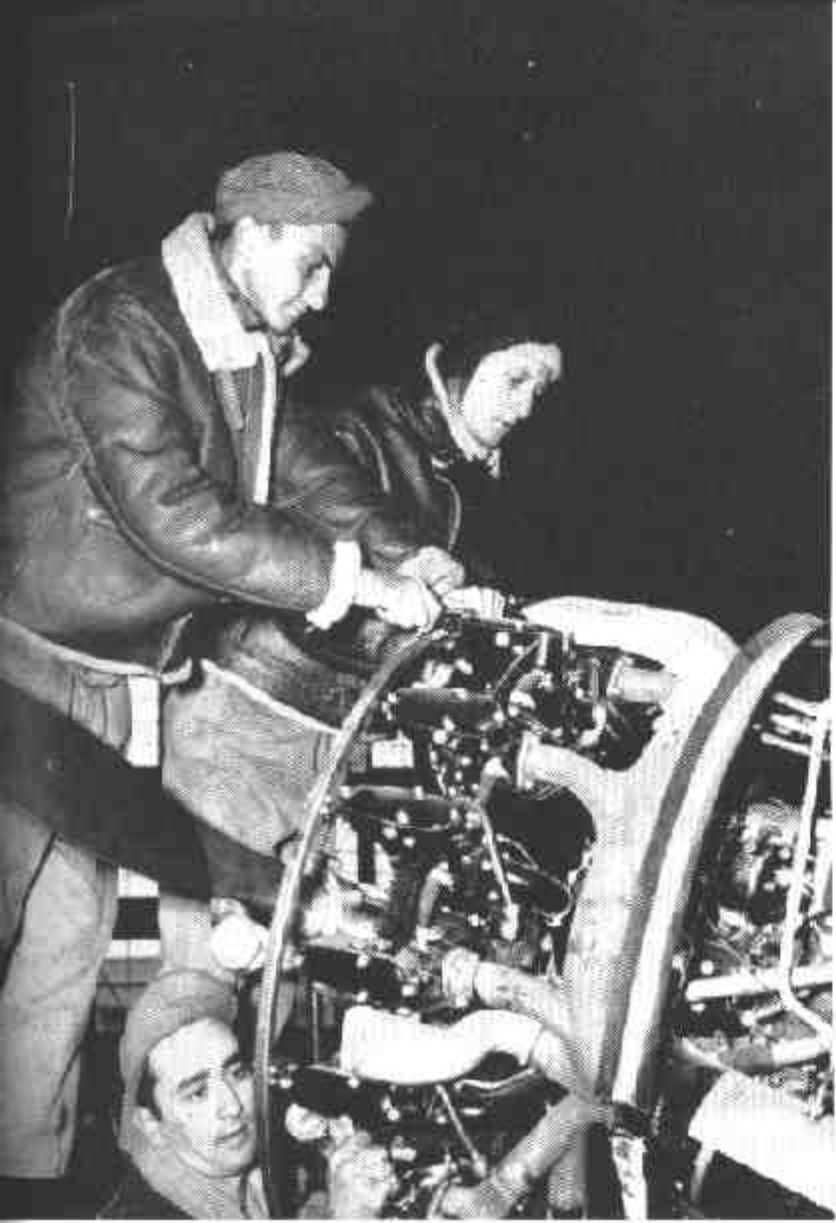


THEY KEEP 'EM FLYING



For every man in the air, there are 15 men on the ground whose functions are to keep 'em flying. To them the expression "Keep 'em Flying" is more than a patriotic catchword. It is their everyday work-a-day business. It is up to them to see that the planes are in good working order. The mechanics have got to be good and they are good.







MEDICAL DEPARTMENT AT WORK



Health is an all-valuable commodity among a group of men being trained to fight, and in this connection Freeman Field is proud of its large well-staffed and well-equipped hospital. Its doctors and facilities are prepared for anything from a broken bone to an emergency case requiring major surgery. Aiding the medical doctors and dental doctors are nurses, all of whom are capable and ready for service.





WEATHER



The Teletype brings weather information from all parts of the world. When placed graphically on a weather map the meteorologist can predict long underwear days in advance. A barometer warns that it isn't the heat but the humidity. These pictures show some of the weather man's jobs.

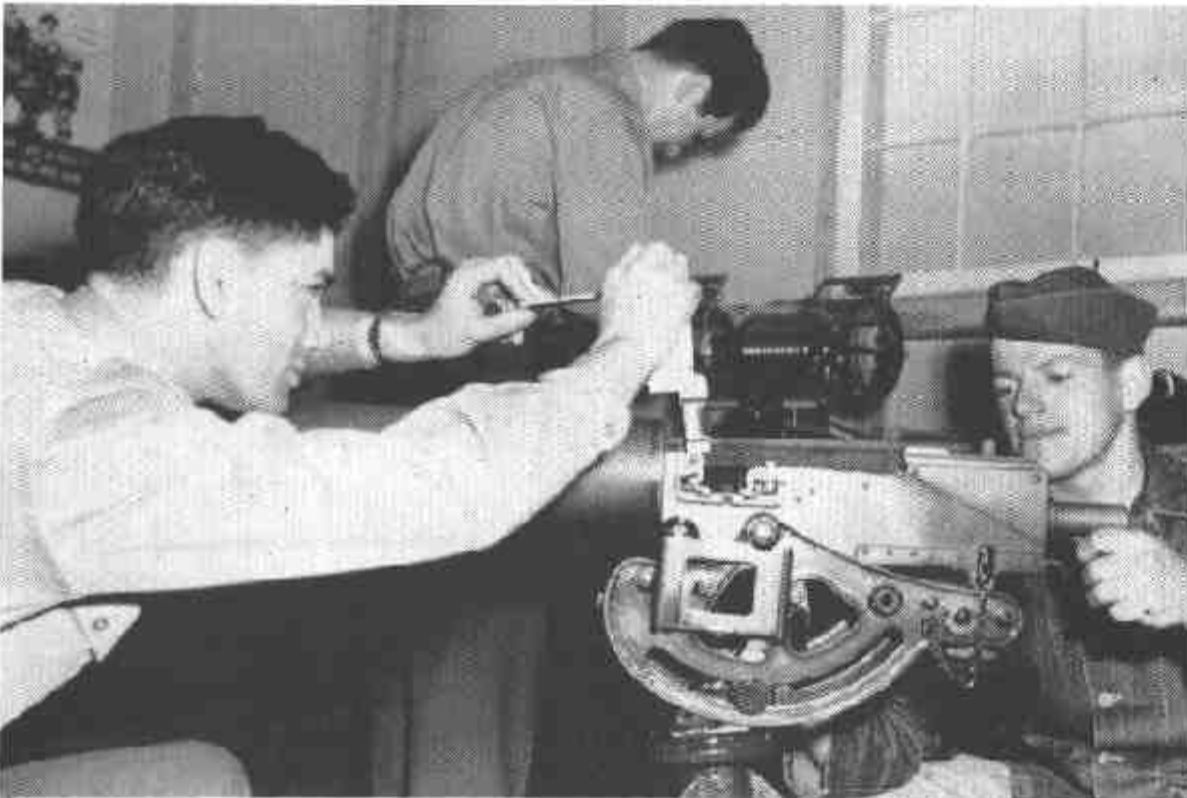




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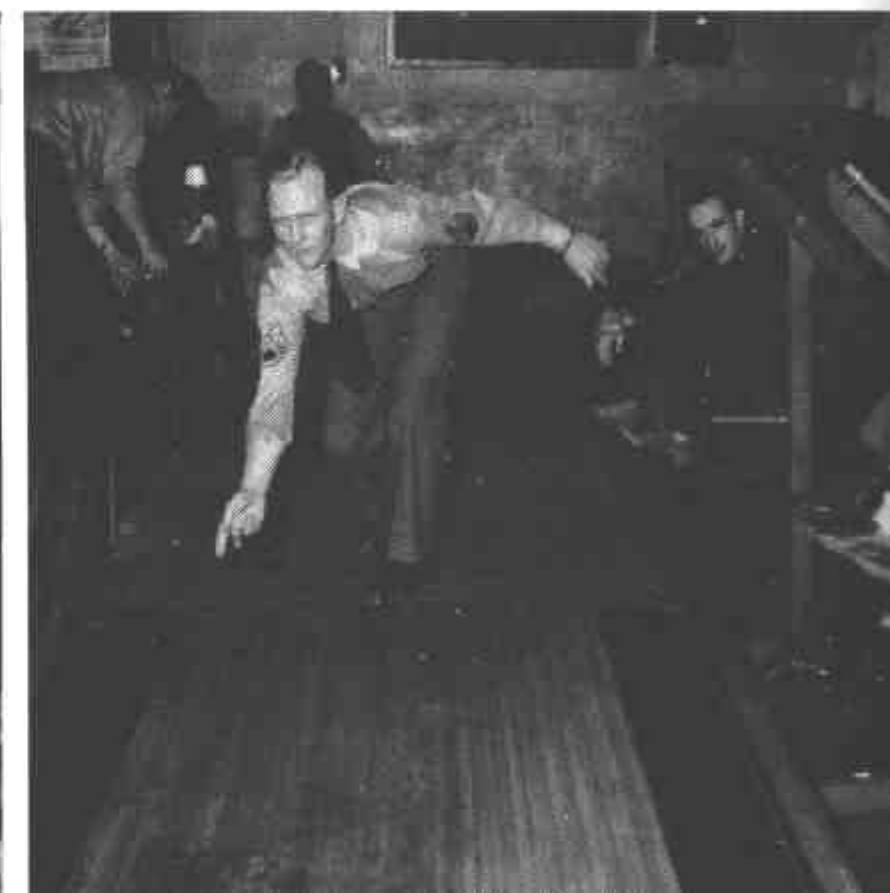
PHOTOGRAPHY

The latest in modern photographic equipment is in use at Freeman Field. Here indeed is a photographer's dream come true!





RECREATION





VICTORY GARDEN

These soldiers stationed at Freeman Army Air Field are doing double duty to bring about a victory. They are not only performing their military jobs but they are also working on the twenty-acre Victory Garden at the field. Under the direction of Captain Rudolph Brannan, post adjutant, the garden project was started early in April with the planting of an acre of Irish potatoes. Plans call for six acres of corn, four acres of watermelons, two acres of cantaloupes, one acre each of tomatoes, cucumbers, peas, squash, butter beans, lima beans and string beans, and a half acre each of other vegetables.

