



BALDWIN (BALDY) AVERY, 43-D



LT. Bill & Jack Bauer CL. 44F Freeman Fd







ROBERT L
BROWN A/C 44-B



MAX
BURMANN

H
A/S 44-J



OLEN CHANDLER, MECHANIC



GEORGE "PAPPY" DUNHAM, 44-D



test ffooo2

#3







335-716A-BP/4 11 73-234AA-AJ-10RH 41-26910; Fast

447AS 40263-1, AR W 42-3253, 44-340



















SEVEN YOUNG WOMEN, AIRFIELD, ILLINOIS, DECEMBER 10, 1945



COMMUNICATION ROOM, EFT NO.





3159 ... R. SEYMOUR, MD.





2139A B2290EC404K9074 IN SPECTING IGE

57010

STRUMENT TRAINER
DEPARTMENT

















NO SMOKING

747715968X-5-FF7357716

AD



PERSONNEL

1. [unclear]
2. [unclear]
3. [unclear]
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45. [unclear]
46. [unclear]
47. [unclear]
48. [unclear]
49. [unclear]
50. [unclear]



U.S. Army
Certificate of Training
[Illegible text]

4















AT-10







FREEMAN FIELD
U.S. ARMY AT-10-58





ZELDA

























2139ABC(29DEC47)4G907-6 ICE SKATING ON
RUNWAY F.F.I.N.D.





2139ABC(29DEC44)46907-5 ICE SKATING ON
RUNWAY F.F.JND.





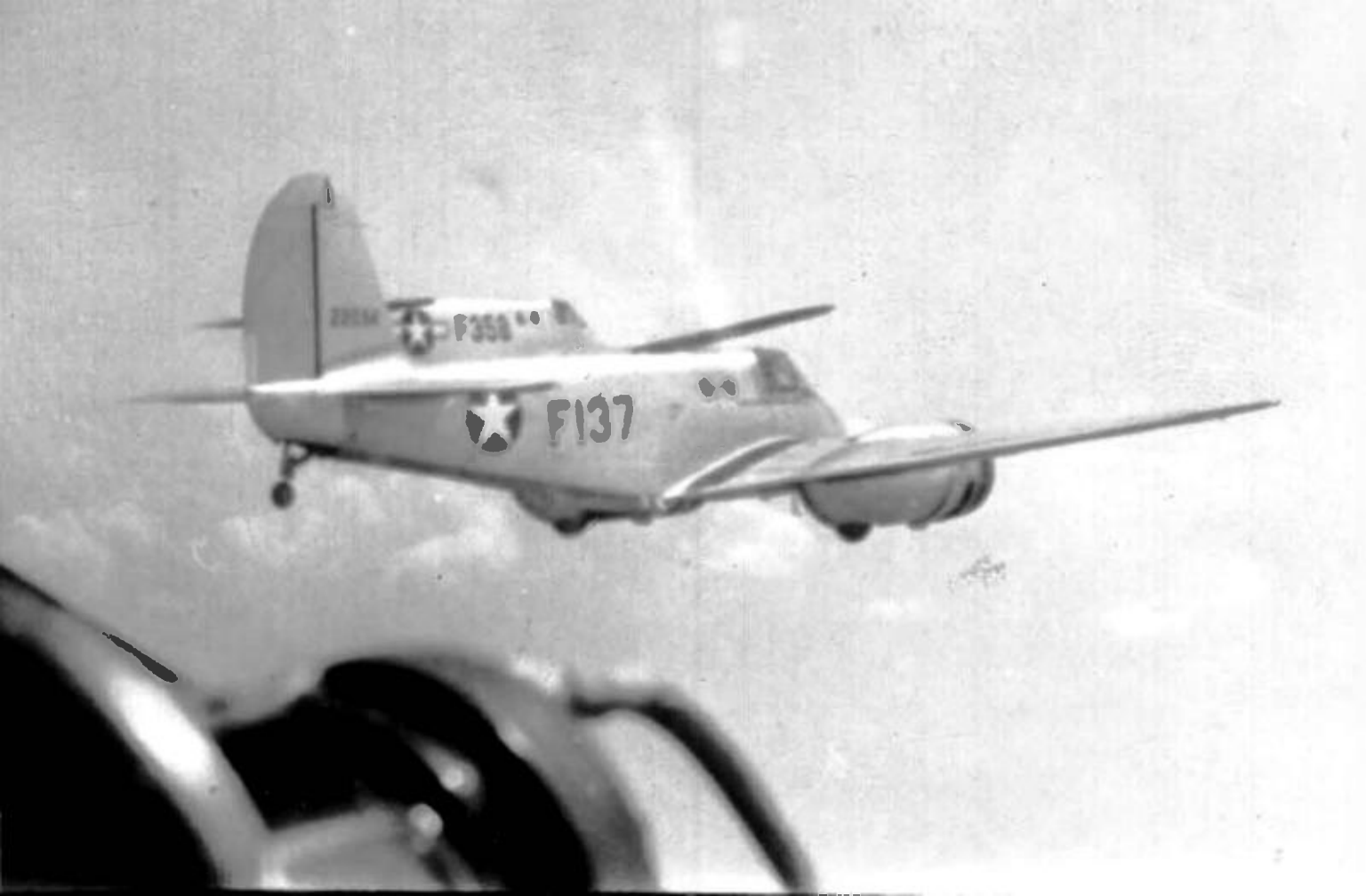














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331



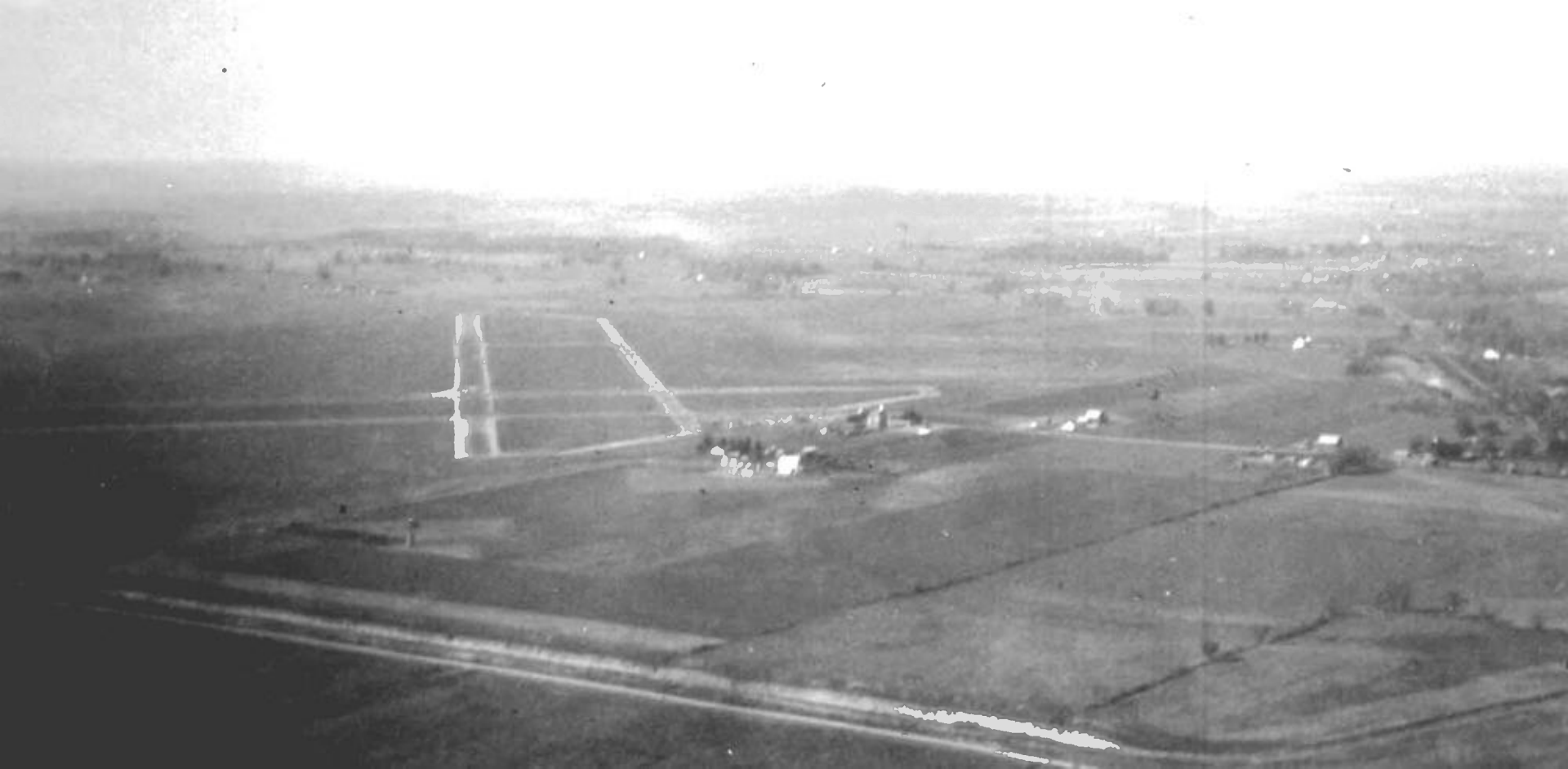
















Service Records

MEDICAL

MEDICAL

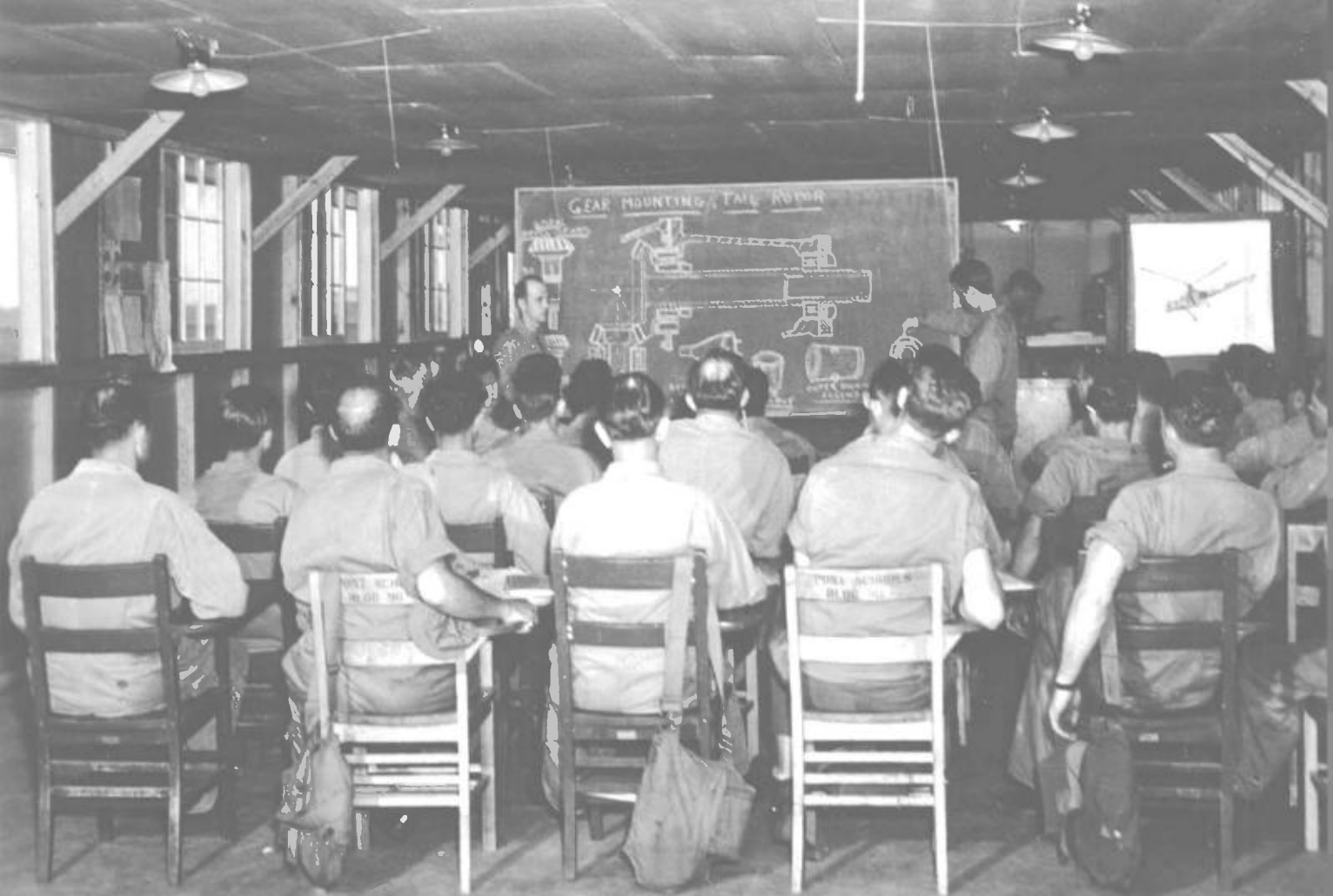
UNTIL ORDER RECD 79
INVESTIGATE RECD 80-81
4-107 200 PLAT. CASH
WASH 400 400 400 400
8-107 200 400 400
SIS 64 FILE

MAINTENANCE OF
"PLEXIGLAS"
AND
"LUCITE"













AMERICAN THEATRE



ASIATIC - PACIFIC - THEATRE



EUROPEAN - AFRICAN - MIDDLE EASTERN THEATRE













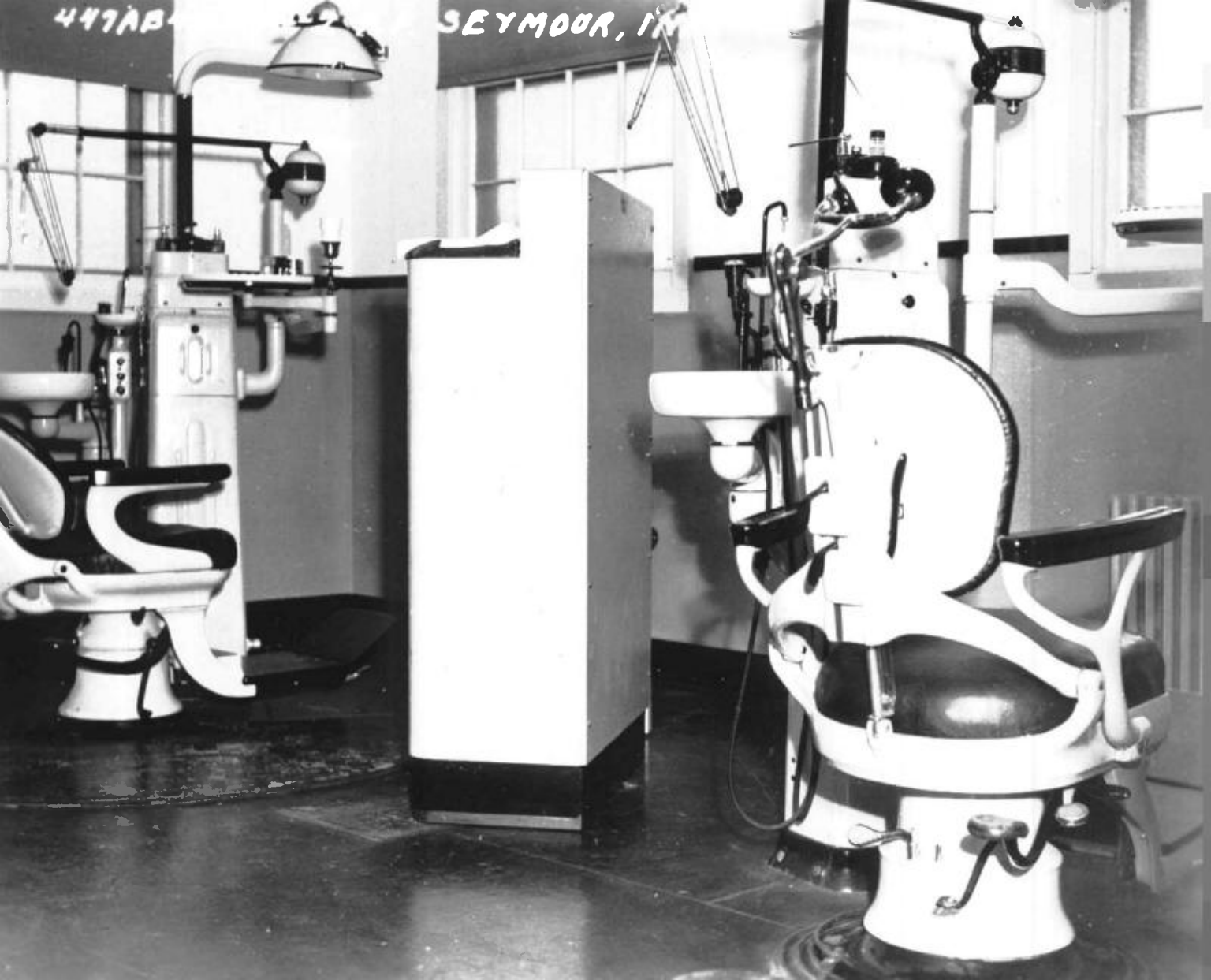






447AB

SEYMOOR, IN























**AIR
MATERIEL
COMMAND**



**FOREIGN
AIRCRAFT
EVALUATION
CENTER**

MAIN GATE

FREEMAN FIELD









PICTURED IN THE COCKPIT of their aircraft are, from left, navigator Ron Whelan, flight engineer Brian Miller, Capt. Fred Mildenburger (a Seymour native), Cpl. Ric Leslie, and crew chief Brian Bavier. They are part of the massive troop movement that has been taking place this week at Freeman Field, Seymour.





Dubuque WAC Carries Out Yule Custom

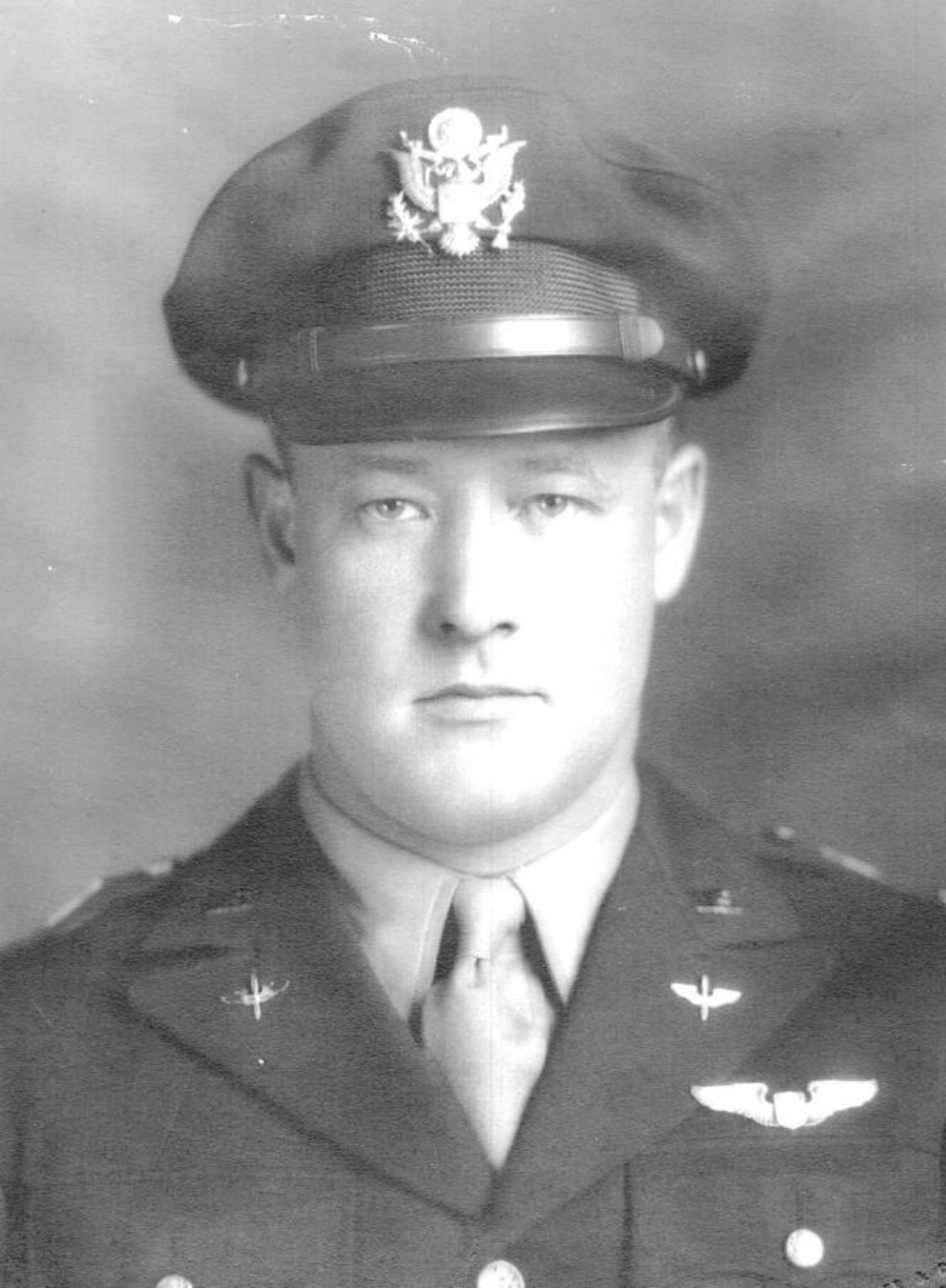


T.H.

Being separated from family and friends at Christmas won't interfere with WAC Virginia M. Kerth's usual Yuletide custom—that of reading Christmas stories to a group of wide-eyed youngsters. WAC Kerth, daughter of John Kerth, 1932 Jacks on Street, Dubuque, in lieu of nephews and nieces, has "adopted" a group of children of officers stationed at Freeman Field, Seymour, Ind., with whom she is pictured.

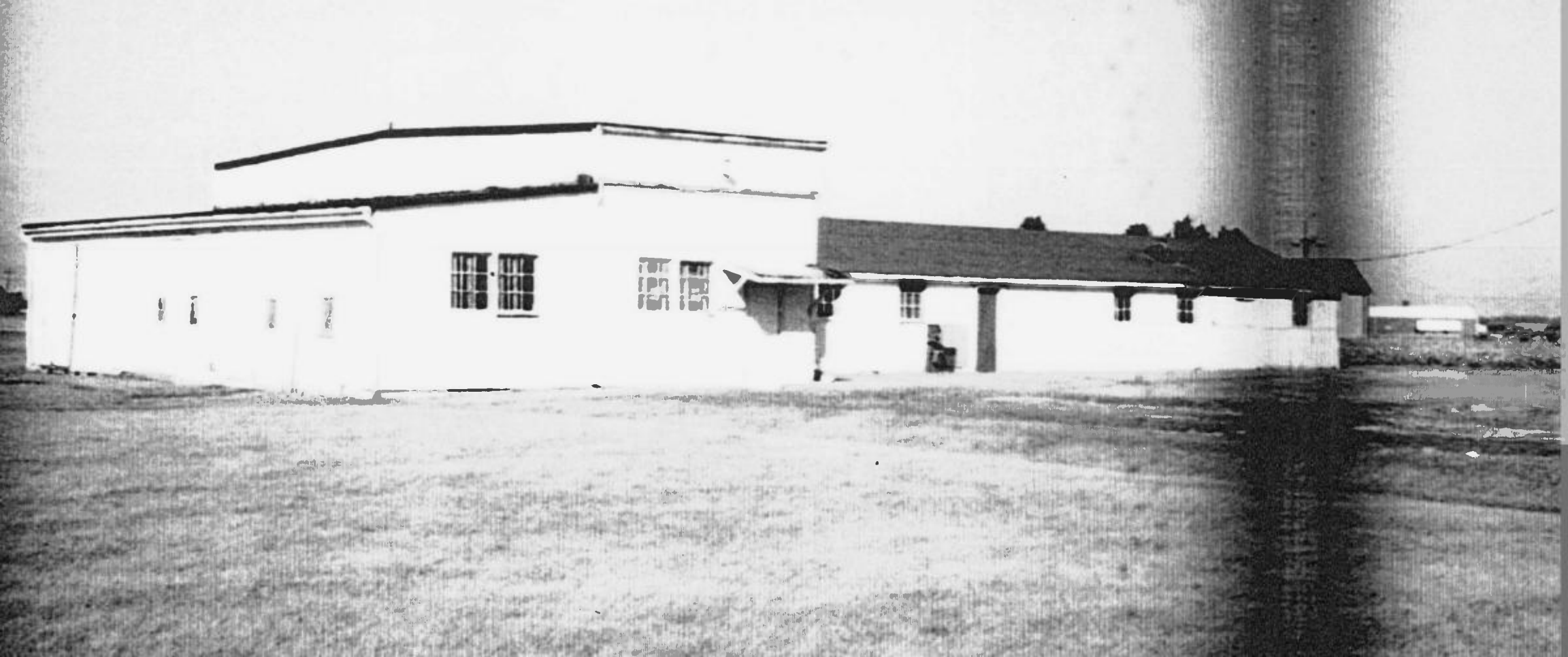


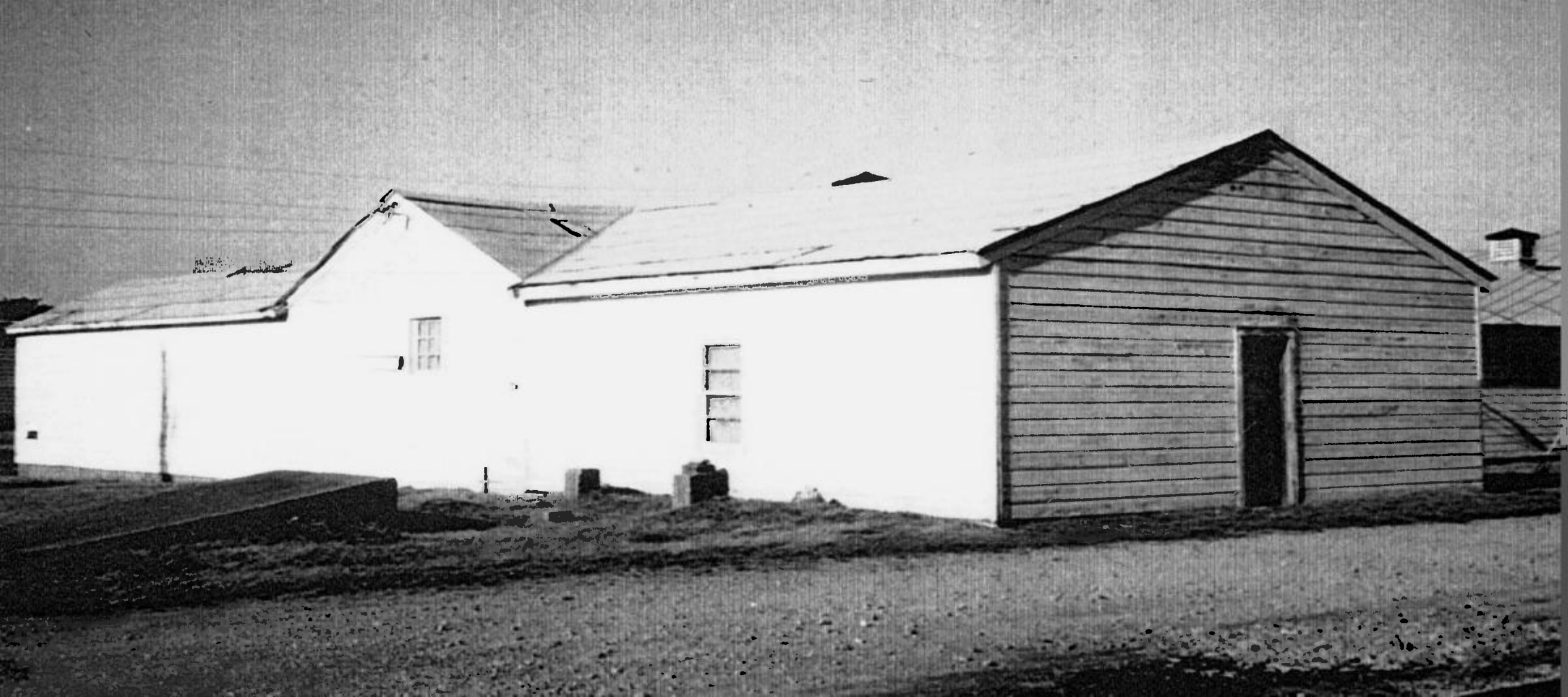
JANE (BAESSLER) DOYLE JO (BAESSLER) PETER JILL (KUMMER) SCHUPP

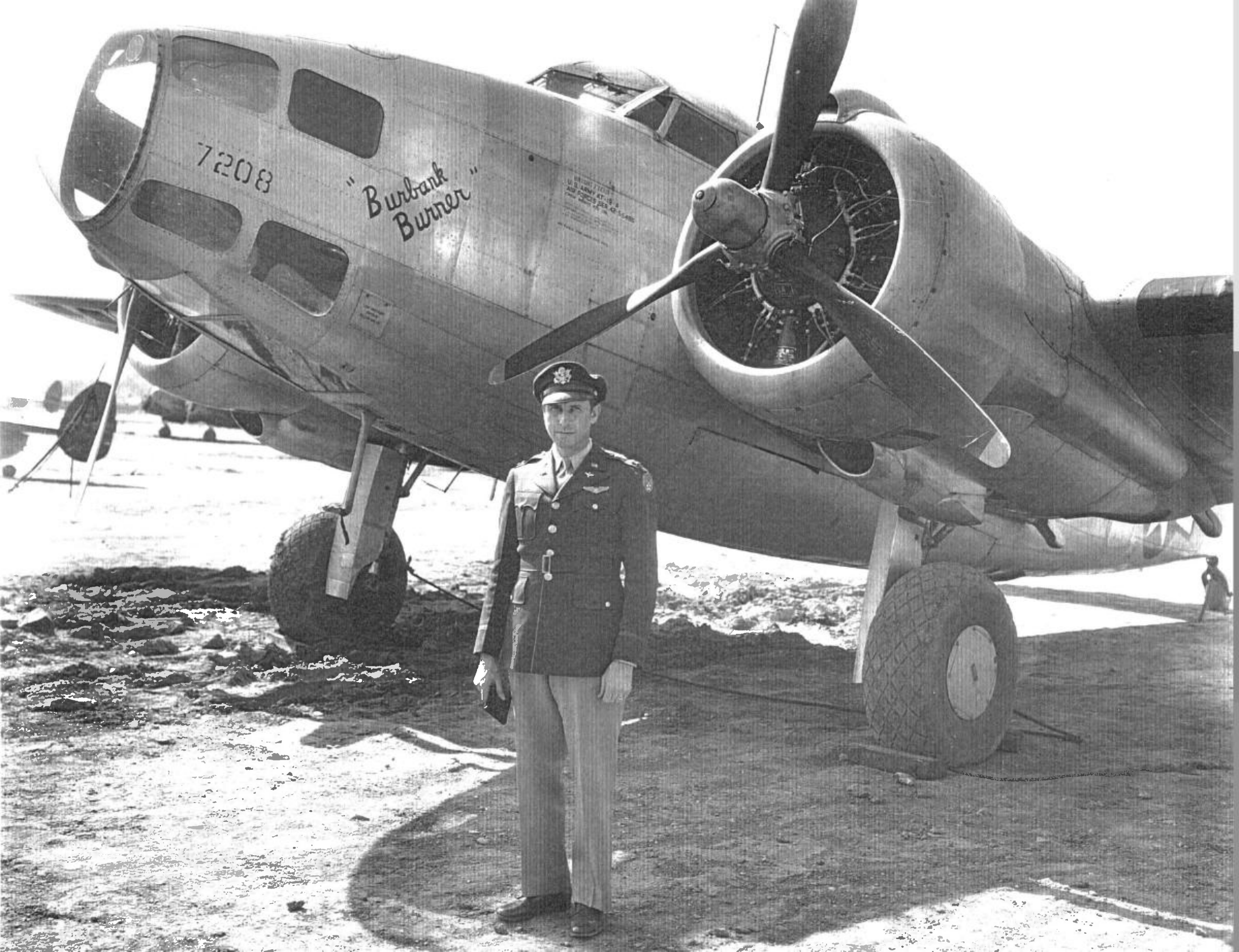












7208

"Burbank Burner"

PROPERTY OF
U.S. ARMY AT-19-A
AS POWERED BY
THE ARMY OF THE
U.S.A.



