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Aviation Students

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EIGHT WEEKS TOWARD A GOAL

Published By The Class Of

42-G

Curtis Field Brady, Texas



DEDICATION

THIS BOOK IS DEDICATED TO THE PRESERVATION OF OUR AMERICAN WAY OF LIFE. WE, THE CLASS OF 42-G, HAVE CHOSEN THE WAY, WHICH AS INDIVIDUALS, WE MAY DO A GREATER PART TOWARD THE SECURITY OF THIS LIFE. TIME ALONE WILL TELL THE SUCCESS OR FAILURE OF OUR EFFORTS. THE REALIZATION IS UPON US THAT SOME OF OUR GROUP WILL MAKE THE SUPREME SACRIFICE IN THE STRUGGLE TO MAINTAIN OUR FREEDOM. IT IS UNFORTUNATE THAT WE HAVE BUT ONE LIFE TO GIVE.

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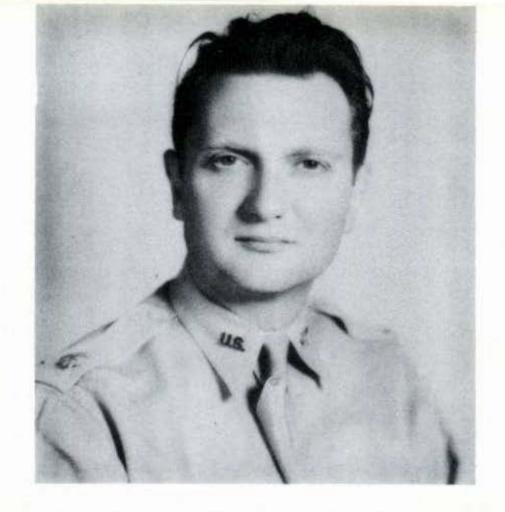
IV Ground School Activities

V Around The Clock At

Curtis Field.

I Administration





Maj. Leland O. Krug, Commanding

To the Class of 42-G:

With each class that leaves, goes the results of the efforts of all of us. Whether these efforts were successful will be proven in the time that is to come. While it may have seemed that much was expected of you in your course of basic instruction, remember that there is yet a long way to go. Learn the lessons of daily experience well, and when the chips are down, you can clear your guns and say,

"Let them come."

LELAND O. KRUG Major, Air Corps

Commanding



CAPT. JACK R. DEL BUENO Adjutant



CAPT. GILMER E. WALKER Intelligence



CAPT. RICHARD D. VITEK Instruments



APT. HENSLEY S. JOHNSON Flight Surgeon



LT. ROBERT C. GREENWOOD

Ass't. Flight Surgeon



LT. ROBERT S. BRIDGES Commandant of Students



LT. JAMES E. SMALL Supply Officer



Gentlemen of 42-G:

It is time for another class to leave basic and go on to bigger things. Your graduation from basic will mark a milestone in your lives and your careers. The presence of a "G" class at Curtis Field has brought back memories of another "G" class; I can recall very clearly the day that 40-G transferred from basic stage to advanced. Since that time some good men have died, others have given a good account of themselves and are still living. They are scattered to every corner of the earth.

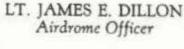
Yours is the task of following in their footsteps. You have a man-sized job shead of you. It will take work and sweat and blood, but you have, deep down inside of you, all the necessary qualifications to make your footprints just as deep in the worldwide sands of time as any who have gone before you or any who are yet to come.

Every hour you spend, in basic or in advanced, in the air or in a class room, is another hour you have added toward the completion of your assigned mission. Work toward it--work hard and you will have the assurance of knowing that your report will read. "Mission completed, successful."

You are off now to larger shins, larger assignments and larger responsibilities; take them in your stride and may God be with you.

ROBERT S. BRIDGES
lst. Lieut., Air Corps
Commandant of Aviation Students

LT. GEORGE M. ADKINS Operations Officer







MR. WILLIAM B. CLICK Director Brady Aviation School

BORN: Gainesville, Texas, August 14, 1887.

SCHOOL: "Hard Knocks."

CHILDHOOD: Raised on ranch in West Texas. DESCENDANT of Gen. Zachary Taylor.

WORLD WAR NO. I: Entered as buck private

and advanced to Major.

AVIATION: Assisted in organization of American Airlines in 1928.

Assisted in organization of this school

in July, 1939.

FAMILY: Have two children, one boy and one

girl.

Son first year of college and applying for Cadet training in Air Corps.

CREED: A COWPUNCHER'S CREED (My Creed). To live each day so that you can look every man in the eye and tell him "to go to hell."



The Sergeant-Major and his Staff



Our Commandant at work



TO HIS STUDENT !!

ANY SIMILARITY TO ANY INSTRUCTOR IS PURELY

Coincidental!!

Il Flight Instructors



Flight Commanders Kolling, Mulqueeny, and Stage Commander Gray.



Stage Commander Rector



Flight Commander Aldrich

INSTRUCTORS



Harrison, Des Marias, Madison, Grisson.



Waxler, Miller, Jones



Hinds, Norman, Sayler, Exline



Vinther, Harris, Adair



Frazier, Mouser, Hill, Henley

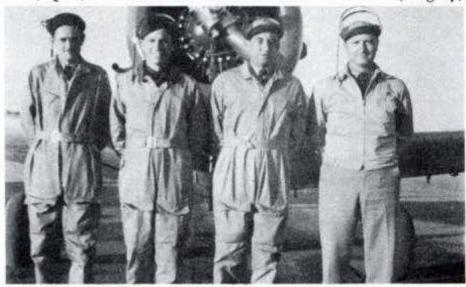
INSTRUCTORS



Ream, Rider, Quin, Lutz



Floro, Rigney, Jeeter



Christie, Fehring, Pieser, Hillburn



Taylor, Jennings, Johnson, C. O., Solomon, Shaw



Burchfiel, Putz, Wagner, Williams



MR. ANDERSON

D-SCATUTURY



MR. LOONEY H. Looney

Crawforder Lungary

Curtis Control Tower



COMPANY "A"

LUTHER W. FEAGIN Captain

> ROWAN M. PERKINS Lieutenant

COMPANY "B"

GEORGE E. ALDRICH Captain

> CECIL A. BROWN Lieutenant

COMPANY "C"

WILLIAM D. PRICE Captain

> JAMES D. ASHMORE Lieutenant

COMPANY "D"