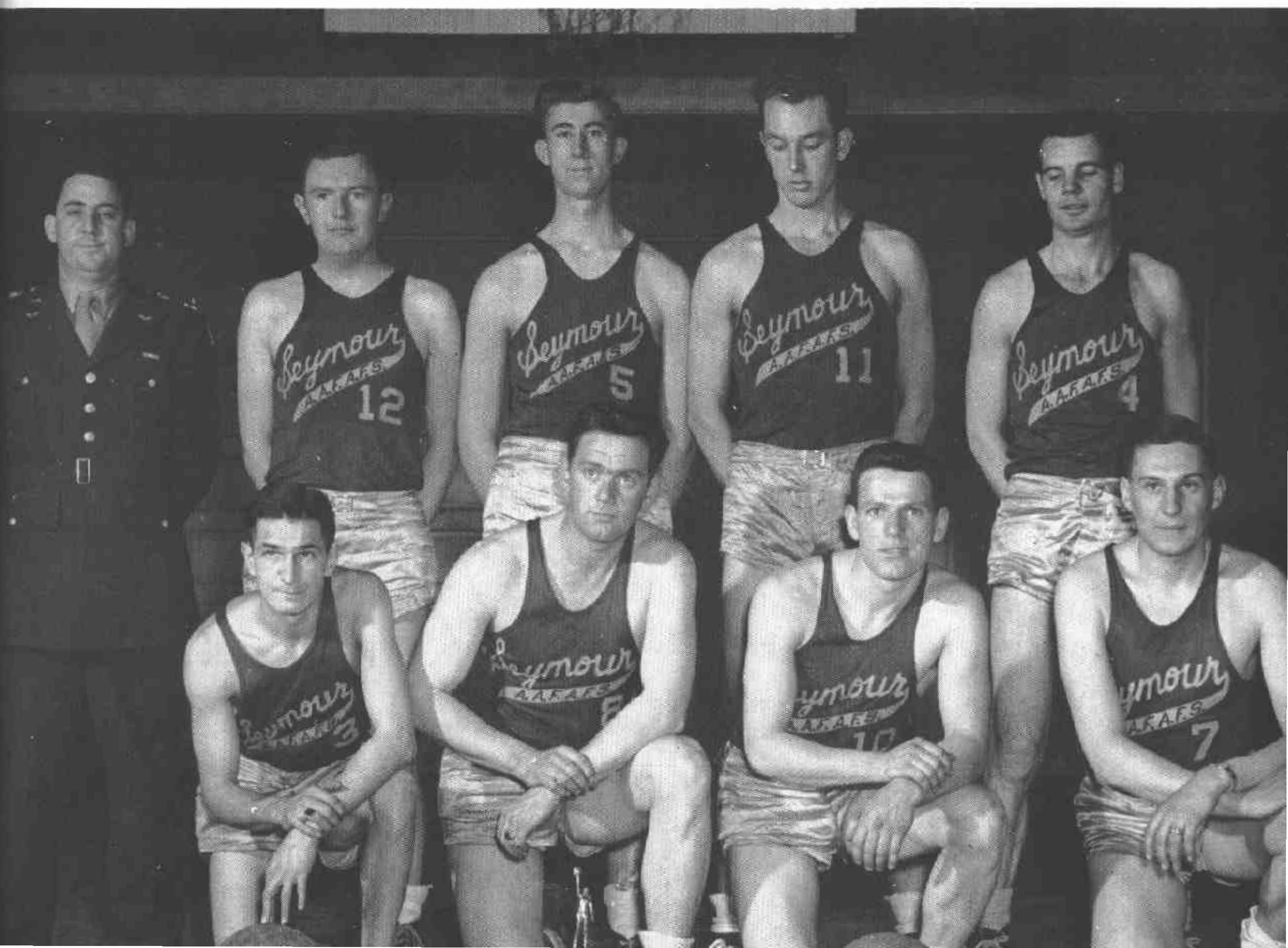
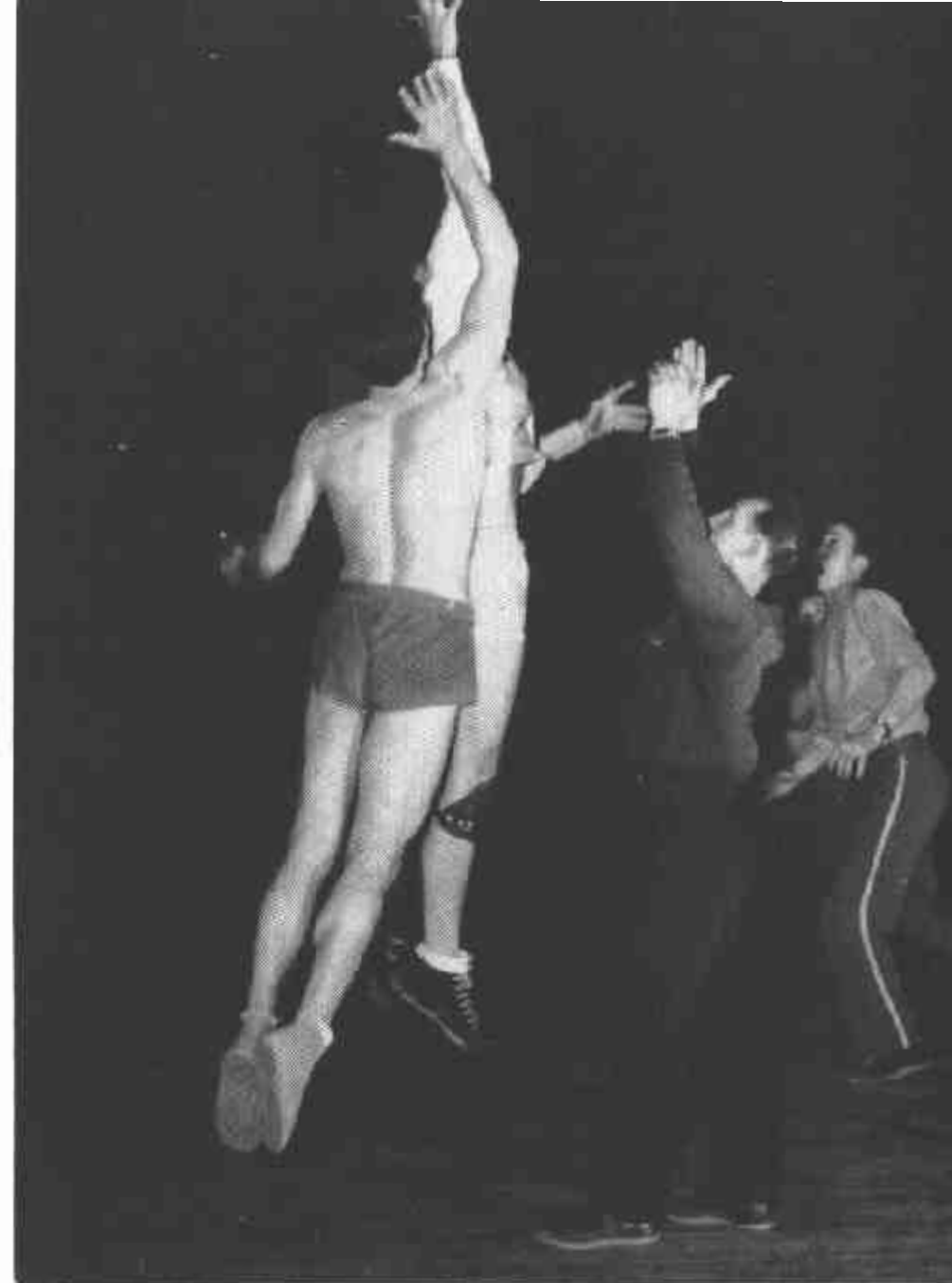
SCENES AROUND THE FIELD





Athletics

Athletic activities at Freeman Field are varied and many sports pastimes are indulged in, including basketball. At right is shown a perfect shot for the basket. Below: The championship basketball team smiles for the cameraman.





Editors, Twingine
Times,
Freeman Paper.



Signal switchboard.



Signal Supply.

HERE AND THERE

FIRST WEDDING



Squadron Clerk
receives Squadron
mail.



Engineering
Office.





"Old-Timer," ambulance driver.

AT FREEMAN FIELD

CHAPEL



Judy Kane entertains.



USO Valentine dance.



USO party.



Amateur night.





— THEY KEEP 'EM FLYING —



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

CLASS 43-E—FLIGHT ONE



B. C. Diekman, Jr.
Second Lieutenant

Dean M. Radtke
Second Lieutenant



Daniel G. Anders



Hiram N. Bryant



William D. Carr



Junnie G. Carter



Parks H. Carter



B. F. Crawford



Kenneth F. Dowell



Frank H. Draggoo



Francis Duggan



Leo F. Emerson



Richard R. Epke



Forrest C. Fisher



Howard F. Fisher



Stuart E. Freeman



W. A. Gatlin, Jr.



John A. Gerriets



Albert M. Green



James C. Harper



Wesley Y. Helvey



Raymond Hofmann



Robert L. Holland



Rudolph Horst, III



O. R. Hubbell, Jr.



Kenneth E. Kaar



Howard C. Kaye



Maurice M. Kersey, Jr.



Joseph G. Kestner

CLASS 43-E—FLIGHT THREE



William N. Kirk



Robert C. Koper



John J. Koss



William Growinski



Robert M. Krumm



Theodore E. C. Kunda



Stanley W. Lamer



James J. Lannon



Charles A. Larson



Robert V. Laux



Robert C. Laws



Archibald J. Lewis



Elmer R. Lewis



Eugene H. MacMurray



George P. McClure



Don H. McCutchan



Vincent P. McLaughlin



David Marrs

CLASS 43-E—FLIGHT FIVE



Milford D. Myers



Charles W. Mylius, Jr.



Frank L. Neff



Ralph W. Nelson, Jr.



W. S. Nowland



James J. Ormsbee



Jean W. Pace



Joseph R. Palus



Robert B. Parrish



N. G. Patterson



Edward E. Pearson

CLASS 43-E—FLIGHT FIVE



Paul L. Price

J. F. Purdy, Jr.

Max J. Quakenbush

Richard H. Read

William J. Reis

William T. Rice

Herbert D. Rossberg



Robert M. Rowe

Francis A. Roy

Henry P. Ryan

George E. Sabine

John L. Sanford

Dale J. Satterthwaite

Richard E. Sauer

CLASS 43-E—FLIGHT SEVEN



John F. Schleifer

Herman D. Sears, Jr.

Edgar F. Sengstock

Thomas F. Sharpless

Wendell W. Sheffield



Leland C. Shepard, Jr.

James Y. Sheppard

Grover E. Simms

Thomas M. Smith

James B. Soutar

Leslie T. Speer

Donald A. Steele



Henry D. Steele

E. L. Stefanski

L. G. Stevens

Thomas J. Sutters

Clark A. Teasdale

Earl W. Truex

Walter Uhl, Jr.



Shelby F. Vaughn

John B. Viets

A. E. Vosburgh, Jr.

Harold W. Watson

Henry L. Wilson

Edward C. Wright

David H. Yoakley

CLASS 43-D—FLIGHT TWO



John Q. Adams



James M. Anderson



Francis R. Baird



Baldwin C. Avery



Charles R. Beatty



James E. Bellamy



Louis Biro



Walter E. Bison



George H. Blossom



Raymond J. Born



Robert B. Brown



Robert N. Cameron



Glenn E. Camp, Jr.