THE BEE HIVE

MODERN
RESTAURANT
OUR OWN BAKERY

ADLER'S DRESS SHOP

THE BEE HIVE
SHOES
SHOES

G.C. MUR



THE BEE HIVE

MODERN
RESTAURANT
OUR OWN BAKERY

ADLER'S DRESS SHOP

SHOES

G.C. M...



THE BEE HIVE

MODERN
RESTAURANT
OUR OWN BAKERY

ADLER'S DRESS SHOP

SHOES

G.C.



THE BEE HIVE

MODERN
RESTAURANT
OUR OWN BAKERY

ADLER'S DRESS SHOP

VOORHEES
SHOES

SHOES

G.C.M.

025



MODERN
RESTAURANT
OUR OWN BAKERY

THE BEE HIVE

ADLER'S DRESS SHOP

SHOES

G.C.







FIREMEN'S ARMY
AIR FIELD
MUSEUM
1914 - 1918

S.E.D.



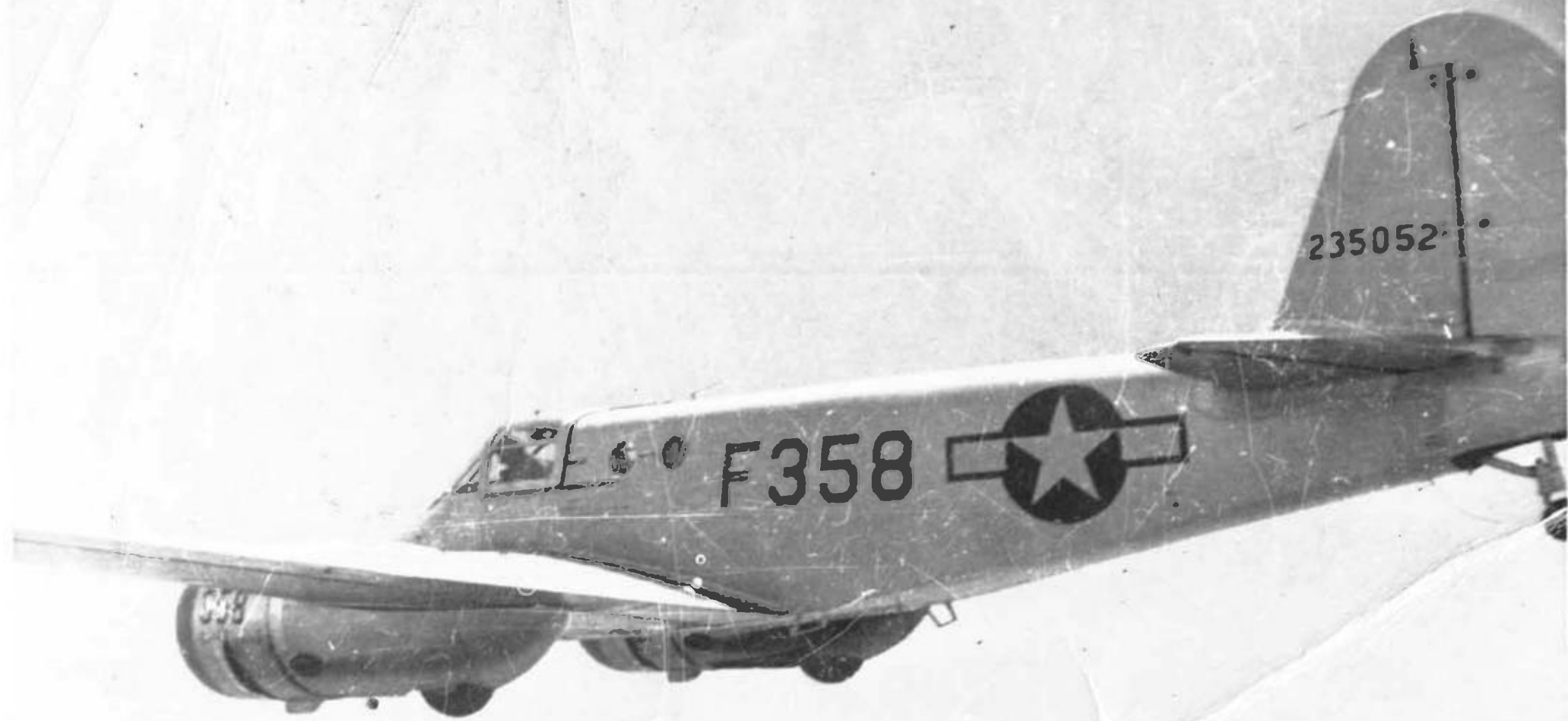
SPIRIT of SEYMOUR
INDIANA



274626





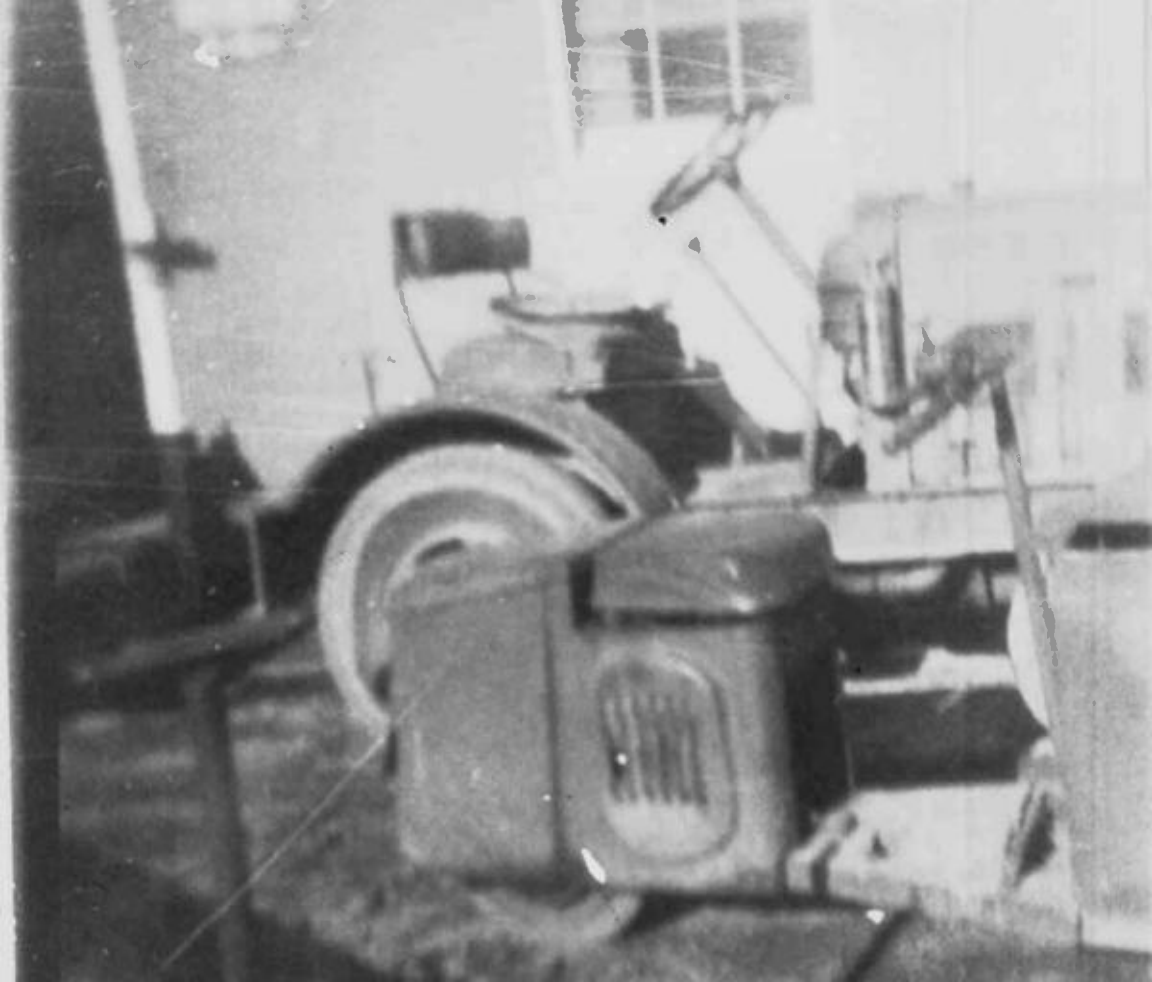






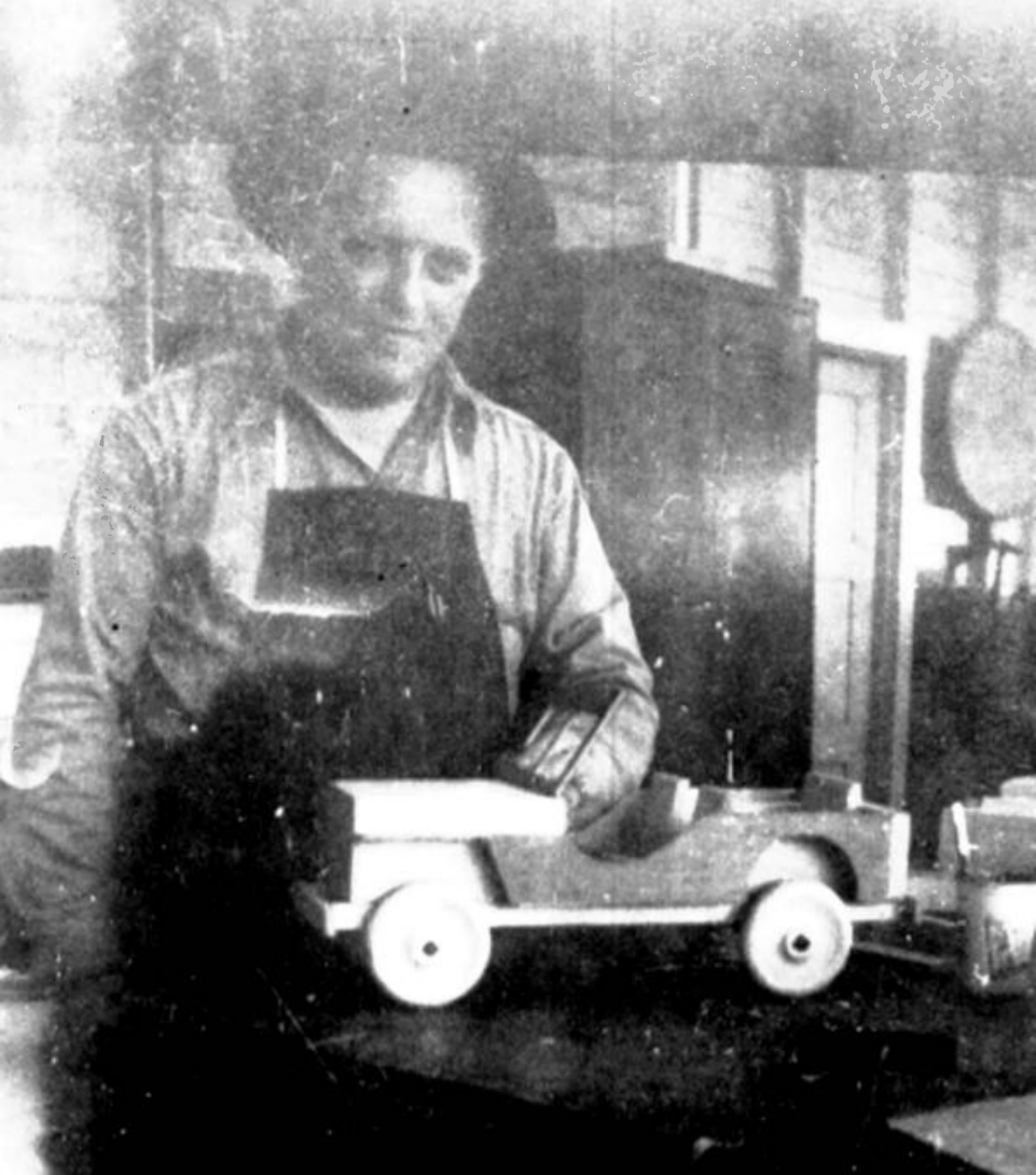






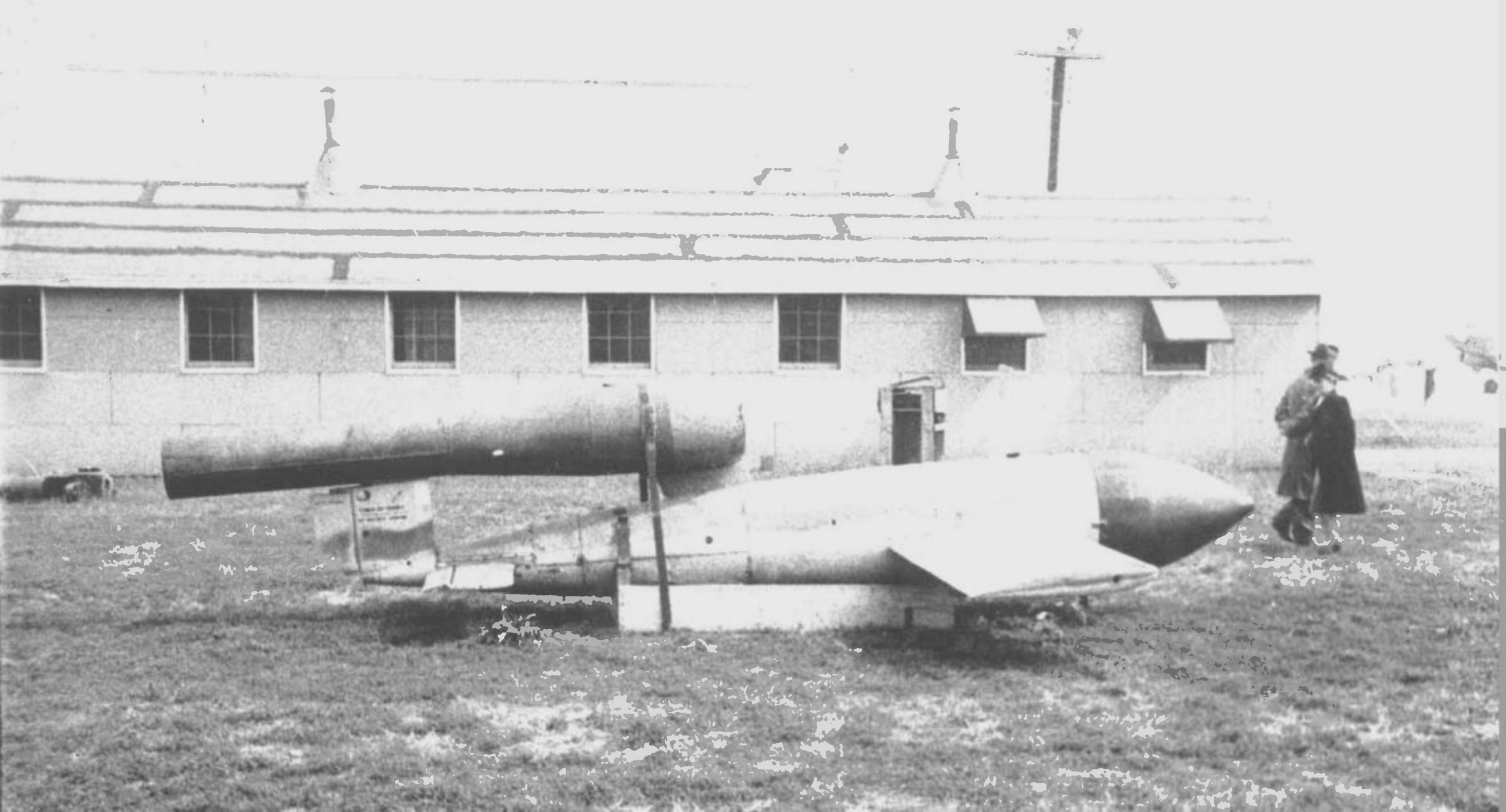
































21-716A 8846-26 43X Firm Fld, I ()













MARTHA MCINTIRE, MAYOR'S OFFICE AND TED JORDAN, AIRPORT MANAGER UNVEIL MARKER DESIGNATING FREEMAN FIELD AS A HISTORICAL SITE. 10/31/97

PILOT LOG

PILOT LOG

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BY

FRANK C. RINGER



PUBLISHED BY

RINGER PRESS - CHICAGO, ILL.

PRINTED IN U. S. A.



No. 12P

Printed in U.S.A.

THE CIVIL AIR REGULATIONS REQUIRE THAT PILOTS AND STUDENTS KEEP AN ACCURATE RECORD OF THEIR FLYING TIME AND THE NATURE OF THE FLIGHT. A PILOT OR STUDENT MUST SHOW IN LOG ANY ACCIDENTS. ALL ENTRIES MUST BE MADE IN INK. NO PAGES CAN BE TORN FROM LOG BOOK. NO ERASURES ARE ALLOWED. REFER TO ENCLOSED SHEET FOR ADDITIONAL INFORMATION ON CIVIL AIR REGULATIONS REGARDING LOG BOOKS.

AIR ASSOCIATES, INC.

CHICAGO, ILL.
MUNICIPAL AIRPORT

BENDIX, N. J.
BENDIX AIRPORT

DALLAS, TEX.
LOVE FIELD

LOS ANGELES, CALIF.
AIRPORT AND CENTURY BLVDS.

IDENTIFICATION

PILOT'S NAME BODINE, H.O. JR. A/C CERTIFICATE NUMBER _____

12 01864 - SERIAL # ENLISTED
0810995 - SERIAL # COMMISSIONED

ADDRESS WILLOW STREET PILOT RATING STUDENT

CITY AND STATE WANTAGH, L.I., New York AIRCRAFT RATING _____

PHONE No. _____ AIRPORT BASE _____

PILOT'S SIGNATURE Howard G. Bodine

BOOK No. I DATE March 3, 1943

DATE	AIRCRAFT FLOWN						REMARKS OR INSPECTOR'S SIGNATURE CERTIFICATION NUMBER AND RATING
	MAKE OF AIRCRAFT	CLASS	TYPE	CERTIFICATE NUMBER	MAKE OF ENGINE	H. P.	
3/3/43	FAIRCHILD	PT	19-A		RANGER	175	
3/4/43	FAIRCHILD	PT	19-A		RANGER	175	
3/6/43	FAIRCHILD	PT	19-A		RANGER	175	
3/8/43	FAIRCHILD	PT	19-A		RANGER	175	
3/9/43	FAIRCHILD	PT	19-A		RANGER	175	
3/15/43	FAIRCHILD	PT	19-A		RANGER	175	
3/16/43	FAIRCHILD	PT	19-A		RANGER	175	
3/17/43	FAIRCHILD	PT	19-A		RANGER	175	
3/30/43	FAIRCHILD	PT	19-A		RANGER	175	
3/22/43	FAIRCHILD	PT	19-A		RANGER	175	
3/23/43	FAIRCHILD	PT	19-A		RANGER	175	

I HEREBY CERTIFY THAT THE FOREGOING ENTRIES ARE TRUE AND CORRECT.

SIGNED

CROSS COUNTRY		TIME						DAILY TOTAL TIME		
FROM	TO	INSTRUMENT RADIO OR HOOD	DUAL		SOLO		DAY	NIGHT		
			AS INSTRUCTOR	AS STUDENT						
HELENA AERO TECH										
LOCAL					00	32				00 32
LOCAL					00	38				00 38
LOCAL					00	35				00 35
LOCAL					00	33				00 33
LOCAL					00	48				00 48
LOCAL					01	28				01 28
LOCAL					00	40				00 40
LOCAL					00	52				00 52
LOCAL					01	02				01 02
LOCAL					01	05				01 05
LOCAL					00	59				00 59
	TOTAL				09	12				09 12
	AMT. FORWARD									00 00
	TOTAL TO DATE				09	12				09 12

DATE	AIRCRAFT FLOWN						REMARKS OR INSPECTOR'S SIGNATURE CERTIFICATION NUMBER AND RATING
	MAKE OF AIRCRAFT	CLASS	TYPE	CERTIFICATE NUMBER	MAKE OF ENGINE	H. P.	
3/24/43	FAIRCHILD	PT	19-A		RANGER	175	
3/25/43	FAIRCHILD	PT	19-A		RANGER	175	
3/26/43	FAIRCHILD	PT	19-A		RANGER	175	
3/30/43	FAIRCHILD	PT	19-A		RANGER	175	
3/31/43	FAIRCHILD	PT	19-A		RANGER	175	
4/2/43	FAIRCHILD	PT	19-A		RANGER	175	
4/3/43	FAIRCHILD	PT	19-A		RANGER	175	
4/5/43	FAIRCHILD	PT	19-A		RANGER	175	
4/6/43	FAIRCHILD	PT	19-A		RANGER	175	
4/7/43	FAIRCHILD	PT	19-A		RANGER	175	
4/8/43	FAIRCHILD	PT	19-A		RANGER	175	
I HEREBY CERTIFY THAT THE FOREGOING ENTRIES ARE TRUE AND CORRECT.							
SIGNED							

CROSS COUNTRY		TIME						
FROM	TO	INSTRUMENT RADIO OR HOOD	DUAL		SOLO		DAILY TOTAL TIME	
			AS INSTRUCTOR	AS STUDENT	DAY	NIGHT		
HELPAIA	AGRO TECH			00 45	00 35		01 20	
LOCAL				00 27			00 27	
LOCAL				00 47			00 47	
LOCAL				00 50	00 05		01 15	
LOCAL				00 15	00 50		01 05	
LOCAL				01 10	02 51		04 01	
LOCAL				01 00	00 50		01 50	
LOCAL				00 45	01 20		02 05	
LOCAL				00 25	02 20		02 45	
LOCAL					02 17		02 17	
LOCAL				00 50	02 20		03 10	
TOTAL				07 09	13 48		20 57	
AMT. FORWARD				09 12			09 12	
TOTAL TO DATE				16 21	13 48		30 09	

DATE	AIRCRAFT FLOWN						REMARKS OR INSPECTOR'S SIGNATURE CERTIFICATION NUMBER AND RATING
	MAKE OF AIRCRAFT	CLASS	TYPE	CERTIFICATE NUMBER	MAKE OF ENGINE	H. P.	
4/9/43	FAIRCHILD	PT	19-A		RANGER	175	
4/10/43	FAIRCHILD	PT	19-A		RANGER	175	
4/11/43	FAIRCHILD	PT	19-A		RANGER	175	
4/12/43	FAIRCHILD	PT	19-A		RANGER	175	
4/13/43	FAIRCHILD	PT	19-A		RANGER	175	
4/14/43	FAIRCHILD	PT	19-A		RANGER	175	
4/15/43	FAIRCHILD	PT	19-A		RANGER	175	
4/16/43	FAIRCHILD	PT	19-A		RANGER	175	
4/19/43	FAIRCHILD	PT	19-A		RANGER	175	
4/20/43	FAIRCHILD	PT	19-A		RANGER	175	
4/21/43	FAIRCHILD	PT	19-A		RANGER	175	
I HEREBY CERTIFY THAT THE FOREGOING ENTRIES ARE TRUE AND CORRECT.							
SIGNED							

CROSS COUNTRY				TIME					
FROM	TO	INSTRUMENT RADIO OR HOOD	DUAL		SOLO		DAILY TOTAL TIME		
			AS INSTRUCTOR	AS STUDENT	DAY	NIGHT			
				1	10	1	10	2	20
						1	25	1	25
				00	20	2	25	2	45
				1	15	1	00	2	15
						2	30	2	30
				0	50	2	10	3	00
				0	25	2	20	2	45
				1	50		35	2	25
					50	1	00	1	50
						2	20	2	20
				1	15			1	15
TOTAL				7	55	16	55	24	50
AMT. FORWARD				16	21	13	48	30	09
TOTAL TO DATE				24	16	30	43	54	59

DATE	AIRCRAFT FLOWN						REMARKS OR INSPECTOR'S SIGNATURE CERTIFICATION NUMBER AND RATING
	MAKE OF AIRCRAFT	CLASS	TYPE	CERTIFICATE NUMBER	MAKE OF ENGINE	H. P.	
3/22/43	FAIRCHILD	PT	19-A		RANGER	175	
4/23/43	FAIRCHILD	PT	19-A		RANGER	175	
4/24/43	FAIRCHILD	PT	19-A		RANGER	175	SUPERVISED SOLO CROSS COUNTRY
4/24/43	FAIRCHILD	PT	19-A		RANGER	175	SOLO CROSS COUNTRY
4/24/43	FAIRCHILD	PT	19-A		RANGER	175	
I HEREBY CERTIFY THAT THE FOREGOING ENTRIES ARE TRUE AND CORRECT.							
SIGNED							

CROSS COUNTRY		TIME						DAILY TOTAL TIME	
FROM	TO	INSTRUMENT RADIO OR HOOD	DUAL		SOLO		DAY		
			AS INSTRUCTOR	AS STUDENT					
				2 00					2 00
				0 50		1 00			1 50
HELENA	BRINKLEY-HELENA ^{x-c}					1 35			1 35
HELENA	HELENA ^{x-c}					0 42			0 42
						0 54			0 54
TOTAL				3 44		3 17			7 01
AMT. FORWARD				24 16		30 43			54 59
TOTAL TO DATE				28 00		34 00			62 00

TOTAL THIS PAGE CORRECT
W. Walter
Crandall
e-143316

DATE	AIRCRAFT FLOWN						REMARKS OR INSPECTOR'S SIGNATURE CERTIFICATION NUMBER AND RATING
	MAKE OF AIRCRAFT	CLASS	TYPE	CERTIFICATE NUMBER	MAKE OF ENGINE	H. P.	
5-4	VULTEE		BT3A	ARMY	P. & W.	450	ORIENTATION RIDE, LT. DAVISON
5-5	"		"	"	"	"	LT. DAVISON
5-6	"		"	"	"	"	"
5-7	"		"	"	"	"	"
5-10	"		"	"	"	"	FIRST SOLO - LT. DAVISON
5-12	"		"	"	"	"	LT. DAVISON & SOLO
5-13	"		"	"	"	"	SOLO
5-14	"		"	"	"	"	LT. DAVISON
5-15	"		"	"	"	"	SOLO
5-17	"		"	"	"	"	LT. DAVISON
5-18	"		"	"	"	"	"
I HEREBY CERTIFY THAT THE FOREGOING ENTRIES ARE TRUE AND CORRECT.							
SIGNED							

CROSS COUNTRY		TIME						
FROM	TO	INSTRUMENT RADIO OR HOOD	DUAL		SOLO		DAILY TOTAL TIME	
			AS XC INSTRUCTOR	AS STUDENT	DAY	NIGHT Solo		
WALNUT RIDGE, AAK.	LOCAL			0 6			0 6	
"	"			0 8			0 8	
"	"			0 8			0 8	
"	"			0 8			0 8	
"	"			0 8	0 3		1 1	
"	"			1 0	0 9		1 9	
"	"				0 9		0 9	
"	"			0 8			0 8	
"	"				2 0		2 0	
"	"			0 8	1 0		1 8	
"	"			0 8	1 0		1 8	
TOTAL				7 2	6 1		13 3	
AMT. FORWARD								
TOTAL TO DATE				7 2	6 1		13 3	



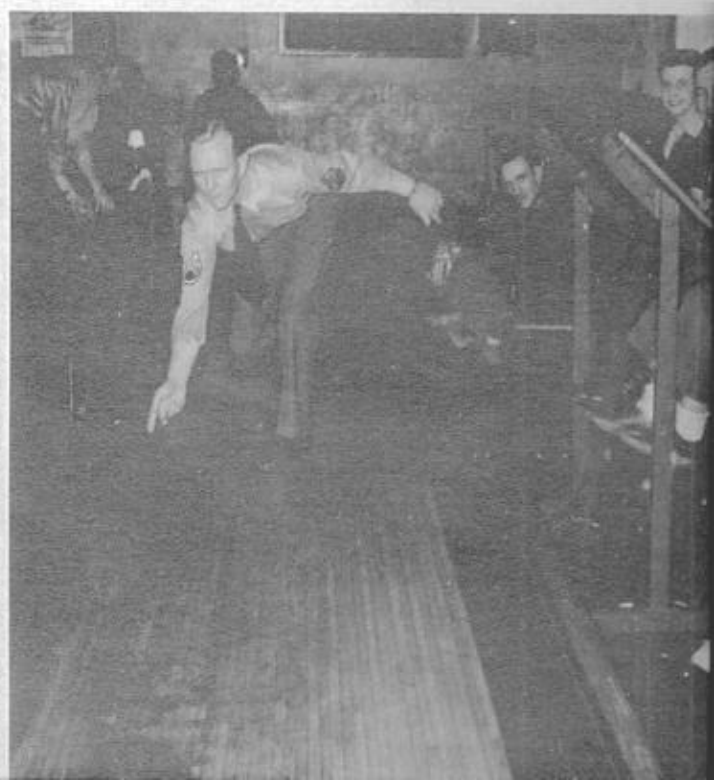
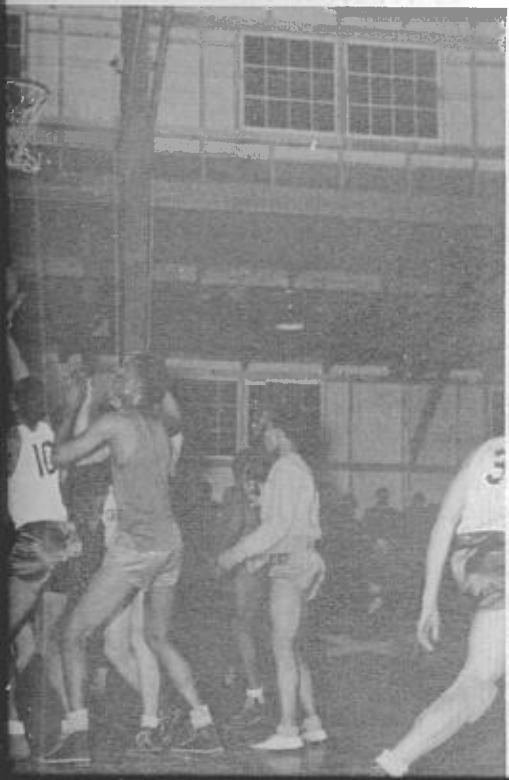
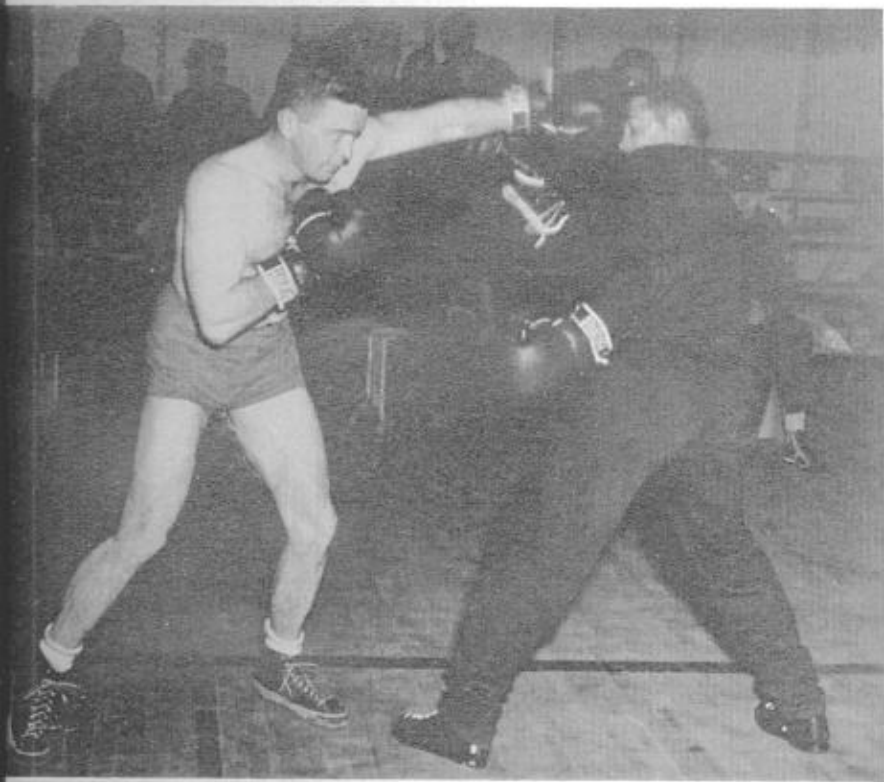
FRED TROY, 44-A (F/R # 4) WITH HIS B-17 CREW.