LOWELL K. HESS Captain

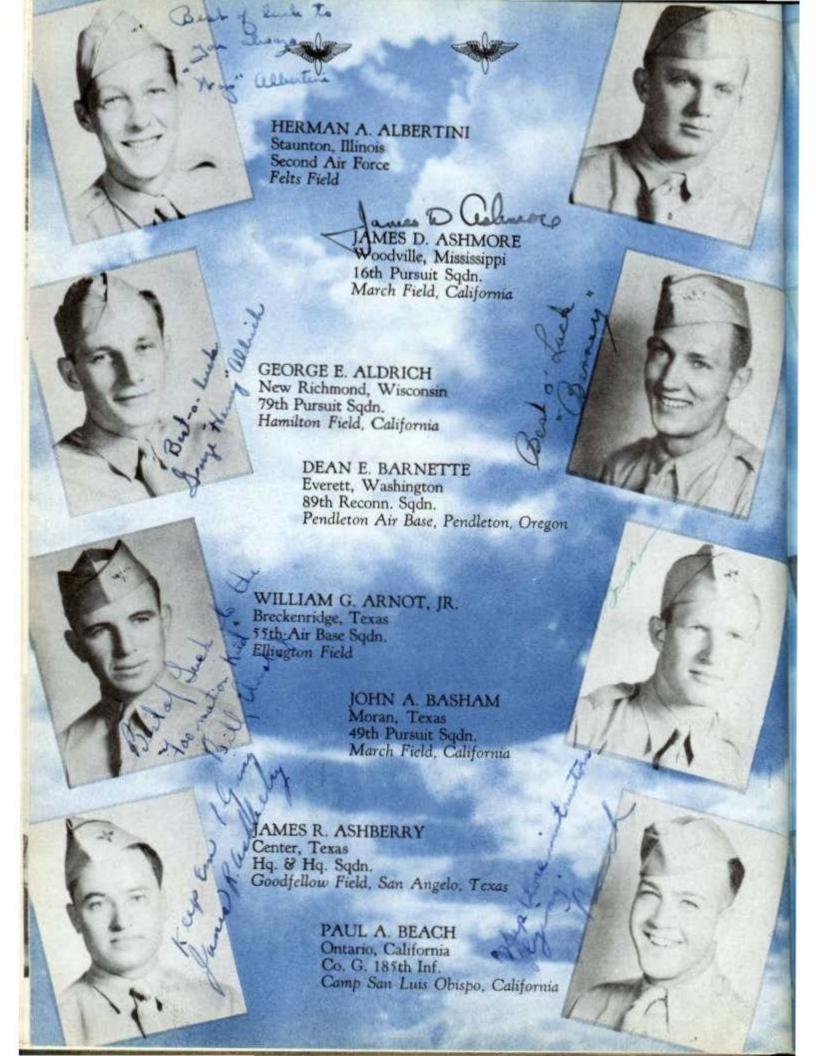
ROBERT W. LEWIS

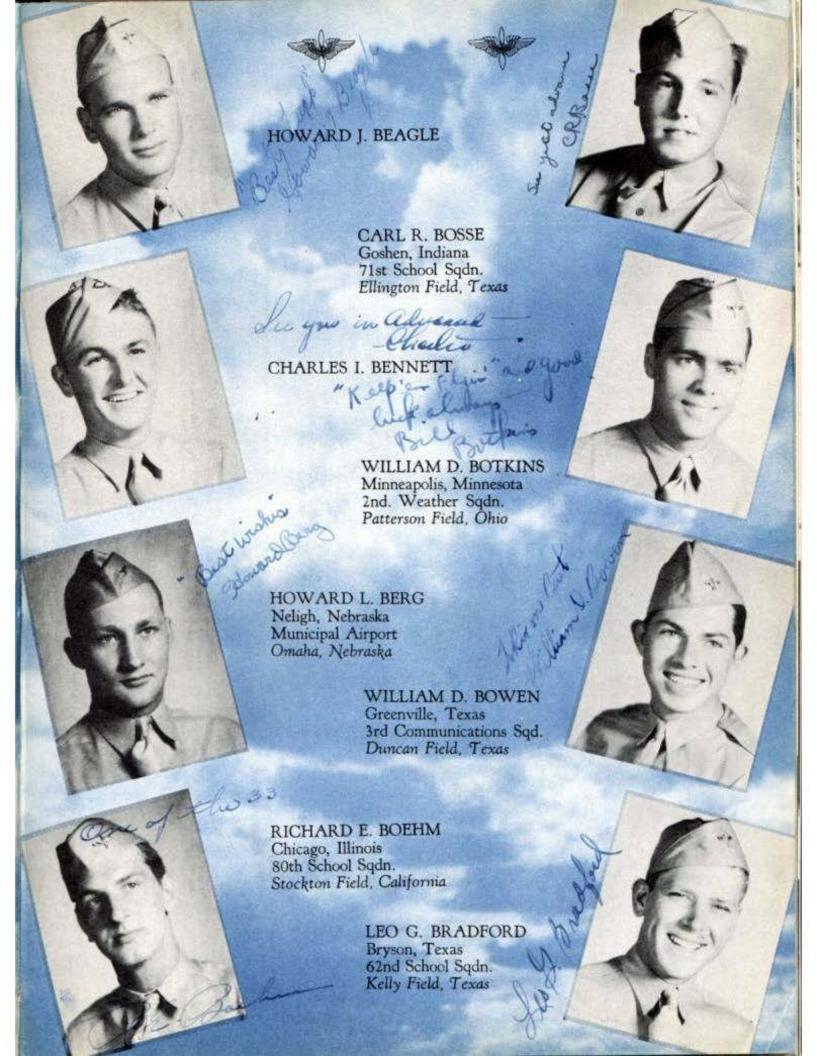