A. H. Crapsey, Jr.



Lee D. Cool



Fred P. Cowin



Herbert Dreiling



Harold J. Eisner



James E. Foster



William J. Foster



Francis N. Fridgen



Frank D. Girard



Warren H. Hawes



M. W. Hayward



CLASS 43-D—FLIGHT FOUR



W. C. Hendrickson



James W. Heyroth



J. P. Honaker, Jr.



James E. Howrey



John J. Ibert



Roy L. Jerman



Malcolm E. Johnson



Otto E. Kaellner



Richard H. Kaufman



Kenneth W. Kaynor



Wayne C. Keysar



Donald V. Kirkhuff



Herbert Kurinsky



William R. Lavies

CLASS 43-D—FLIGHT FOUR



Roger W. Layn



H. B. J. Leavey



Ewing J. LeBlanc



Richard E. Leigh



Arthur F. Leu



Marvin J. Liedtke



Paul L. Liske



William R. Lollar



Melvin F. Lybarger



James W. Lynch



Leonard W. Maki



Robert S. Maupin



John W. McIlwain



Joseph F. Meder



Herbert O. Meull



Laurence H. Mickow



William N. Moody



Leon R. Morgan



CLASS 43-D—FLIGHT SIX



J. D. Moore
Warrant Officer



Edward T. Mueller



John W. O'Cheskey



Howard S. Pauling



G. I. Poole, Jr.



Fred A. Pugh



W. C. Quintance



Leonard E. Ranton



Jack O. Rhyner



H. G. Richard



D. A. Richardson



Cecil Roach, Jr.



James L. Robinson



Henry A. Rozmus



Joseph H. Rubin

CLASS 43-D—FLIGHT SIX



Verle H. Rusk



Gerard A. Schafer



Vincent W. Schauer



John C. Sizer



Ralph K. Skoubo



Daniel L. Steehle



George E. Straub



John W. Stuermer



Wallace N. Taylor



John S. Terrell



Walter R. Unruh



CLASS 43-D—FLIGHT EIGHT



Walter Camp



Paul C. Chelf



Robert A. Josephs



John M. Kelly, Jr.



John A. Knight



Donald H. Lawry



Clyde W. McClelland



Selden J. Osborne



P. T. Schnetzer



Osborn E. Stone



Milo F. Walter



Frank H. Watson



Lincoln O. Weeks



D. R. Weldon, Jr.



William C. Weldon



Harry E. Wight



Merlin R. Willey



Woodburn C. Williams



Orville L. Willis



Gilbert M. Winegar



Yere A. Wood



W. E. Woodside



John E. Woolton, Jr.



Dee E. Worrell



Donald K. Wray



Frank E. Wunderlich



Albert L. Wyor



ROGER C. CARROLL
Major
Commanding

EWELL M. PLAUCHE
Captain
Adjutant

447TH BASE HEADQUARTERS AND AIR BASE SQUADRON



(Reading from Left to Right)

First Row: First Sergeant Browning, Jerry C.; Master Sergeants Smith, Thomas D.; Sundberg, Edward P.; Technical Sergeants Dorman, Claude L.; Durkopp, Dennis C.; Hobson, Wayman C.

Second Row: Technical Sergeants Martin, Glenn A., Jr.; Quillin, Edgar B.; Rogers, William C.; Staff Sergeants Baker, Gordon L.; Bernat, Joseph F.; Byrns, David E.

Third Row: Staff Sergeants Casey, Hugh A.; Clemence, Erle H.; Clough, Kennon W.; Egan, Michael F.; Farraher, Martin A.; Greene, Ralph L.

Fourth Row: Staff Sergeants Kinnear, Robert; Levine, Charles A.; Lollis, Roy C.; Long, Clifton B.; Martin, James D.; Masterson, Frank J.

Fifth Row: Staff Sergeants Miller, Abe M.; Pederson, Ivan; Rabichow, Abraham; Rakstis, Albert; Scully, Thomas J.; Shirley, Harold L.

447TH BASE HEADQUARTERS AND AIR BASE SQUADRON



(Reading from Left to Right)

First Row: Staff Sergeants Smith, Albert L.; Wade, Bailey T.; Wolley, Loudon N.; Sergeants Bain, Victor; Bonavita, Felix R.; Burns, William C.

Second Row: Sergeants Bush, Francis J.; Callahan, John J.; Chausse, Leon F.; Ciatto, Erminio H.; Conners, John C.; Conroy, James F.

Third Row: Sergeants Croft, Mark; Dempsey, James C.; Dodge, George W.; Durkee, Almond N.; Ferry Reginald J.; Flath, Harold J.

Fourth Row: Sergeants Flynn, James P.; Foglesong, Harry E.; Greenberg, Jack; Groeling, Alfred; Hemmerdinger, Richard P.; Irvin, Joseph A.

Fifth Row: Sergeants King, Victor R.; Langlais, Edward G.; McCandless, Fred T.; McGuinn, John J.; Moseley, Eugene F.; Moul, Calvin R.

Sixth Row: Sergeants Murawski, Joseph A.; Sawyer, Robert K.; Scalfani, Gaspare J.; Scheirl, Henry P.; Seaboch, Herbert C.; Squitteri, Edward.

Seventh Row: Sergeants Sullivan, Lawrence; Toro, Thomas; Turner, Flavius J.; Williams, David B.; Williams, Henry E.; Zennie, William.

Eighth Row: Corporals Abraham, George; Barry, John C.; Berk, John L.; Bourdon, Robert H.; Boyer, Earl H.; Brannan, Sidney T.

Ninth Row: Corporals Brooks, Harvey H.; Cadenhead, Robert E.; Cappelli, Anthony P.; Carris, Howard O.; Clark, Alfred C.; Corliss, James R.



447TH BASE HEADQUARTERS AND AIR BASE SQUADRON



(Reading from Left to Right)

First Row: Corporals Crowley, Guy; Danchig, David; Davis, Leslie O.; Davis, Cecil W.; Dowdell, John J.; Duell, Kenneth E.

Second Row: Corporals Dunn, Jerome M.; Drake, James A.; Elliott, George B., Jr.; Evans, Freeman G.; Galm, Lawrence W.; Gariepy, Francis J.

Third Row: Corporals Gurdjian, George; Hance, George V.; Healey, Jerome J.; Hyatt, Garth G.; Jackson, Robert J.; Johannessen, George H.

Fourth Row: Corporals Jordan, Augustus F., Jr.; Kane, Francis W.; Kaminsky, Joseph F.; Kops, Milton; Kramer, Alex; Lopshire, Clarence H.

Fifth Row: Corporals Minton, Lawrence R.; Nexsen, Louis J.; Niggel, Donald F.; Orlando, James C.; Pattison, William J.; Savicki, William.

Sixth Row: Corporals Santelle, Jack M.; Stockmal, Frank J.; Wilensky, Joseph; Wolfson, Julius L.; Privates First Class Babb, Nathan A.; Bergeron, Leonard.

Seventh Row: Privates First Class Blythe, Sam; Cagle, Jack H.; Caputo, Vincent R.; Chapman, Llewellyn F.; Chisholm, Kenneth; Cook, Barton B.

Eighth Row: Privates First Class Cook, James W.; Cook, George W.; Erickson, Clarence H.; Greene, Harold; Hedge, Lothrop T.; Heller, Irving W.

Ninth Row: Privates First Class Herzig, Reuben, Janzen, Theodore W., Jr.; Keller, Kenneth P.; Kennedy, Daniel F.; Laverdier, Joseph M.; Luther, James R.



447TH BASE HEADQUARTERS AND AIR BASE SQUADRON



(Reading from Left to Right)

First Row: Privates First Class MacCollum, Frederick G.; Margeson, Arthur H.; Meyer, Alvin F.; Neill, Walter G.; Pearson, Robert W.; Quirk, John P.

Second Row: Privates First Class Reardon, James E.; Stripling, Curtis S.; Taff, James P.; Wyatt, William R.; Privates Abrams, Elmer E.; Adams, Robert.

Third Row: Privates Allred, James H.; Anderson, Willard E.; Baclawski, Stanley E.; Bailey, Conrad D.; Barnwell, Allison P.; Barrow, Gilbert L.

Fourth Row: Privates Batson, Herbert G., Jr.; Bender, Robert L.; Boone, Charles W.; Bronstein, Bernard; Broussard, Lloyd P.; Brown, Harold J., Jr.

Fifth Row: Privates Brown, Raymond N.; Bunsold, Edgar H. J.; Campbell, Earl W., Jr.; Carner, Richard C.; Carroll, Daniel F., Jr.; Chew, Thomas E., Jr.

Sixth Row: Privates Ciccone, Leo J.; Cloutier, Arthur H.; Conklin, Eldon F.; Cornett, Henry H.; Crawley, James H.; Crook, John R.

Seventh Row: Privates Davis, John C.; Dial, William O.; Edwards, Lott W.; Evans, George W.; Fuller, Hubert J., Jr.; Garqaly, William J.

Eighth Row: Privates Glidden, Winston R.; Goldsmith, Dudley W.; Graddy, Thomas B.; Gray, William L.; Green, Raymond; Green, William S.

Ninth Row: Privates Gregory, Hayes O.; Grant, George S.; Hanes, Glenn P.; Hannaford, Charles; Harlach, Ralph W.; Hardcastle, Ira.



447 BASE HEADQUARTERS AND AIR BASE SQUADRON



(Reading from Left to Right)

First Row: Privates Harrell, Wallace W.; Hartman, William T.; Harvell, Andrew F.; Hastings, Wyndol G.; Head, Bert L.

Second Row: Privates Heath, Oliver W.; Heckerson, A. D.; Herring, Roy H.; Hoch, Ernest; Holthouser, Houston.

Third Row: Privates Hudson, Louis D.; Jake-way, John M.; Jarrett, Arliss P.; Jones, Robert F., Jr.; Kelly, Horace D.

Fourth Row: Privates Kelly, Thomas M., Jr.; Kile, B. F.; Kinslow, John T.; Kovacs, John F.; Lasch, Paul A.

Fifth Row: Privates Lee, Raymond D.; Liddle, Maurice L.; Lucart, Floyd R.; Lucas, Reese M.; Mackey, James W.

Sixth Row: Privates Mackey, Joseph L.; McClure, George S.; McQuade, Orla P.; Moody, Lester C.; Mustin, Thomas T.

Seventh Row: Privates Peters, Robert S.; Reece, James E.; Riley, Austin S.; Roberts, Edward E.; Rose, Coy D.

Eighth Row: Privates Snadhaus, Meyer E.; Simmons, Alexander J.; Smith, Charles H.; Stewart, William C.; Stowers, John W.

Ninth Row: Privates Teer, John M.; Terrell, Jack H.; Tomas, Jan; Thomas, Raymond E.; Thompson, William W.

Tenth Row: Privates Ward, Stanley; Willis, Herbert J.; Wilson, William J.; Yuskowitz, Seymour.



ORDNANCE SECTION



WILLIAM O. MOON
First Lieutenant
Officer in Charge

Attached to 447th Base
Headquarters and Air
Base Squadron



(Reading from Left to Right)

First Row: Master Sergeant Tracy, Stephen J.; Technical Sergeant Tucker, Adrian G.; Staff Sergeant Erskine, Robert E.; Corporals Martin, Lawrence S.; Wolen, Raymond.

Second Row: Corporal Pulbratek, William J.; Privates First Class Carlini, Joseph J.; Rogers, James H.

SPECIAL DUTY

Attached to 447th Base Headquarters and Air
Base Squadron

(Reading from Left to Right)

First Row: Corporal Seborowski, Frank; Privates First Class Player, Melvin P.; Poznanczyk, Aloysius W.; Turner, Lacy Q.; Vines, Albert L.