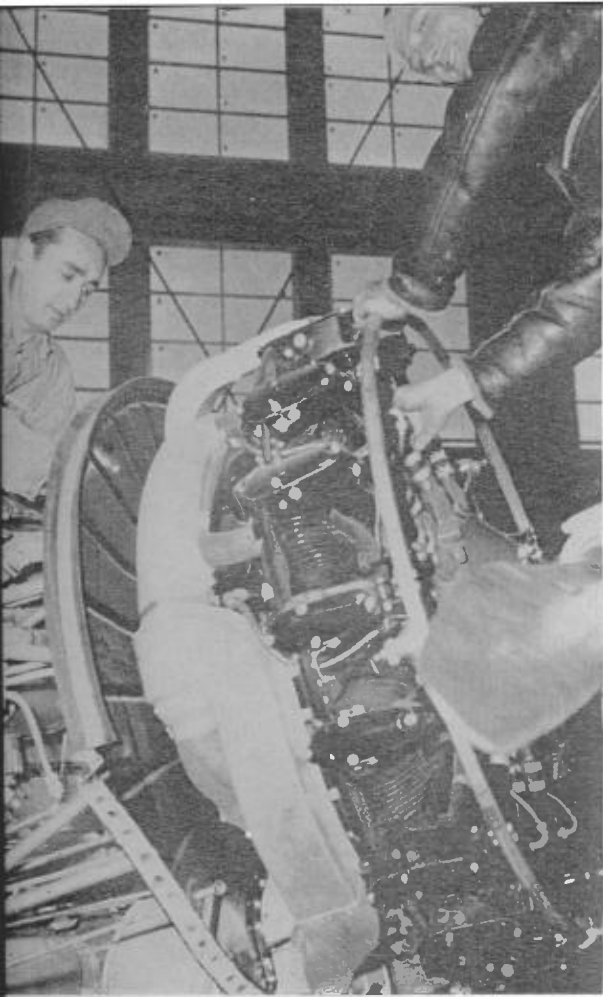


FRED TROY, 44-A (MIDDLE) SHOOTING DICE WITH SOME OF HIS CREW BEFORE LEAVING ON A MISSION.



RECREATION





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.





AT-10's LINED UP ON THE RAMP AT FREEMAN FIELD. State Archives Photo

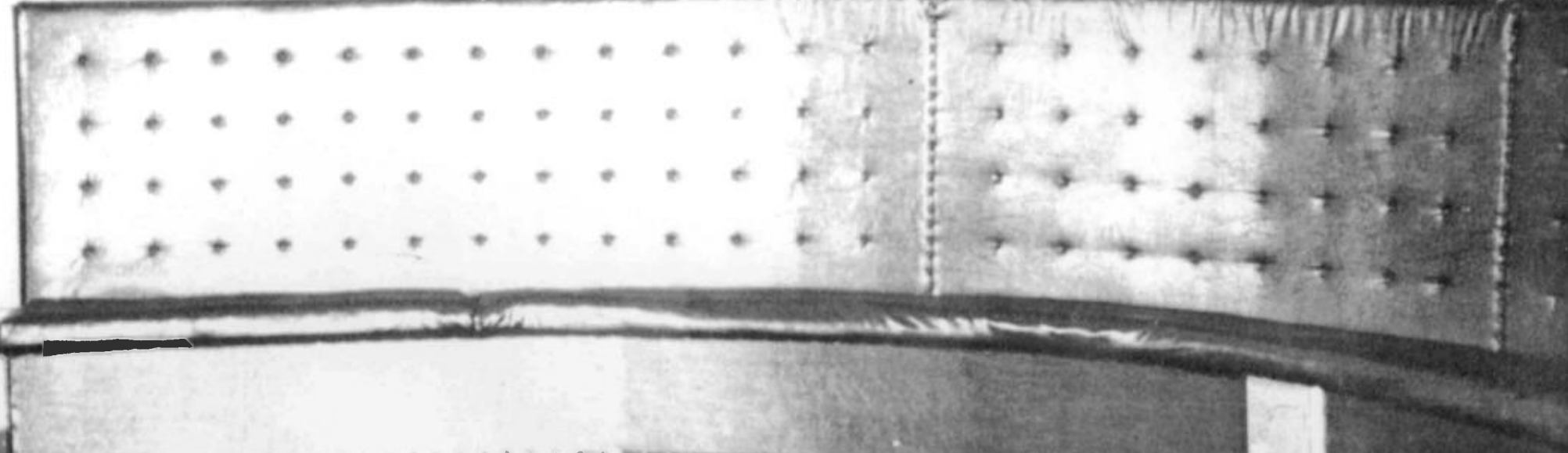
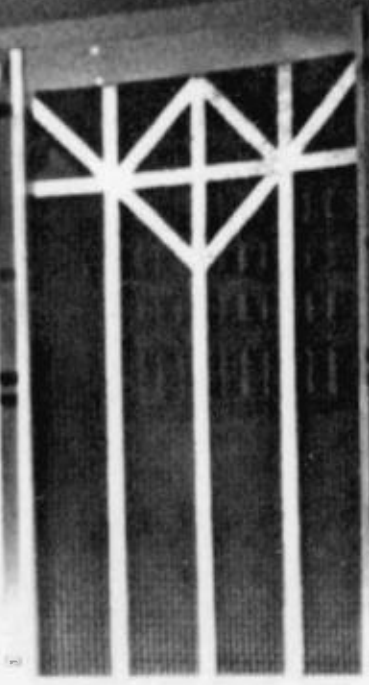


CADET OPERATIONS BUILDING WITH CONTROL TOWER IN BACKGROUND.



FIBBER
MCGEE
MOLLY
Heavenly Days

ATURDAY



LOBBY OF THE BASE THEATER. NOTE POSTER AT LEFT SHOWING FIBBER MCGEE AND MOLLY PLAYING IN HEAVENLY DAYS.
State Archives Photo



MARRIED HOUSING QUARTERS (RIDGEVIEW).



TYPICAL CADET BARRACKS USED TO HOUSE APPROXIMATELY 5,000 TROOPS DURING FREEMAN FIELDS PEAK.
State Archives Photo



BASE COMMANDER, COL. E. T. RUNDQUIST, LIVING QUARTERS. FORMERLY THE FARM HOME OF CHESTER MILLER.

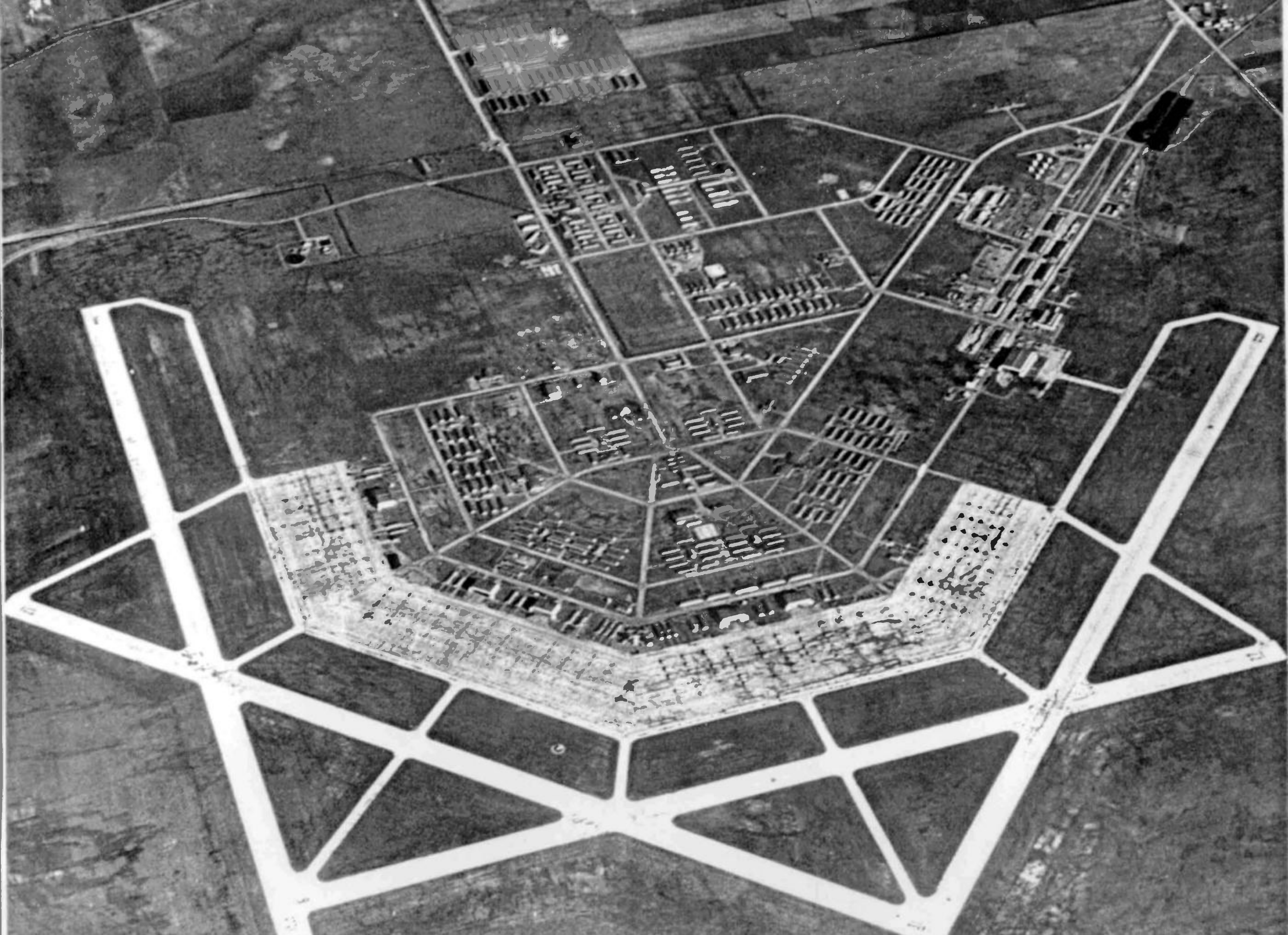
State Archives Photo

139AB 3M5 04 09:30 54:1000 Post Hdqrs F.F. 1



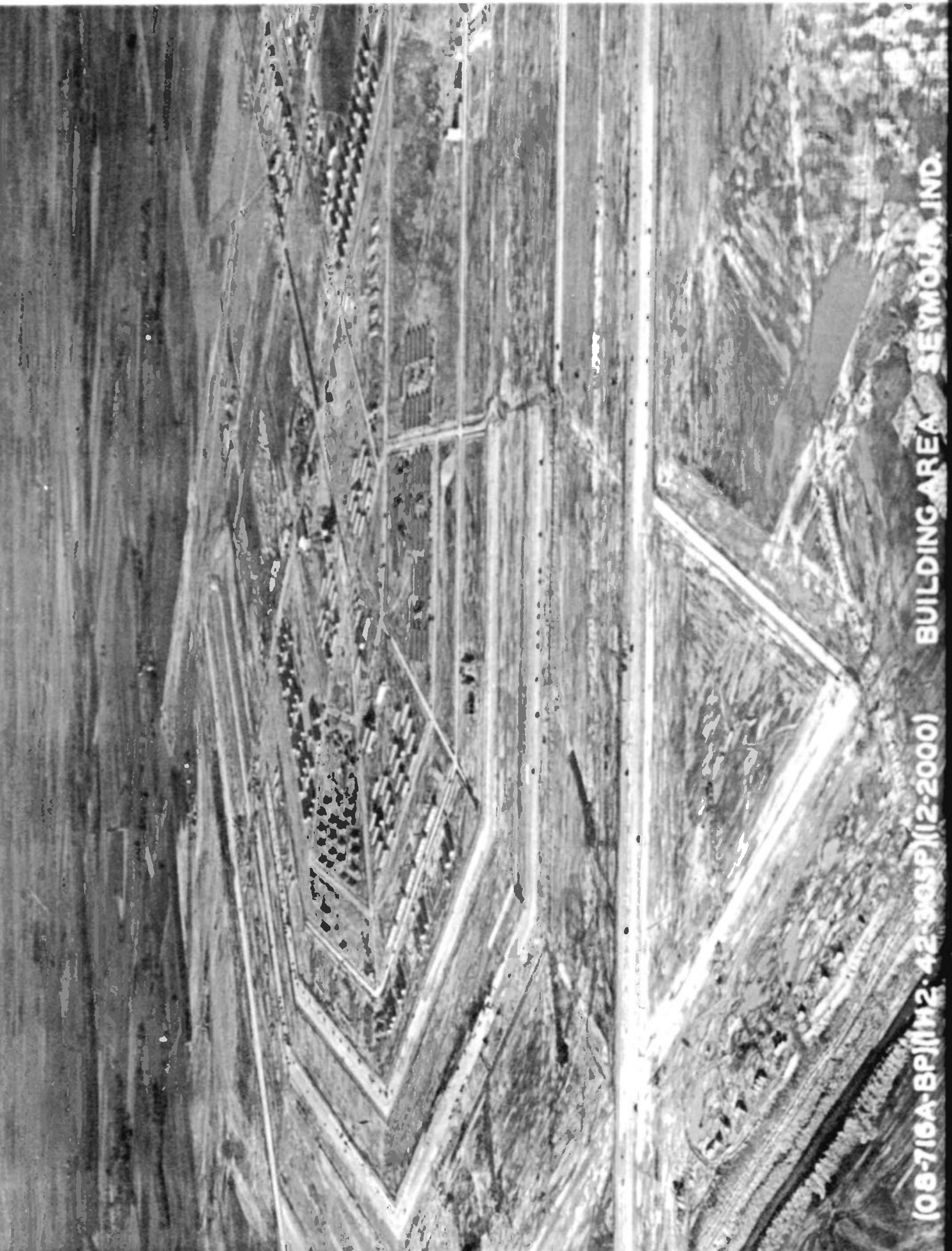
AERIAL VIEW OF FREEMAN FIELD BASE HEADQUARTERS EARLY 1943.

State Archives Photo



AERIAL VIEW OF FREEMAN FIELD WHEN COMPLETED, 1943.

State Archives Photo



(08-710A-BP)(M2: 42-305P)(12-2000)

BUILDING AREA REYMOUN, IND.







COURSES COMPLETED BY TRAINING COMMAND STUDENTS
(as of 30 Nov. 43)

	1939	1940	1941	1942	1943	Total
Air crew				28,782	56,008	94,516
Pilots	696	1,786	7,244	4,477	13,783	18,905
Navigators		44	601	5,760	13,998	20,086
Bombardiers		18	310	25,820	81,398	107,218
Aerial gunners			198	2,325	18,850	21,373
Miscellaneous				273,068	513,333	786,401
Technicians						
TOTAL	696	1,848	8,353	340,232	697,370	1,048,499

BEECHCRAFT BOMBER CREW TRAINERS

Leading formation, Beechcraft AT-10 advanced pilot trainer. Second, Beechcraft AT-7 (Navy SNB-2) navigation trainer. Third, Beechcraft AT-11 (Navy SNB-1) bombing trainer. The thousands of these Beechcrafts in use by the Armed Forces have played a dominant part in the training of bomber pilots, bombardiers, and navigators and have earned their excellent reputation by faithful and efficient performance.

A magnificent accomplishment is summarized in the figures quoted above. In only two years, the Training Command of the U. S. Army Air Forces has schooled virtually the entire personnel of the world's greatest air army. Its graduates are beyond doubt the best-trained airmen in all military history. The results of their training are apparent in every news dispatch that tells of bombing missions successfully completed, and of aerial combat scores predominantly favoring our air arms. Here is the sure forecast of our Victory . . . for Victory today must be won in the skies.

Beechcrafts are doing their part!

Beech Aircraft



C O R P O R A T I O N

BUY U. S. WAR BONDS AND STAMPS

WICHITA, KANSAS, U.S.A.



FREEMAN FIELD TROOPS RELAX AFTER REACHING BIVOUAC AREA NEAR THE COVERED BRIDGE OVER WHITE RIVER WEST OF TOWN ON HWY. 258.



FREEMAN FIELD TROOPS TAKE TEN DURING MARCH TO BIVOUAC AREA.



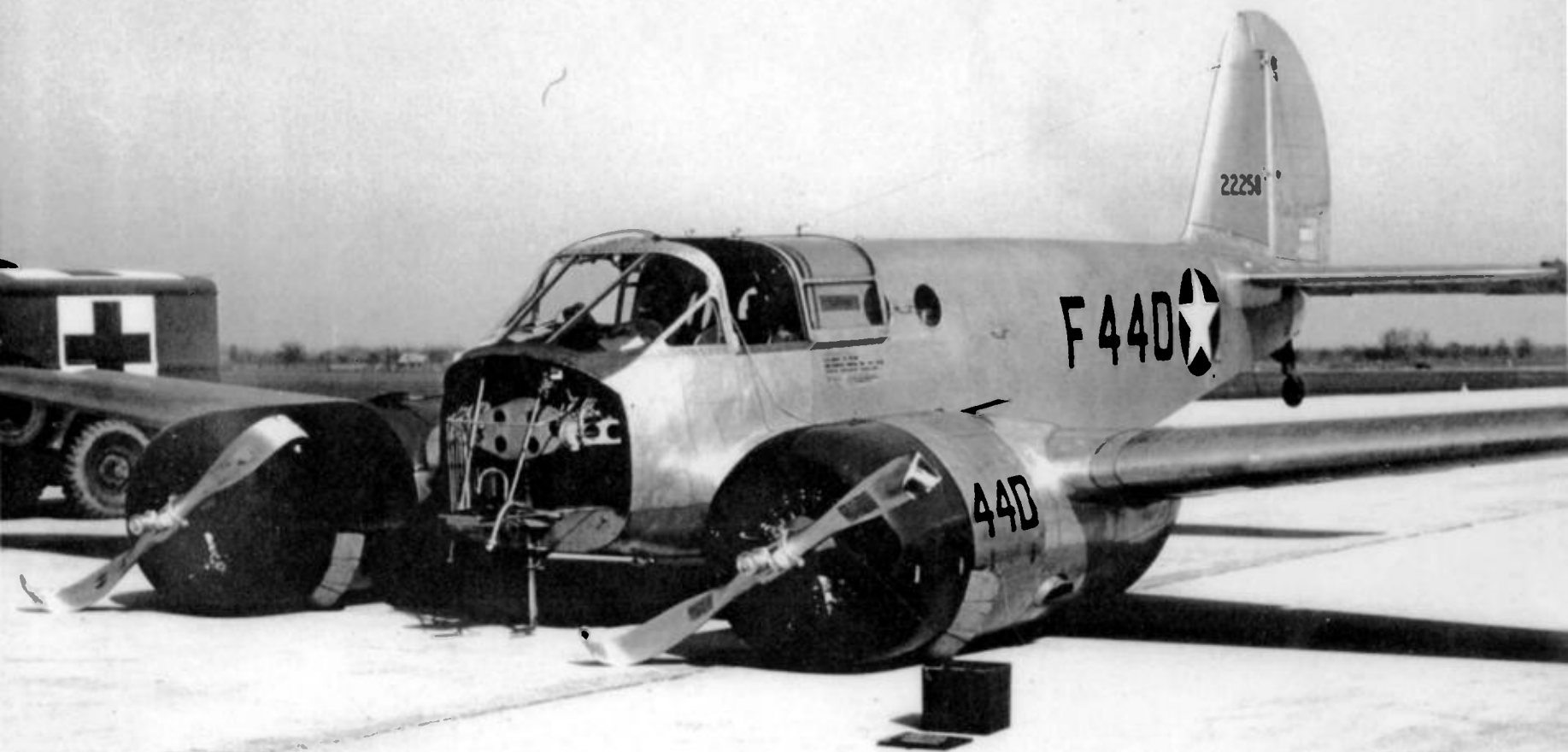
FREEMAN FIELD TROOPS MARCH!

State Archives Photo



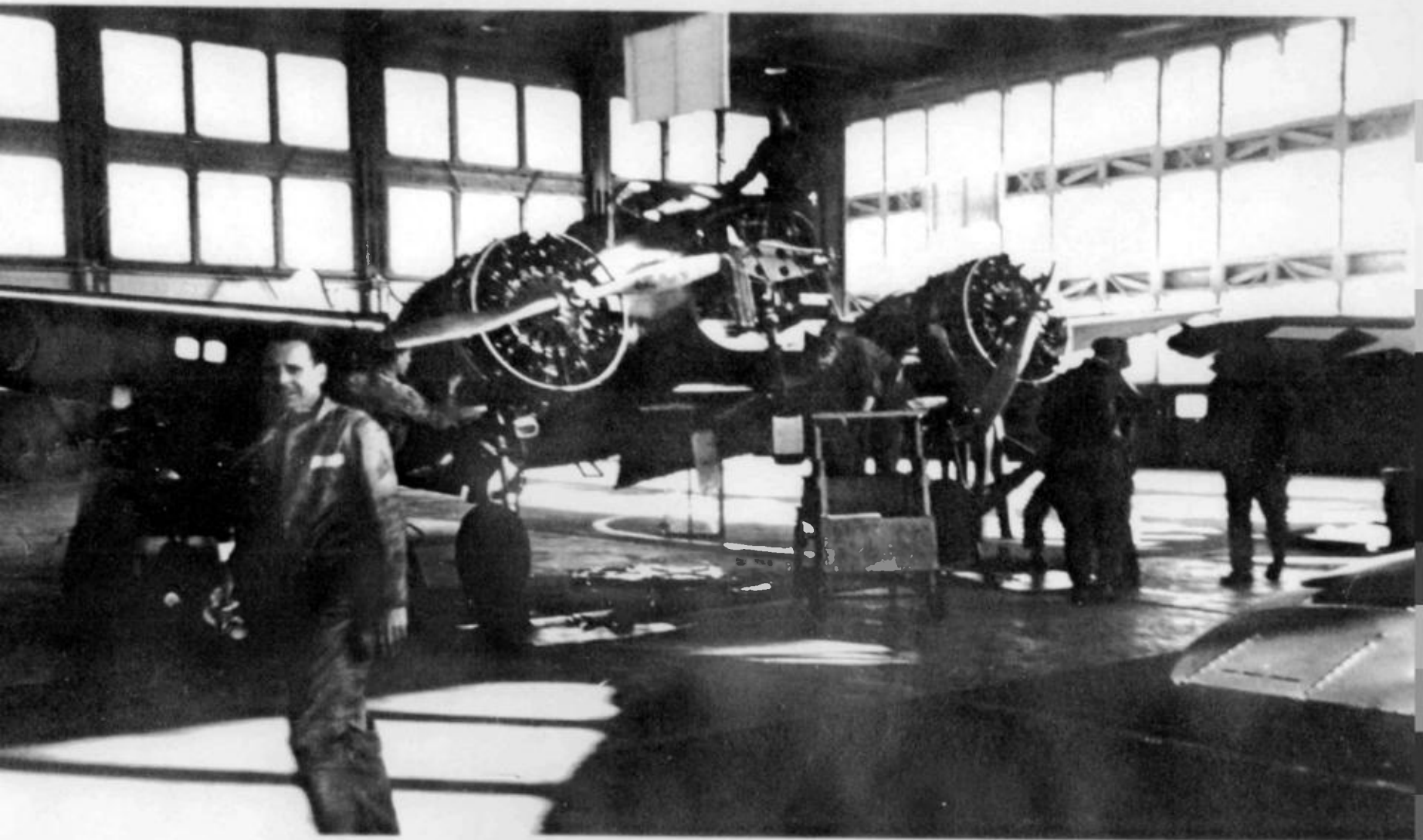
2139
AT-10 GROUNDED BY FREAK ICE STORM AT FREEMAN FIELD DECEMBER 29, 1944

BEECHCRAFT AT-10 ON THE RUNWAY AT FREEMAN FIELD. PILOT FORGOT TO PUT THE WHEELS DOWN.



*Bill Woods 44-D
6/6/98*

*Lonnie Walheim
44D*



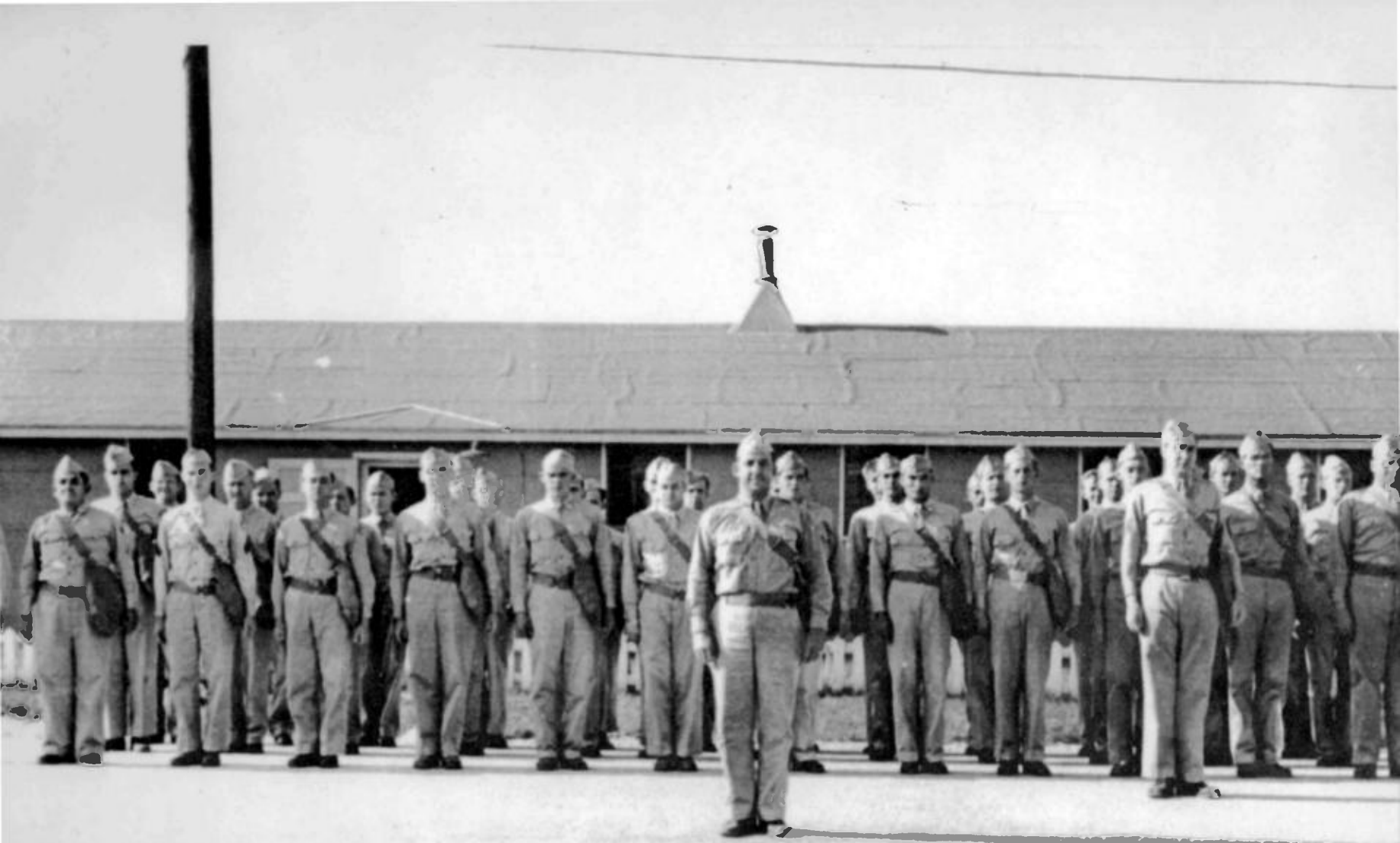
MAINTENANCE WORK ON AT-10 IN BASE MAINTENANCE HANGAR



COL. E.T. RUNDQUIST, BASE COMMANDER, WITH GENERALS HANLEY AND NEWLAND DURING A FORMAL INSPECTION AT FREEMAN FIELD IN JUNE 1943.



INSPECTION IN THE RANKS.



CADETS STAND AT ATTENTION BEFORE TRAINING IN THE GAS MASK. NOTE THE BAG WORN BY EACH CADET.



CHOW LINE IN FREEMAN FIELD MESS HALL.



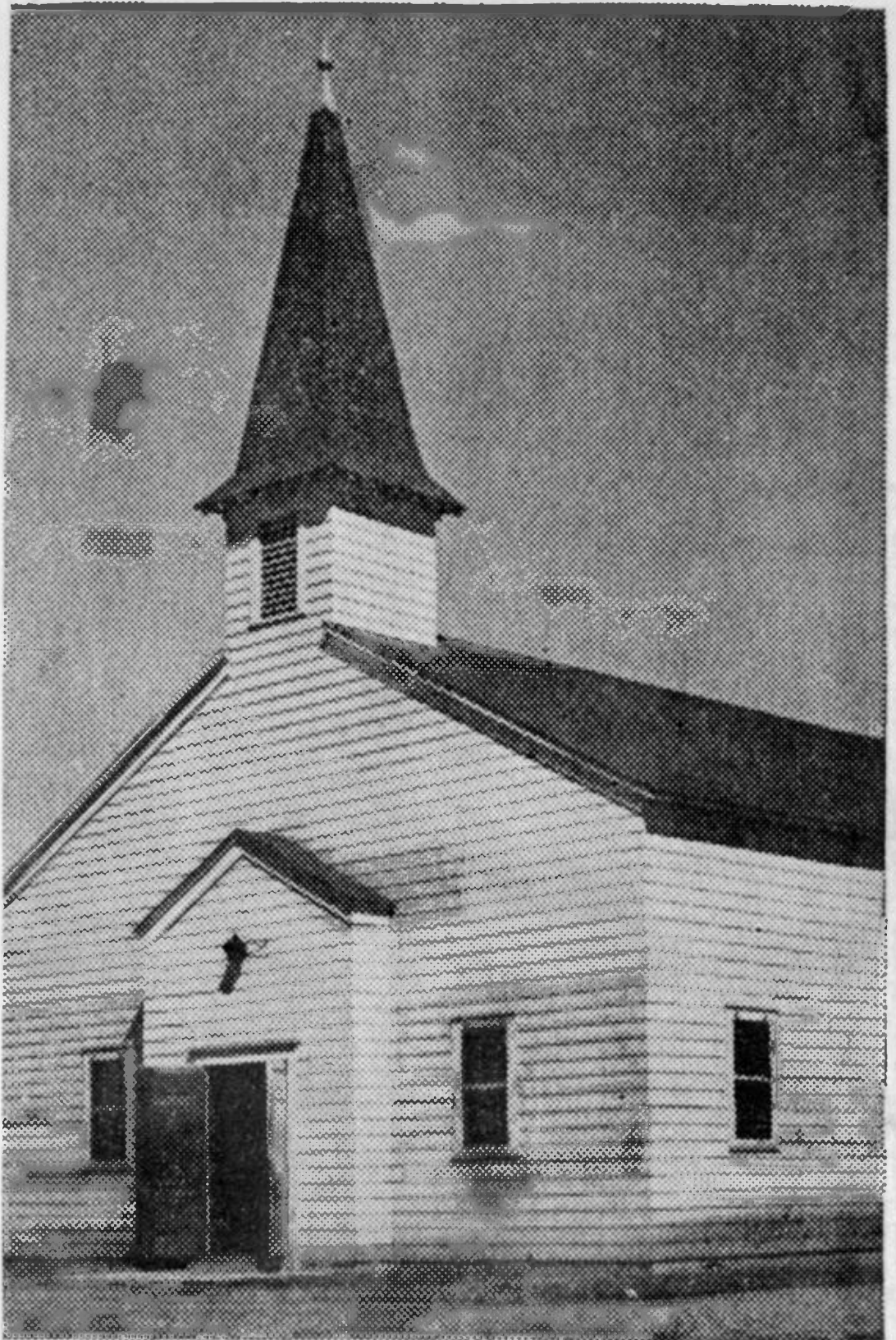
2139ABC(29DEC44)4G907-5 ICE SKATING ON
RUNWAY F.F.I.ND.