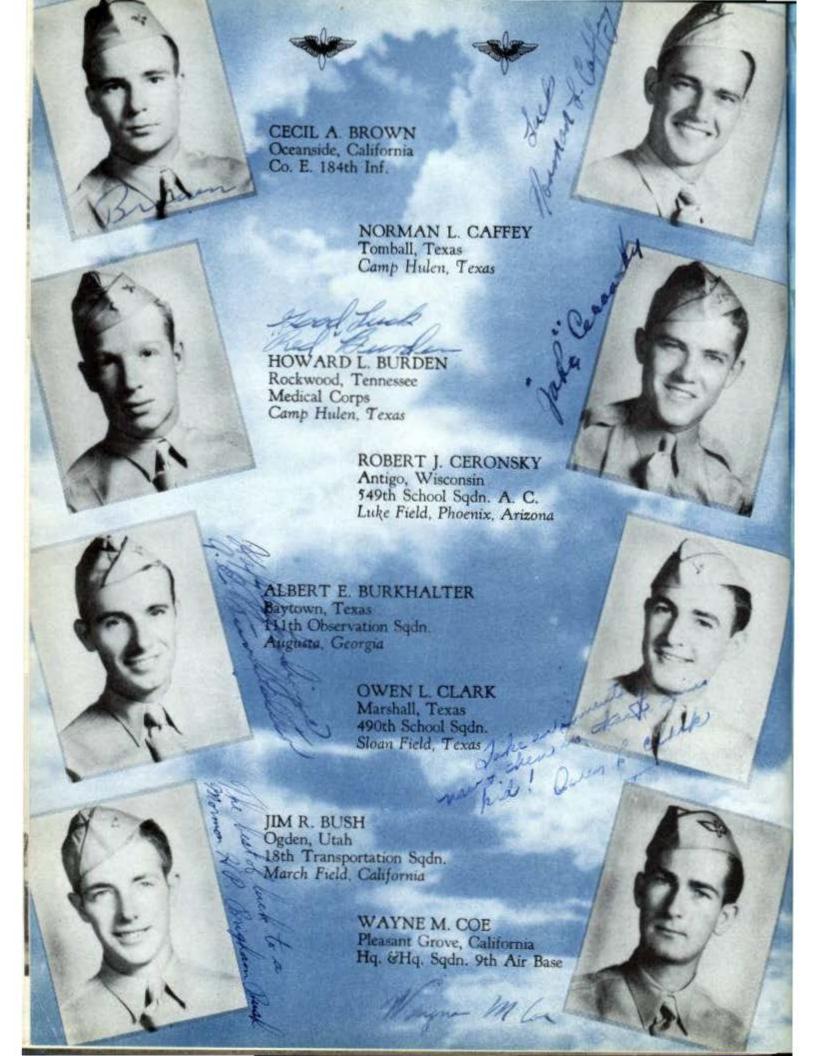


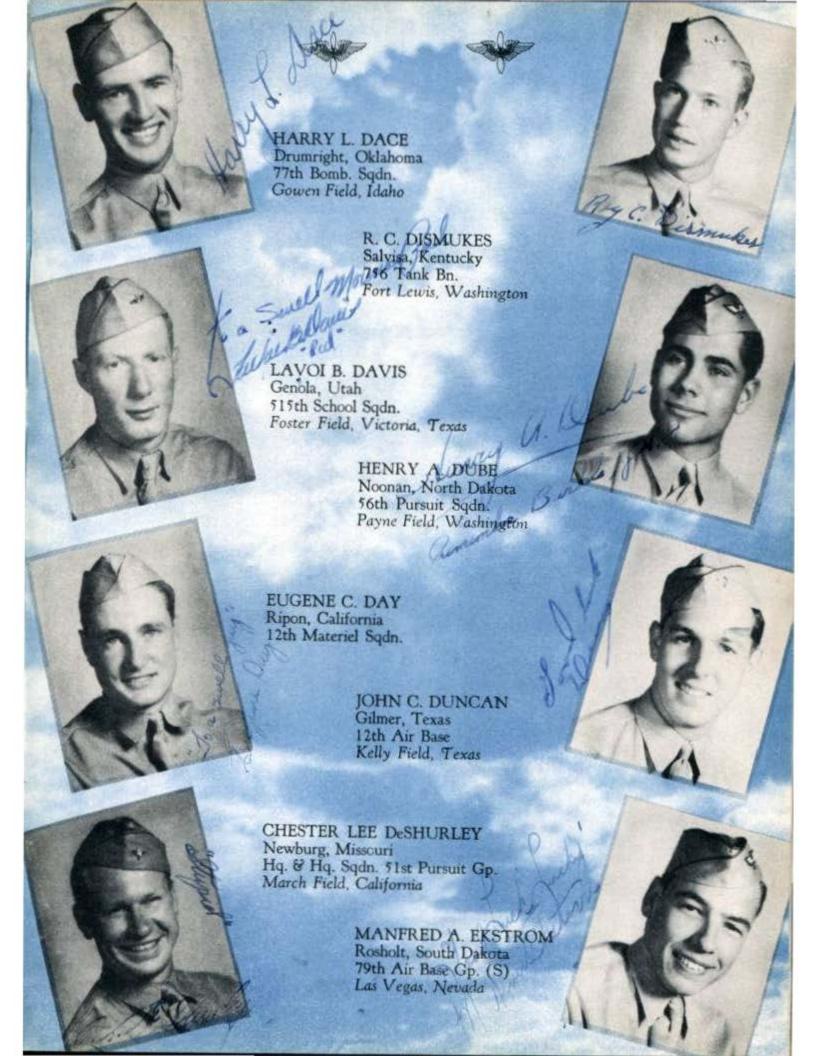




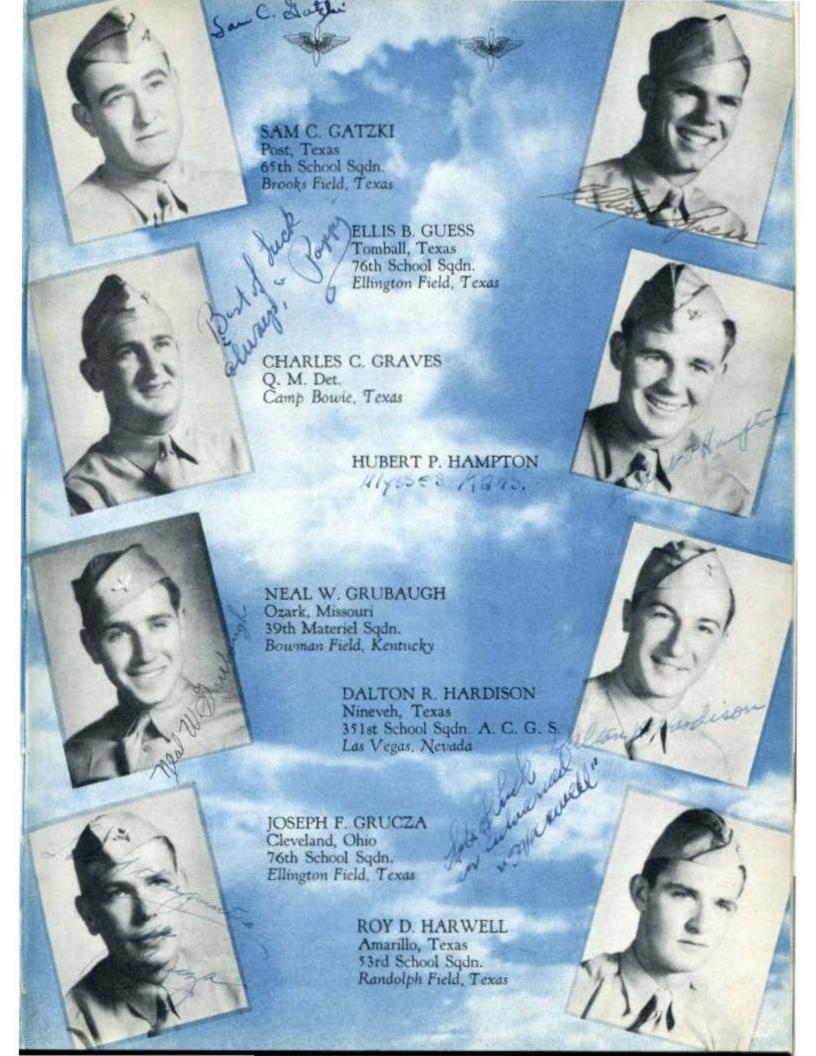