Second Row: Privates Baker, Warlon A.; Bentley, Samuel W.; Cirigliano, Daniel A.; Phillips, Alexander L.; Zwalsky, Izzy.



856TH SIGNAL SERVICE

Attached to 447th Base Headquarters and Air Base Squadron
(Reading from Left to Right)

First Row: Sergeant Rogers, James S.; Corporals Dill, Willard T.; Legg, Clarence W.; Millner, Joseph M.; Porter, Edwin M.; Private First Class Allen, Harold O.

Second Row: Privates First Class Crawford, Lawrence H.; Gore, Henry O.; Hagler, Frazier W.; Nates, Clarence L.; Privates Bell, Wilson M.; Manis, Glenn.



CHEMICAL WARFARE

Attached to 447th Base Headquarters and Air Base Squadron

(Reading from Left to Right)

First Row: Staff Sergeant Cousins, Archie J.; Corporal Murry, Carroll W.; Privates First Class Brown, James C.; Dunavin, Jeff D.; Privates Ralstin, Loyal L.; Redmon, Gilbert.





SECOND WEATHER SQUADRON

Attached to 447th Base Headquarters and Air Base Squadron

(Reading from Left to Right)

First Row: Technical Sergeant Friedman, Arnold M.; Sergeants Jacobs, Stanford S.; Lenard, Anthony J.; McGuire, John J.; Miller, Elwyn R.; Neville, William S.

Second Row: Corporals Della Pietro, Frank; Ehrenberg, Edward; Goldstein, Seymour; Grossman, Eli; LaBarbara, Jasper G.; Lotick, Lynne L.

Third Row: Corporal Milstead, John L.; Privates First Class Coatta, Jack E.; Freeman, Fred E.; Wilson, Harry E.



FINANCE DETACHMENT

Attached to 447th Base Headquarters and Air Base Squadron

(Reading from Left to Right)

First Row: Technical Sergeant Eaton, Alvin C.; Sergeant Schneider, Arthur H.; Corporals Fitzgerald, Robert; Golightly, James R.; LaVere, Bruce R.

Second Row: Privates Second Class Albersmeier, Howard; Brecht, George H.; Privates Bombolis, George N.; Duval, Earl L.; Kulesa, Walter S.



SECOND AIRWAYS COMMUNICATIONS SQUADRON

Attached to 447th Base Headquarters and Air Base Squadron

(Reading from Left to Right)

First Row: Staff Sergeant Kunkel, Raymond J.; Corporal Niemi, Toiva M.; Private First Class Kellogg, William W.; Private Brekken, Stanley H.

Second Row: Privates First Class Klein, Paul; Mansfield, Robert E.; Snyder, Robert W.



★

JOHN A. REID
Captain
Commanding

★

THOMAS E. BUCKLEY
First Lieutenant
Adjutant

35TH TWO ENGINE FLYING TRAINING SQUADRON

★

(Reading from Left to Right)

First Row: Master Sergeants Canady, Vergil C.; Heimel, Charles C.; First Sergeant Lawless, Thomas E.; Technical Sergeants Deramus, James D.; Dretzka, Raymond J.; Groos, John J.

Second Row: Staff Sergeants Barker, Howard T.; Cunningham, Norman E., Jr.; Derise, John; Goodson, Carl M.; Lott, Silas A.; Reece, Kenyon M.

Third Row: Staff Sergeants Renshaw, Russell G.; Schoener, John J.; Snyder, Cedric B.; Talbert, Wilton D.; Sergeants Clifford, Frank J.; Duvall, Ben L.

Fourth Row: Sergeants Fore, Dallas A.; Hotchkiss, Harvey F.; Lookingbill, Milton L.; Michaley, Paul C.; Robinson, William T., Jr.; Rodriguez, Manuel.

Fifth Row: Sergeants Schwartz, Alfred J.; Shaheen, Wilbur F.; Sherrill, Ted E.; Smith, Henry F.; Willis, James E.; Wood, Bud.



35TH TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

First Row: Corporals Carioscia, Michael; Casner, Benjamin F.; Cicerone, Martin F.; Davis, Lloyd A.; Dowling, Cube C.

Second Row: Corporals Freeman, Daniel D.; Furry, Thomas E.; Henderson, Ralph P.; Hopkins, Ellis; Martin, George R.

Third Row: Corporals Mitzel, Frank; Platizky, Ben; Plautz, Edward J.; Sappington, Richard L.; Solar, Max.

Fourth Row: Corporals Sottung, William R.; Utstein, Harry; Vorpapel, Harris R.; Wright, Clarence E.; Private First Class Breinin, David.

Fifth Row: Privates First Class Derynoski, Edward J.; Espenhain, Eric; Hagedorn, Clyde M.; Lempicki, Edward F.; Lopez, Alfonso.

Sixth Row: Privates First Class Lydick, George E.; Murphy, Walter J.; Rickhauser, Richard H.; Shackett, Raymond J.; Sladyk, Stanley A.

Seventh Row: Privates First Class Stoll, George C.; Taubner, Harry; Warren, Joseph H.; Privates Bailey, Frank P.; Barbour, Harold M.

Eighth Row: Privates Barnhart, Austin F.; Barth, Frederick J.; Bialko, Julius; Bowie, Leon R.; Brobst, William C.

Ninth Row: Privates Brown, William S.; Bush, Henry H.; Carmichael, Smith W.; Carroll, Roy E.; Clifford, Harry A.

Tenth Row: Privates Clouser, J. A.; Cohen, Paul; Cote, Paul M.; Denninger, Thomas C.; Donaldson, Robert R.

35TH TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

First Row: Privates Dragos, Frank M.; Finley, Edward J.; Garschofsky, Martin; Gendron, Norman J.; Gentry, William L.; Goldstein, Edward.

Second Row: Privates Gonsowski, Frank G.; Habel, William F.; Hackermer, Russell E.; Ham, J. D.; Henley, Howard E.; Henry, Merton.

Third Row: Privates Higgins, Roland; Hill, Nolan R.; Hitchens, Ruben J.; Hughes, Willard L.; Husband, J. B.; James, Edward E.

Fourth Row: Privates Johnson, Richard A.; Kaufman, Louis; Kaufman, Murray M.; Kelsey, Ned D.; Kozdirka, Charles H.; Lamar, Eugene W.

Fifth Row: Privates Larkin, George N.; Leahy, John R.; Lewis, Johnie B.; Lucas, Earl; Maciejny, Walter J.; Meagher, Arthur M.

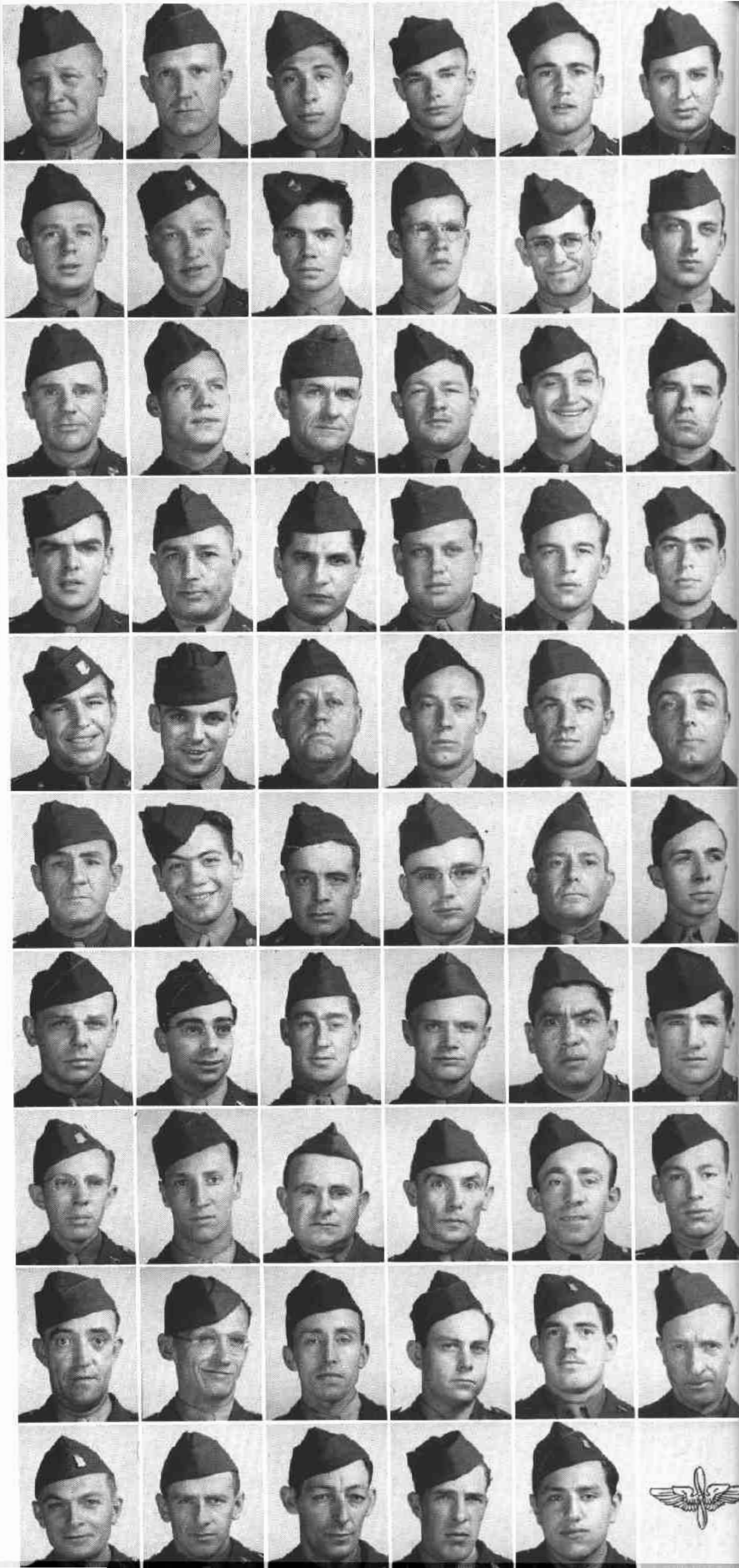
Sixth Row: Privates Mitchell, James; Mitz, Lawrence; Murphy, Thomas L.; Novak, Phillip J.; Nunley, Theodore R.; Orgain, Lawrence B.

Seventh Row: Privates Ozog, Stanley W.; Parlo, Carmelo; Pennenga, Dennis J.; Penrod, Paul E.; Perea, Alfonso; Phelan, James D.

Eighth Row: Privates Pierce, Neal M.; Pini, Victor A., Jr.; Reilly, Thomas J.; Rosado, Jose F.; Roser, Earl L.; Rothmund, Raymond A.

Ninth Row: Privates Rowe, Clifford C.; Russell, Alexander J.; Soderlund, Merrill S.; Standfield, Joe T.; Ste Marie, Macime; Straubhaar, Hubert J.

Tenth Row: Privates Such, Edward J.; Tyburczyk, Walter L.; Waddle, Otis H.; Waldron, Warren M.; Ziretti, Eugene E.





