

# ELLINGTON FIELD

## CLASS 44-E

*Lt. P. J. Werner 0-2057481*





*"With confidence in our armed forces,  
with the unbounding determination  
of our people, we will gain the in-  
evitable triumph. So help us God."*

FRANKLIN D. ROOSEVELT, Dec. 8, 1941



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*The President of the United States*



COLONEL RALPH C. ROCKWOOD  
Commanding Officer Ellington Field



Colonel Ralph C. Rockwood is now acting commanding officer of Ellington Field. He took over the assignment on the departure of Col. W. H. Reid for 30 days of duty as commander of the 34th Flying Training Wing at San Angelo, Texas.

Aged 32, Col. Rockwood is a regular army officer and is rated as a senior pilot with more than 4,000 hours in the air. He has a wife and one child and he lists his home address at 1346 E. Thompson St., Sapulpa, Oklahoma.

Col. Rockwood was graduated from the University of Oklahoma in 1933 with a B.S. degree in Mechanical Engineering and a reserve commission in the Field Artillery through participation in the R.O.T.C. He was graduated as a pilot from Kelly Field in 1934.

He served with a tactical unit at Barksdale Field, La., and at Wheeler Field, T. H., where he held such posts as engineering officer, airdrome officer and flight commander. He also served at Randolph Field, Texas, as an instructor, and later was assigned duties at the Sikeston, Mo., Army Air Base; Majors Field at Greenville, Texas; the Fort Worth, Texas, Army Air Field, and the Liberal, Kansas, Army Air Field.

He has piloted virtually all types of airplanes from single-motored units to Liberators. He reported to Ellington Field March 29 of this year to become Director of Training and assumed command of the post on April 10.



LT. COL. H. D. SMALLEY  
Section Commander



LT. COL. C. D. CHITTY  
Deputy for Training Operations



MAJOR H. J. WOLF  
Director of Pilot Training



MAJOR RALPH H. MARTIN  
School Secretary



MAJOR HARRY L. LOGAN  
Commandant of Cadets



LT. CHARLES D. FORD  
Senior Tactical Officer



CAPT. F. W. WELCH  
Tactical Officer



LT. D. L. RILEY  
Tactical Officer



LT. J. E. PATTILLO  
Tactical Officer



LT. SAMUEL H. ROBISON  
Tactical Officer



CAPT. G. E. BARTON, JR.  
Asst. Director of Ground School



CAPT. H. W. K. FITZROY  
Director of Ground School



CAPT. ARTHUR NASH  
Asst. Director of Ground School

## GROUND SCHOOL





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CAPT. W. HAMBLÉN  
Group Commander—Group I



MAJOR M. A. CRISTADORO  
Director of Pilot Flying



CAPT. E. C. GUTKNECHT  
Group Commander—Group II



CAPT. E. A. RIGGS, JR.  
Group Commander—Group III



CAPT. G. H. KIMBRELL  
Group Commander—Group IV

## ECHELON COMMANDERS



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LT. E. TUTTLE



LT. R. E. FROST



CAPT. F. MARCUM

## AIR INSPECTORS



MAJOR J. E. BAILEY  
Air Inspector for Training



CAPT. G. A. SCHULTE  
Asst. Air Inspector for Training



INSTRUMENT SECTION



CAPT. A. D. ALGER



CAPT. R. W. HALL



CAPT. E. S. HARRINGTON



LT. F. H. FAHRINGER



CAPT. B. L. WILLIAMS



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*Lots of luck  
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TAXI*



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*To a fellow  
bunkie  
sincerely  
B. J. Webber*

*Prof  
Furch  
to a good  
flying partner  
& bunk mate.  
Waldo.*



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## ● History of Class 44-E

44-E—just two numerals and a single letter. Rather insignificant, isn't it? But to us, the 350 men who have achieved what we wanted most, it is symbolic of the most important days of our lives.