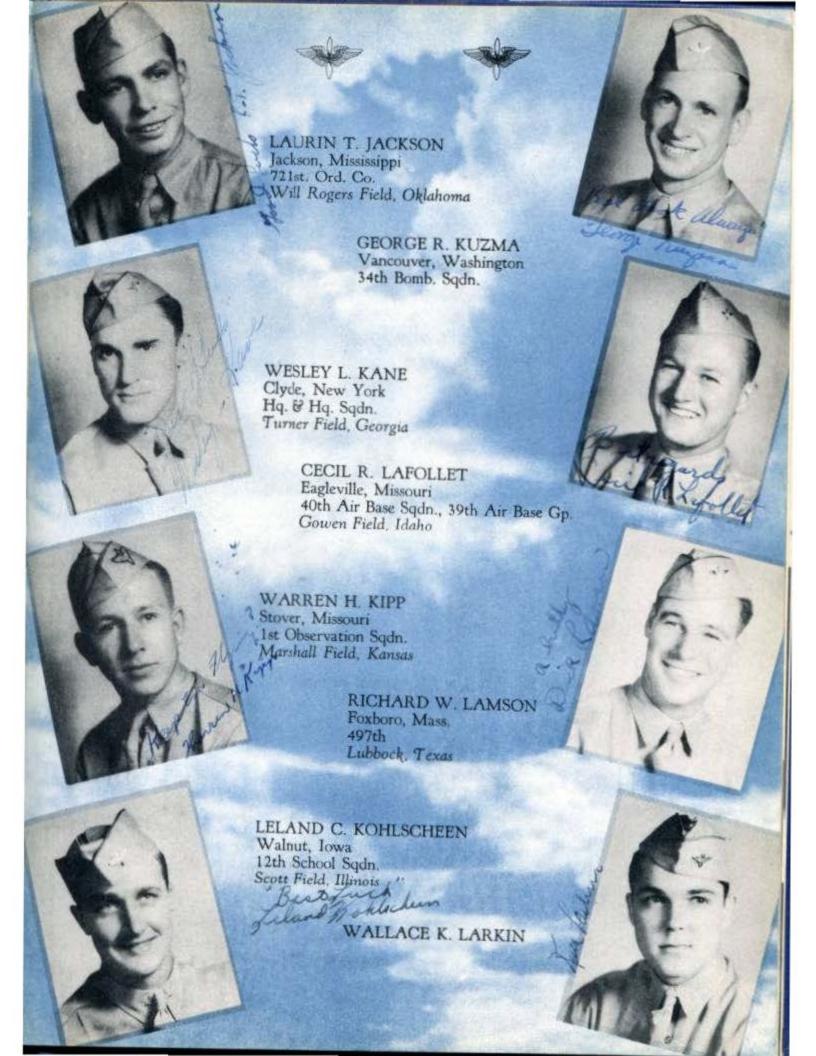




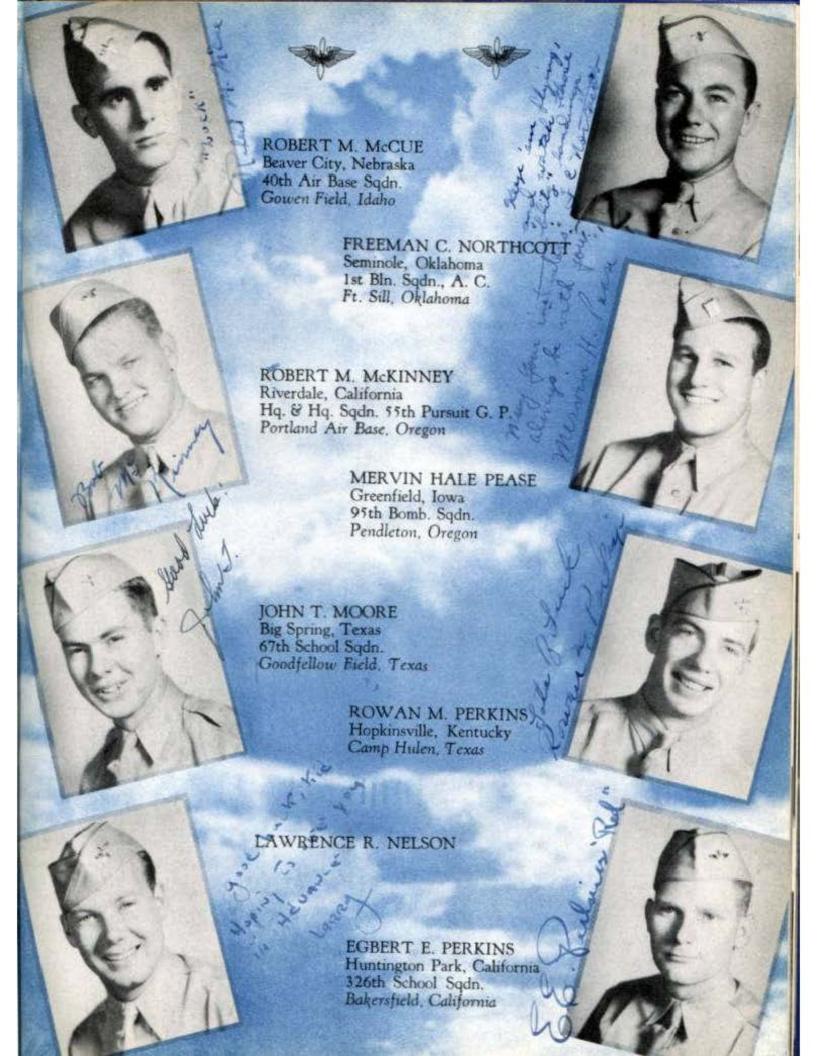


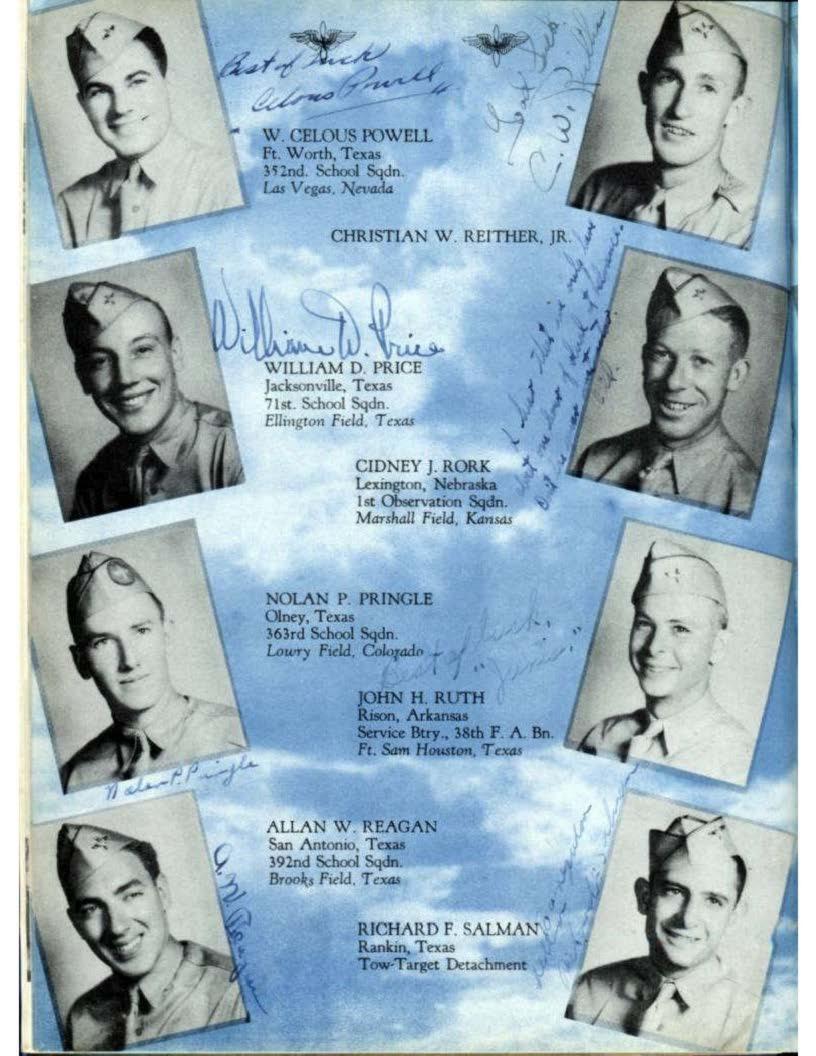