WILLIAM J. SAMFORD
Captain
Commanding

JOHN F. STROSIN
First Lieutenant
Adjutant

HEADQUARTERS AND HEADQUARTERS SQUADRON

36TH TWO ENGINE FLYING TRAINING GROUP



(Reading from Left to Right)

First Row: First Sergeant Marteny, Paul; Master Sergeants Hilton, Andrew J.; Nestor, Leslie M.; Technical Sergeants Brady, George C.; Denton, Harry E.; Staff Sergeant Breckenridge, Forrest E.

Second Row: Staff Sergeants Dayton, Clarence E.; Escamilla, Jose A.; Eaton, James E.; Graham, Edward J.; Hauslik, Frank; Merchant, Arthur B.

Third Row: Staff Sergeants Rambo, Henry B.; Widin, Arthur T.; Williams, Lucian H.; Sergeants Dewey, Robert W.; Gregor, Raymond J.; Mazzola, Alexander.

Fourth Row: Sergeants Meiers, Charles F.; Napolitano, Mario; Paciorek, Edward C.; Rooper, Quentin S.; Searles, Fredrick O.; Silverstein, Louis.

Fifth Row: Sergeants Stritmater, August W.; White, William S.; Wiggins, William S.; Corporals Barden, Wallace P.; Bowman, Randall; Cantalupi, Anthony.

Sixth Row: Corporal Cherniske, William J.; Staff Sergeant Cooper, Alto; Corporals Coudriet, Michael; Fields, James D.; Gregor, Anthony; Hawes, Clyde F.

36TH TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

First Row: Corporals Hofmann, John S.; Jannarone, Mariano E.; Keller, Alfred A.; Lefko, Vincent W.; Lexa, Erwin M.; Malanga, John G.

Second Row: Corporals McCrady, Malcolm H.; Randall, William B.; Sperle, Frederick O.; Tobin, Leo R.; Wilcox, Fredrick; Zurkowski, Henry T.

Third Row: Privates First Class Barrickman, Roy A.; Beard, James M.; Benitz, Clarence; Bless, Fred C.; Colasanti, Biaggio; Garceau, Francis P.

Fourth Row: Privates First Class Callison, Harold J.; Goldian, John V.; Hall, John R.; Justiss, Alex R.; Kozman, George W.; Kronenberger, B.

Fifth Row: Privates First Class Leicht, Robert S.; Manter, John A.; Meyers, Woodrow W.; Reilly, Walter J.; Slaughter, Paul E.; Shattuck, William L.

Sixth Row: Privates First Class Thompson, Dennis W.; Tomey, Joseph A.; Watts, Harold D.; Wiggin, Chester J.; Privates Alexander, Marcus B.; Anderson, Donald A.

Seventh Row: Privates Anderson, William R.; Andritsis, Harrd D.; Berry, Walter T.; Boldtman, Harold; Bogle, Charles H.; Broadway, Numa R.

Eighth Row: Privates Bruno, George; Carlson, Arthur O.; Caruso, Genero G.; Cole, Clarence M.; Conner, David J.; Crews, Joe G.

Ninth Row: Privates Davis, V. M.; DeMartin, Eugene; Driver, James N.; Duganne, Paul E.; Durham, Charles W.; Elmer, Arthur S.

Tenth Row: Privates Fedor, Steve M.; Foust, Connie R.; Gastineau, Loyd D.; Galloway, Wallace; Golden, Asa.



36TH TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

First Row: Privates Goldman, William; Gottesburen, A. L.; Graham, Arnold; Handwerk, Marvin W.; Harris, Robbie R.; Hausam, L. P.

Second Row: Privates Hobbs, William M.; Housley, Darell; Howe, Frederick W.; Huff, C. M.; Imperatore, Angelo A.; Jackson, James E.

Third Row: Privates Jackson, Clyde H.; Jaudon, Marshall W.; Johnson, Louis B.; Kansanniva, Bruno; Lyons, Herman G.; Lang, Mathew R.

Fourth Row: Privates Largen, John W.; Lombardi, Gene V.; Mackin, Patrick J.; Marasciullo, Frank; McAuliffe, William J.; McCullough, B. W.

Fifth Row: Privates McGill, George E.; Miles, Joe G.; Morehead, Thermal J.; Neill, Earl J.; Newby, W. C.; Nichols, Jack.

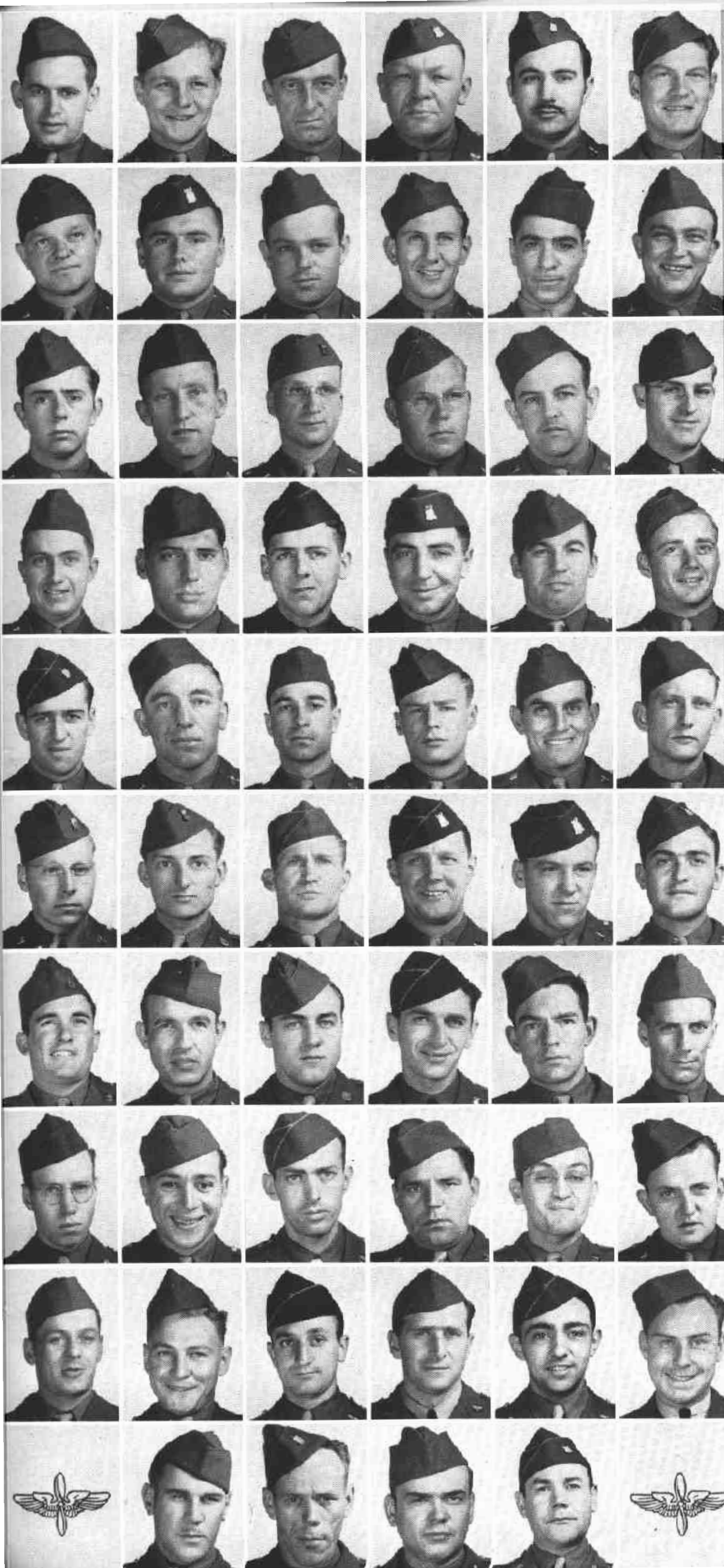
Sixth Row: Privates Noga, Edward J.; Novak, Edward; Oliver, Jiles C.; O'Neill, James F.; Paprocki, Richard F.; Phillips, James F.

Seventh Row: Privates Phillips, J. S.; Ryburn, Eddie S.; Sheridan, James E.; Shimko, Michael; Short, Arthur S.; Sleeth, Allen W.

Eighth Row: Privates Smith, Richard E.; Smith, Robert R.; Southard, Walter E.; Springer, Henry; Stowe, Reece H.; Sylvis, Theodore H.

Ninth Row: Privates Tinney, Marvin O.; Tomascak, John T.; Torma, Gerald J.; Tracy, Justin T.; Viverito, Thomas; Wareham, Francis.

Tenth Row: Privates Watlington, Vernon H.; Weaver, George E.; Wsot, Stanley F.; Zeaman, James H.





NORMAN R. WOOD
Captain
Commanding

DAVID M. LOVITT
Second Lieutenant
Adjutant

1079TH TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

First Row: First Sergeant Upchurch, Joseph H.; Master Sergeant Johnson, John H.; Powell, Homer; Technical Sergeants Austin, William C.; Fowler, Virgil F.; Lamb, Walter L.

Second Row: Technical Sergeants McGee, John P.; Parr, Charles E.; Rogers, Walter McC.; Staff Sergeants Brock, Harold D.; Butler, Robert E.; Cameron, Myles A.

Third Row: Staff Sergeants Caskey, Melvine L.; Cimorelli, John J.; Cliby, Frederick A.; Donohoe, Joseph A.; Duke, Winifred F.; Freeman, Pur-lay F.

Fourth Row: Staff Sergeants Harris, Grover C.; Hege, Willis E.; Hill, Floyd A.; McDaniel, James W.; McPherson, Keith C.; Miller, Eldridge A.

Fifth Row: Staff Sergeants Smith, Haskell A.; Trost Richard C.; Wake-land, Victor M.; Williams, John V.; Young, Ray A.; Sergeant Buck, Wil-liam D.

Sixth Row: Sergeants Coggins, Harold A.; Colarocco, Louis C.; Cox, Clifton C.; D'Agostine, Joseph; Don-ovan, Robert R.; Duane, James R.



1079TH TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)



First Row: Sergeants Ennis, James O.; Faucette, Robert S.; Garamella, Rocco A.; Halvorson, Sherman L.; Hensel, Andrew.



Second Row: Sergeants Horswood, George J., Jr.; Howell, Leon C.; Kirsch, Melvin; Ledbetter, Robert H.; Lorince, George J., Jr.



Third Row: Sergeants Martka, Stanley J.; McCraw, John D.; Metcalf, Arnold B., Jr.; Milam, Marcus L.; Mogensen, James H.



Fourth Row: Sergeants Obermeyer, Ruoul L.; Owen, Francis M.; Panaro, Vito F.; Powers, Alfred C.; Rankin, Douglas M.



Fifth Row: Sergeants Rusnak, Andrew L.; Steward, Otis A.; Stitt, Joseph M.; Vozar, Andrew; Walsh, Patrick E.



Sixth Row: Sergeants Wiley, Francis F.; York John; Corporals Bagley, Norman F.; Barnes, Lee E.; Davis, James L.



Seventh Row: Corporals Dombroski, Joseph J.; Durkee, Irving; Dupree, Thomas T.; Epstein, Edward; Farha, Hal A.



Eighth Row: Corporals Farina, Francis A.; Fenush, Michael J.; Hassel, Hubert H.; Jordan, Fred B.; Kowalcheck, Jacob.