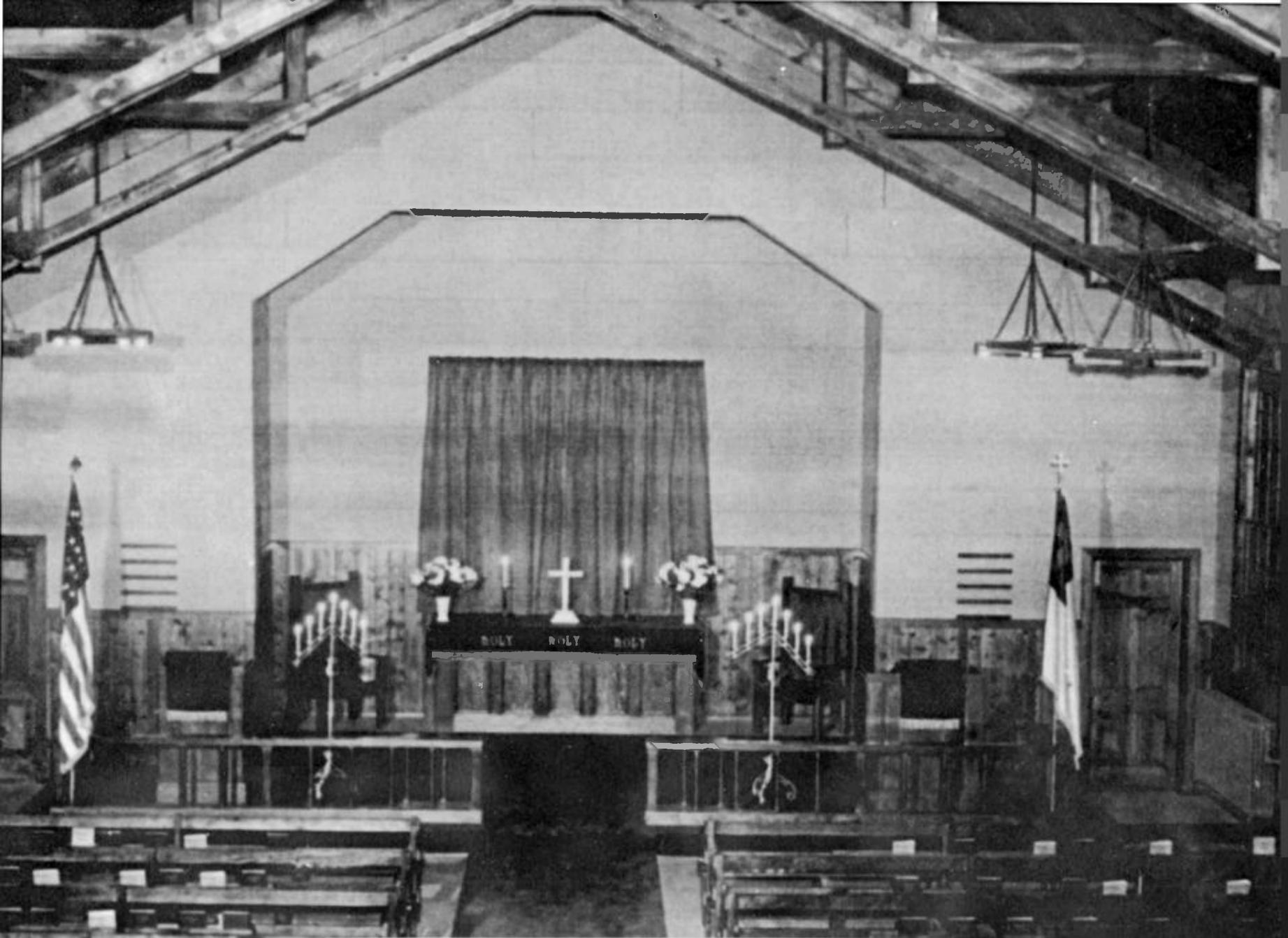
FREEMAN FIELD MARCHING BAND.



FREEMAN FIELD MILITARY POLICE POSE FOR PICTURE BEFORE GOING ON DUTY.



Post Chapel, Freeman Field
My Place of Worship



ONE OF TWO BASE CHAPELS AT FREEMAN FIELD.



CHOW LINE IN ONE OF FREEMAN FIELD'S LARGE MESS HALLS.



"Old-Timer," ambulance driver.

AT FREEMAN FIELD

IN CHAPEL



Judy Kane entertains.



USO Valentine dance.



USO party.



Amateur night.





Editors, Twingine
Times,
Freeman Paper.



Signal switchboard.



Signal Supply.

HERE AND THERE

FIRST WEDDING



Squadron Clerk
receives Squadron
mail.



Engineering
Office.



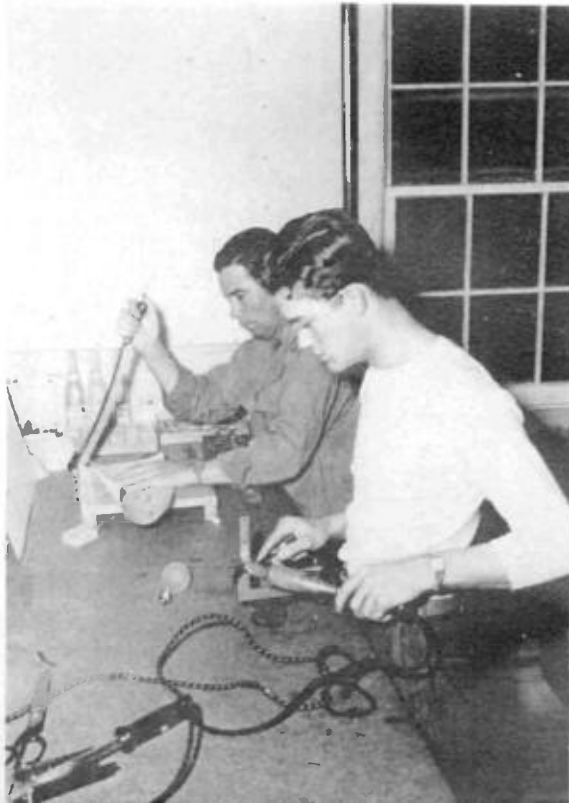


PING PONG GAME IN OFFICERS CLUB SEPTEMBER 25, 1944



PHOTOGRAPHY

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



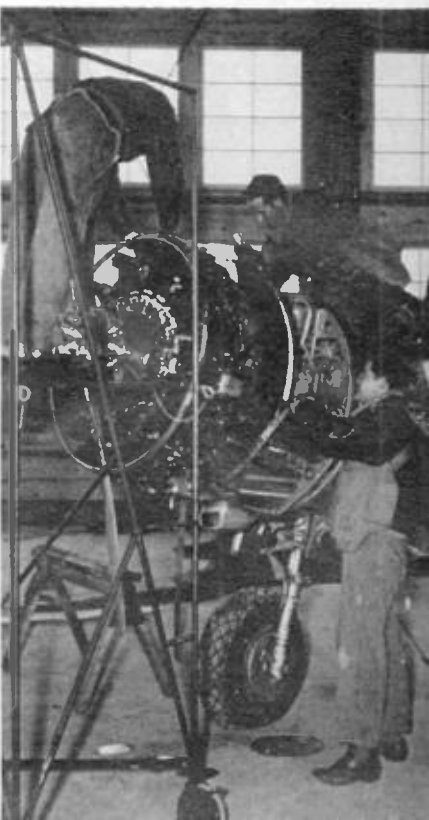
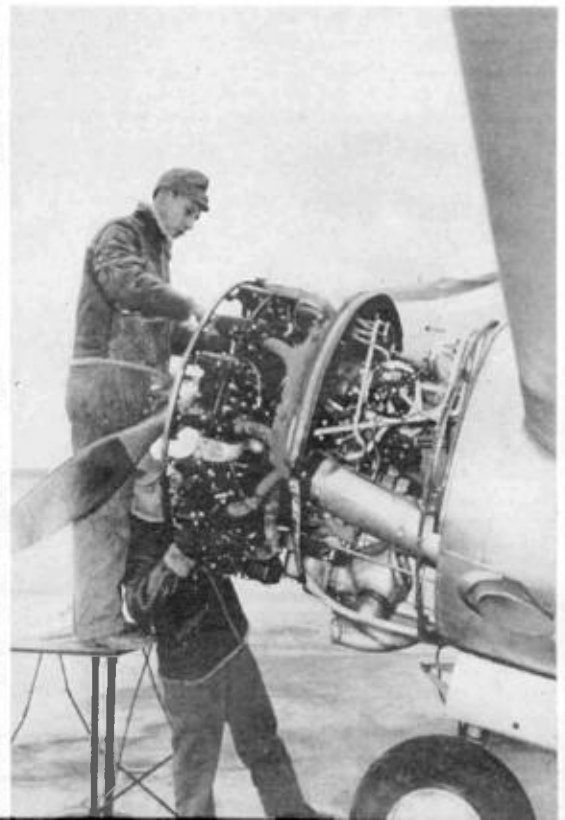
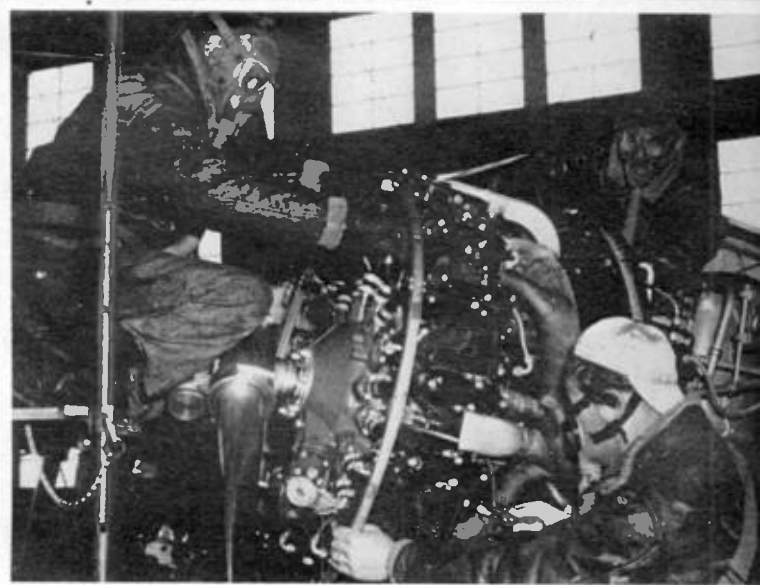
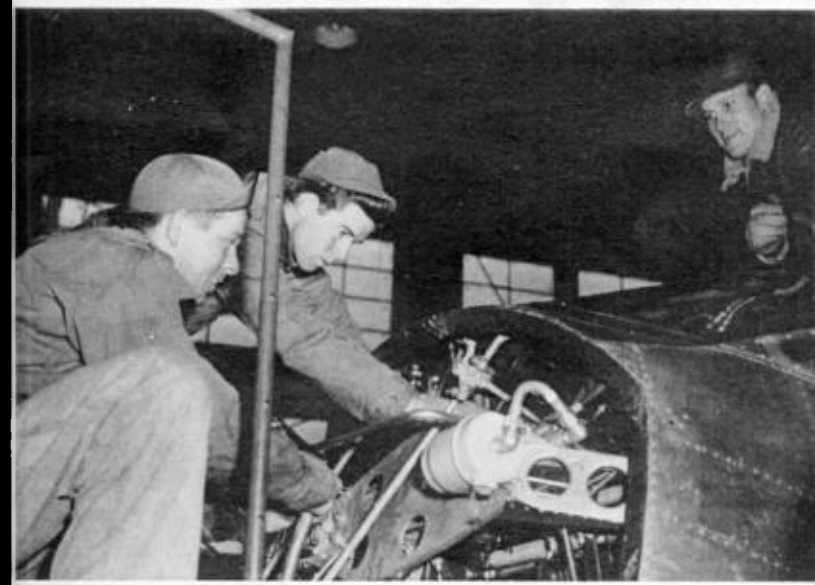
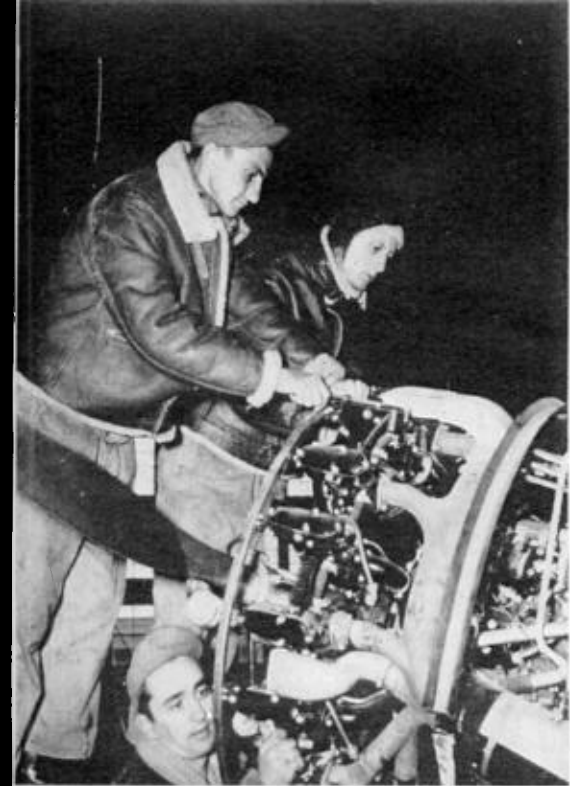


WEATHER



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.



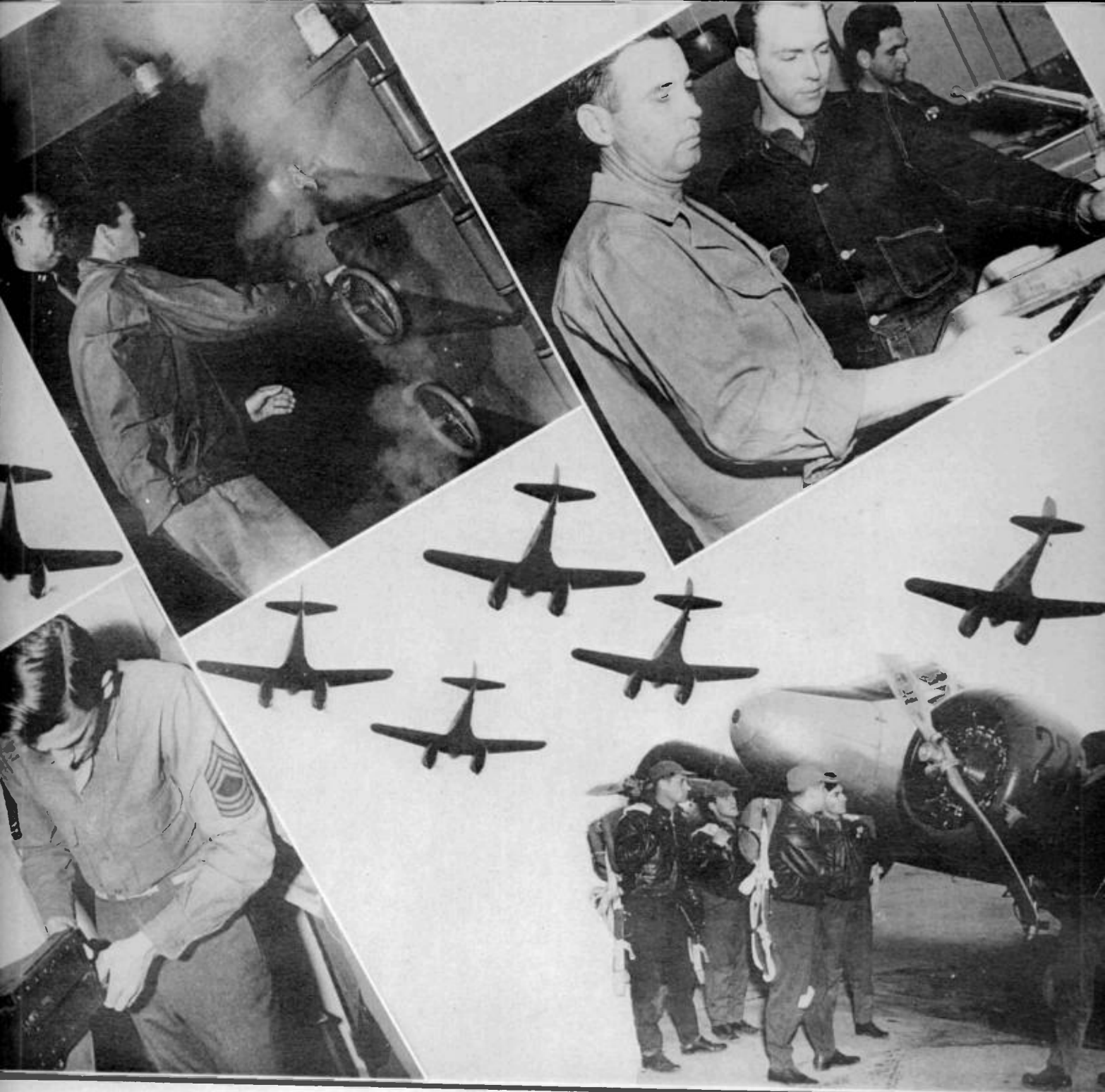




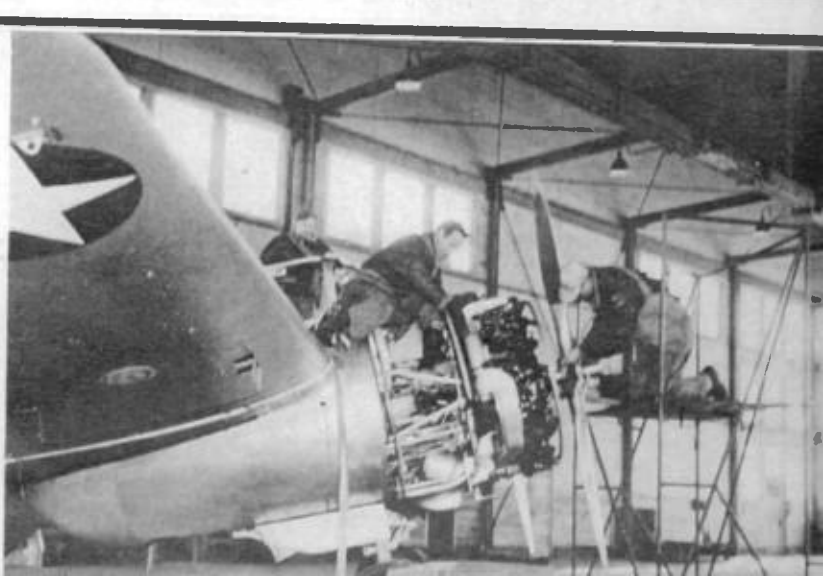
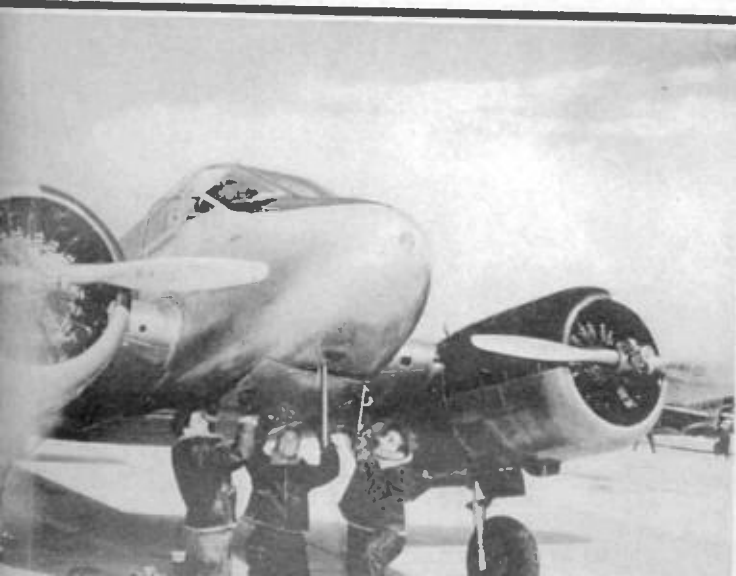
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THEY KEEP 'EM FLYING



H. L. FISHER
Inc., N. Y.



3069

Adv. Twin
Engine School
Seymour, Ind.

O'DRISCOLL &
GROVE, Inc.

DATE OF BIRTH

DATE EMPLOYED

WEIGHT

HAIR

EYES

DATE ISSUED

4/6/84

9/14/44

177

GryBlue

10/13/4

RIGHT INDEX

THE BEARER HAS
FURNISHED EVIDENCE
THAT HE OR SHE IS
A CITIZEN OF THE
UNITED STATES OF
AMERICA

SERIAL No **B** 20544

PRIVILEGES

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	Exchange	

IF LOST THIS PASS
SHOULD BE RETURNED
TO PROVOST MARSHAL
AT STATION SHOWN
ON FACE

IDENTIFICATION CARD

WAR DEPARTMENT

U. S. ARMY AIR FORCES

Freeman Field

Seymour, Indiana

William Woodard, Sr.

NAME

Janitor

DESIGNATION

SIGNATURE

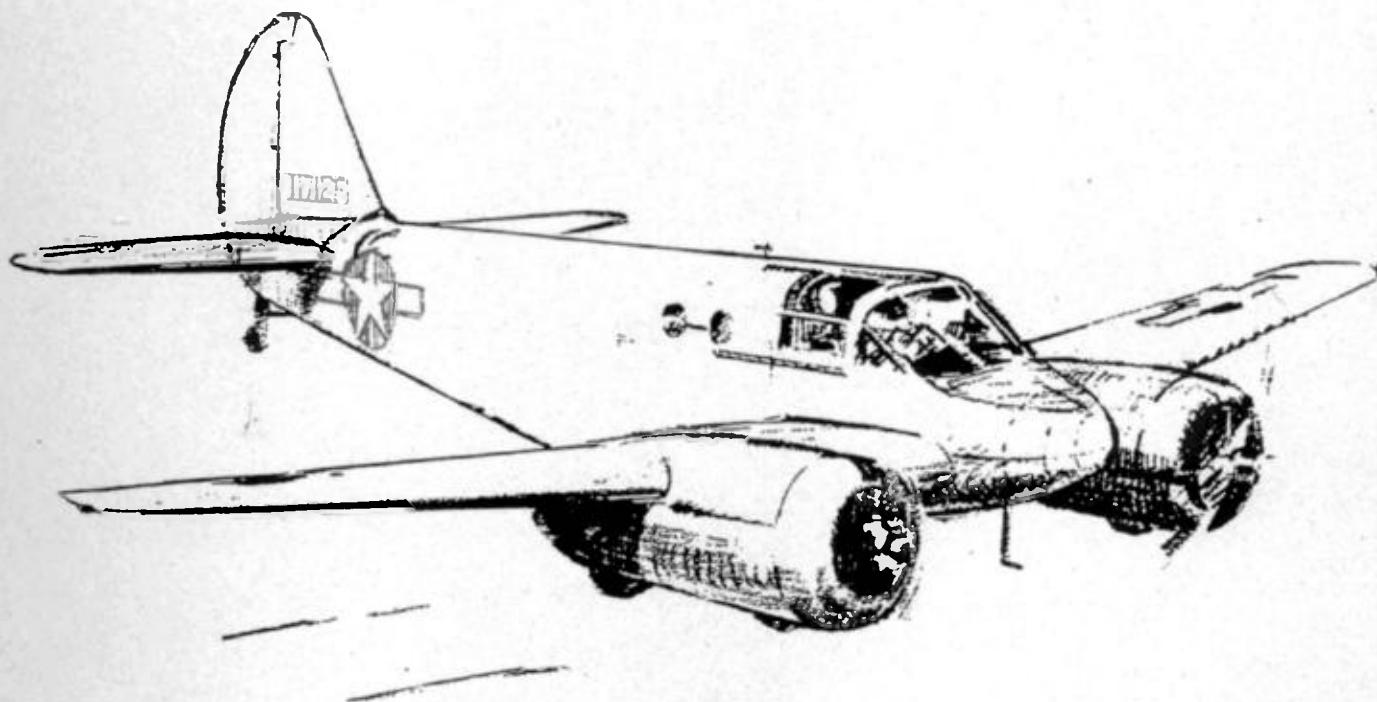
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GENUINE ONLY IF WATERMARKED U. S. A. A. F.

Beech AT-10



PILOT'S INFORMATION MANUAL



ARMY AIR FORCES TRAINING COMMAND

Pilot
INFORMATION AND CHECK LIST

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INFORMATION AND CHECK LIST**TAKE-OFF**

1. AIRSPEED - normal take-off - fly level until 105 MPH indicated airspeed is reached.
 AIRSPEED - indicated stalling - power on, Flap full deflected
 AIRSPEED - indicated stalling - power on, No flap
 AIRSPEED - indicated stalling - power off, No flap
2. ANALYZER - EXHAUST GAS - full rich, .100
3. CARBURETOR AIR - cold, except under icing conditions
4. COWL FLAPS - open
5. CYLINDER HEAD TEMPERATURE - DESIRED RANGE - desired range 150° - 200°C.
 - normal maximum 246°C.
6. FLAPS- Best take-off over obstacle - not deflected
7. FUEL - either tank on. CROSSFEED VALVE ON
8. FUEL - gage - turn to tank being used.
9. FUEL - pressure - desired 2-1/2 to 3-1/2 lbs.
10. FUEL - Wobble pump - co-pilot stand by to operate.
11. LANDING GEAR - Retract wheels as soon as the airplane definitely leaves the ground, to permit flight in one engine fails.
12. MANIFOLD PRESSURE - at sea level 28.25" at 2300 RPM, R-680-9 engines
13. MIXTURE CONTROL - full rich (forward)
14. OIL - Pressure - minimum, 35 pounds
 . OIL - Pressure - desired, 65 to 75 lbs. pounds
15. OIL - Temperature - maximum 95°C
 desired 50° to 70°C
 minimum 20°C
16. PITOT HEATER - off (except under icing conditions)
17. PROPELLERS - low pitch (HIGH RPM, full forward)
18. RPM - 2300 at 28.25" Hg., R-680-9 engines. Ground RPM 2050 Prop. low pitch.
19. SWITCH - Landing Lights - push up to RETRACT after use, before returning switch to center.
20. TRIM TABS - aileron) neutral
 - elevator) take-off
 - rudder) neutral
21. TAIL WHEEL - locked (control in) taxi straight until locking possible.

INFORMATION AND CHECK LIST**MAXIMUM POWER OR HIGH SPEED**

1. ANALYZER - Exhaust Gas - (best power mixture) .095 at sea level.
2. COWL FLAPS - open to maintain desired cylinder head temperature. (max. 246°C) in climb,
closed in level flight.
3. CYLINDER HEAD TEMPERATURE - desired range 200°C.
- normal maximum 246°C.
4. LANDING GEAR - raise according to instructions. Position indicator shows wheels in up position.
5. MANIFOLD PRESSURE -R-680-9: 28.25" maximum 2200 RPM
6. OIL - Pressure - minimum, 35 pounds
- desired, 65 to 75 lbs. pounds
7. OIL - Temperature - minimum 20°C
maximum 95°C
desired 50° to 70°C
8. RPM - R-680-9 2200
9. AIRSPEED - Best Climb - indicated: 110 MPH at sea level
Drop 1 MPH per 1000 feet at sea level

INFORMATION AND CHECK LIST**SINGLE ENGINE OPERATION**

1. AIRSPEED - Airspeed for best climb - 105 MPH
2. ANALYZER - Exhaust Gas - .095 best power setting
3. CARBURETOR AIR - cold, unless icing conditions are present
4. COWL FLAPS - Dead engine - closed.
5. CYLINDER HEAD TEMPERATURE - maximum 246°C.
6. FLAPS- must be fully retracted
7. FUEL - shut off fuel to dead engine after attempting to make it operate with wobble pump. Cross feed Valve must be OFF. Note - In case of engine failure check fuel system to insure that failure is not a fuel failure. Observe the following:
 - Fuel pressure 2-1/2 to 3-1/2 #, try wobble pump
 - Fuel pressure light - OFF
 - Engine Selector Valve - BOTH
 - Cross Feed Valve - ON
 - Tank Selector - compartment containing fuel
8. LANDING GEAR - Must be retracted
9. MANIFOLD PRESSURE - R-680-9 engines : 28.25" at 2200 RPM,
Dead engine - throttle wide open
10. OIL - Temperature - maximum 95°C
desired 50° to 70°C
keep as high as possible on dead engine.
11. RPM - Operating engine - 220 RPM. Reduce as much as possible.
Dead engine - Propeller control in positive high pitch (LOW RPM) all the way back.
12. TABS - Elevator - trim for airspeed.
 - Rudder - hold ship level with ailerons, trim for straight flight.
 - Aileron - hold ship straight with rudder. Trim for level flight
13. THROTTLES- Dead Engine - Wide Open.
 - Operating engine - Reduce as much as possible.
14. SPECIAL NOTE - In case of engine failure on take off, when starting around after overshooting the field or similar emergency, perform the following operations in the following sequence, immediately:
 1. Open throttle to emergency limits
 2. Propeller control full forward on operating engine, full back on dead engine
 3. Retract landing gear and flaps if down. Should be done by co-pilot if available.
 4. Hold nose down to get 105 MPH indicated.
 5. Other operations may be performed in any sequence desired and at a more leisurely rate.

ABSOLUTE CEILING ONE ENGINE INOPERATIVE STARTING AT SEA LEVEL
AT GROSS WEIGHT: 5,100' STANDARD ALTITUDE.

INFORMATION AND CHECK LIST**CRUISING**

1. AIRSPEED - may be determined from pressure altitude, outside air temperature and speeds given under "POWER" below.
2. ANALYZER - Exhaust Gas - mixture control should be moved toward the lean position. Exhaust Gas Analyzer should be read approximately .08. Mixture may be further leaned if operation is smooth and Cylinder Head Temperature does not exceed 200°C.
3. CARBURETOR AIR - normally cold; hot during icing conditions.
Note: Carburetor Air Temperature gage indicates mixture temperature, not intake air temperature. Carburetor air intake temperature with heat control in cold position is 5°C over outside air temperature.
4. CWL FLAPS - closed unless climbing
5. CYLINDER HEAD TEMPERATURE - maximum 218°C.
desired 200°C
6. ENDURANCE - To find duration in hours, divide fuel available by fuel consumption per hour found under "POWER".
7. FUEL - CAPACITY - normal 128
overload 155
2 main tanks of 77.5 gallons which includes 20 gallon reserve in left tank
8. FUEL - Gage - turn selector switch to tank being used
9. FUEL - Pressure 2-1/2 to 3-1/2 #.
10. FUEL - Crossfeed Valve - OFF
11. MANIFOLD PRESSURE - See "POWER". Power shown at this Manifold Pressure is at standard temperature and pressure altitude and corrected for normal carburetor air intake temperature rise with heat control in cold position.
12. OIL - Capacity - 14 gallons total
13. OIL - Consumption - 1.5 quarts per hour per engine.
14. OIL - Pressure - minimum, 35 lbs.
desired 65 to 75 lbs.
15. OIL - Temperature - minimum 20°C
maximum 85°C
desired 50° to 70°C
16. PITOT HEATER - normally off
17. POWER - Maximum recommended cruising - R-680-9 engines 75% power. 210 HP per engine, at 2000 RPM, up to 5,000'. At higher altitudes for power available at 2000RPM and full throttle, see HP in table below. Speeds are true speed at density altitude equal to pressure altitude in first column.