To start this history of our class, we must go back to the months of June to December, 1942. It was then that the men of this class were taking mental and physical examinations for appointments as Aviation Cadets in the United States Army Air Forces. Then, in January of 1943, we began getting our orders. We reported to large Army Air Forces fields for Army basic training. There we spent two or three weeks of learning to walk. Most of us had been walking all of our lives, but the way the Army did it was quite different. We got the first whiff of poison gases, shot our first sub-machine guns and, as a matter of fact, got shot ourselves for the first time. In two or three weeks it was all over.

We boarded trains and were sure that we were on our way to Classification. But when the trains stopped and we stepped out, we found ourselves, not in the Army, but in college. The Army had seen fit to augment our own schooling with a few months of its own. We had such subjects as navigation, weather, history, speech and physics. At these colleges many of us got our first rides in airplanes—and found the first taste of a thrill that grows on you every time you go up.

Classification was next—and there we specialized in worry. To "wash out" or not to "wash out," that was the question. They took us down for physicals. They looked in our eyes and put drops in them. We jumped up and down and they took our pulse; we lay still and they took our pulse. They checked our hearts. After they finished finding out what made us tick, they sent us over to see just how gray the gray matter really was. We set for seven hours and, by the end of the first hour we were so discouraged and had such inferiority complexes that we almost didn't care whether we passed. And then we went to some gentlemen who could ask the most embarrassing questions, and we had to answer them. These gentlemen decided whether or not we had the emotional stability needed for air crew training. Well, they got some of the boys there.

After completion of our tests, for about four weeks, we learned that pilots, to be good pilots, must first be able to pick up rocks. We left classification with a band playing, and 5,000 other eager beavers for companions. It was a short trip this time. We marched out one gate, across a military highway and through another gate, and there we were. It was our home for the next nine weeks and, sad to relate, for many of us, thirteen weeks.

At preflight they told us they were going to separate the men from the boys. We all managed to stay—that is, most of us did.

They sent us to classes in aircraft identification, naval identification, math, physics (that's the one that made it thirteen weeks) and code (that helped a little too). They also had a little course called physical training. We called it many other things. After nine, and for some of us thirteen weeks, we were off for primary.

The age-old fable of country club life took a jarring jolt. We found that the Army still had a lot of authority, even at a civilian owned flying school. And to prove it, they gave us tours occasionally. We learned here the fundamentals of flying; that if we moved the stick and the ruder to the left we would turn left, and vice-versa. The sound of the motors seemed terrifying. We gulped, gathered up all our spare courage and set about learning to fly. After approximately eight hours they started soloing us, and if you didn't know your instructor; well, you'd swear he was out to get you. The **idea**, sending you up alone! We received 65 hours of flying time there; time we'll never forget, for those were the first days, and we were breaking the chains that had bound us to the earth.

**BASIC WAS ROUGH!!** We had our first formation flying there, and never did think we would learn. Just when we thought we were catching on, we had the required time and had to go on to something else. Too, we got the first real acrobatics. Those were days none of us will forget. There aren't words to describe the wonderful feeling you get when you see the world go into all sorts of crazy motions and angles, and then right itself just by the simple coordinated movements of your hands and feet. Basic ended, and then came the wonderful cry! "On to Advanced."

When we arrived at Advanced we thought we would have things easy; just coast for nine weeks and have a General, no less, come up and congratulate us on our wonderful accomplishment, and pin the wings and bars on us. If that's the way it was once, well, then things have changed. We were rushed from one minute to the next. Always on the go and always something to do; something that must be done of you're to get through. We had our first long cross countries, and really learned to fly formation. We had our first night cross countries, search missions (and lots of times before it was over someone was looking for you). Rendezvous and interceptions—those were just some of the important phases of training we received here.

So now we are through with cadet training—and learning that we are just beginning to learn to fly. As we went through these last 16 months, we saw friends come and go. We feel that we owe them a debt. They wanted to fly, too, and maybe by trying to do both their share and ours, we can make them a little happier.

A/C VICTOR J. HANCOCK.

*Picture Parade . . . .*