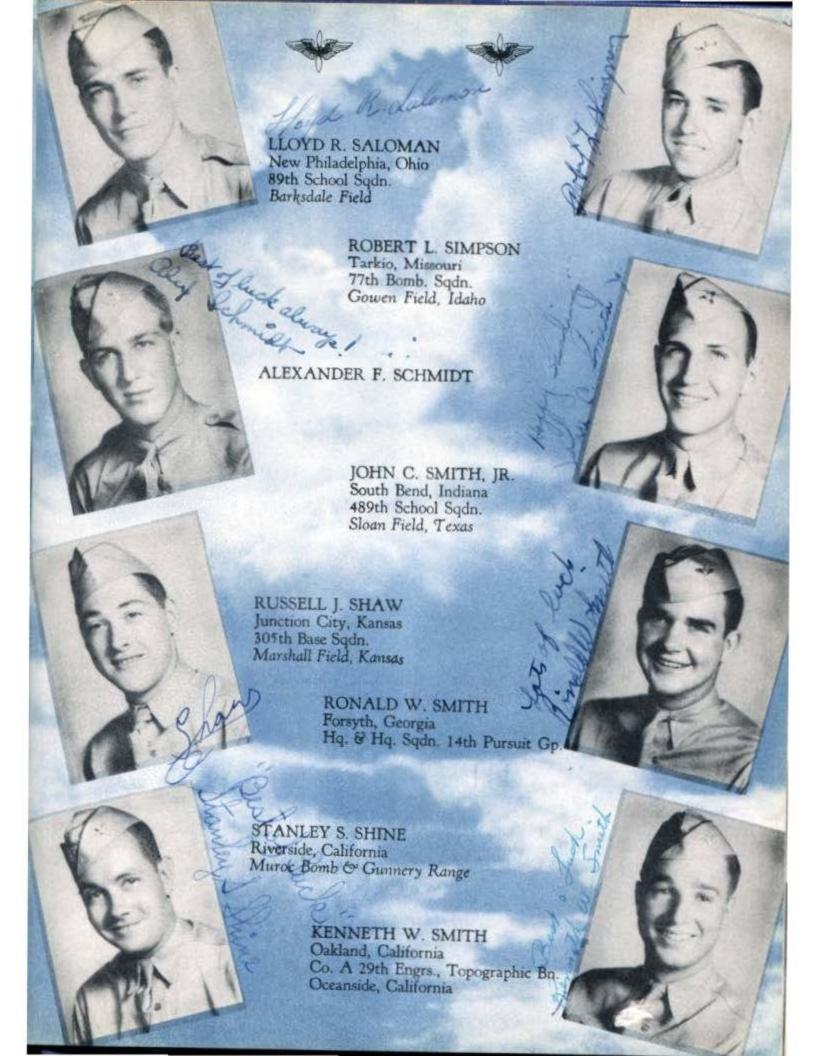


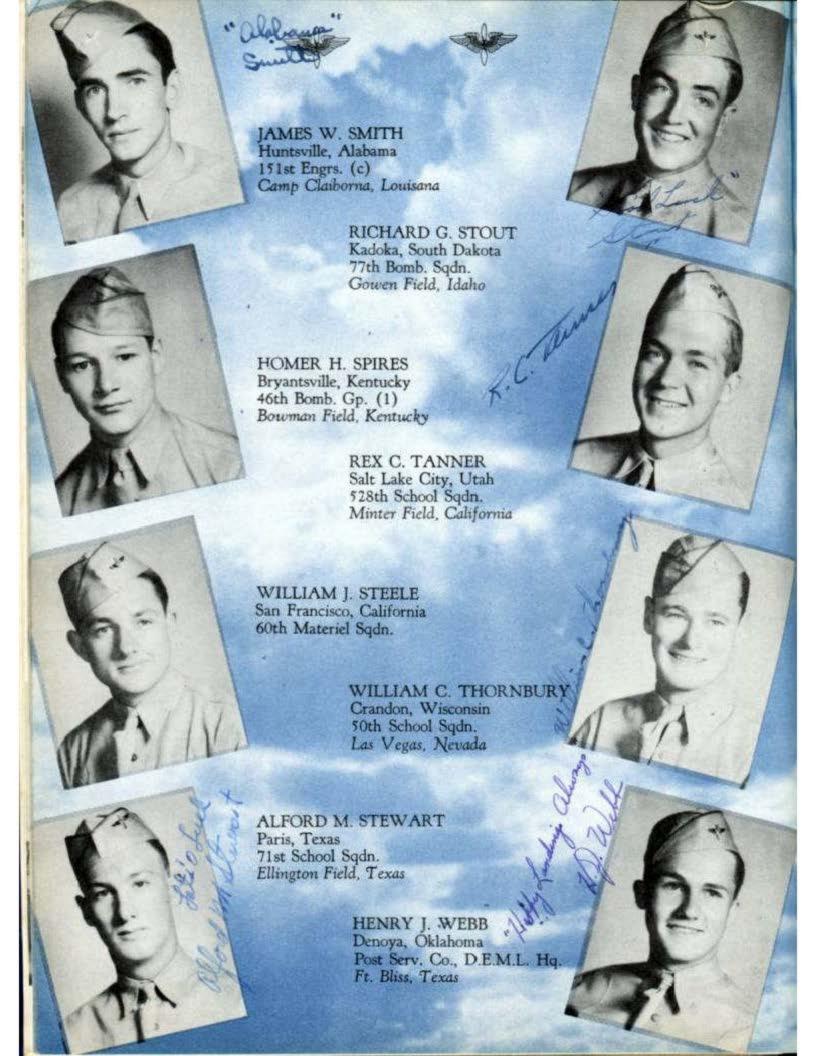






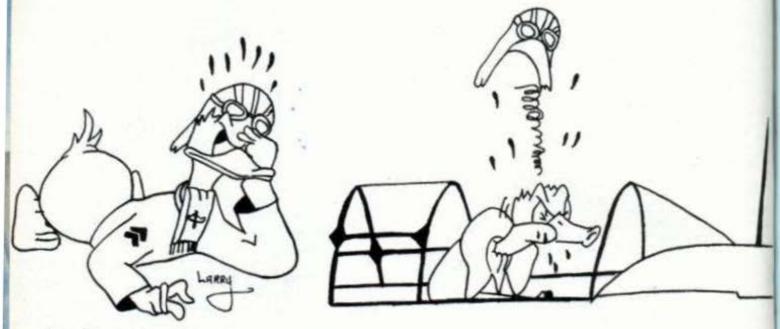








What A Life!