Ninth Row: Corporals Lawrence, Nathan M.; Morgan, William B.; Morris, Smiley B.; Poelinitz, Julius I.; Reeves, Charles V.

1079TH TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

First Row: Corporals Reeves, William E.; Register, Harry; Ring, Thomas W.; Rosentrauch, Irving; Salerno, Louis.

Second Row: Corporals Sawyer, C. M.; Shacter, Morris; Smith, Carl D.; Steinberg, Ben; Veronesi, Richard.

Third Row: Corporal Wadler, Joe J.; Privates First Class Attaway, Terrel B.; Ballard, Douglas H.; Bozeman, Jasper T.; Butler, George W.

Fourth Row: Privates First Class Chancey, Robert E.; Crow, Charles H., Jr.; Hill, Robert; Kearney, Robert G., Jr.; Lowery, Roy.

Fifth Row: Privates First Class McGaughy, Earl W.; Miller, A. D.; Miller, Claude E.; O'Hearn, Roy H.; Pickrell, Fredrick.

Sixth Row: Privates First Class Roberts, Percy L.; Saint, Clarence E.; Sherer, Macon R.; Stromman, Harold N.; Stone, Woodrow W.

Seventh Row: Privates First Class Takvorian, Kaloust; Ternau, Albert J.; Wallis, Lee E.; Privates Allen, William; Barnes, Leo E.

Eighth Row: Privates Baer, William A.; Beard, Hugh C.; Beaver, Reginald R.; Boldrehini, Eugene A.; Bosco, Anthony J.

Ninth Row: Privates Boyles, Henry F.; Branch, Howard H.; Brown, Edwin H.; Brooks, Bob G.; Clark, J. C.



1079TH TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

First Row: Privates Cohen, Albert; Evans, Levi I.; Felchak, Wallace J.; Fountain, E. F.; Glicksman, Paul.

Second Row: Privates Gray, Percy E., Jr.; Hajorsky, J. J.; Hall, James P.; Hardy, Walter L.; Hendershot, Oliver B.

Third Row: Privates Hill, W. T.; Howard, Felton; Jennings, Elmer E.; Johnson, Elam J.; Josey, James L.

Fourth Row: Privates Maol, Judah L.; Mason, Hershel L.; Mathews, Laverne R.; Mathis, Oscar C.; McSwain, John W.

Fifth Row: Privates Minton, Rufus; Moore, Buford G.; Moseley, Arthur W.; Newell, Leonard F.; Newman, Lawrence D., Jr.

Sixth Row: Privates Parker, Alfred E.; Payne, Elmer; Phillips, Carl V.; Plocheck, Lester L.; Rhinehart, Jones T.

Seventh Row: Privates Riley, Douglas C.; Robbins, Lawrence W.; Romanelli, John J.; Rosato, James R.; Saltz, Fred C.

Eighth Row: Privates Selesky, John F.; Sinconis, Anthony J.; Stump, Harlan F.; Sutton, Frank; Terrancino, Michael.

Ninth Row: Privates Thomas, Lorenzo C.; Vance, Joseph C.; Wallace, Thomas H.; Watson, William A.; Wilson, Herbert R., Jr.

Tenth Row: Privates Yohman, Melvin J.; Zampini, Guido C.; Men On SD Bush, George J.; Cummings, Rex G.





WILLIAM R. KEARNEY
Captain
Commanding



RUSSELL A. WENZEL
First Lieutenant
Adjutant



1080TH TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

First Row: First Sergeant Schwartz, Albert; Master Sergeants Belanger, Charles A., Jr.; Bruskey, Joseph J.; Technical Sergeants Alexander, Wilbur S.; Brown, Theodore; Evans, Walter L.

Second Row: Technical Sergeants Fisher, Harold F.; Horvers, John C.; Kelly, John; Miner, Thomas H., Jr.; Staff Sergeants Brown, David S.; Carroll, William A.

Third Row: Staff Sergeants Crockett, Harry C.; Cunningham, Lewis A.; Daniels, Lindsay C.; Etheridge, Harold D.; Gibbs, Ralph L.; Gregory, William F.

Fourth Row: Staff Sergeants Johnson, Ralston S.; Jones, Lewellyn R.; Keenan, James J.; Mauldin, John B.; Richardson, Jack D.; Romero, Ben C.

Fifth Row: Staff Sergeants Rowan, Alvin V.; Schlosser, Robert S.; Smith, Frank B.; Sims, Theodore W.; Snyder, Theodore R.; Stewart, Merle A.

Sixth Row: Staff Sergeants Sublett, Arthur P.; Thompson, Clyde J.; Waines, John A.; Webster, Goley.



1080TH TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

First Row: Sergeants Bach, W. C.; Barrett, William A.; Carlin, Charles J.; Cowart, Louis L.; Crabtree, Harrison; Simonavage, Eugene W.

Second Row: Sergeants Cross, Jack B.; Frank, Robert N.; Fransen, Edward J.; Grant, Lindell A.; Jaynes, Edward.

Third Row: Sergeants Jones, John R.; Kennedy, George G.; Kruger, Arthur F.; LaPlante, Wilfred; Lemmon, George C.

Fourth Row: Sergeants Marks, Robert W.; Meehan, William A.; Nemanis, Paul G.; Petraglio, Angelo; Polit, John F.

Fifth Row: Sergeants Reece, Floyd G.; Regan, Robert T.; Reynolds, Eugene J.; Roth, John F.; Schwartz, Sidney.

Sixth Row: Sergeants Schrimpe, Edward J.; Siegel, Samuel A.; Sliwka, Stanley S.; Stecker, Aaron; Thiel, Edward F.

Seventh Row: Sergeants Thurlo, George A.; Valenza, Albert G.; Voigt, Irvin C.; Wann, Earl E.; Weiss, Mark.

Eighth Row: Sergeant Williams, Carl M.; Corporals Bateman, James T.; Barber, Robert W.; Bennett, Maynard A.; Briggs, H. A.

Ninth Row: Corporals Bryant, Crawley M.; Cockrell, Oberge E.; Colvard, Otis L.; Darden, William A., Jr.; Fryer, John P.

1080TH TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

First Row: Corporals Gregory, Gerald G.; Green, Raymond; Grider, Lee L.; Hammontree, Sam W.; Hawk, Clarence D.

Second Row: Corporals Knight, Maurice S.; Lovelius, William G.; Longo, James J.; Melchiorre, Alphonse A.; Mills, David F.

Third Row: Corporals Mlazgar, Louis J.; Mount, Frank N.; Poquette, Charles A.; Port, John L.; Sanders, Jack E.

Fourth Row: Corporals Schoenberger; Shear, Ernest; Sheppard, Miller B.; Stapelton, Charles V.; Uminski, Boleslaw A.

Fifth Row: Corporals Vinzant, William O.; Weeden, David G.; Privates First Class Anderson, Eric R.; Chandler, Olen B.; Davis, John H.

Sixth Row: Privates First Class Davis, Preston E.; Edgeworth, Fred B.; Foster, Hershel L.; Frost, William B.; Galloway, P. W.

Seventh Row: Privates First Class Garrett, Fred G.; Garrabrant, Walter H.; Golson, Thomas E.; Gunselman, Charles E.; Hoggle, Howard O.

Eighth Row: Privates First Class Holt, Wade W.; Horowiec, Walter; Juska, Simon P.; Keene, James D., Jr.; Leahy, John W.

Ninth Row: Privates First Class Lindsey, Coen E.; Lynch, Richard A., Jr.; Peeler, Carter D.; Schlenker, R. D.; Shields, William A.



1080TH TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

First Row: Privates First Class Taylor, Jack A. H.; Tesney, James; Urbina, Juan; Walker, Isaac G.; Warren, Louie F.

Second Row: Privates First Class Williams, Robert M.; Williams, Jack; Privates Adams, John B.; Austin, Benson; Bailey, Robert E.

Third Row: Privates Blankenship, H. E.; Britt, Dillard C.; Brown, W. T.; Bubblick, Walter W.; Corley, B. B.

Fourth Row: Privates Darby, Archie; Davis, Arnold R.; Elliott, Roderick L.; Franklin, George E.; Franklin, William L., Jr.

Fifth Row: Privates Gajewski, B. M.; Gray, George T., Jr.; Holden, Robert J.; Holland, William M.; Kdosis, Joseph H.

Sixth Row: Privates Knight, Rhymer; Kuhlman, Paul H.; Labrie, J. W.; Laming, F. W.; Lemme, Rocco.

Seventh Row: Privates Lucas, Leon; May G. E.; Minor, Clarence D.; Morgan, William H.; Petrosky, Robert.

Eighth Row: Privates Plummer, W. P.; Rhoades, Ranton; Rivet, Ralph; Rock, Monroe P.; Sala, Pete B.

Ninth Row: Privates Sharp, L. S.; Storrer, Ephraim W.; Thomas, Ormond C.; Tinkle, James D.; Ustic, Nicholas.

Tenth Row: Privates Williams, Robert L.; Wolf, Calvin F.; Young, Fred A.





HILAIRE E. HAECKER
Second Lieutenant
Adjutant

1087TH GUARD SQUADRON

(Reading from Left to Right)

First Row: First Sergeant Krause, Allen H.; Staff Sergeants Haskins, Carl L.; Nowak, Walter E.; Smith, George M.; Sergeants Beard, Marshal D.; Channell, James E.

Second Row: Sergeants Keenan, Charles J.; Paight, Lawrence A.; Sisk, Charlie R.; Corporals Daniels, William F.; Duval, Lawrence L.; Fenn, John R.

Third Row: Corporals Heywood, Charles A.; Holloway, Albert B.; Johnson, Wyatt A.; LaBorde, Walter E.; Meeks, Wallace E.; Ordille, Anthony G.

Fourth Row: Corporals Partridge, Kenneth B.; Phillips, Howard L.; Rosetti, Marciano J.; Winters, Joseph; Privates First Class Allen, Isaac S.; Alviene, Valentine.

Fifth Row: Privates First Class Barnett, Kellie W.; Beck, William E.; Berryhill, Clan C.; Cook, Johnnie C.; Creel, James F.; Detwiler, Harvey E.



1087TH GUARD SQUADRON



(Reading from Left to Right)

First Row: Privates First Class Fuller, Cecil M.; Greathouse, Arthur F.; Grillo, Nuncio N.; Hayes, Murphy L.; Higginbotham, Marvin W.

Second Row: Privates First Class Krueger, Hans C.; Lee, Robert M.; Lower, James R.; Malone, Noah D., Jr.; Martin, Robert W.

Third Row: Privates First Class Newton, Norman H.; Polk, Robert H.; Pope, James T.; Riley, Frank T.; Roberts, Ross A.

Fourth Row: Privates First Class Strange, Paul B.; Ward, Max R.; Worshinski, Matthew W.; Privates Abaravich, Stanley; Abbott, James E.

Fifth Row: Privates Agripidas, Dennis; Ardoin, Wade H.; Barrett, Raymond E.; Bergt, Carl H.; Billingsley, Doc E.

Sixth Row: Privates Blanchard, Austin N.; Blazek, Joseph F.; Bleckley, Jasper H., Jr.; Boutte, Norman J.; Bradshaw, Willie L.

Seventh Row: Privates Bralley, Claude M.; Burton, Ottis M.; Caldwell, Charles D.; Cannon, Roy; Clark, W. B.