Press. Alt.	HP	MP	Fuel Cons Gal. per hr.	True Speed	Std. Temp °C
Sea Level	210	25.5	37.8	175.0	15
2500	210	24.6	37.8	179.5	10
5000	210	24.0	37.8	184.0	5
7500	202	23.0	36.4	187.0	0
10000	186	21.0	36.0	183.0	-5
12500	168	19.0	35.3	180.0	-10
15000	154	17.0	35.3	177.0	-15
17500	138	15.5	39.3	174.0	-20

INFORMATION AND CHECK LIST**CRUISING (CONTINUED)**

18. **POWER** - Normal Cruising Power - R-680-9 engine 68% rated power. 190 HP per engine at 1900 RPM up to 7,500'. Above that for power available at 1900 RPM and full throttle, see HP table below.

Press. Alt.	HP	MP	Fuel Cons Gal. per hr.	True Speed
Sea Level	190	24.8	33.2	169.5
2500	190	24.0	33.2	173.5
5000	190	23.5	33.2	178.0
7500	190	22.9	33.2	183.0
10000	176	21.0	32.3	182.5
12500	160	19.0	31.9	180.0
15000	146	17.3	32.0	178.0
17500	134	15.5	31.4	175.5

19. **POWER** - Economical Cruising Power - R-680-9 engine - 60% rated power. 168 HP per engine at 1800 RPM up to 7,500'. Above that for power available at 1800 RPM and full throttle, see HP table below.

Press. Alt.	HP	MP	Fuel Cons Gal. per hr.	True Speed
Sea Level	168	24.0	29.5	162.5
2500	168	23.2	29.5	167.0
5000	168	22.8	29.54	170.5
7500	168	22.0	30.8	175.5
10000	165	21.1	30.3	178.5
12500	150	19.1	30.0	175.5
15000	136	17.3	29.5	171.5
17500	125	15.5	27.1	167.5

20. **POWER** - If the Outside Air Temperature is above Standard Temperature (See No. 17 POWER for Standard Temperature) manifold pressure should be increased .1" for each 5°C above standard, or decreased .1" for each 5°C below standard.

INFORMATION AND CHECK LIST**OPERATION OF GYROPILOT**

1. **BEFORE ENGAGING GYROPILOT IN FLIGHT**
 - a. Trim airplane hands off.
 - b. See that Servo Speed Valves are open. Set at 1 if setting is not known
 - c. Match upper and lower cards of Directional Gyro Control Unit, using rudder control.
 - d. Set aileron follow-up index to match zero mark on banking scale.
 - e. Set elevator follow-up index to match elevator alignment index, using elevator Knob. **CAUTION:** Do not align elevator follow-up index with horizon bar is in opposite directions.
 - f. Turn on ON and OFF VALVE and keep hand on valve handle until Gyropilot takes over control of the airplane.

2. **FLYING WITH GYROPILOT**
 - a. Set servo speed valve for desired speed of control. To stop oscillation turn valve down.
 - b. Change course by slowly turning rudder knob. Set in bank with aileron knob if turning large amount.
 - c. Set desired fore-and-aft attitude with elevator knob.

3. **"DO NOTS !"**
 - a. Do not engage Gyropilot when follow-up indices are not lined up.
 - b. Do not make course and altitude changes with rapid knob movements. Turn knob slowly and smoothly.
 - c. Do not allow airplane to get too far out of trim.
 - d. **DO NOT FORGET THAT THE GYROPILOT CAN BE OVERPOWERED.**

4. **OPERATING LIMITS**
 - a. The control gyros should be uncaged whenever the engines are running, except during maneuvers which would exceed the operating limits of the instruments. These limits are 50 degrees from vertical for bank and climb gyro control unit. When the engines are not running, keep the gyro caged.

FURTHER INSTRUCTIONS

See book of instructions. (No. 15-728) THE SPERRY AIRCRAFT GYROPILOT A-3

Pilot
INFORMATION AND CHECK LIST

L A N D I N G

1. AIRSPEED - indicated, instant of contact, with flaps 55MPH
2. ANALYZER - EXHAUST GAS - full rich,
3. BRAKES - Apply to shorten landing roll. Use with caution.
4. CARBURETOR AIR - cold, except under icing conditions
5. COWL FLAPS - open
6. CYLINDER HEAD TEMPERATURE - MINIMUM, 100°C
7. FLAP- lower as desired, do not lower above 120 MPH TRUE INDICATED AIRSPEED
8. FLAP- WARNING - do not lower at a speed greater than 120 MPH indicated airspeed
9. FLAP- Emergency - if necessary to go around field again do not raise flaps until sufficient altitude or 70MPH indicated airspeed has been reached.
10. FLAP- in case of failure of electrical flap operating mechanism, push handcrank toward gear box located between the seats and turn in direction indicated.
- 11.. FUEL - turn to tank with greatest amount of fuel.
12. GLIDE - 90 MPH indicated airspeed. Hold until 20 feet above the ground before starting to level off.
13. LANDING GEAR - lower and check, at not over 125 MPH indicated airspeed
gear not in full down position.
- Position indicator down, horn off with closed throttles indicates gear down,
with Warning Horn Buttons on.
- WARNING - if operation is not normal, proceed as outlined on page 10.
14. MIXTURE CONTROL -RICH (forward)
15. PITOT HEATER - off
16. PROPELLERS CONTROLS - low pitch (HIGH RPM, full forward)
17. CONTROLS - Aileron)
Elevator) where desired
Rudder)
18. CONTROL TABS - Trim elevator for glide.
19. TAIL WHEEL - locked (control in)

INFORMATION AND CHECK LIST**AFTER LANDING OPERATION**

1. **FLAPS** - raise
2. **OIL DILUTION SYSTEM** - See T.O. 02-1-29
3. **PROPELLERS** - stop engines with propellers in high pitch (LOW RPM).
4. **STOPPING ENGINES** - Mixture control full rich (all way forward)
 - Turn Engine Selector to OFF. Put propellers in LOW RPM (high pitch). Open throttles slowly until engine speed is from 800 to 1000 RPM, idle until fuel pressure drops to zero, then cut the ignition switches, simultaneously moving the throttles SLOWLY to the full OPEN position. Leave throttles in this position.
 - The R-680-9 engine is equipped with idle cut-off.
 - When the engine has stopped turn Engine Selector Valve to BOTH and operate wobble pump until an indication of pressure is shown on the fuel pressure gage to insure that the carburetor and fuel lines are filled with fuel.
5. **TAIL WHEEL** - Taxi - locked (in)
 - unlocked (out)
6. **TAXI** - use engines for turning. In taxiing cross wind, use more throttle on the upwind engine. Brakes might fail when most needed if worn out for a purpose which could be accomplished as well by use of engines.

INFORMATION AND CHECK LIST**LANDING GEAR OPERATION**

1. **WARNING DEVICES** - The following is the normal operation of the landing gear position indicator and warning horn
 - A. **POSITION INDICATOR** - The position indicator is an electrical instrument and normally will always show the position of the left and right landing gear independently when the airplane MASTER SWITCH is ON. The tail wheel indicator is always OFF since tail wheel is not retractable.
 - B. **WARNING HORNS** - The horn will sound if either or both of the wheels are not in the full down position when either or both of the throttles are closed below 1200 RPM, and Warning Horn Buttons are ON.

2. **NORMAL OPERATION**
 - A. **TO RETRACT** - Place landing gear switch in UP position. Position indicator shows that wheels moved from down to up.
 - B. **TO EXTEND** - Place landing gear switch to DOWN position. Position indicator shows wheels in down position. Horn will sound if either or both throttles are closed below 1200 RPM before the gear is completely down. Horn will not sound if the gear is down.

3. **EMERGENCY OPERATIONS**
 - A. **WARNING DEVICES**
 1. **Warning Horn** - The circuit of the warning horn is such that it is unlikely that the horn will sound except as under 1 above. However, if the horn should sound with throttled open, or with gear down, or when single engine operation is desired, the horn may be silenced by pushing buttons located on pedestal forward of the throttles.
 2. **Position indicator** - The windows on the position indicator should read OFF when airplane MASTER SWITCH is OFF. The tail wheel indicator always shows OFF. With the MASTER SWITCH ON, the indicator shows the position of the landing gear, however, if landing gear or flap cutout show OFF or appear to be sticking, tap floating panel near indicator.

INFORMATION AND CHECK LIST**LANDING GEAR OPERATION (CONTINUED)****B.. MANUAL OPERATION - LANDING GEAR**

1. **LOWERING GEAR** - With gear in UP position put **LANDING GEAR SWITCH** in **DOWN** position. If motor fails to operate and the position indicator and horn show no change in gear position, return switch to neutral.

Proceed as follows

- a. **LANDING GEAR SWITCH NEUTRAL**
- b. Lift **CLUTCH PEDAL COVER** on floor near pilot's left foot
- c. Try handcrank to see that it is not engaged, handcrank should swing free.
- d. Speed should be 125 MPH indicated airspeed or less.
- e. Depress landing gear clutch pedal and hold in extreme position.
- f. Gear will extend approximately 1/2 way under it's own weight and about 9 turns in the handcrank will place it in full down position.
- g. Check Horn and Position indicator.

2. **RAISE GEAR** - With gear in **DOWN** position put **LANDING GEAR SWITCH** in **UP** position. If motor fails to operate and the position indicator and horn show no change in gear position, return switch to neutral.

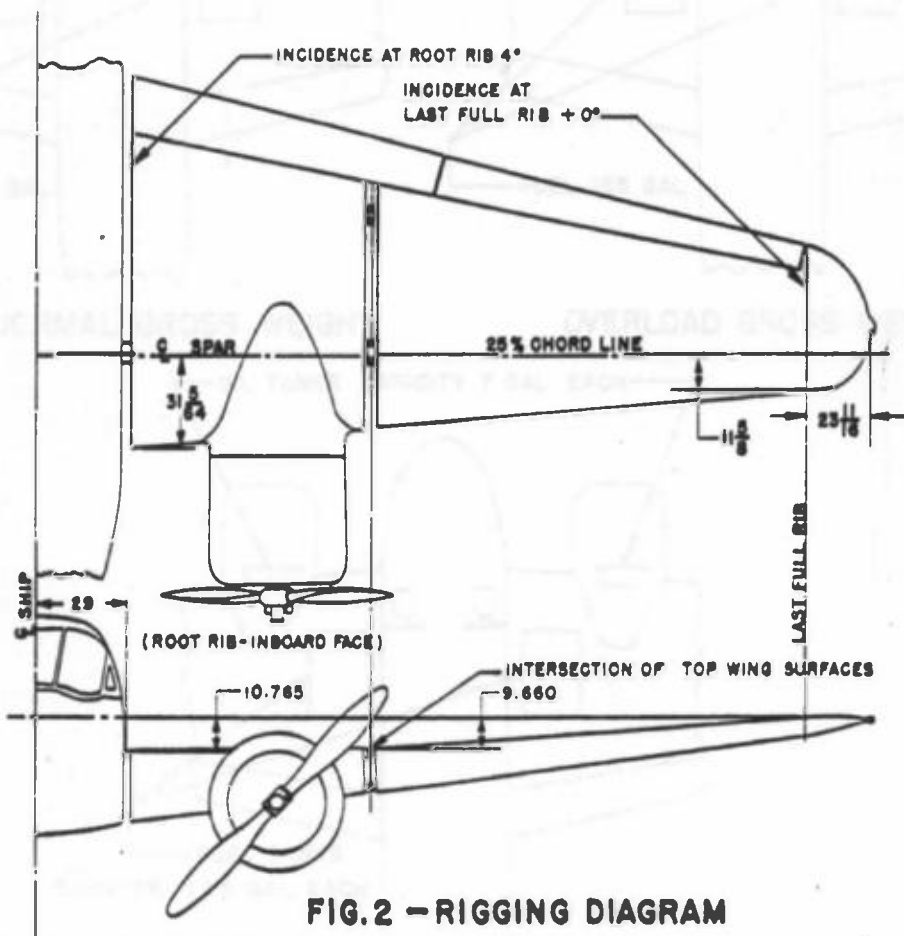
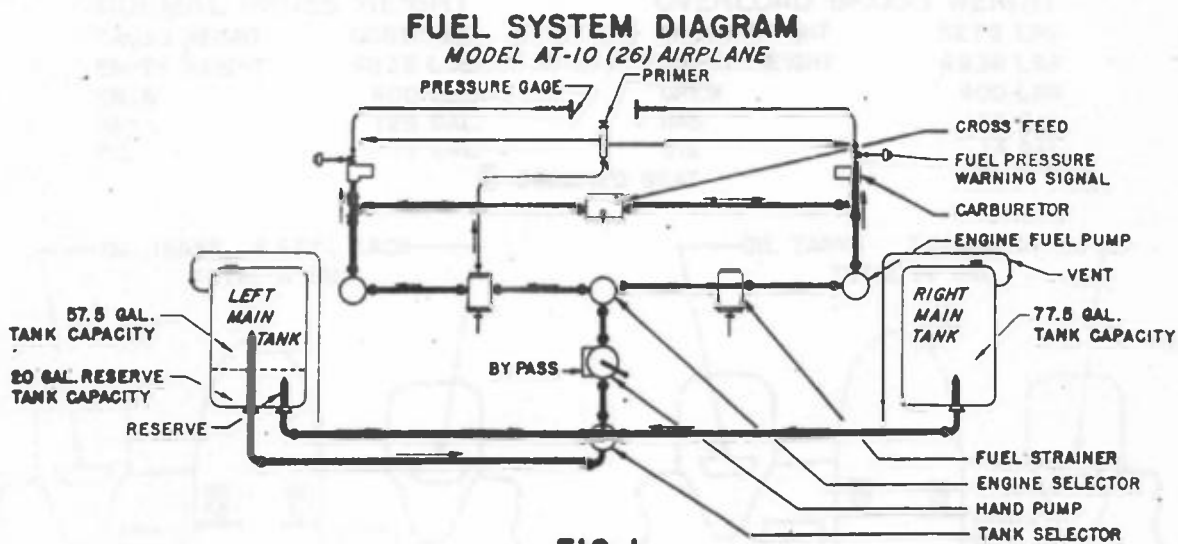
Proceed as follows

- a. **LANDING GEAR SWITCH NEUTRAL**
- b. Lift **CLUTCH PEDAL COVER** on floor near pilot's left foot. Depress clutch
- c. Push handcrank away from gear box and rotate in direction indicated, approximately 19 turns.
- g. Check Horn and Position indicator.

INFORMATION AND CHECK LIST**GENERAL**

1. CROSSFEED FUEL VALVE - This valve should always be OFF during starting and single engine operation. To be used only if one engine fuel pump fails.
2. FUSE - Generator - 120 Amp located in conduit box at base of control pedestal. Fuse cannot be changed without tools.
3. FUSE - Landing Gear - 50 Amp located in conduit box at base of control pedestal. Fuse cannot be changed without tools.
4. FUSE - Miscellaneous - in box on left side of cockpit in front of the main instrument panel.
5. LAMPS - Spare - a spare lamp is carried on the main instrument panel for the compass.
6. RHEOSTAT - a rheostat is provided for the compass light.
7. SWITCH - The switch for the fluorescent instrument lights is located in the left sub panel, marked INSTRUMENT light.
8. LANDING LIGHTS - Do not lower over 110 MPH or gears will be stripped. After use, hold switch in RETRACT position for 10 seconds to allow lights to retract. Putting switch in OFF position leaves light on and extended, same as when switch is in EXTEND position.
9. OIL DILUTION SYSTEM - See T.O. 02-1-29 for operation of Oil Dilution System.

INFORMATION AND CHECK LIST



INFORMATION AND CHECK LIST

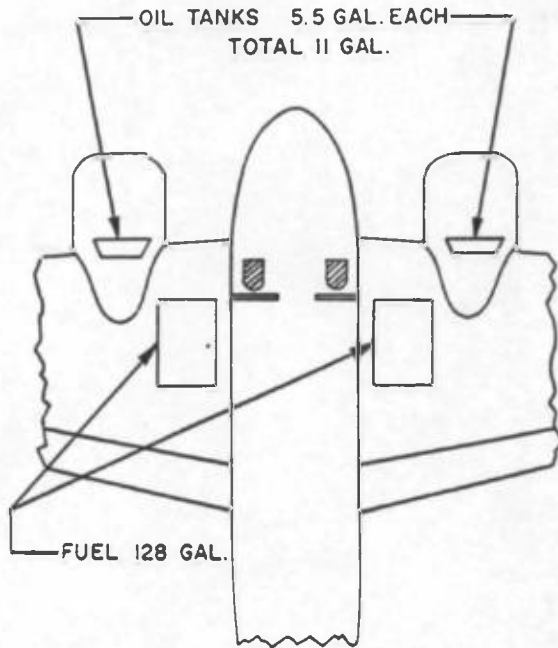
NORMAL GROSS WEIGHT

GROSS WEIGHT 6089 LBS.
 EMPTY WEIGHT 4838 LBS.
 CREW 400 LBS.
 GAS 128 GAL.
 OIL 11 GAL.

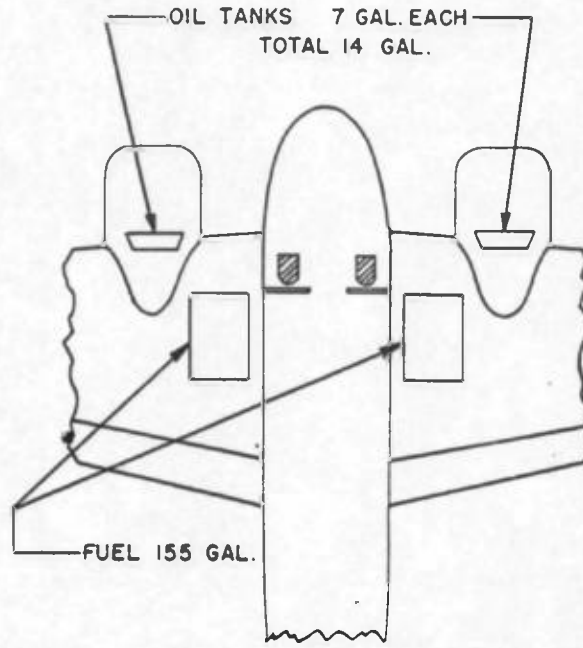
OVERLOAD GROSS WEIGHT

GROSS WEIGHT 6273 LBS.
 EMPTY WEIGHT 4838 LBS.
 CREW 400 LBS.
 GAS 155 GAL.
 OIL 14 GAL.

▨ OCCUPIED SEAT



DESIGN NORMAL GROSS WEIGHT



OVERLOAD GROSS WEIGHT

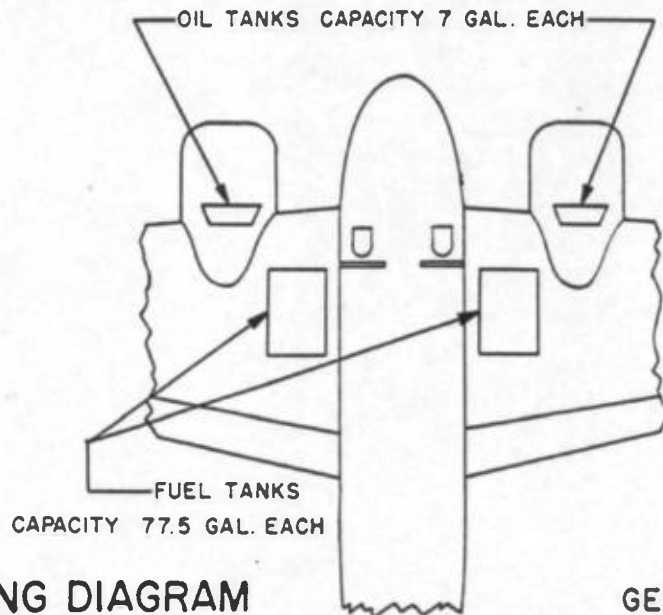
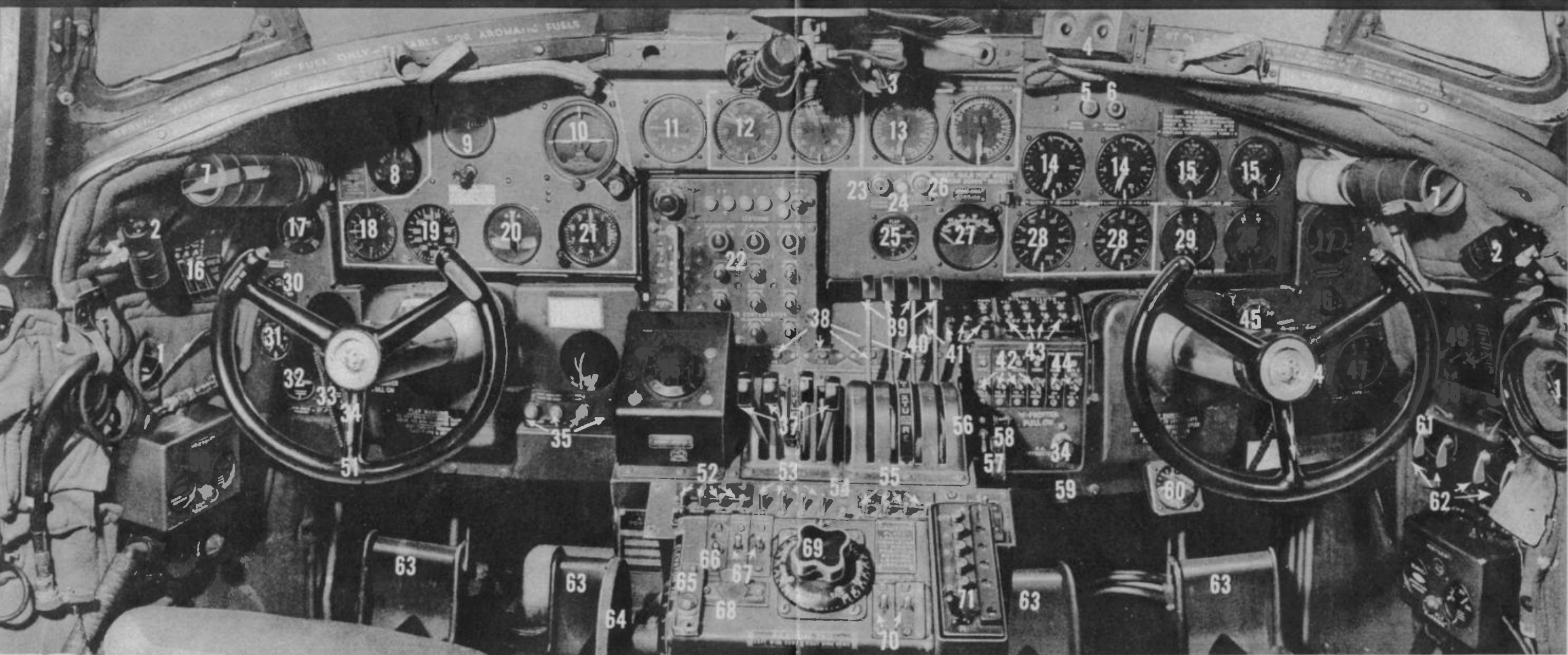


FIG. 3 LOADING DIAGRAM

GENERAL ARRANGEMENT



Cockpit of the Liberator... B-24 PILOT'S INSTRUMENTS AND CONTROLS

OVER FOR ABOVE INSTRUMENT PANEL & BASE OF CONTROL PANEL

ALL MANUALS ON WHITE (NOT THIS) PAPER FARGER

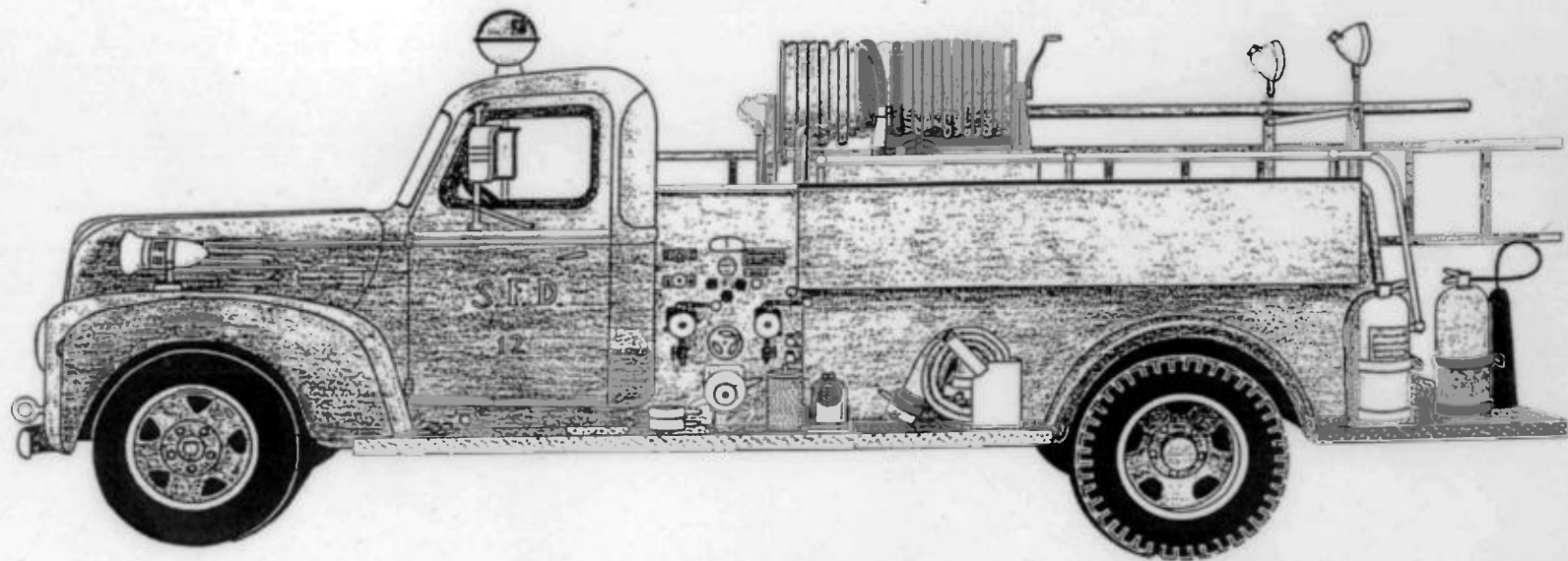
1. Fluorescent Light Switches
2. 24 Volt DC Fluorescent Light
3. Magnetic Compass Light Rheostat
4. IFF Radio Destroyer Switch
5. Bomb Doors Indicator
6. Bomb Release Indicator
7. Defroster Ducts
8. Pilot Director Indicator
9. Directional Gyro

19. Airspeed Indicator
20. Turn and Bank Indicator
21. Altimeter
22. C-1 Automatic Pilot
23. Marker Beacon Indicator
24. Landing Gear Indicator Test Button
25. Flap Position Indicator
26. Landing Gear Indicator
27. Free Air Temperature Gage

37. Throttles
38. Propeller Feathering Circuit Breakers
39. Mixture Controls
40. Bomb Bay Fuel Transfer Switch
41. Booster Pump Switches
42. Engine Starter Switches
43. Oil Dilution Switches
44. Primer Switches
45. Anti-icer Control

55. Cowl Flap Switches
56. SCR 535 Power Switch
57. Throttle Friction Lock
58. SCR 535 Emergency Switch
59. De-icer Control
60. De-icer Pressure Gage
61. Emergency Ignition Switch Bar
62. Ignition Switches
63. Brake Pedals

Truck 12



1942 FORD



1942

**AMERICAN - LaFRANCE
FORD CHASSIS**

**BUILT FOR THE U.S. MILITARY
AND STATIONED AT FREEMAN
FIELD DURING W.W.II**

* * * *

**AFTER WAR, SERVED SEYMOUR FIRE
DEPARTMENT AND HAMILTON
TOWNSHIP FIRE DEPARTMENT.**

Officers of the [unclear]





447AB4GJ24-7(11-44) FF. SEYMOUR, IND



BAND LEADER LOUIE PRIMA PERFORMS FOR THE TROOPS DURING A RADIO SHOW CALLED THE "VICTORY PARADE OF SPOTLIGHT BANDS" WHILE BEING BROADCAST FROM FREEMAN FIELD.



VAUGHN MONROE ORCHESTRA PLAYS FOR CADETS AT FREEMAN FIELD.

COMBAT EXHAUSTION
CENTER



95TH MED GAS TR'T BN

Capt Dewey Harris Jr [then PFC]

HOLLAND 1944



LT. LOUIS HILL, MIDDLE OF BACK ROW, AND CREW WITH THEIR B-25 ON THE RAMP AT FREEMAN FIELD IN APRIL 1945 WERE WITH THE TUSKEGEE AIRMEN.

Louis Hill Photo



43-J STUDENT OFFICERS: (F/R) MAJ. KUIPER, LT. G. CALL, CAPT. H. DOWNEY, LT. J. BASTION, LT. A. TIEDEMAN, LT. E. HUFNAGLE, LT. S. DYSINGER, LT. D. GARWOOD, LT. P. DUCHARME AND LT. W. FIELDS. (B/R) CAPT. B. ADAMS, LT. H. FURST, LT. J. HIBBERT, LT. E. MIHALYKA, LT. J. HAYHOE, LT. L. MYERS, LT. W. POTTER AND LT. S. WOOD.



SGT. DON OTTO



CAPT. BYERS, HEAD OF ORDNANCE 1944



MAJOR FULLER & DON BOWERS, 1944



BILL HARRIS & BOB HARRIS, 44-H



SGT. CLIFF LONG



U. S. Army Air Force Cadet
Roy W. Setterlund
Class 44F
(Prior to becoming a cadet I was a
Staff Sergeant)

U.S. Army Airforce Cadet
Elvin L. Severson
Class 44F
(Prior to becoming a cadet I was a
Tech Sergeant)



PAUL LANGDALE & KEN HODDINOTT, 44-G

FREEMAN FIELD, SEYMOUR, IN

GRADUATION DAY

DATE: Nov. 3, 1943 Class of 43J



George J. Bolstetter, extreme right



AT-10 in Formation



G.J. Bolstetter, right



G.J. Bolstetter





FULTON MEYER (BACK ROW, THIRD FROM RIGHT) WITH HIS B-17 CREW.



RAY WHITE WITH A LOCKHEED AT-18-A, CIRCA 1945



FRED HOVIOUS PLANE HITS GROUND ON FIRE.



FRED HOVIOUS PLANE BURNING AFTER FUEL & BOMBS EXPLODE.