OH My Gostl, THAT was LT. Bridger I was Dog Fighting WITH!

No More Monday Spins !!



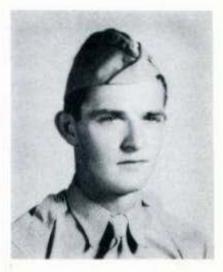
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PAUL A. BEACH Feature Writer

ROBERT S. BRIDGES, 1st Lieut., Air Corps, Editorial Supervisor

From The Editor

On December 7, 1941, peace was blasted from the minds of our American people, and the bloody business of war had descended upon us.

On December 21, 1941, the class of 42-G, the first class of embryo pilots to report for training after the war's declaration, began its training with a new determination. Flying through the skies at breath taking speeds had once been a thrilling dream, but now the grim task that lay before us was marked by cold realization in the mind of every young member of this new class.

After five weeks of preparatory training at one of Uncle Sam's huge pilot replacement centers, we reported to the various primary flying schools located throughout the Southeast Training Center. Little did we realize what was in store for us here. Weeks of ground school, hours spent learning the intricacies of acrobatic flying, anxiety, anticipation, the horrible thought of being eliminated, often these things tore at our nerves, but when we thought of the job ahead, this elementary phase of flying was minor in comparison. True it is; that some of us did not survive those first nine weeks, and some have dropped out since, but in going, these men have demonstrated courage and loyalty in attempting to conquer a field beyond their ability.

Now, with the conclusion of our basic course just around the corner, we stand eagerly awaiting entrance to the advanced phase of our training, where after a few weeks of "polishing," we graduate as full fledged members of the world's greatest air force, ready to enter the battle with all the undying spirit of our freedom loving forefathers.

No, we were not forced into this, the most hazardous of all the jobs of war. We are only proving the American will to do the utmost toward securing the continuation of our right to a peaceful and Democratic life.

III Aviation Students



" DEEP IN THE HEART OF TEXAS" !!

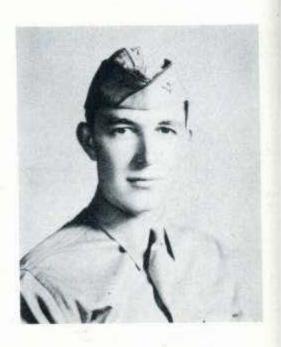
Student Officers



PAUL A. BEACH Battalion Commander



ROBERT J. CERENSKY Battalion Adjutant



JAMES H. HILEY Battalion Sgt. Major

IV Ground School Activities





MR. R. H. NELSON Director of Ground School Instructor of Navigation

TO THE CLASS OF 42-G:

"A Man's Character Expresses Itself in EVERYTHING He Does"

No doubt you take pride in the fact that you have graduated from Basic \ You should \ You are well started on the road to becoming a full-fledged pilot in one of the greatest Air Forces on earth. How long that Air Force will remain great DEPENDS ON YOU.

Let us pause a moment, then, and look from the viewpoint of the Flight Commander, seeing his new pilot for the first time.

What impression do you make in his eyes, Mr. Staff Sergeant Pilot?

Does he see you lolling and indifferent?

Careless and non-reg in your dress?

Diffident and apparently afraid of your own voice?

Blustering and browbeating? Loud-mouthed and pro-

fane?

Or does he see you a proper figure of a MAN, selfconfident, firm, courteous, military, and conveying the impression of being in command of yourself, willing to obey orders, or of being in the habit of having your orders obeyed, without question, not so much by the stripes on the sleeves of your uniform as by VIRTUE OF THE MAN INSIDE IT?

After the day you first reported to him, has he found you an active force whose presence helps the work along?

When the going was toughest, were you there in the midst of it, encouraging?

HAVE YOU BEEN AN ASSET AND NOT A DEFICIT TO YOUR SQUADRON?

All these questions it were well to ask yourself before looking into the mirror with too much satisfaction.

Hard work ever has done more in the world's affairs than genius. By hard work you have come a long way; and by still harder work you will advance step by step to that lofty goal which you have set.

YOU CAN--YOU WILL--YOU MUST--ADVANCE!

WE HAVE PAITH IN YOU.

9. 28 Nelson

R. H. Nelson Director of Ground School



MR. A. J. RAGLAND Instructor of Meteorology



MR. P. H. LINDHORN Instructor of Radio Code



MR. W. L. DECK Instructor of Meteorology



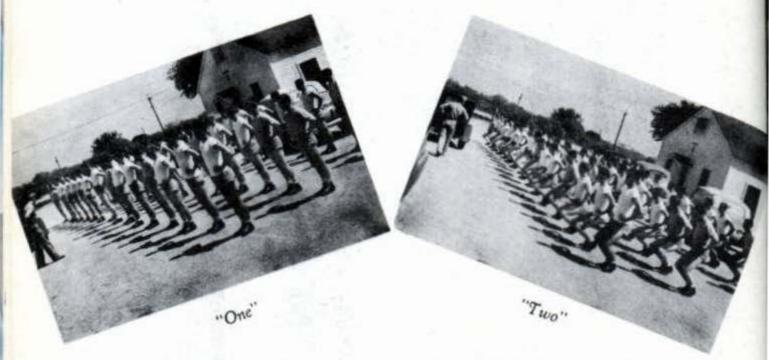
MR. S. R. PIAGGI Instructor of Radio Code and Communications

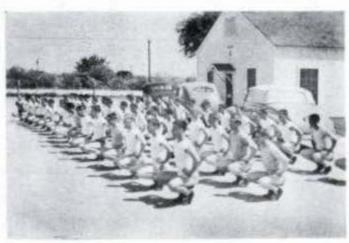


"Such Studious Pupils"



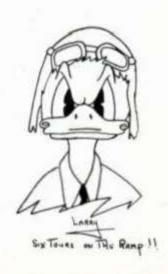
Calisthenics





"Three"
"The Air Force Builds Men"

one for Barden hard





I DIDN'T DO IT

By Price

There is always one in each class, but 42-G seems to have more than their share.

SMITH, J. W. "Sir, how long do the wheels turn around after we take off?

And there is not one of us who has not tried to take off in low R. P. M. and wonder why the devil she would not rev-up over 1500, but when Wegner tried to take off on the home field and couldn't do it, he rolls to a stop over in the parade ground.