Eighth Row: Privates Conley, John, Jr.; Cooper, Elliott G.; Corona, Morris J.; Crumrine, Orvel R.; Curran, James W.

Ninth Row: Privates Dupuy, James V.; Emerick, Earl L.; Espinosa, Jack F.; Felts, Lewis W.; Ford, Charles H.

Tenth Row: Privates Foreman, Arnold E.; Freeman, Charles W.; French, J. F.; Frost, Edgar W.; Frye, Dorsey K.

1087TH GUARD SQUADRON



(Reading from Left to Right)

First Row: Privates Garrett, Jim W.; Gilbert, Albert T.; Gilliam, James C.; Glenn, Guy; Guidice, Gennaro.

Second Row: Privates Hawley, George R., Jr.; Heemstra, Jacob W.; Joyce, Thomas W.; Kauffman, John I.; King, Huey H.

Third Row: Privates Kizziah, William W.; Koonsman, William H.; Koozmitch, John; Kotch, Paul; Kuzmicki, Luciam G.

Fourth Row: Privates Lewis, William H.; Little, J. R.; Little, William O.; Lynch, Frank J.; Lyon, Jesse C.

Fifth Row: Privates Maddux, Herbert E.; Mason, George F.; McCarthy, Richard G.; Melton, George H.; Michalski, Frank J.

Sixth Row: Privates Milazzo, Dominic; Miller, Carl W.; Odom, Martin P.; Overby, Clarence J.; Poe, Deward W.

Seventh Row: Privates Pugh, Jesse C.; Ralston, Bernard L.; Salvetti, Charles W.; Shedlak, Andrew J.; Shields, Ewell T.

Eighth Row: Privates South, Earnest C.; Steele, Clarence N.; Stinnett, John P.; Sumner, James R.; Surles, Mack.

Ninth Row: Privates Trotter, James C.; Vaden, Broadus W.; Walls, George D.; Walker, Johnnie R.; West, Roy H., Jr.

Tenth Row: Privates Kinser, Melvin H.; Whisenant, Lloyd A.; White, Leon F.; Wilkes, William K.; Witkowski, E. B.



907TH QUARTERMASTER COMPANY



MORRIS W. ZOOGMAN
Second Lieutenant
Commanding



(Reading from Left to Right)

First Row: Master Sergeant Courson, Leslie W.; Technical Sergeant Covino, Patrick; Yarbrough, Thomas H.; Technicians Third Grade Fielder, Norman I.; Yurchison, Joseph; Sergeant Dutton, Milford L.

Second Row: Sergeants Meiners, Lawrence J.; Warnick, Daniel A.; Technicians Fourth Grade Dasen, Theodore C.; Gudor, John W.; Morris, Curtis B.; Corporal Ansley, George A.

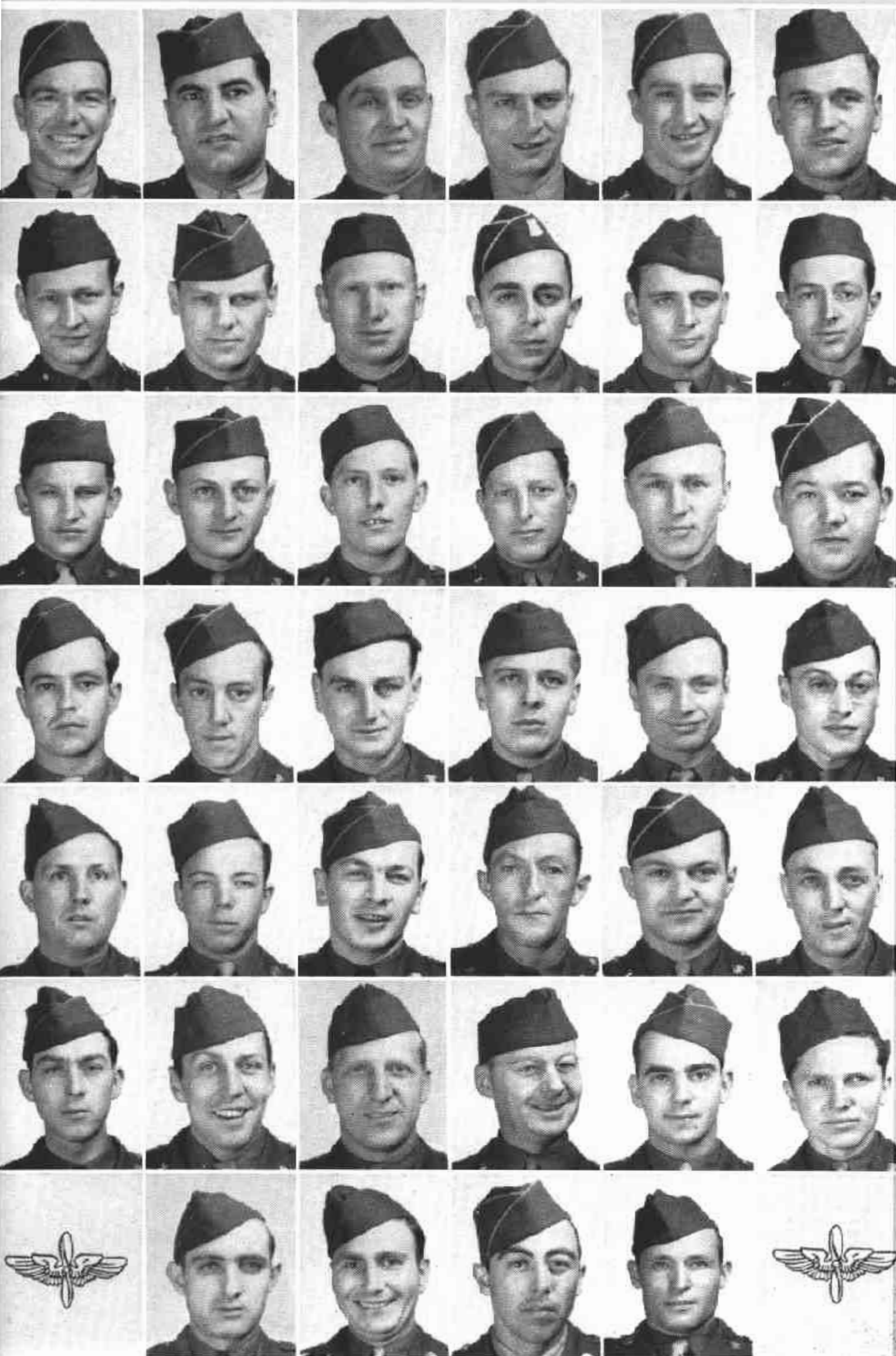
Third Row: Corporals Coley, Clyde A.; Dickson, Clyde W.; Kenney, Charles F.; Schauburger, Robert M.; Stephenson, Fred O.; Technician Fifth Grade Gross, Curtis V.

Fourth Row: Technicians Fifth Grade Moon, Verbon C.; Morgan, Clifton; Rich, Otis E.; Privates First Class Agee, Gerald F.; Avans, Garnett F.; Barnard, Ralph W.

Fifth Row: Private Chapman, William A.; Privates First Class Cronier, Frank D.; Emerson, Evan W.; Frum, Kermit M.; Gerber, John K.; Hawksby, William R.

Sixth Row: Privates First Class Jenkins, Fred H.; Medley, Thomas P.; Myklebust, Ogden J.; Nagel, Vincent A.; Smith, James W.; Walters, Victor W.

Seventh Row: Private Barnett, Irvin T.; Private First Class Chapman, William; Privates Compton, Benson T.; Neal, Shilo N.



320TH AVIATION SQUADRON



FRANK H. LEWIS
Captain
Commanding

RICHARD M. MATHEWS
Second Lieutenant
Adjutant

(Reading from Left to Right)

First Row: First Sergeant Robinson, Matthew J., Jr.; Staff Sergeant Mason, Edward; Sergeants Barrett, Governor C., Jr.; Carson, William S.; Forney, Roger E.; Jamison, Raymond L.

Second Row: Corporals Allen, John R.; Brooks, Joseph W.; Campbell, Joseph N.; Carter, James W.; Clement, Lincoln; Harris, Wurtem A.

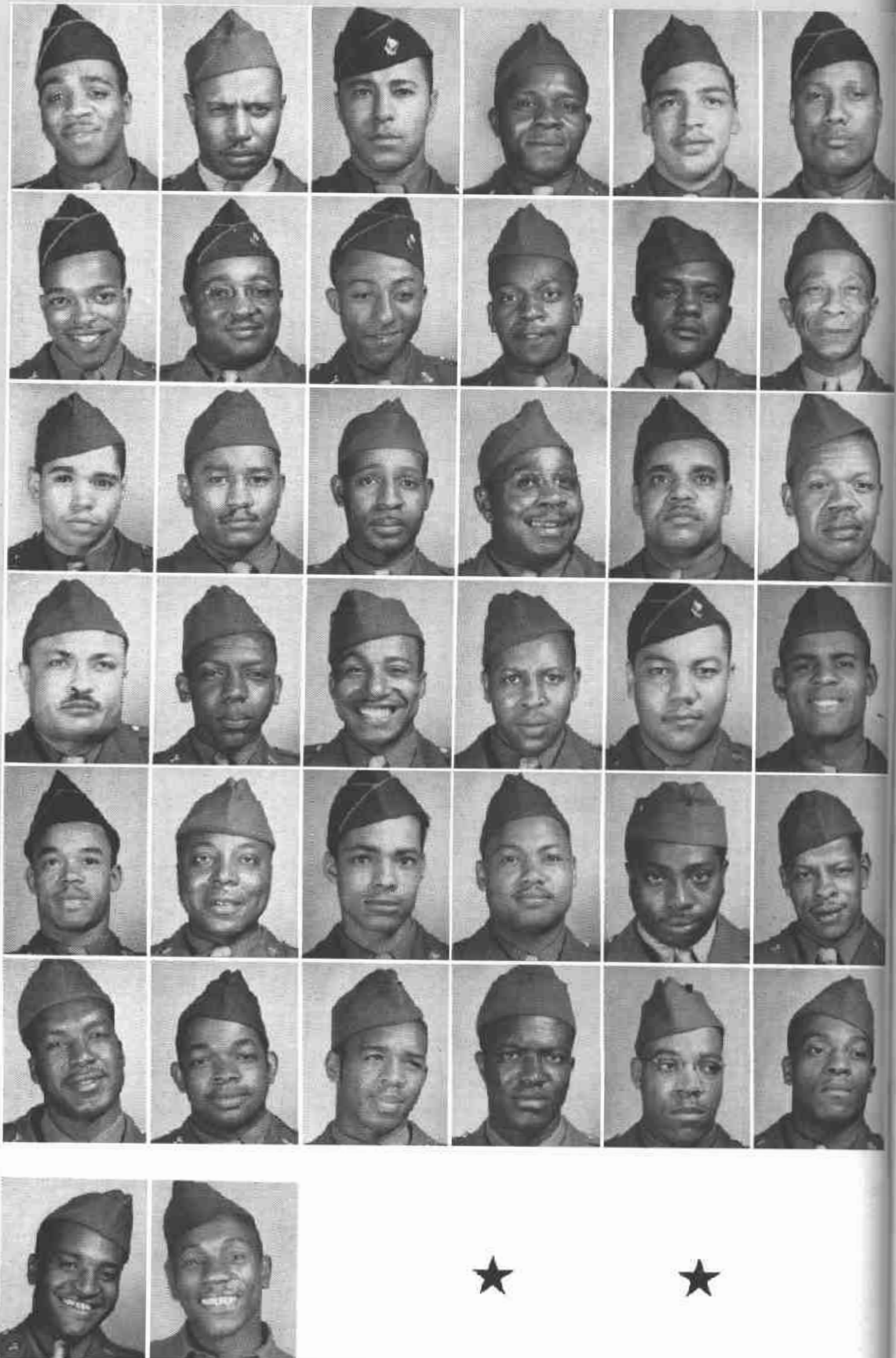
Third Row: Corporals Hartford, Walter S.; Howard, Lloyd E., Jr.; Hyde, Joseph N.; Minor, James A.; Moreland, Leonard; Packer, Nathaniel.