FRED HOVIOUS PLANE'S BOMBS EXPLODE (SIX 250 LB. BOMBS)



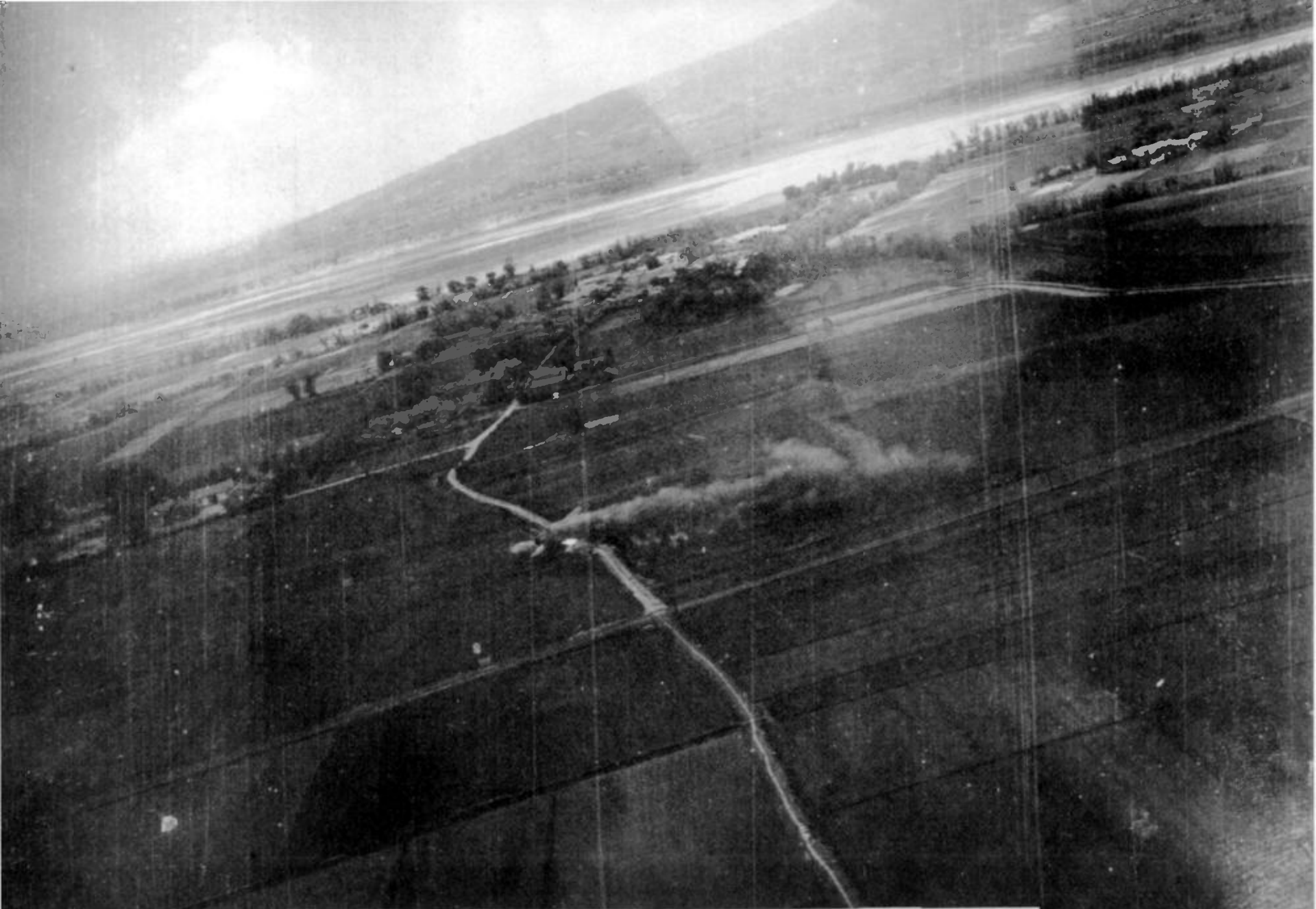
FRED HOVIOUS PLANE BURNING, NO SURVIVORS.



FRED HOVIOUS PLANE (UPPER LEFT) JUST AFTER IT WAS HIT BY ANTI-AIRCRAFT FIRE.



FRED HOVIOUS PLANE TRYING TO LAND WITH WHEELS UP.



FRED HOVIOUS PLANE'S FUEL TANKS EXPLODE.

On April 22, 1945 nine B-25's of the 17th Tactical Reconnaissance Sqdn. (B) 5th Air Force stationed on the island of Luzon in the Philippine Islands took off for a strike against a sugar plant in Keishu (23 52 N - 120 29 E) Formosa or Taiwan. One plane returned early because of engine trouble. Due to the late takeoff the B-25's failed to rendezvous with its Fighter escort off the southwest tip of the island. Continuing on up the west coast of Formosa, it was impossible to pin point a position accurately due to low clouds, haze and low tide. The tide was out making, it a completely different shoreline as shown on the maps and adding countless channels through which sandbars could not be distinguished from regular rivers.

Turning inland at approximately the target location, the flight followed a river presumably leading to Keishu. Upon finding that this was the wrong river the B-25's made an immediate turnabout and headed for the South China Sea. Emerging from this turn, they found themselves a target of medium to heavy ack-ack located on a highway bridge about 3 miles northeast of Shoka. One burst hit ship 272 piloted by Lt. Fred Hovious and Lt. Paul Foltz in the gas tank between the right engine and fuselage. After a momentary climb of 150 ft. The aircraft began a quick decent with flames blazing furiously. Just before reaching the ground the plane leveled out and seemed to make an attempt to make a belly landing. However, the fire had attained such a start that by this time the flames completely engulfed the plane as it hit the ground. The navigator of the opposite wing ship observed these happenings and took the photos of the burning plane. The plane was carrying six 250 lb bombs. The photographer (as one can see) felt there were no survivors of the incident.

These photos were given to Lt. Nat Hovious, the twin brother of the pilot of the downed plane, Lt. Fred Hovious. Both Hovious's were in the same squadron but not flying on this mission, April 22, 1944.



FRED & NAT HOVIOUS (TWIN BROTHERS) 44-E





Front Row: Sgt. Harold McClure (R. Blister Gunner), Sgt. John Kincaid (L. Blister Gunner), T. Sgt. Clyde Gardner (Flight Engineer), Sgt. Harold Crosthwaite (Radio Operator), T. Sgt. Ed Francis (RCT Operator), Sgt. Ed (Ted) May (Tail Gunner)
Back Row: Lt. Russell Smith (Radar Operator), Lt. Roy Setterlund (Pilot), 1st Lt. Earl Soderbeck (Airplane Commander), 1st Lt. Albert Dalton (Navigator), 1st Lt. Leon Whitehurst Jr. (Bombardier)



ROY SETTERLUND, 44-F, WAS A PASSENGER ON THIS B-17 THAT CRASH LANDED NEAR ULYSSES, KS



Ardmore AAF Oklahoma-Crew 133 and B-17G

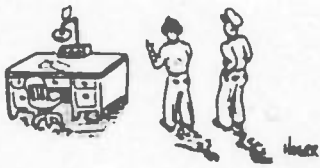
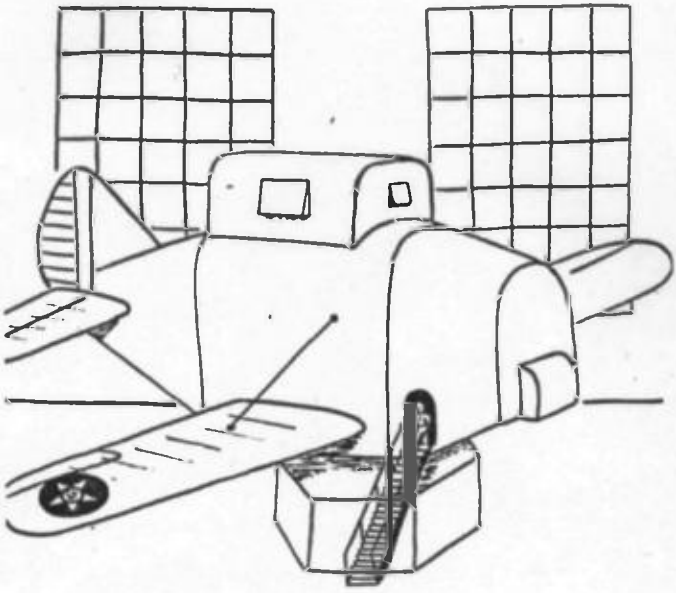
Back Row : Pilot, A/C Lt. Charles H. Paul (Freeman Field Graduate, Class 44E)

Co-Pilot, Lt. Ellis L. Cozine, Navigator, Lt. Carl E. Dinkel, Bombardier, F/O Douglas M. Keeney

Front Row : Lower Ball Gunner, Cpl. Phillip P. Verduce, Waist Gunner, Cpl. Norman H. Shattuck, Tail Gunner, Cpl. Sol E. Zepkin, Engineer, Sgt. Bennie W. Tompson, Radio Operator, Sgt. Benjmin F. Powell, Armorer Waist Gunner, S/Sgt. Howard B. Kimbro,

Ardmore, Oklahoma - March 1945

FERDY LOVES LINK AND



It's a link for "Flying Fortress" pilots!

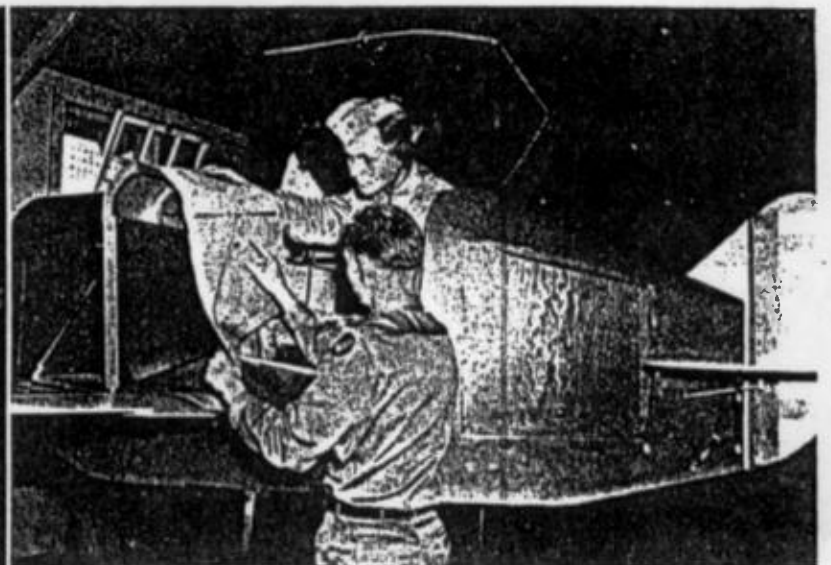
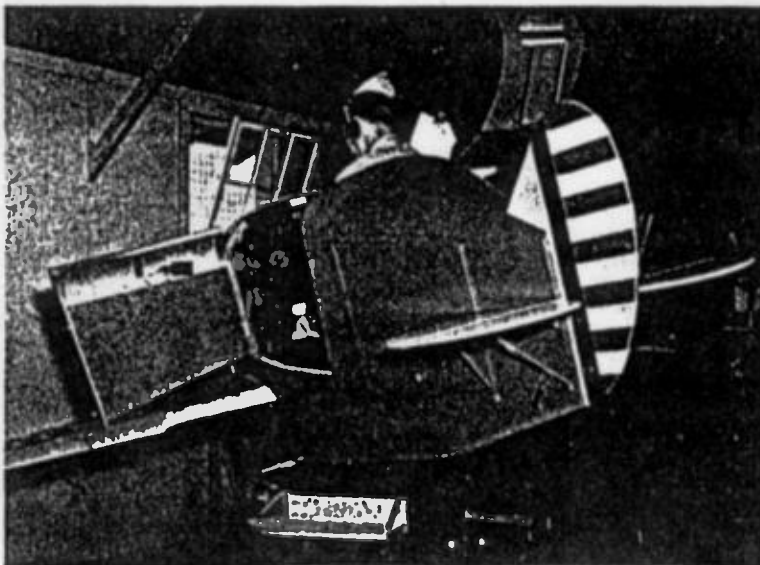
In a darkness blacker than the darkest night, the faint glow of the instrument panel his only guide, and the occasional radio voice of his instructor his sole contact with the earth, Ferdinand climbs to 5,000 feet and begins his first solo flight following the beam. Needle and ball, airspeed and altimeter, and dit-dah must keep him alive until he lands, and Ferd is sweating this one out. Suppose he doesn't come in on the beam and misses the airport? Suppose that, in his anxiety regarding the beam, he should forget his altimeter and go plunging into a hillside? Ferd, secretly grown a little contemptuous of the

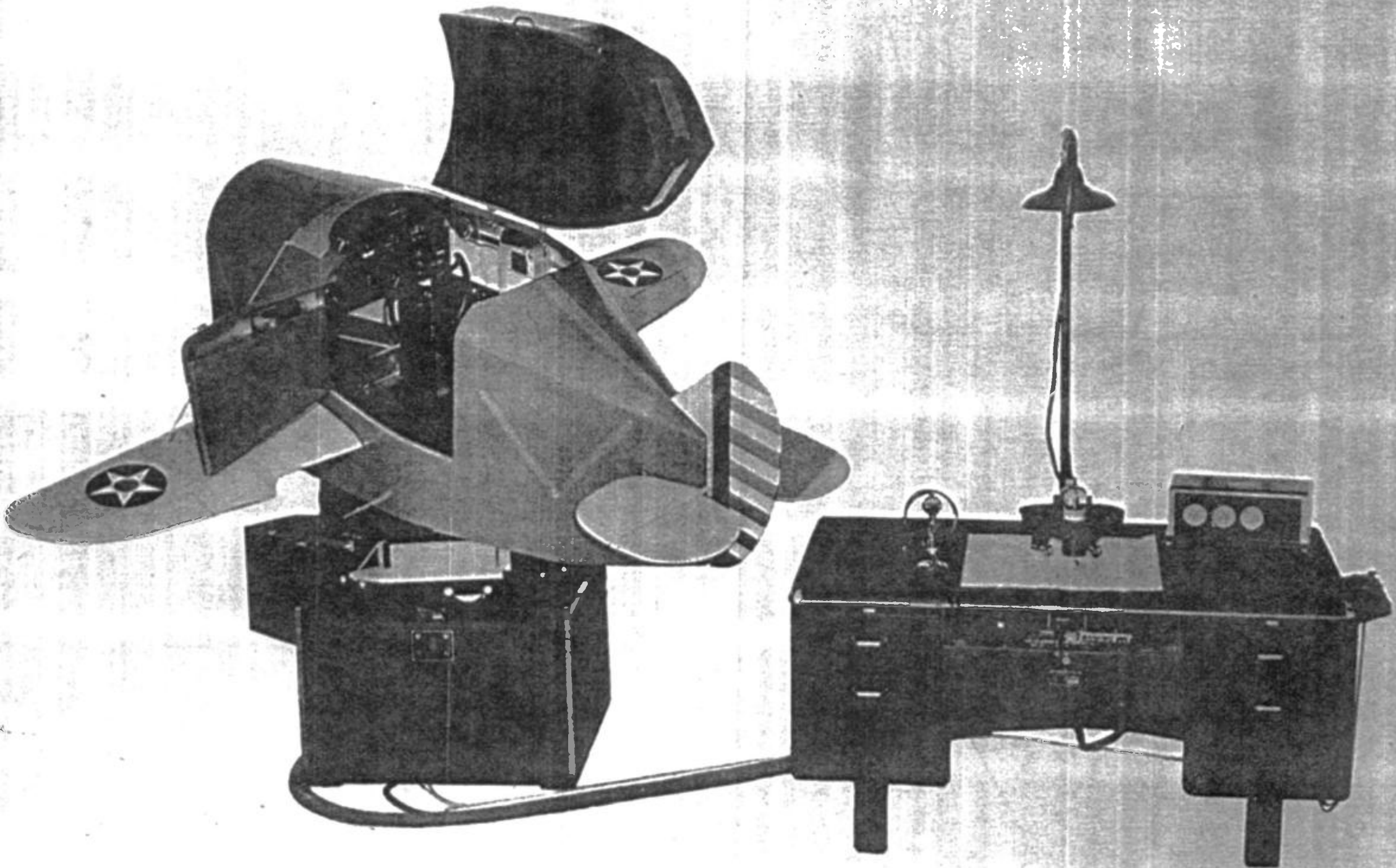
dangers of ordinary flying, pales under his feathers at the grisly possibilities. He's learned the trick of watching the needle and ball, but always before he could raise the hood after a few minutes of instrument flying and see the sun again. Now, he must fly by a noise in his ears until he reaches an airport and—worst of horrors—land without once seeing the ground. It's too much to expect of him.

Ferd knows by the sound in his head that he is coming close to the beam—or is that the buzzing he's heard lately whenever he thinks of instrument flying? At any rate he will soon make the turn that will put him on the elusive guiding hum. Now, it's time—no, not quite—now—watch that needle and ball—hold the airspeed—watch the altimeter and the compass—a little more back pressure—where's the beam? Gone. The down on Ferd's neck rises as he does a roller coaster turn to get the hum back. When Phineas, his roommate, returned from his beam flying Ferd had been reassured and confident, but up here it was worse than sitting all that time in his eggshell. Phineas McGrogan hadn't been worried, but then Mac never worried about anything. The beam—oh, yes, the beam!

Well, he's on it—sort of. Now to stay on and—oh, gosh—the altimeter reads a thousand feet too low! Got to get back up. Pull up the nose and get that ship to 5,000 feet quick. There, now it's going up—4,300—4,400—4,500. Airspeed 60! Frantically, Ferd pushes the nose down to prevent the stall that comes with such low speed. Too late. The plane breaks and goes into a whirling, plunging, neck-twisting spin while the altimeter needle races to doom like the spokes in the hubs of Hades. Ferd can never stop that rocketing descent. In just a second now—

The Link trainer instructor can't help smiling as Ferdinand throws open the trainer hood and says weakly, "Ain't I through with my half hour yet?"





HEADQUARTERS
64TH ARMY AIR FORCES FLYING TRAINING DETACHMENT
SOUTHERN AVIATION SCHOOL
CAMDEN, SOUTH CAROLINA

JES/twd

SPECIAL ORDERS)
)
No. 33)

16 February 1944

E X T R A C T

3. Pursuant to authority contained in Messageform, Hq. AAF Eastern Flying Training Command, Maxwell Field, Alabama, dtd 11 February 1944, the following named EM are reld fr asgmt and dy with this Detachment, effective 17 Feb. 1944 and are trfd in grade to Freeman Field, Seymour, Indiana and WP thereto reporting upon arrival thereat to the CO for asgmt and dy not later than Noon 18 February 1944:

Cpl (658) JOE B. GASKIN, JR. 14157408
PFC (658) PAUL F. WHITE, 15340287

TC will furn necessary T. In lieu of other forms of reimbursement meal tickets for two (2) men for three (3) meals each, not to exceed \$1.00 per meal when taken in the dining car and not to exceed \$0.75 per meal when taken elsewhere is authorized in accordance with Par. 2, AR 30-2215. TDM. 1-5250 P 431-02 A 0425-24.

By order of Major HAUPRICH:

JOHN E. SCHNELL,
1st Lieut., Air Corps,
Assistant Adjutant.

OFFICIAL:

John E. Schnell
JOHN E. SCHNELL,
1st Lieut., Air Corps,
Assistant Adjutant.

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C E R T I F I C A T E

EM named in Par. 3, this order, were last rationed to include Breakfast 17 Feb. 1944 and will depart this station at 9:00 AM 17 Feb 44 by Govt Transportation. ()

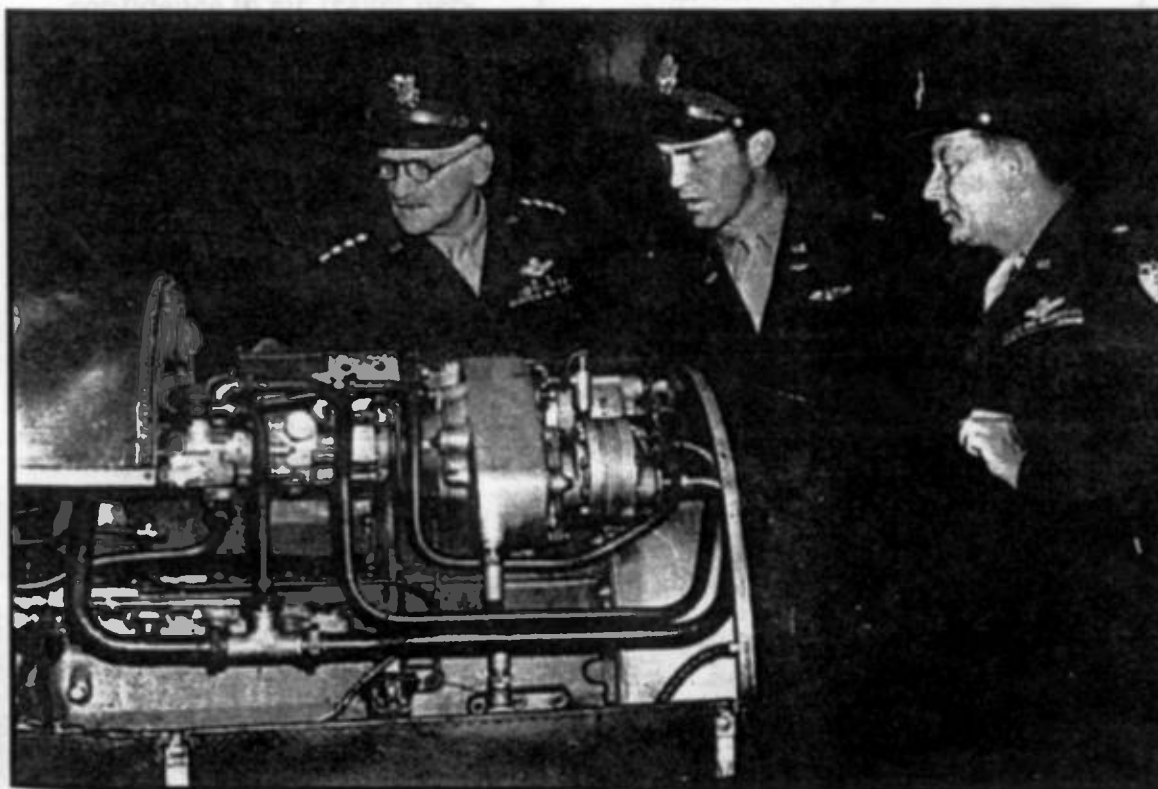
For the Commanding Officer:

John E. Schnell
JOHN E. SCHNELL,
1st Lieut., Air Corps,
Assistant Adjutant.

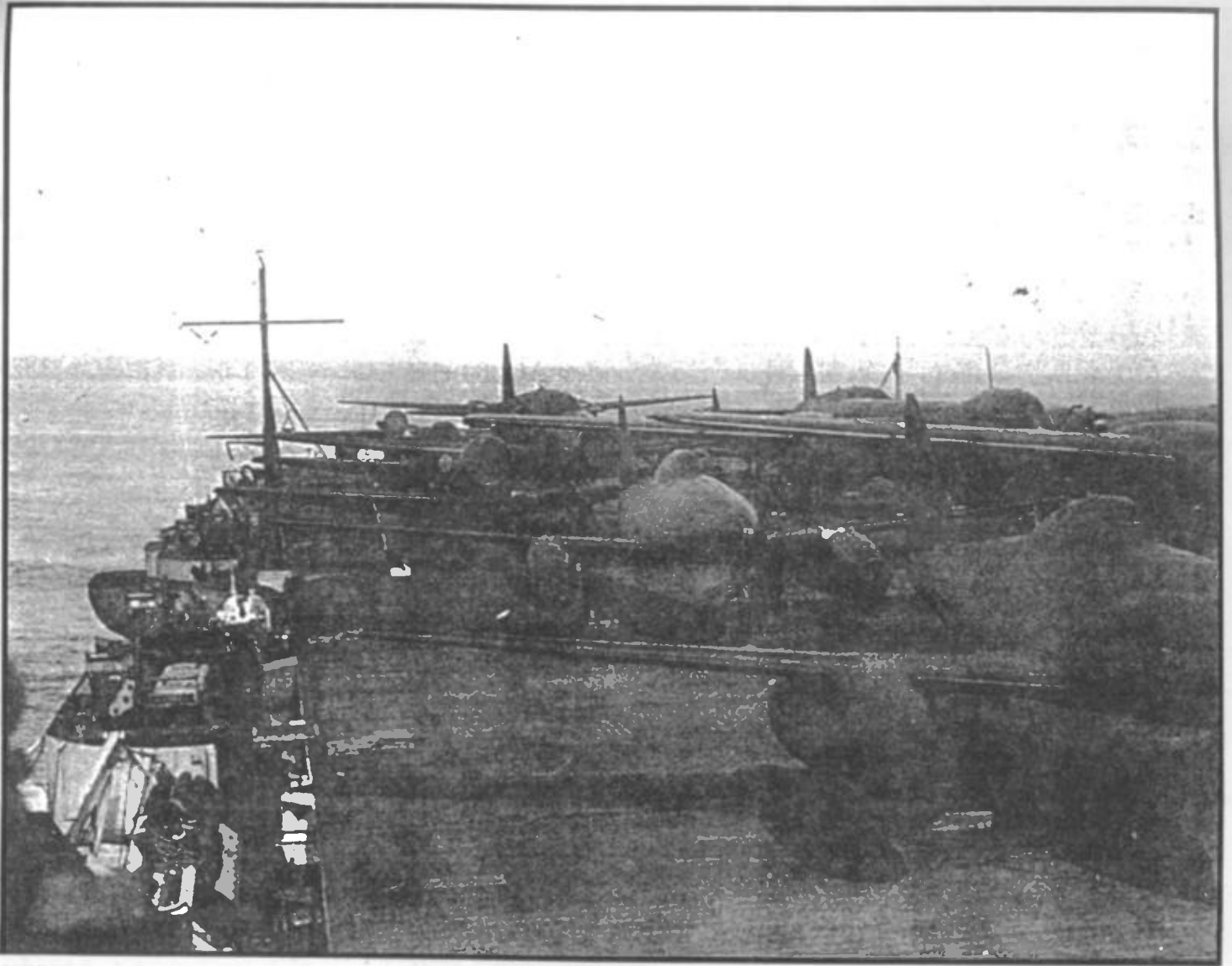
SECTION IV

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General Carl A. "Tooey" Spaatz inspected the ME-262 at Melun. Shown here with Col. Watson and General McDonald (from the U.S. Embassy in London). Spaatz commented "Wicked" when the captured ME-262 flew by.



British Carrier, HMS Reaper, Col. Hal Watson brought back 32 German aircraft to Newark, NJ



General Mark Bradley and Colonel Hal Watson with an FW-190 in France

But sometimes I wonder because the Russian IL-28 Jet Bomber looks like a copy of the Arado 234.

An additional item of considerable interest would be that the Arado 234-B was equipped with a braking parachute to shorten the landing run. It was the first aircraft in the world, as far

as we can tell, to have this as a standard fitting. Of course, this has been copied since then for some of our jet aircraft.

These are but a few of a large number of technical and scientific rewards we obtained from later flight tests and structural examination of captured German aircraft.



Colonel Watson flew this aircraft back to U.S.A. for evaluation

Testing the Russian MiG-15

Major General H. E. "Tom" Collins

During the Korean War, the Soviet-built MiG-15 swept wing jet fighter interceptor proved to be a formidable opponent for the F-86 Sabres that fought them in the skies over North Korea in "MiG Alley," near the Yalu River separating Korea from Manchurian China.

The MiG, with its relatively low weight of about 11,000 pounds and engine thrust of 6,000 pounds, could fly well above the ceiling of the F-86s and could out climb and out accelerate

them. A reward of \$100,000 was offered to anyone delivering a flyable MiG-15 into U.S. hands.

Shortly after the truce in the Korean War, a North Korean defector landed a combat-armed MiG-15 at Kimpo Air Base near Seoul, Korea on 21 September 1953 and collected the reward. This provided the first opportunity for an American flight test evaluation of the MiG.

The airplane was disassembled and airlifted to Kadena Air Base, Okinawa, where test

Jumo 004B-1 axial flow turbojet engines; each was rated at 1,984 pounds static thrust. For defensive armament they carried two fixed aft-firing 20 mm. cannons. These were fired by the pilot. In the bombing role it could carry three 1,100 pound bombs, or one 2,200 pound bomb, or a combination of smaller bombs.

As to performance, it flew at approximately 475 MPH at 26,000 feet. I was informed by my sources back in Paris that the British had captured a full squadron of Arado 234s at Sola, a Luftwaffe base in Stavanger, on the west coast of Norway.

Again, as time was running short, there was very little opportunity for proper paperwork, etc. With my various Eisenhower passes and with Capt. Fred Hillis, who was a top-notch Air Corps pilot, and a German test pilot by the name of Karl Baur, and extra crew for our C-47 aircraft, I took off with a mix of German and American crews to Stavanger, Norway.

Three Arado 234-Bs from that Luftwaffe squadron were prepared that night for flight early the next morning. Some of you are probably wondering why I had a German test pilot along with us. We were constantly concerned about the sabotage of aircraft that our Air Corps pilots and crews would be flying. To say that the German ground crew at Sola, and other places, were disgruntled about their prisoner of war status would be a gross understatement.

The German crew members that I took to Sola Airfield at Stavanger were, at this point, quite reliable because they had been with us for sometime and we had promised them everything, including a trip to the United States. Such was not the case for the German ground crew members captured at Stavanger. We played what I guess one would call "The Shell Game."

Once the Arado 234s were prepared for flight, I decided at the last minute which airplane would be flown by me and which would be flown by Capt. Hillis, leaving the other one to the German Messerschmitt test pilot, Baur. As he never knew which airplane he was going to fly, I took the chance that all three of these airplanes had not been sabotaged or booby-trapped by disgruntled German mechanics.

My plan was to lead the flight of the three aircraft with Hillis and me, we having navigation charts. I didn't want the Messerschmitt test pilot, Baur, wandering off somewhere to some other field so I thought it best that he not have a chart. He would HAVE to stick with us.

All the compasses had been swung recently and they were accurate but we didn't have time to get organized with radios or radio navigation equipment. Therefore it was pure dead reckoning, time and distance, through the overcast and over a large expanse of water, the Skagerrak, and it was the first time any of us had flown this type of airplane.

It is a little over an hour's flight from Stavanger, Norway, to Grove, Denmark, and when time was up (to the second) we circled and, by the grace of God, there was the airfield below us—visible through a break in the clouds!

We took off that afternoon and got into Melun, France, early that evening. At this point we had three Arado 234s with us at Melun ready for the flight to Cherbourg for loading onto an aircraft carrier. This plane is not equipped with an ejection seat and it was always a mystery to us how anyone could bail out. Further development time on these aircraft, I am sure, would have found a solution to this problem.

The airplane was a real joy to fly. It turned out to be quite comfortable, although you sat low with your legs almost straight out to the rudder pedals. The visibility was excellent. You felt as though you were sitting in a greenhouse. Interestingly enough, it is a single-seat airplane. For my money, it was a real stage-setter, in 1944, for things to come in aircraft of this type for long range reconnaissance and bombing.

You might well ask how a pilot flying this airplane could make a bomb run. He could do this by flying at high altitude and, for navigation, would use normal map reading or radio navigational aids, whichever was available to him. He would navigate his airplane to approximately 20 miles short of the target. He then would engage his autopilot and swing his control column out of the way to his right.

He could then lean forward over the bomb-sight and engage it with the autopilot. The bombs would be released automatically by a small computer and, when this was accomplished, the pilot would straighten himself up and tighten his shoulder straps, bring the control column back into flight position, switch off the automatic pilot and "nose down, mach up, and the hell out!" All in all, I would suggest that this was a remarkably advanced system for an aircraft of 1944 vintage.

I'm not sure that the Russians ever captured any of the Arado 234s. I don't think so.



Arado AR 234 "Blitz"

Reports of this Arado 234-B from pilots and from intelligence sources were few and far between because of the highly sensitive nature of this program to the Germans, and it wasn't until a few days after the war ended, on May 7, 1945, that we had an opportunity to see one. This was at Grove Airfield, about 45 miles south of Alborg in Denmark. Denmark was in the British sector and they had captured this airfield along with a whole collection of German aircraft.

My technical intelligence teams had the responsibility of checking the various types of aircraft there were at this field that were high on the priority list, and to try to negotiate with the British to turn some of these aircraft over to us for shipment back to the States.

In the closing days of the war the situation throughout the allied area of Europe became quite confused and hectic because the German pilots, in an effort to escape being taken by the Russians, were fleeing to our airfields in allied territory. Further, it should be appreciated that time was running short and we had to get many of these aircraft that were on our priority list to one of our collection points, and eventually to Cherbourg, where we hoped to get an aircraft carrier to take them back to the States for detailed tests and evaluation.

My first view of this airplane, the Arado 234-B was, simply put, BREATHTAKING! I knew that there was nothing planned, or on the

drawing board at Wright Field or, as far as I knew, in the mind of anyone, that resembled this airplane which had already performed several operational missions.

I fully appreciated that, at last, I was looking at something that justified our view that the Germans were well advanced in science, technology, and aerodynamics and manufacturing capability under the most difficult situations.