- Scene Two Same Story

"OOO from Curtis One, go around again and try to make a three pointer this time!"
"Curtis One from OOO; Sir, I haven't been around once yet."

Hazel after busting a forced landing, "Sir, I thought those little grey things were weeds and not sheep."

Then there was the day Perkins, R. M., took up one of the instructor's favorite ships, 136 by number, and after being told to treat it like a baby, proceeded to wring it out, Perkin's fashion.

You should see Hedges ground-loop and then tell everyone it was his instructor.

Yeargin, O. H.—"But sir, I just buzzed down to see if he was hurt after going through the fence."

Rumor has it that Duncan, J. C., is just about the best left-handed saluter in these here parts.

Simpson really believes in priming a hot engine—32 times by count—and there were 5 spectators.

They sent Dace to Moore Field to shoot a stage—40 minutes later he comes back,—
"Sir, Moore must be lost, it couldn't find me." The same day Shaw got lost coming home from White Field, what makes it funny is that you can see Curtis from atop the Tee at White.

V Around The Clock At Curtis Field



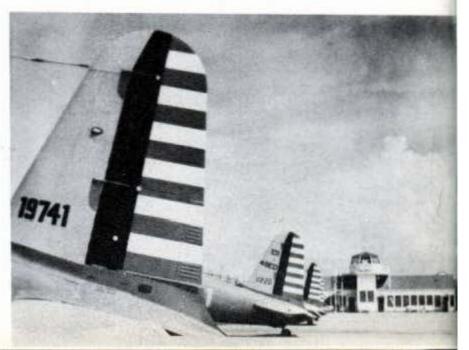
Engine Trouble: And No "Chute" !!





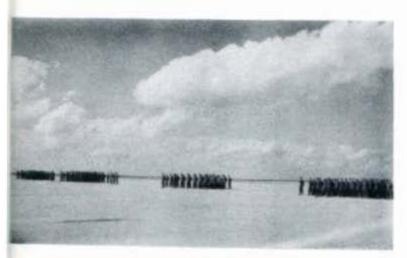




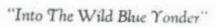


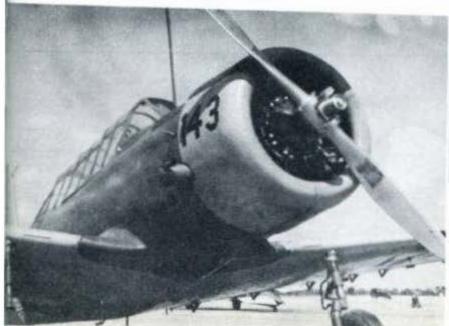


"Three Stooges"



"Retreat Parade"







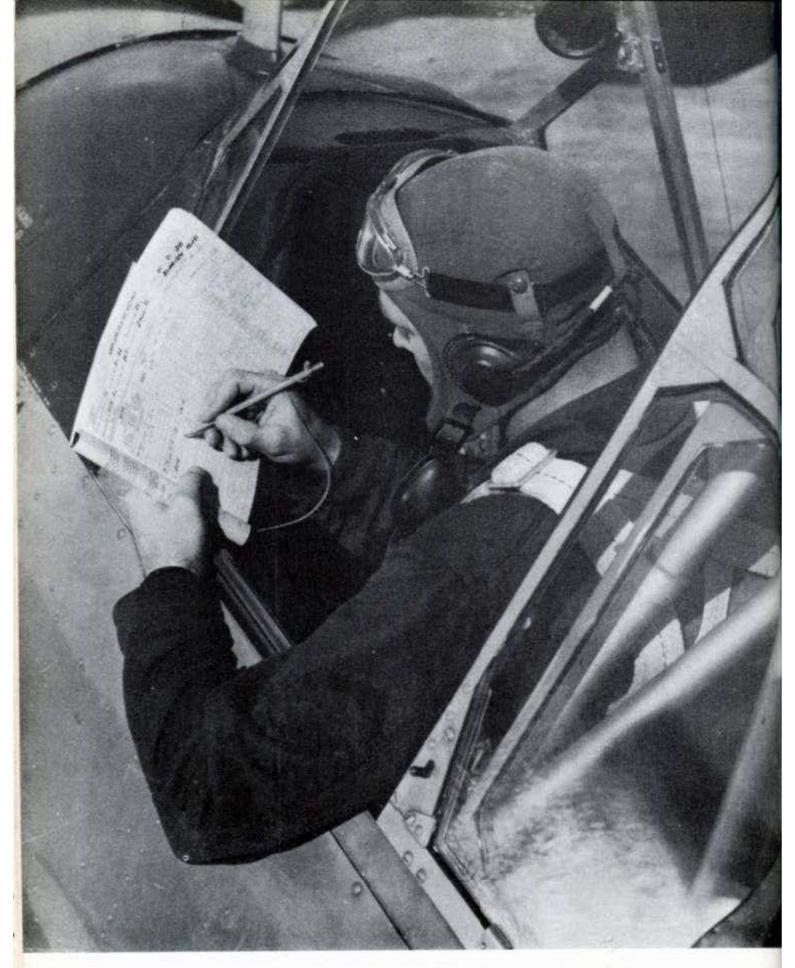
"HP's"



"Visitors' Day"



"A Visitor"



DON'T FORGET FORM 1





"Time Out"

Seen At The Dance

"Fill 'Em Up Again"

Every One Went Home Happy

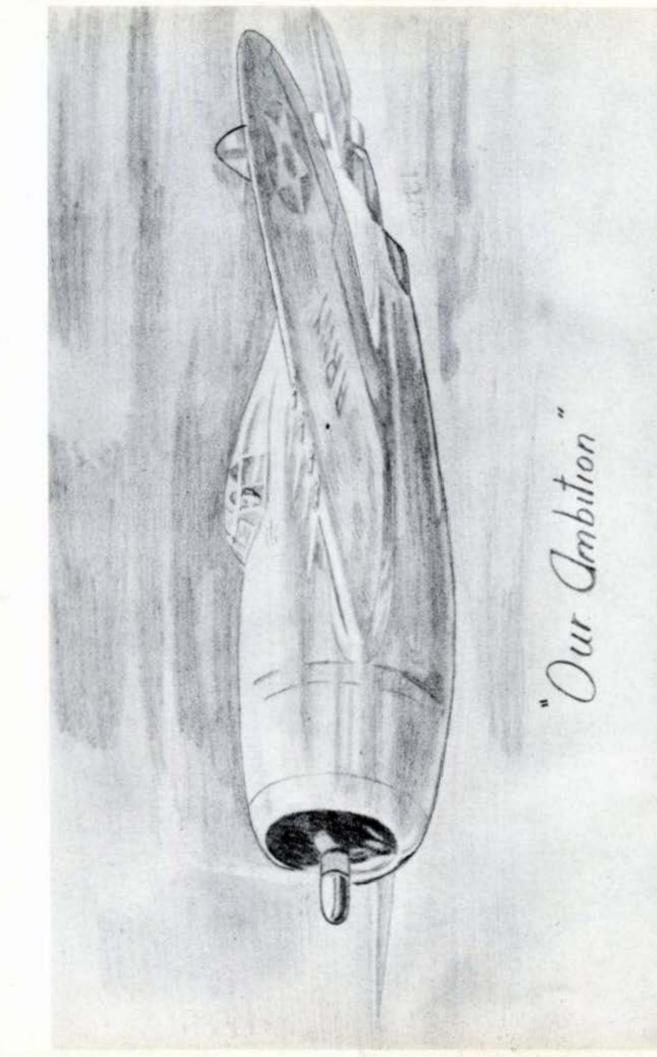
"Hold Me Tight"





"Three Musketeers With A Fourth"





A Parting Word



MAJOR HAROLD A. GUNN

AIR CORPS TRAINING DETACHMENT

Brady Aviation School, Inc.