Fourth Row: Corporals Presley, Norman; Redman, John C.; Simms, Custis; Slaton, John W.; Smith, Benjamin F., Jr.; Tatum, Navie G.

Fifth Row: Corporals Turner, Cornelius B.; Wood, Lewis E.; Privates First Class Adams, Alfred A.; Anderson, Major; Andrews, John D.; Atwell, Herman.

Sixth Row: Privates First Class Barefield, Frank; Bell, John L.; Berkins, Samuel A., Jr.; Berry, Norris S.; Better, Franklin A.; Blackman, Odell.

Seventh Row: Private First Class Robinson, James H.; Private Lipscomb, Richard R.



320TH AVIATION SQUADRON



(Reading from Left to Right)

First Row: Privates First Class Blackwell, Samuel; Blakely, Joseph W.; Boone, Wilbur J.; Brown, John M.; Brown, Paul E.; Bruce, Fitzhugh.

Second Row: Privates First Class Burks, Elmer; Carmack, George; Clark, Henry; Clash, Lemell; Cole, Henry; Craven, Carl.

Third Row: Privates First Class Doman, Harold L.; Dorsey, Robert E.; DuPree, James; Edwards, Vincent J.; Edmunds, Walter L.; Elliott, Julian E.

Fourth Row: Privates First Class Ferguson, James C.; Fields, William; Frazier, Charles E.; Gaither, Calvin C.; Greenfield, Carl W.; Harley, Ralph T.

Fifth Row: Privates First Class Harris, Elmer W.; Harris, George A.; Haynes, Oscar B.; Henderson, Joseph W.; Henderson, William E.; Howard, Robert H.

Sixth Row: Privates First Class Jackson, Horace M.; James, Sidney A.; Johnson, Frumentiss J. M., Jr.; Johnson, Melvin T.; Johnson, Warner A.; Jones, Clyde W.

Seventh Row: Privates First Class Kelly, Paul; Lancaster, Eugene; Lemon, Prophet L.; Lewis, Frank R.; Lewis, Leslie E.; McCutchen, James W.

Eighth Row: Privates First Class Miles, Bruce A.; Moore, Herman; Morrison, John A.; Nicholas, Raymond; Pinkney, Howard D.; Preston, Robert A.

Ninth Row: Privates Prysock, Cornelius; Reason, Angelo M.; Reeder, Kevich H.; Richardson, John C.; Robinson, James H.; Saunders, Isaiah.

Tenth Row: Privates First Class Scott, Daniel J.; Simms, James; Simms, Napoleon L.; Smith, Frederick G.; Stradford, Charles D.; Sydnor, Hubert.

320TH AVIATION SQUADRON



(Reading from Left to Right)

First Row: Privates First Class Taliferro, Vernell; Taylor, Thomas H.; Wade, Clarence A.; Walker, Weldon R.; Wallace, Herbert W.; Wallace, William B.

Second Row: Privates First Class Webb, William C.; White, Roland L.; Wilkes, J. C.; Williams, Wilfred H.; Wilson, William S., Jr.; Private Anderson, F.

Third Row: Privates Andrews, Thomas L.; Armstrong, James H.; Battle, Joshua; Bolden, Robert E.; Bonner, Weldon; Boyd, John G.

Fourth Row: Privates Brawner, Harold O.; Brock, Julius; Brown, Charles A.; Brown, Isaac; Brown, Villier T.; Burgess, James I.

Fifth Row: Privates Carroll, William A.; Carter, Arnett; Carter, Irving T.; Carter, John E.; Claytor, John E.; Connelly, James A.

Sixth Row: Privates Cooper, Willie H.; Craig, Milton E.; Cruse, James F.; Curtis, Walter V., Jr.; Davis, David D.; Davis, Elijah J.

Seventh Row: Privates Dickens, Lafayette; Dukes, Philip H.; Edelin, Henry J.; Edmonds, Donald; Franze, William L.; Frazier, Freddie W.

Eighth Row: Privates Frederick, Bernard D.; Frierson, Henry C.; Gary, Edward D.; Ghaslin, John; Grant, Johnie L.; Gray, James C.

Ninth Row: Privates Greene, John A.; Green, William M.; Gunter, John E.; Hall, Cornelius L.; Harley, James M.; Harris, Floyd S.

Tenth Row: Privates Harris, Frank; Harris, James W.; Harshaw, Dempsey J., Jr.; Hawkins, Oliver L.; Henderson, Nelson; Hoffman, Calvin G.



320TH AVIATION SQUADRON



(Reading from Left to Right)

First Row: Privates Holder, John D.; Holloway, Ernest H.; Hopkins, Henry; Hunter, Joseph L.; Jackson, Harold A.; Jefferson, William R.

Second Row: Privates Johnson, Irving; Johnson, Jesse T.; Lansdowne, Levin W.; Leverett, Jake V.; Lewis, Napoleon B.; Lipscomb, Richard R..

Third Row: Privates Lofty, Herbert; Mack, John W., Jr.; Marbury, Felix A.; Marshall, Francis B.; Marshall, Edwin F.; Marshall, Lewis B.

Fourth Row: Privates Matthews, Warren H.; McClinton, Orsbie; McElwee, Samuel L., Jr.; McLeod, Kenneth; McNeil, James T.; Mitchell, John H.

Fifth Row: Privates Mitchell, Joseph W.; Montgomery, George; Morgan, Arthur E.; Mosby, Harry; Moulden, Arthur G.; Murdock, Vernon E.

Sixth Row: Privates Oliver, William M.; Parker, John W. D.; Pendleton, Russell; Peters, John W.; Peterson, Don A.; Pinkney, Randolph.

Seventh Row: Privates Queen, Melvin; Robertson, Joe; Roselle, Lewis S.; Shands, Edward; Simon, Richard D.; Simonton, Isadore.

Eighth Row: Privates Smith, Albert D.; Smith, Thomas A.; Spencer, William I.; Steen, James; Stone, Clarence S.; Sydnor, John W.

Ninth Row: Privates Taylor, Robert; Thomas, John J., Jr.; Walker, Mack T.; Washington, Charles W.; Whiten, Charles E.; Williams, Benjamin H.

Tenth Row: Privates Williams, Boyd; Williams, Gordon C.; Williams, Jesse P.; Williams, Samuel; Woods, Albert M.; Private First Class Hites, F. W.



CHARLES E. HEATON
Second Lieutenant
Commanding



HUEL H. MORRISON
Second Lieutenant
Hospital Registrar



CLIFFORD T. LLOYD
Second Lieutenant
Adjutant

MEDICAL DETACHMENT



(Reading from Left to Right)

First Row: Master Sergeant Russell, Jim; Staff Sergeants Kroudvird, Harvey M.; Labita, James V.; Technician Third Grade Monti, James V.; Sergeants Garrett, Joseph D.; Scherzer, Glenn B.

Second Row: Sergeant Wirpsa, Henry S.; Technicians Fourth Grade Nelson, Jay K.; Sall, Samuel; White, Robert L.; Corporals Bayun, James A.; Burre, Arthur H.

Third Row: Corporals Decker, Orin V.; Faford, Alfred F.; Jimmerson, Kent E.; Knapp, Lynn A.; Patrick, Charles R.; Potts, Howard J.

Fourth Row: Technicians Fifth Grade Brady, Francis J.; Folkens, Hermann E.; Holman, Fred H.; Nelson, Arnold M.; Quinn, John P.; Semenuik, Joseph A.

Fifth Row: Technicians Fifth Grade Stewart, Mondell H.; Tyahur, Charles, Jr.; Vestal, John W.; Vucelich, Pete; Wiley, Robert E.; Wyman, George B.

Sixth Row: Privates First Class Bingham, Gordon R.; Bland, Jack W.; Campagnoli, Santo; Haschke, Karl H.; Helmheckel, Blake E.; Holley, Ferrol R.



M E D I C A L D E T A C H M E N T



(Reading from Left to Right)

First Row: Privates First Class Jones, Otley O.; Johnson, Thomas E.; Legg, Charles W.; Milligan, Charles G.; Parker, John M.; Richardson, Rodger R.

Second Row: Privates First Class Rominger, Clyde J.; Rutledge, Fred E.; Stopak, Joseph S.; Talbot, James G.; Walton, Raymond T.; West, Earl H.

Third Row: Privates First Class Wilbert, Leroy M.; Wohl, Leo; Woollet, James C.; Zausimas, Demetrios A.; Privates Abraham, Lewis, Jr.; Bauernschmidt, Frank X.

Fourth Row: Privates Baune, Joe C.; Berry, Ross L.; Brusco, Fiore; Canipe, Manus; Ciesla, Benedict G.; Connolly, Dennis.

Fifth Row: Privates Curtin, Albert J.; Lakin, Leo H.; Laxson, Jesse W.; Minor, Lyle R.; Oates, Clifton E.; Rogers, Floyd.

Sixth Row: Privates Spake, Chester V.; Stone, James C.; Stout, Everett; Torn, David; Whetstone, Dorword D.; John D. Mansfield.





THOMAS V. MISTRETTA
Second Lieutenant
Commanding



405TH ARMY AIR FORCES BAND



(Reading from Left to Right)

First Row: Technical Sergeant Bowles, Richard W.; Staff Sergeant Radian, Henry E.; Sergeant Chatham, Lisle F.; Corporal Baptiste, Joseph J.; Privates First Class Duhaime, Anthony A.; Edens, James T.

Second Row: Privates First Class Meyer, Robert W.; Pates, Stanley; Pines, Isadore I.; Putney, Earl S.; Romano, Sabino J., Jr.; Sallop, Samuel.

Third Row: Private First Class Utterback, Wesley R.; Privates Garner, Eugene M.; Grasso, Charles M.; Juliano, Joseph L.; Levinstim, Sidney; Liachoff, Aaron J.

Fourth Row: Privates Miller, Harold L.; Stair, Alfred E., Jr.; Wallen, Donald F.; Wingard, Lawrence M.

Fifth Row: Privates First Class Gentry, L.; Pahl, F. F.





PUBLISHED 1943

BY THE

ARMY AND NAVY PUBLISHING CO., INC.

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408 Marshall St. Shreveport, La.

CAPTAIN CHARLES D. BAYLIS, USMC (RET)
Editor-in-Chief and Director of Field Operations

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