The Arado 234-B had flown across the skies above the Normandy invasion coast and the British east coast harbors like greased lightning, performing its reconnaissance missions with complete impunity. Allied fighter pilots, who were assigned the impossible task of intercepting this turbo driven interloper, had little or no chance of bringing their guns to bear on the illusive German newcomer to the combat arena. At the speeds and altitude at which it normally performed its reconnoitering, only mechanical malfunction would bring it down. In addition to its reconnaissance role, it was truly the world's first jet bomber and the Luftwaffe had great hopes for this aircraft during the final year of the war.

Unfortunately for the Germans, and fortunately for the Western Allies, when the war ended they had produced about 210 of these aircraft and less than half of these, possibly up to 80, had gotten into operational units, due to shortage of engines and fuel.

The 234-B was powered by two Junkers



German HE-177A

warned that the Germans had experienced some dangerous flight control problems with it. Further, there were reports of the HE-177's breaking up in the air due to air turbulence and that the combination of the four engines driving two big props made it NOT 100% reliable.

After we got comfortably seated, and I say that with tongue in cheek, Sgt. Galliccio assisted me in getting the Daimler-Benz DB-613, 24-cylinder engines started, each rated at 2,950 HP at 2,800 RPM for takeoff. Actually, the engines were two 12-cylinder DB-605 engines mounted side by side with a single gear casing connecting two crank cases and driving the large propeller. Although I had flown several airplanes in the past without adequate or even without ANY help with a cockpit check, I approached this HE-177 with considerable suspicion, as the cockpit was completely unfamiliar to me and I rather quickly concluded that this flight was not going to be an afternoon picnic!

The left-hand side of the cockpit panel had four throttles, one for each engine, although there are only two propellers. Incidentally, there were knobs just ahead of the throttles for the purpose of disengaging any engine that had failed. From the flight controls and instrument panel, it was clear that this cockpit didn't look anything like an American cockpit.

As usual, all of the documents and data on these airplanes had been shipped off to the document center in England and therefore we were without some of the information it would have been advantageous to have prior to flying the airplane.

Settled in this strange cockpit—in an airplane we knew very little about—with a sergeant I had just met as engineer—we glanced at each other with looks that left no doubt in our minds that we would rather be

in a bar having a cold beer than where we were.

The airplane taxied normally and on the takeoff run I seemed to have plenty of control; of course, the airplane was a bomber and empty and with the amount of power available it seemed to leap off the ground in short order! We headed for Villacoublay, the French test base near Paris.

On returning to the field, with the runway in sight, I asked Sgt. Galliccio to lower the gear and to stand by to lower the flaps. We got the green light on the two main gear but the tail wheel still showed a red light. Galliccio got on the emergency hydraulic pump and began pumping like mad—with me yelling considerable encouragement!

I asked for the flaps without the tail wheel yet extended, and we discovered that the hydraulic system apparently had failed and we didn't have any tail wheel or flaps. Being committed, and with the low overcast, we had to continue the approach and fortunately landed without further incident. We had no flaps or tail wheel, but with just enough brake pressure to get the big hulk of an airplane to come to rest within 100 feet of the end of the runway.

We made three or four test flights in this airplane out of Villacoublay, collected a lot of performance data, etc., and promptly shipped our report back to the document center in England for forwarding on to Wright Field.

Following these flights I concluded that this wasn't much of an airplane. It sure didn't coincide with my impression of the quality of the German aircraft industry. As Wright Field wanted the aircraft, we proceeded to equip it for an overseas flight back to the States. It was turned over to Air Corps Captain James for this purpose and I continued my pursuit, looking for other German aircraft of more interest to us.

The Arado 234-B:

I would like to remind you that the Arado 234-B was the world's first jet bomber and world's first high altitude jet reconnaissance aircraft. It was manufactured by the Arado Aircraft Company in Brandenburg, Germany, which was directed by Professor Walter Blume.

When I first heard of it in October 1944, while at General Spatz's headquarters, I looked forward with great anticipation to seeing one. But never, in my wildest dreams, had I ever thought we'd capture one intact and be able to fly it!



Col. Hal Watson, ME-262 fly-by at 525 MPH

unable to raise the nose to climb, I could really feel the ME-262 accelerate under full power at treetop level. I kept the large water tank and church steeple on Freeman Field in sight and started a wide 180 degree turn to get back to the runway.

I was now well above single-engine speed, so I could have reduced the RPM on one engine without going into an uncontrollable diving turn, but the rudder and stick forces were too high and I had no altitude margin. It occurred to me that the mechanics had installed the elevator trim backwards but again, at treetop level, there was no room for experimenting.

I was finally able to line up on the runway and ease back both throttles evenly to reduce speed to approximately 300 MPH. I lowered the landing gear and milked the flaps down to balance out the effect of losing too much altitude too quickly. I landed in the grass about 150 yards from the end of the runway with brakes

and tires screaming. In what seemed like an hour or so, but was really only a few minutes, I saw my friend, Inspector Chandler, motioning me to open the canopy.

The flight program I had just completed was not a scheduled part of the flight test but it proves that the ME-262 can still be controlled with the elevator trim rigged backward—but it took me two hours or so to get my fingers straightened out from the shape of the control stick.

The HE-177-A-5 German Bomber:

On November 20, 1944, we captured an HE-177-A-5 German Bomber at Blagnac Airfield, outside Toulouse in Southern France. I had gleaned whatever information I could from the British pilot who had flown the HE-177. They had stolen it from the Germans. The information I had received about the HE-177 was not reassuring, as the French "Maquis" had

Achtung—Hal's As*te*risk

Maj. General Harold E. Watson

In late 1945, after World War II, Colonel Harold E. Watson, Chief of Air Force's Intelligence, T-2, Wright Field, Dayton, Ohio, selected certain foreign aircraft and other foreign equipment from all theaters of war for restoration and evaluation. Restoration of the Messerschmitt ME-262 jet fighter aircraft began in early 1946 at Freeman Field, Indiana. Restoration of the ME-262 was given the highest priority of all foreign aircraft due to its being the most successful and advanced jet fighter in World War II.

Large crews of mechanics, inspectors and project officers were assigned to the restoration work. All efforts were concentrated on one ME-262. The aircraft was restored, checked and inspected to insure maximum performance and safety of flight. It was difficult for the American aircraft specialists to accomplish their tasks; however, they were all successful except the inspector.

Inspector/Crew Chief's Point of View, by H. R. Chandler: In March 1946 Colonel Harold E. Watson arrived at Freeman Field, Indiana to flight test the ME-262. The Inspector, H. R. Chandler had signed preflight inspection releasing the aircraft for flight. Colonel Watson took off down the runway only to find, after being airborne, that the horizontal stabilizer adjusting mechanism was not actuating properly. This threw a load on the control stick that was practically impossible for Colonel Watson to withstand and maintain flight.

We were watching the flight and wondering why the Colonel was not gaining altitude. Colonel Watson, knowing the value of the aircraft, hedgehopped around over the Indiana farmland and circled back to a perfect landing just short of the Freeman Field's hard surface runway. I jumped in the jeep and on arrival at the aircraft found Colonel Watson exhausted and sunken down into the cockpit of the aircraft. The Colonel informed me that the horizontal stabilizer adjustment was hooked up backwards and of the difficulty he had encountered trying to fly the aircraft back to the flight strip. The aircraft was pulled into the hanger and the stabilizer control rigged to function correctly.

Colonel Watson continued his flight tests

without further discrepancies. Flight test of the ME-262 German jet fighter revealed it was faster than American jet fighter aircraft.

Here begins General Watson's story:

A great deal has been researched and written about the ME-262 and for good reasons. In 1944 it was the world's first combat qualified jet fighter. General Spaatz commented, "Wicked" when the captured ME-262 flashed overhead during a demonstration at Melun, France.

The last historic mass flight of a variety of ten ME-262's piloted by U.S. Air Force officers took off from Melun to Cherbourg, France, to be loaded on a British aircraft carrier, HMS Reaper, destined for Newark; eventually the aircraft was flown to Freeman Field, Indiana for reconditioning, evaluation and flight tests.

Inspector Chandler's statement that you have just read certainly reflects the feeling in the guts of chief inspector and crew while watching their prize aircraft apparently in considerable trouble at the start of a test flight.

Meanwhile, I had done all the correct cockpit procedures—the elevator trim was set slightly nose-heavy—flaps set at twenty degrees—both throttles moved forward evenly to full power at 8,700 RPM—jet pipe temperature and fuel pressures were normal. While my airspeed was climbing to 125 MPH and with slight back pressure on the control stick, the wheel should have lifted off the ground for takeoff. The stick forces were unusually heavier than normal. Adjusting the electric trim lever on the elevator to raise the nose and relieve the stick pressure did not give the expected results.

My airspeed increased rapidly to 160 MPH while still on the runway and I was fast approaching its end. With the stick pressed hard against the cockpit seat and with the trim tab now set for full nose high I was just able to get off the ground at 190 MPH. I quickly raised the flaps and the landing gear which gave little, if any relief on the stick pressure, and I must have cleared the trees at the end of the runway by inches.

In this configuration and with the airspeed increasing above 250 MPH, and as I was

4/12/94

Memorial set for AF general

Service to eulogize famed flier

By Benjamin Kline
DAYTON DAILY NEWS

A memorial service will be conducted at Wright-Patterson Air Force Base on Monday for Maj. Gen. Harold E. Watson, a man whose fame rested partly on his skill at flying enemy aircraft.

Gen. Watson, 82, died Wednesday at Jupiter Hospital near Palm Beach Gardens, Fla. He retired from the Air Force in 1962 and had been suffering from emphysema.



Watson, 1958

In 1945, Gen. Watson was assigned by Gen. Hap Arnold, head of the Army Air Corps, to acquire two of every Nazi aircraft and return them to Wright Field near Dayton for technical analysis.

According to a longtime friend, retired Col. Ray Sleeper, Gen. Watson was responsible for the capture and transport to America of 40 German planes of

all types, including six versions of the Messerschmidt ME-262 jet that was one of Hitler's last secret weapons.

Some were brought over by sea on a small British carrier. Watson himself flew home in a Junkers 250 that he acquired in Munich and equipped with U.S. radio equipment.

Many of the planes later became part of the Air Force Museum collection at the field.

Gen. Watson joined the air corps as a cadet in 1936 and was stationed at Wright Field in 1939. Later he helped organize and twice commanded the Air Technical Intelligence Center, predecessor of the National Air Intelligence Center. The super-secret agency was perhaps best known, from 1961 to 1991, under the name Foreign Technology Division.

Gen. Watson was its chief from 1949-51 and 1954-58, according to Bruce Ashcroft, NAIC historian.

The memorial service will be 10:30 a.m. Monday at the National Air Intelligence Center, Building 856, Area A at WPAFB. Col. James E. Miller Jr., NAIC commander, will preside.

Two retired civilians, Vic Bilek and Dick Karmeke, will give reminiscences about Watson.



LT. KEN MCKAIN, 43-1 WITH HIS CREW IN FRONT OF THEIR B-24.



LT. KEN MCKAIN, 43-I IN FRONT OF HIS B-24.

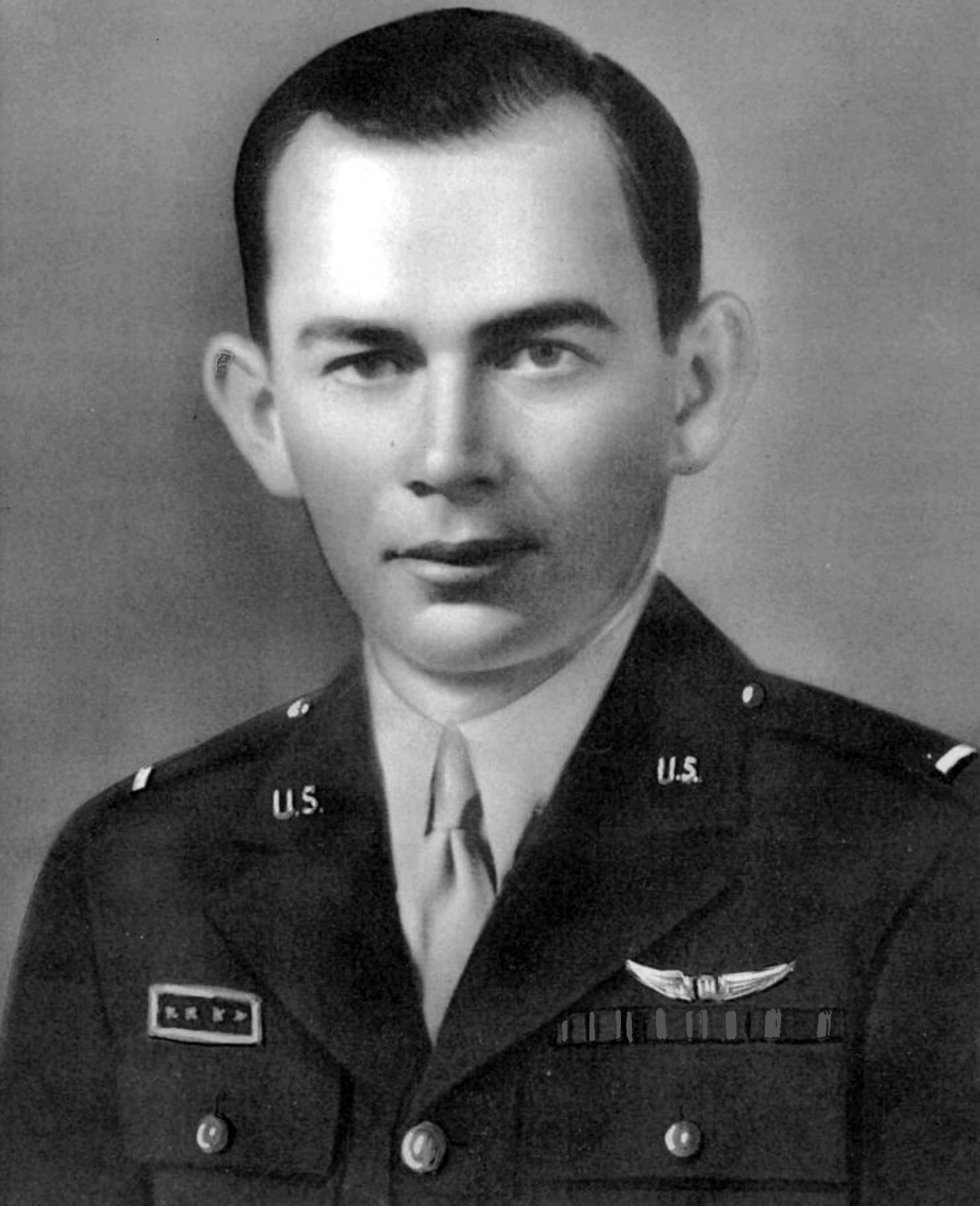
Ken McKain graduated with Class 43-I on October 1, 1943, and went on to serve with the 15th Air Force in Italy. As pilot of a B-24 Liberator, McKain logged more combat hours than any other pilot in the 459th Bomb Group. He flew 50 missions against such targets as the Ploesti oil fields in Romania (the most heavily defended target in Europe), Munich, Vienna, cities in Northern Italy, and a variety of targets in France. When he returned to the United States in September 1944, he held the Distinguished Flying Cross, the Air Medal with seven oak leaf clusters, the Purple Heart, and several ribbons and battle stars.

Lieutenant McKain had entered the army in January, 1941, and served several months at an air depot in Panama. While returning to the United States in 1942 to enter pilot training, his ship was torpedoed by a German submarine. He and his companions spent twelve hours in a life boat before being picked up by a navy ship.

On May 4, 1945, Lieutenant McKain, by then an instructor, was killed in the crash of a B-29 Superfortress while on a night training flight in California. He was 27.



CADET KEN MCKAIN POSES WITH HIS STEERMAN TRAINER (PT-17)



LT. KEN MCKAIN, 43 - I.

AMERICAN TRANSLATION

I AM AN AMERICAN AVIATOR. MY AVIATION WAS DESTROYED. I CANNOT SPEAK YOUR LANGUAGE. I AM THE JAPANESES' ENEMY. CAN YOU HELP ME, PROTECT ME AND TAKE ME TO THE NEAREST ALLIANCE MILITARY OFFICE. THE GOVERNMENT OF MY COUNTRY WILL COMPENSATE YOU.

JAPANESE TRANSLATION

I AM AN AMERICAN FLYING SOLDIER. MY PLANE WAS SHOT DOWN. I CANNOT SPEAK KOREAN. PLEASE TAKE CARE OF ME AND GIVE ME SOME FOOD AND TAKE ME TO THE NEAREST UNITED NATIONS CONSULATE. THE AMERICAN GOVERNMENT WILL REWARD YOU.

CHINESE TRANSLATION

TO BIG CHINESE SOLDIER AND CIVILIAN FRIENDS. WE ARE AMERICAN AIR FORCE COME TO CHINA TO HELP YOU FIGHT JAPANESE. PLEASE HELP US AND NOTIFY THE NEAREST UNITED NATIONS CONSULATE. THE AMERICAN GOVERNMENT WILL REWARD YOU. BIG AMERICAN AIR FORCE CHINA RESCUE GROUP.

THE AMERICAN AIR FORCE HAS COME TO CHINA TO HELP FIGHT. WE (CHINESE GOVERNMENT) ARE DEPENDING ON OUR SOLDIERS AND CIVILIANS AS ONE BODY TO HELP.

ALL CHINESE FRIEND. WE ARE AMERICAN MILITARY. WE COME HERE TO FIGHT JAPANESE. WE NEED HELP, TELL PEOPLE AMERICAN GOVERNMENT THANKS YOU.



(FRENCH)

Je suis aviateur américain.
 Mon avion est détruit.
 Je ne peux pas parler votre langue.
 Je suis ennemi des Japonais.
 Ayez la bonté de me protéger, de me soigner
 et de me conduire au bureau militaire allié
 le plus proche.
 Le gouvernement de mon pays vous récompensera.

(THAI)

ดิฉันเป็นนักบินชาวอเมริกัน คนอเมริกันบังคับ
 ฝีมือคนไทยทำเป็นนักบินก็ดี ไม่มีเปลี่ยนแปลงเลย
 ข้าพเจ้าไม่ได้มากับข้าพเจ้าน ข้าพเจ้าต้องการข้าพเจ้ากับข้าพเจ้า
 และจับไปฉันออกไปจากเมืองไทยโดยเร็วที่สุด ข้าพเจ้า
 ข้าพเจ้าต้องการทหารพันธมิตร ข้าพเจ้าต้องการข้าพเจ้า
 ข้าพเจ้าต้องการข้าพเจ้า และข้าพเจ้า ข้าพเจ้าต้องการ
 ของท่านไม่คุ้ม และ: สมทบคุณท่านอย่างนิรันดร์

(LAO)

ເຈົ້າເປັນນັກບິນອາເມລິກັນ
 ຜົນງານຂອງທ່ານເປັນນັກບິນທີ່ດີ ບໍ່ມີປ່ຽນແປງເລີຍ
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(ANNAMESE)

Tôi là một phi-công Hoa-kỳ.
 Máy-bay của tôi đã bị phá-hủy.
 Tôi không biết nói tiếng Annam.
 Tôi là người thù-dịch của Nhật.
 Ngài làm-ôn cho tôi ăn, che-chở, trông-nom
 cho tôi và đưa tôi tới chỗ đóng-binh gần
 nhất của Đồng-minh.
 Chính-phủ nước tôi sẽ cảm-ôn ngài nhiều lắm.

(CHINESE)

大中國軍民朋友公鑒：
 我們是美國空軍
 來華助戰打日本！
 請予救護並報告於附近聯軍。
 美國政府定酬謝你們！
 大美國援華航空隊
 第 號

59607

(KOREAN)

大中國軍民朋友公鑒：
 나는 미국 비행병입니다. 내가 탔던 비행기가
 깨졌습니다. 나는 일본의 적국 사람입니다.
 나는 조선말 할 줄 모릅니다. 내게 음식을
 주시고, 간호해 주신 뒤에, 제일 가까운
 연합군 측에 다려다 주시면, 미국 정부가
 당신에게 상금을 줄 터입니다.

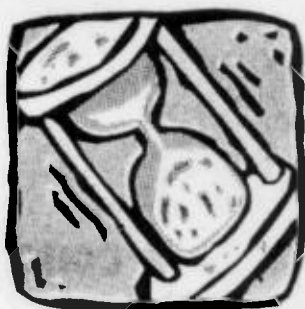
(JAPANESE)

私は米國の飛行兵です。私の飛行機は破
 れました。私は朝鮮語が出来ません。
 私は日本の適國人です。私を看護し、私に
 食物を下さい。それから、私を近い聯合軍の
 方に連れて行って下さったら、米國政府が、
 あなたに御褒美をヤります。

The way we were

An open house in honor of Air Force Day was held Aug. 1, 1945, at Freeman Field.

Landing at the field for an exhibition was a JU-290 German plane, the largest plane made by the



Germans, comparable to a United States B-29. It had a cruising speed of 280, a range of 3,800 miles and a ceiling of 20,000 feet. American aircraft on display included a B-29, B-17, B-24, B-26, P-47, P-38, P-51, B-25, C-87, C-64, C-47, C-46 and an L-5 and A-26. Captured planes shown included the JU-88, all-purpose fighter bomber of the Luftwaffe; an MF-410, twin-engine fighter; HE-111, a German bomber used by the Nazis from the invasion of Poland through the final days of World War II; an HS-129, a fighter; and a Macchi-202, an Italian fighter. On Sept. 12, the first German jet bomber to fly in the United States, a twin-engine Arado-235, landed at the field.

There is evidence that a B-32 was once set aside for the Museum. We can trace it from Freeman Field in Indiana to storage at Davis Monthan AFB in the late 1940s. It resided there along with the B-29 *Bock's Car*, our B-24D *Strawberry Bitch*, and one or two other aircraft reserved for the Museum when it reopened in 1954. Obviously someone was awake at the switch this time. Most of these reserved aircraft made the transition to Wright-Patterson and are on display now, but what of the B-32? What a nice addition to the collection it would make today. Doubtless someone had to make a decision and the "Dominator," lacking stardom in its World War II role, fell by the financial or exhibit space wayside. Not only was it cast adrift, but obviously, it was scrapped in the process since none exist today.



The Museum's B-32, photographed at Freeman Field Indiana. It was later identified at Davis Monthan in storage, but its fate beyond that point is unknown. (photo: USAEM)



Consolidated B-24D "Liberator"

The B-24 was employed in operations in every combat theater during WWII. Because of its great range, it was particularly suited for such missions as the famous raid from North Africa against the oil industry at Ploesti, Rumania, on August 1, 1943.

More than 18,000 B-24s were manufactured during the war

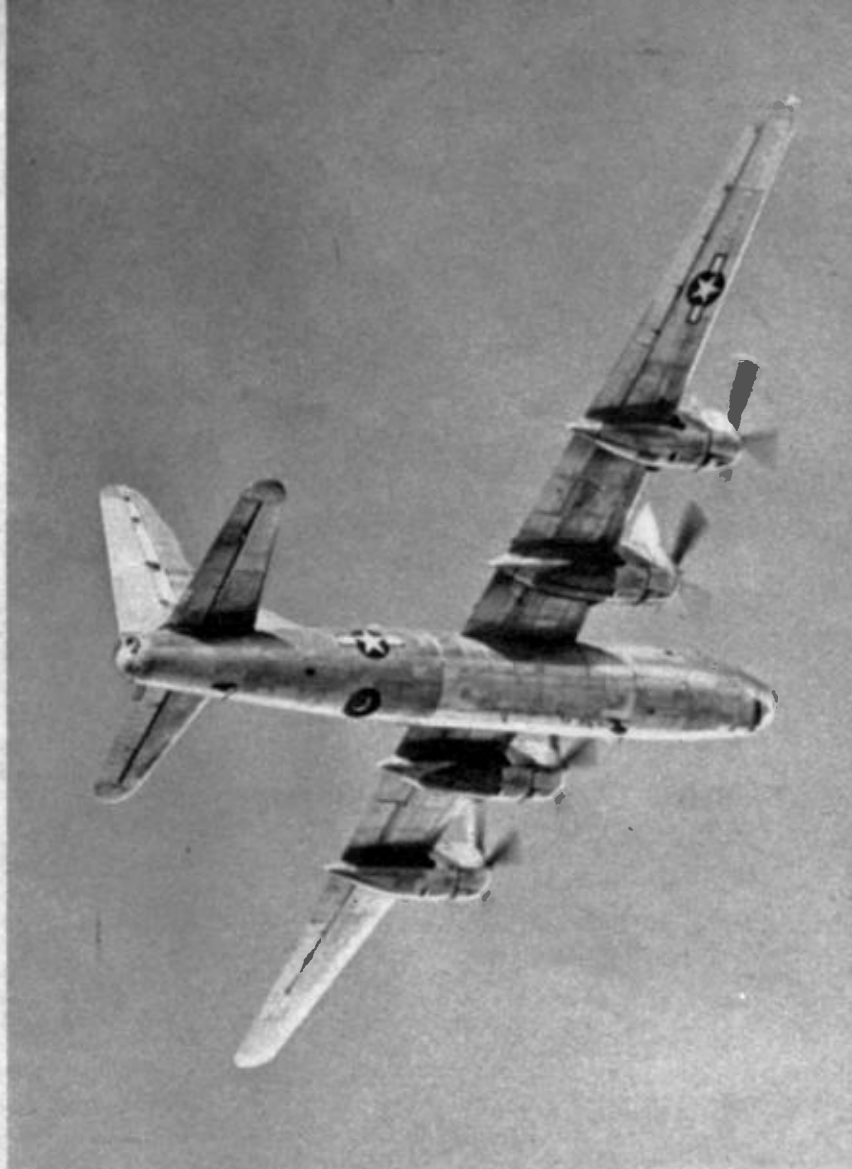
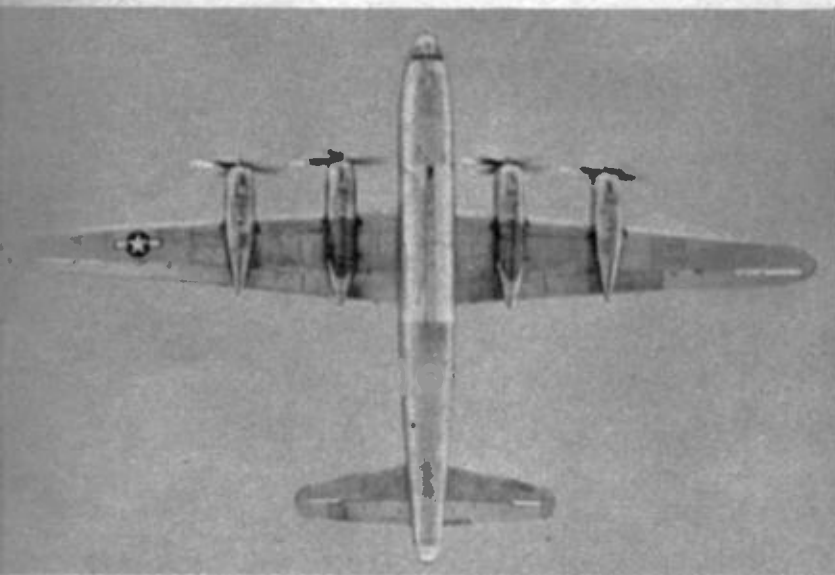
The B-24D on display at the Air Force Museum flew combat missions from North Africa in 1943-44 with the 512th Bomb Squadron.

The Museum's B-24D has nose art indicating that it was named "Strawberry Bitch." Although this term may seem offensive to some, the name was retained on the bomber at the Museum for historical accuracy. The name was bestowed upon the plane by its crew as was the practice in its time.

The history of the Museum's B-24D is as follows:

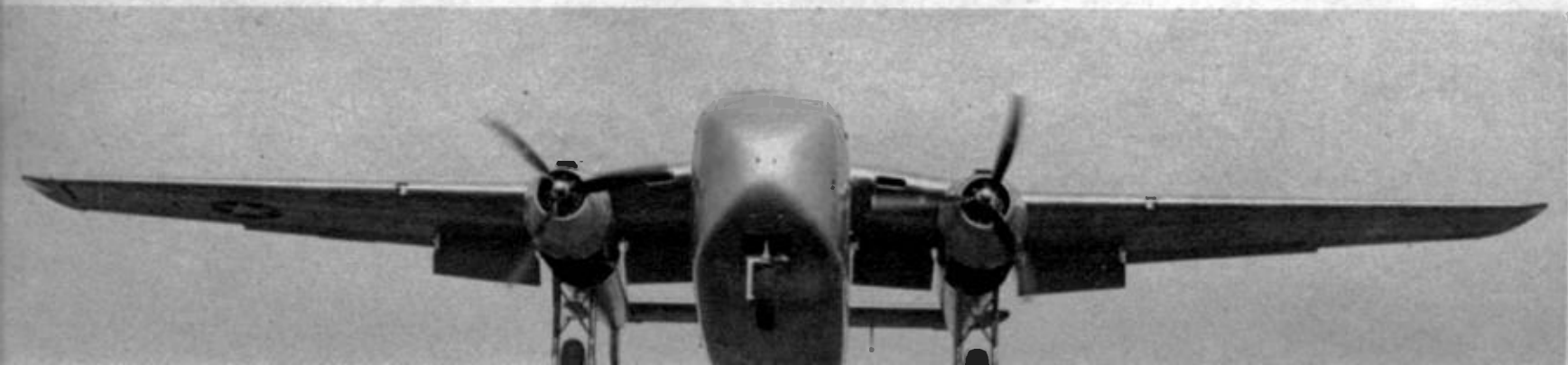
- 5 August 1943 - Received by the U.S. Army Air Forces.
- 21 August 1943 - Arrived at Herrington AAB, Kansas in preparation for overseas duty.
- 26 November 1943 - Arrived at the 512th Bomb Squadron in North Africa.
- 25 August 1945 - Returned to the United States and assigned to Freeman Field, IN, for storage as a designated aircraft for future museum exhibit.
- 4 September 1946 - Shipped to Tucson, AZ, for outdoor storage.
- May 1959 - Shipped to the United States Air Force Museum where it is currently on permanent display.

C



B-32 has a huge, soaring fin and rudder which is its most distinctive recognition feature. Versions of this tail assembly have already appeared on the PB4Y-2 and B-24N. B-32's size and power put it in the superbomber class along with the B-29.

C-82 can evacuate 75 casualties and three attendants when it is used as an ambulance plane. The huge cargo and troop transport is powered by two Pratt and Whitney engines, each of which is rated at 2,100 horsepower. It is nicknamed the Packet.



FROM THE MAILROOM

Date - Who Cares

Place - Military Secret

Time - Government's -I'm Suppose
to be Working.

Dear Agelaid,

I started to write a lot of mush
That usually flows from my pen with a gush
Until I realized that to you, my old pal,
I could write as I please, Okay, Gal?

Remember my leaving for Georgia that day?
My face was all smiles, and my hour gay,
I hated to leave all you folks behind.
I didn't know then, that I'd miss my own kind.

In Georgia they gave me no time to think
They told me there, we'd all swim or sink
From early morn' till late at night
They worked and trained us for the fight.

The time for departure was drawing near.
I thought my tottering legs would fail at
the pier.
With a pack on my back, and a load on my head
I'm surprised that one of us didn't drop dead.

At last we got on our luxury liner
A jolly ol' tub, and nothing looked finer.
We dropped off our packs and our added years
And were much too excited to shed any tears.

The men were on one side and we on the other.
Our officers took care of us like a mother.
Like wrestlers we stood, each in our corner,
Caught talking to a man, and we'd be a honor.

The food they gave us smelled a mile
The darn fools cooked it English style.
I left the boat with a shrunken belly
Maddorn hell and nerves like jelly.

From then on everything tasted good.
The world was brighter from where I stood.
Nice rooms, hot showers and plenty to eat.
Once more this gal was hard to beat.

I didn't figure on the English blokes,
I never knew they were all ol' soaks,
Our boys tried to follow and fell into a pit
They only succeeded in getting well lit.