CURTIS FIELD BRADY, TEXAS

Gentlemen:

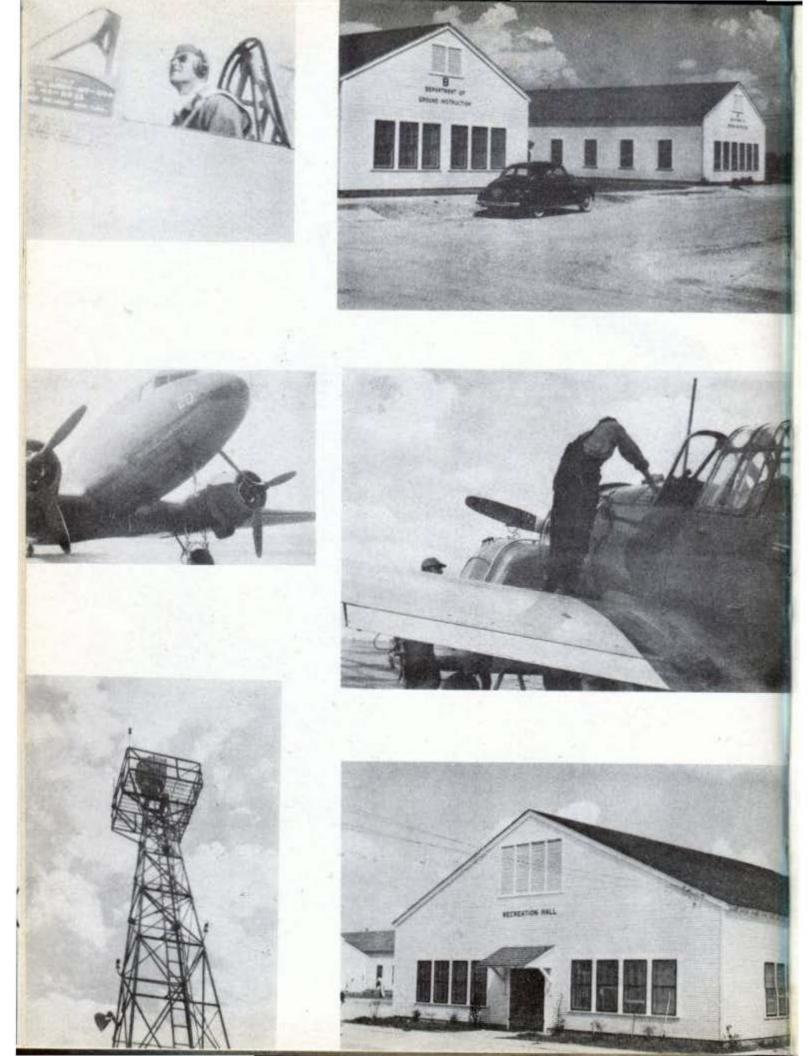
Each man has his moment. This seems to be mine, for your class is the last one with which I shall be privileged to work while still a part of the Air Corps Training Detachment, Brady, Texas.

Working with you has been a pleasant task. The real measure of the worth of our efforts is yet to come. It is my belief that you are off to a good start. With some help from Lady Luck and a great deal of conscientious effort on your part, your success is assured.

I am sure that some day, in the years ahead, our paths will meet again. I feel confident that I will be able to point you out with pride, knowing that you are a product of this school.

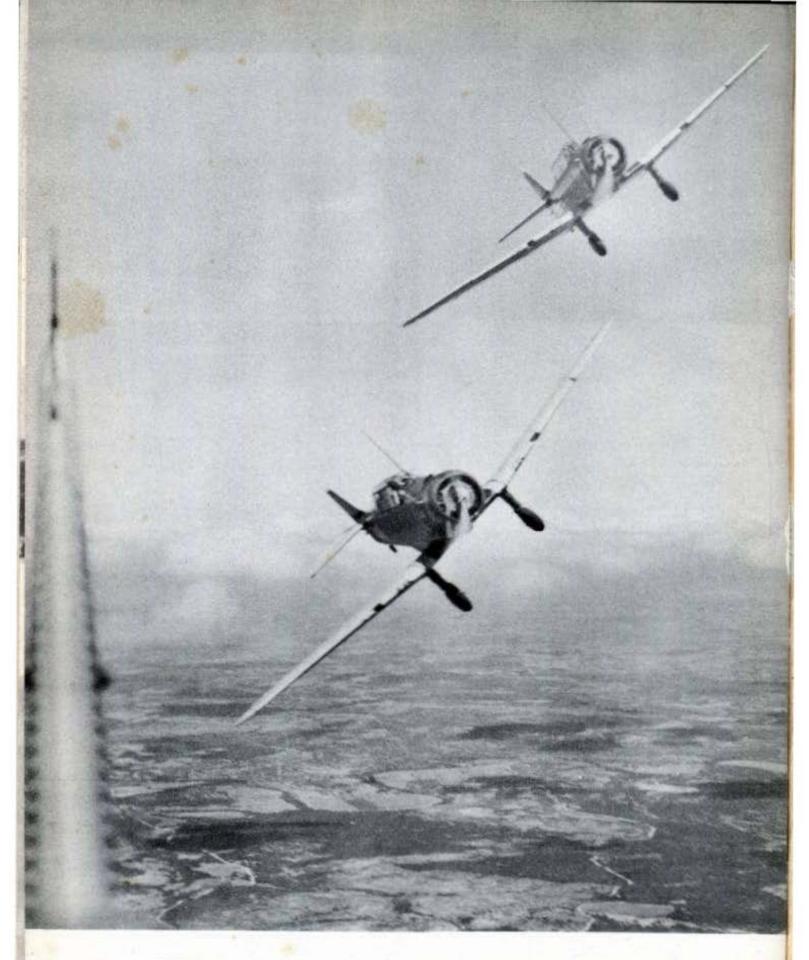
It is with regret that I say so-long to this very pleasant interlude. May Good Fortune fly ever as your copilot!

Major, Air Corps.





THIS MAY COME IN HANDY SOMETIME



"DON'T LOOK NOW, BUT I THINK WE'RE BEING FOLLOWED"