Personnel work is no longer my line,
I sit right under a typist sign

The officers who watch me peck
on the key
Lock first at the sign and
then at me.

They gave me some pants, then
sent me to France
Where my heart began to yearn
for romance.

Instead the GIs sing the strang
est of chants,
Seems I remind them of their
maiden aunts.

This is the end of my very sad
tale.

As long as you're all forming,
I know I can't fail.
"So Long" for now may our ties
never sever,

Just remember your old friend
Who signs,
as ever,

(Beatrice Schweitzer)

THE ONE AND ONLY

Beatrix Turner, of Freeman
before being called to
Washington, "made" the IAC
National News Letter with a
story of giving the sixteenth
pint of blood which made her
the only one in the Pentagon
Building to belong to the
TWO GALLON CLASS.

The gals are still drifting in and out of Freeman. A little slower tho' since the majority of the male personnel have been shipped to the four corners of the earth.

Selfridge Field, Mt Clemens, Mich. claims quite a few now, with Sgt Mackott heading the list. Buzgo and Aiken are roommates and are gloating over the fact. Krawitz, Lonski, Wendling and Sgt Mary Lynch are also there. Lynch has been married since last spring to one of the Godman guys.

Giovanolli, a former Freeman, Selfridge gal, is now at Patterson Field with two other gals from here. They are Haynes and Artinian.

Some of our girls are at Romulus, Mich. Sgt Horner, Cpl Crane, Little Minnie Litwac and Connie Boaudin. Sgt Norma Johnson made a detour through there and is now stationed at Bolling Field, D.C.

Gladys Dorn, one the old gang recently made Sgt. She and the Little Corporal??? (Howe was the name) are "homing them in" at Baer Field.

Chanute Field has taken several of our girls. Judge and Ruffini are there. Pfc Beatrice Hurlbert Smith, another spring bride, was recently transferred there via Scott Field.

We have a few gals at Wright Field now, two old timers, Knauber and Delaney. One of the former Freeman-Wright gals, Marks is now working with headquarters in Chicago. Venoker is also there.

Weber, Brecklin, and Polly Fay are all qualified tower operators at Westover Field, Chikopee Falls, Mass.

Do they scatter out, Ferreiulo is in Rapid City, SD, Forster is recruiting in New York, and the last we heard from Bateman, she was a Godman Field, Fort Knox, Ky.

We gals that are left here feel rather smug about being left here. And just in case you've forgotten the Tower Operators, here's whats left -- Pfc's Bishop, Divine, Seitz, Morrell, Johnson Tymchyn, Doherty, Hanson and Blackwell.

Frannie Hoytya and Clough crossed the ocean together and are in England. Hoytya reported that "Ma" Greene and Kelty were together for a time in England (Now both in France) Barnitt and Kelty had a reunion in England and talked for hours and swapped news from Freeman. Barnitt planning to run up to Scotland on a Furlough.

Boxer and Kelty last heard of in Paris. Schweitzer and Boxer met in France, and Bea was shoving off again.

Knutson is cooking in England. Umholtz and Swett are on their way someplace together. San Francisco APO's have just reached us.

Edna Donnelly is recruiting in the Cincinnati area; Bobby Seeking in Louisiana.

TOWARDS A HIGHER MORALE

Freeman now has bowling alleys and the MACS beat the EMS often enough to cause them to hold us in high respect in this sport. We have a Service Club with visiting gals in glamorous evening gowns for their dances. And tennis courts - yep - right outside the MAC Orderly Room, and frequent calls to us request if anyone is playing there and does it look as if anyone is coming, and please hold the court for me, oh?

THE MOTOR TRANSPORT GIRLS OVERSEAS OR "WE DIDN'T WANT TO DRIVE ANY MORE ANYHOW."

Bopp has stayed at Freeman and is currently assigned to the Radio Mechanic Shop at PLM. She corresponds frequently with her old chums and passes those items on:

Winifred Bishop is Chief Clerk in an Ordnance Armament Detachment. Stationed in Paris and not refusing any champagne. Drove across the river to see "Dude" Cox, but "Dude" was on KP and they didn't meet that day.

Burt is also in France and is Supply Clerk in an EM Orderly Room and lives in an ex-German Officers Club. Nix is a telephone operator in France. Oustad is the only one driving at last report.

Helen Courtney of the Public Relations Office has been transferred to Shaw Field, South Carolina.

PACIFIC NOTES

Esther Fauss received her long and anxiously awaited orders and finally got overseas. She is in New Guinea and "wears coveralls all the time", has made furniture out of scrap lumber from a junk pile, and writes letters by candlelight from candle set into a brandy bottle. Being a stickler for details she notes that the bottle was empty when she got it.

Parriott went to Calcutta, India by de luxe passage on a fine ship. She was initiated crossing the Equator by a shampoo of rotten eggs and beef juice, dipped into a tank of dirty water and her mouth stuffed with old cheese. Being the good sport she is she must have given a good performance. She is now baking for a couple thousand GI's and has native Indians for helpers. Oh, and her bunkmate arrived a few weeks after she did. This bunkmate was not a stranger. Turns out her name was Ira Harrison, Freeman '44.

"Ma" Beulah Greene flew to England. Enjoys being overseas very much and in the same sentence advises us all to stay in USA. Complains of the oceans of tea she has to drink but prefers it to the "hot" beer they have in England. Her last letter reports her in Normandy and working hard and feeling that her work is needed over there.

CHECKING THE JUNE 1943 ROSTER

Let's see who is left of the June 1943 Company, the ones who "really found a home at Freeman".

Abramoff, Beigel, Bishop, Adelaide (now Forcier); Bland, Blanchard (now Stegall); Brannen, Coyne, Crabtree, Cross, Everett, Lorraine Hanson, Hegdal, Hoffmaster (now Walsh); Marjorie Johnson (now Stewart); Juntunen, Kerth Kivijarvi, Kohler (now S/Sgt) Krocimal Madro (now Erickson); Malin, "cDermott, Meyers, R; O'Leary, Parker, Pawlak,

Price, Rhodes, Naomi Rose, Sievers, Irmie Smith, Eva Thompson, Avis Williams, Margerite Williams, Mil Wolf.

IS FREEMAN STILL THE SAME?

Freeman Field looks just the same. The tar on the roads really stays there now. Evergreen trees have been planted in many places; some of the new grass lived through the usual hot summer we have here; the AT-10's still put you to sleep and wake you up in the morning. There are lots and lots of new faces. So many men and girls have been moved. We have several companies of PACS here, Pronounced P, A, C, or Pre-aviation Cadets, who are here for pre-pre-flight training. They're all just old enough to be in the Army and even admire a Pfc stripe. Then there is a sprinkling of overseas returnees and it makes us stay at-homes feel unglamorous indeed to see their rows of ribbons and their sleeve patches straight from yesterday's headlines. Our sleeves look plain and drab after overseas stripes. We PACS still trip almost nightly to the old NCO Club and feel a little more feminine in our off-duty dresses and "up to and including" two and one-half inch heels. Our girls are doing important jobs; Fanni Malin and Dottie Kohler and Adela Bishop Forcier and Nora Fields do involved things at Personnel Hqs; the links still landbound, teach others blind flying; Ann Abramoff works with the Post Sgt Major; Jennie Cross figures rations; all plug away day after day at the same or different job. We only stand formal retreat; we still have our own mess hall; the thin ones are getting thinner and the not-so-thins are even more so. We don't know whether or not we can get into our civilian clothes if and when. We think we have angles figured out on everything only to find out that someone else has still another one. But we come out best once in a while.

A CHRISTMAS NEWS LETTER

Dreamed up at The WAC Shack, Freeman Field, Seymour, Indiana. November 1944.

WHAT IS THIS CHRISTMAS LETTER?

We gals stationed at Freeman have always said, "Once a Freeman WAC always a Freeman WAC", and to show you that we still believe that, we are sending you overseas and in this country all the news we can think of concerning Freeman WACS wherever they may be. We hope that you will like it and shall not mind one bit if you let us know how you like it. We'll answer the questions we think you would ask if you came in the Orderly Room door this minute and said, "Hey, Raabe, What about?"

(at 5 ft)

WHO HAS BEEN GETTING MARRIED?

Frances Boyer Greene, one of our first brides is our first mother and a baby girl at that. Others are Audrey Blanchard and S/Sgt Charles Stegall, our first couple; Alice Foster and F/Sgt Miles Cameron of the old 35th; Florence Kendrick and Morris Knight; Arline Johnson and Kemmon Clough of Cadet Supply; Marjorie Johnson and Sgt Stewart of the Medics; they are all at Freeman. Adelaide Bishop Forcier and Ann Hoffmaster Walsh married non-Freeman GI's. Last month, little Red Madro married tall Pete Erickson. Mary Kieszkowski married the flying officer Glafka and has been recruiting these last six or eight months. We miss her, too.

WHAT GONS ON?

We have a Helicopter Training Program on the field and Parker, Rhodes and Kurwowski are working in that organization.

Mickey Gardner has been transferred to Bainbridge, Ga and reports to us that she is working in Supply.

Nina Timchonko was transferred to Wright Field, Dayton, Ohio and was doing involved work using her wonderful background. We hear now that she is in OCS.

WHAT ABOUT MARTEA T. RILEY?

Our CO for fifteen months, Lt Riley was sent - just hold on - to Officers Bakers and Cooks School at Maxwell Field in September and then transferred to Tyndall Field, Panama City, Fla, where she is Asst Personal Affairs Officer. She assures us that her heart is still at Freeman and it is suspected, is good reason, that she is prejudiced in our direction. Her leaving inspire some farewell parties the like of which we shall not see again - PT for all hands at 2 AM, familiar voices raised in harmony, the donning of the OD long johns, the snakodance through the area. We missed you all and there were those of us who kept listening for a good rooster crow from La Belle Parriott.

WILT'S MESS WITH THE WACS?

Lt Houpt is CO, Lt Gette is Mess and Supply Officer; Raabe is still acting F/Sgt; Ann Clark is Company Clerk; and L. Hanson is supply sergeant. In the Mess Hall all the "original" cooks except Price are gone and we have Price, Della Vecchia, Durovich, Schwertfeger, Hostine and Roos. Crabtree is mail clerk.

Betsy Fowler has been transferred to Stewart Field, West Pt, New York, just across the Hudson River from her home. She came back to us on furlough, though.

In September we suffered a real loss. Six of our girls had to go to Napier Field, Alabama. They were Dorn, Catalano, Michelini, Fox, Myers (Sotomayor), Grey and Teuteberg. Susan Soccobi and Agnes Goldberg had been transferred there previously. Sotie, Michelini and Catalano have been back to visit.



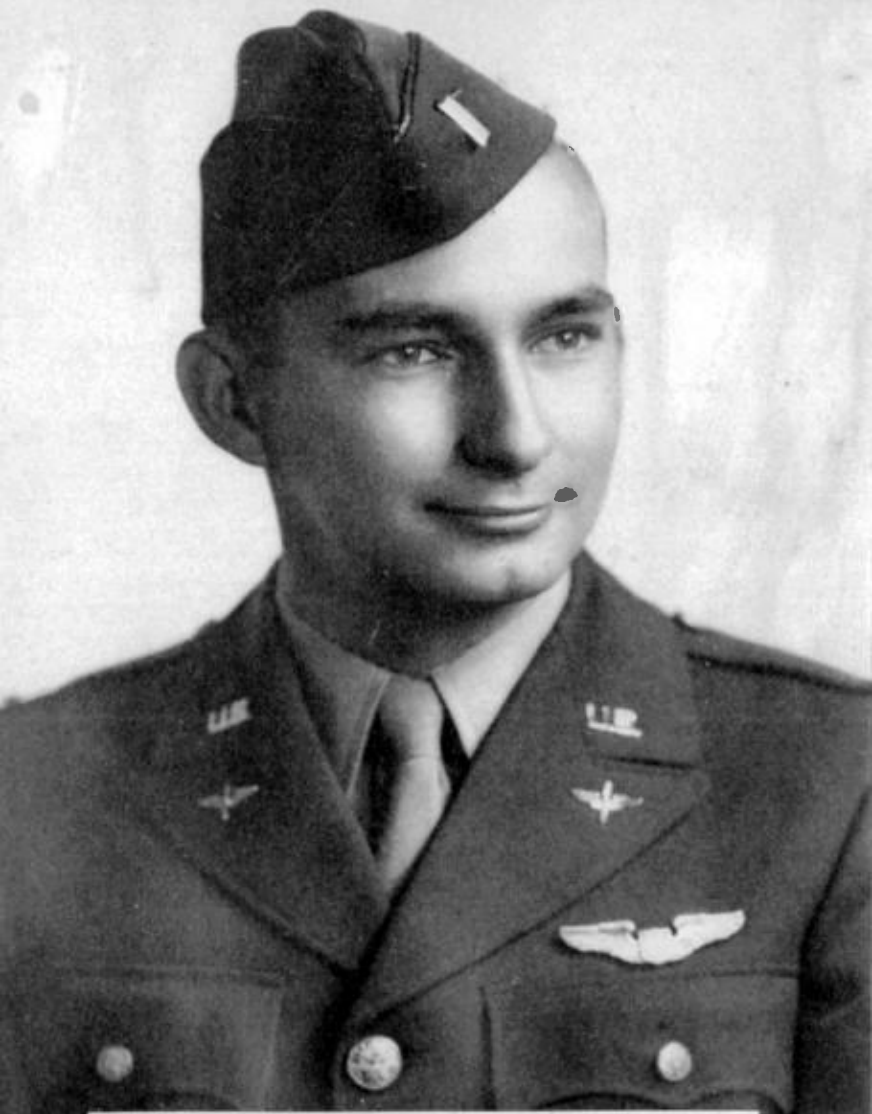
Among the groups most interested in the graduation-dedication Thursday at Freeman Army Air Field is the family of Col. E. T. Rundquist, commanding officer of the field. The group, shown here, includes Col. and Mrs. Rundquist and son, Howard, standing; Peter, sitting on the arm of the chair, and Mrs. Emily Rundquist, mother of the colonel, holding Mary Ellen, the youngest member of the family.



DON HADLEY, 44-A



JOHN HAWKINS, 44-A



LESLIE N. HOOD, JR. 43-J

Navy Dive Bomber To Be Named "The Spirit of Seymour, Indiana" In Memory of Ensign Robert L. Fleetwood

Here's something that Hitler and Hirohito will never understand—"The Spirit of Seymour, Indiana."

They won't even understand it when "The Spirit of Seymour, Indiana," a Douglas Navy dive bomber, drops from the clouds to help teach them the perfection that Americans can bring to the kind of warfare Schickelgruber introduced to the world. Both the Austrian paperhanger and the "son of heaven" will use the significance of this spirit as they eventually will lose the world they are trying to master.

"The Spirit of Seymour, Indiana" will be a plane that is motivated not only by cylinders and American blood and oil, but by the spirit of a town of 9,000 Hoosiers and thousands of workers in a giant California aircraft plant paying tribute to the memory of one of their own who gave his life. Motivated by the living and the dead.

Seymour will buy its own plane and will christen it "The Spirit of Seymour, Indiana" to replace the ship in which its native son, Ensign Robert L. Fleetwood, died as he crashed Feb. 1 at Monograph field near Norfolk, Va.

Bob, a University of Michigan student, who transferred to and was graduated from Butler at In-

dianapolis before he enlisted in the Navy air corps at the age of 27, was buried in the family lot at Riverview cemetery in Seymour on Feb. 5.

Today, Feb. 15, Seymour begins the campaign to invest an additional \$75,000 in war bonds during the next two weeks in order to pay for the new plane that will be christened "Spirit of Seymour, Indiana". And the whole idea comes from an aunt of Bob's, Miss Helen Fleetwood, worker in the Long Beach plant of the Douglas Aircraft corporation, who obtained a short furlough to attend the funeral. Today Aunt Helen launched her own war bond campaign among employees of the big factory to help Seymour do the job.

Miss Fleetwood and thousands of workers like her helped build the plane in which Bob flew to his death in a training flight.

"It is only right that we help fill out the extra \$75,000 that will be added to Jackson county's war bond quota in order to pay for the new plane," she said. "If they'll let me, I'll help christen it, right here."

An effort will be made to give Aunt Helen the chance.

The February quota of Jackson county is \$79,141. With the \$75,000 added, the quota nearly doubles, with only two weeks to go.

"But I know that Seymour and Jackson county people knew Ensign Fleetwood and loved him and will do their best to meet the goal—to "Buy a Bomber for Bob", said C. G. Steinwedel, county executive chairman for the war savings staff. "If Seymour and the county can pay for the plane by the end of the month, maybe the Douglas plant workers can buy another one".

And that is the "Spirit of Seymour, Indiana" that Hitler and Hirohito will never understand.

Last Class To Graduate Feb. 1

At Freeman Field, Seymour
—Col. Rundquist, Commanding Officer Of Field,
To Deliver Address To
Nineteenth Class.

FREEMAN FIELD, Ind.—Freeman Field's nineteenth class of aviation cadets, Class 44-K, will receive silver wings and appointments as flight officers or commissions as second lieutenants at graduation exercises to be conducted Thursday morning, February 1, in the post theater.

Col. E. T. Rundquist, commanding officer of Freeman Field, will deliver the graduation address at the exercises which will mark the completion of the training of the last class of pilots at the field under the present two-engine school. Col. Rundquist, believed to be one of the few commanding officers who has opened a field of this type and also has remained in command at its close, delivered the address when the first class of cadets were graduated April 29, 1943, at dual exercises which featured the graduation and dedication of the station.

Filling the role of the new defunct 705th Army Air Force Band at Freeman, the Shields high school band, Seymour, under the direction of Paul W. Riggsbee, music supervisor in the city schools, will open the last graduation ceremonies with the national anthem, after which the invocation will be given by Chaplain Phillips Brooks Henderson.

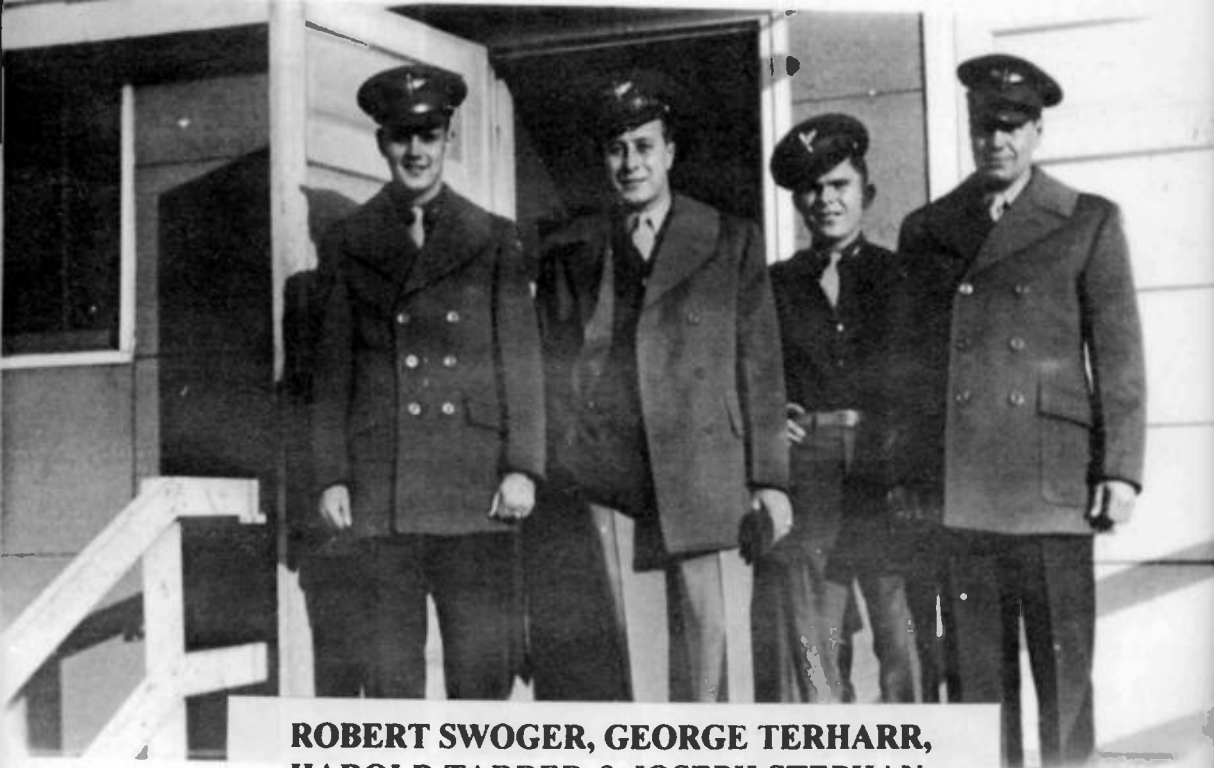
Col. Rundquist will be introduced by Major James W. Fuller, director of training and operations. Names of the graduates will be announced by Lt. Louis Rosenthal, school secretary, and Major Fuller will present awards and wings. Following the oath of office administered by Lt. Rosenthal, Chaplain Henderson will pronounce the benediction, and the program will end with the playing of Army Air Corps song by the high school band.

Col. Rundquist 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 World War I and his subsequent flying career closely parallels the development of military aviation.

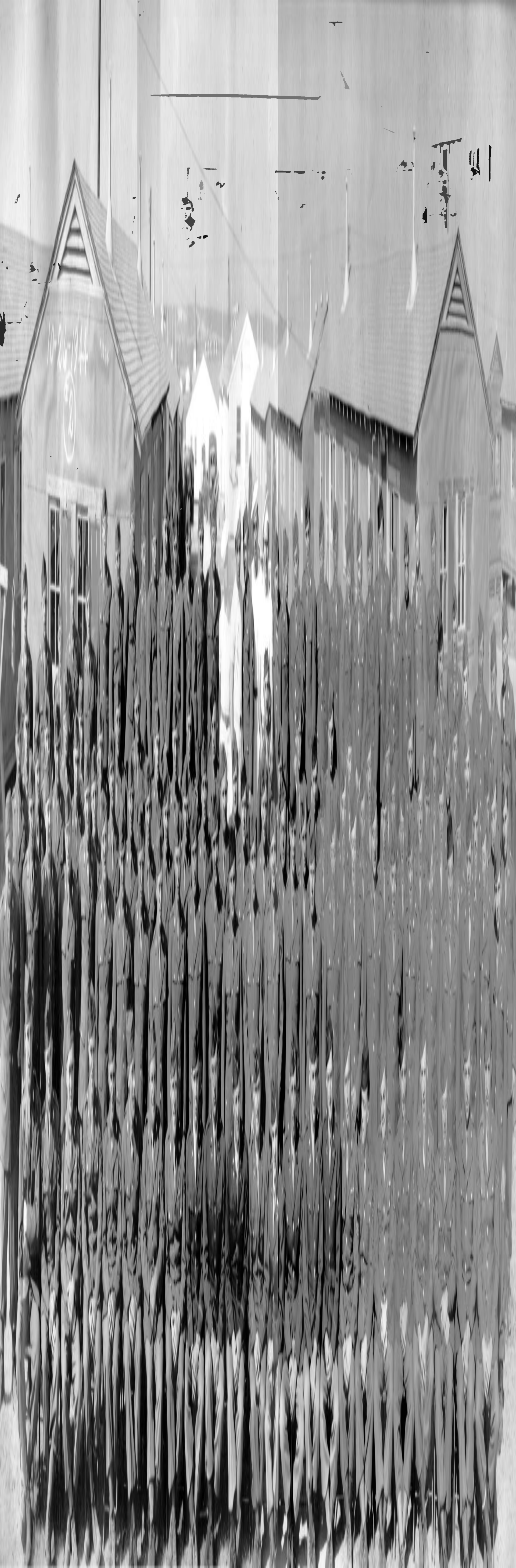
Many parents and friends of cadet members of the class are expected to arrive in Seymour for the graduation ceremony.



JOSEPH STEPHAN, 44-J



**ROBERT SWOGER, GEORGE TERHARR,
HAROLD TARRER & JOSEPH STEPHAN,**





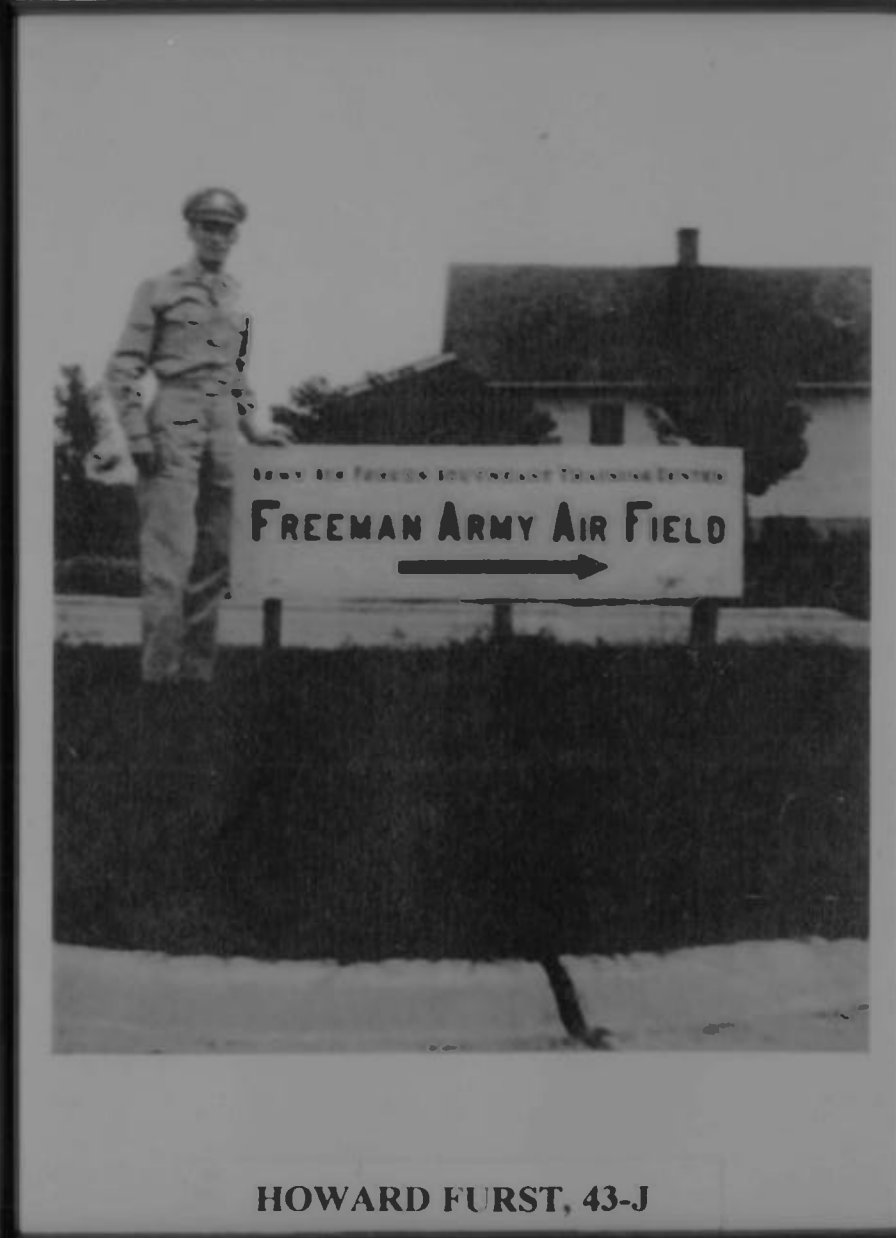
STANLEY LOFTSGARD, 43-J



DONALD SAUNDERS, 44-A, BACK ROW-RIGHT



HENRY LAIRD, 43-J



HOWARD FURST, 43-J



HENRY LAIRD, 43-J



HOWARD FURST, 43-J



HENRY LAIRD, 43-J



CLASS 44-A INDIANA CADETS B/R: BERNARD DICK, LAUREL TURK, DON WEBB, GREGG HARTLEY, WARREN SMITH AND HELMUT KORTE.

F/R: W. GRESSLEY, RAY WEST, RICHARD JUDAY, CHARLES HESS AND DON HADLEY.



ERVIN COOK, 43-J



A. WESLEY CABLE, 43-J, BACK ROW-RIGHT



LT. BYRON CLARK, 43-1



WESLEY CABLE, 43-J



**SGT. GEORGE BAILY POSES IN FRONT OF SIGN SHOWING
BASE INSIGNIA.**

CLAYTON LEARY - JOHN LAFFAN
LOUIS LESTER - FRED LEMEIN



FEB 1944

JOHN LAFFAN



FEB 1944

ALEX LAVISH
WALTER "GUB" LANG



AT-10

FREEMAN FIELD
MARCH 1944



CLAYTON N LEARY
12 WILDWOOD DR
PRESCOTT AZ 86301-5093

FREEMAN FIELD ("AIR CADET
SEYMOUR, IND. CANDIDATES")
FEB & MAR. 1944

THESE PHOTOS DONATED BY

LOUIS R. FUSILLO



FEB 1944

BILL FINGER - LOUIS LESTER -

CLAYTON "BUD" LEARY - HOBART MILES -



FEB. 1944

ERWIN DAMMENFELD
GEORGE FAHA

R. MOSHY - W. LANG - A. LAVISH -



FREEMAN FIELD - 3-1944

L. LESTER - G. FAHA



THREE CLOSE BUDDIES OF CLASS 43-D IN FRONT OF THEIR BARRACKS IN MARCH 1943. LEFT TO RIGHT, MERLIN WILLEY (KIA IN AUGUST 1944), ORVILLE WILLIS FLEW 192 MISSIONS IN CBI THEATER AND EDDIE MUELLER (KIA OVER GERMANY IN EARLY 1944).



*Milo's Flight Jacket (A-2)
Heritage Hall-Maxwell
Field, Montgomery, Ala.
October 1983*



MILO WALTER, FREEMAN FIELD CLASS OF 43-D.



This is to certify that
 and Lt. J. Vukovich
(NAME AND RANK)

ARMY OF THE UNITED STATES

passed the
 INSTRUMENT FLIGHT TEST
 prescribed by A. A. F. Reg. 50-3

Freeman Field
(STATION)

27 November 1943
(DATE OF TEST)

E. T. Rundquist
(COMMANDING)
 E. T. RUNDQUIST, Col. A.C.
Burt E. Lightfoot
(INSTRUMENT FLIGHT TEST)
 BURT E. LIGHTFOOT,
 AIR DEPARTMENT
 A. A. F. Form No. 8 1st Lt. A.C.
 Revised March 10, 1943 16-23440-3
 RPA



44-A

FREEMAN FIELD 1943

FREEMAN FIELD

FALL OF 1943 - SEYMOUR, IND



FREEMAN FIELD 1943 BARRACKS

AT-10 BUILT FREEMAN FIELD



FREEMAN FIELD VUKOVICH ON LEFT

Here is a scan of the picture you asked about. The note on the back says Fred is on the left and Nat is on the right. Fred was killed 4/22/45 when his B-25 was shot down over the island of Formosa (now Taiwan). They were in the Freeman Army Air Field class number 44-E.



FRED & NAT HOVIOUS (TWIN BROTHERS) 44-E



COL. WILLIAM M. HARRIS, 44-H



PHELAN HOWELL, 44-C



Jack Chuck Bill Steve

BAUER

BAUER



BILL JAHNKE, 43-H



FREEMAN FIELD

11 C 87MV 87-1-1-20

BILL JOHNSON, 44-F



Kirby

LT. LEWIS F. KIRBY, 44-C



LT. KEN MCKAIN, 43 - I.



C. J. PROCHASKA
LT. COL. M.C.

OUT



DR. PROCHASKA, FLIGHT SURGEON



**COL. ELMER T. RUNDQUIST, COMMANDING OFFICER
FREEMAN FIELD, OCTOBER 1942 - FEBRUARY 1945.**



AL SEIBERT, U.S. ARMY



ROY W. SETTERLUND 44-F



DONALD V. SINK 44-E



HOWARD E. WALKER, CHIEF OF TECH. OPERATIONS (CENTER).