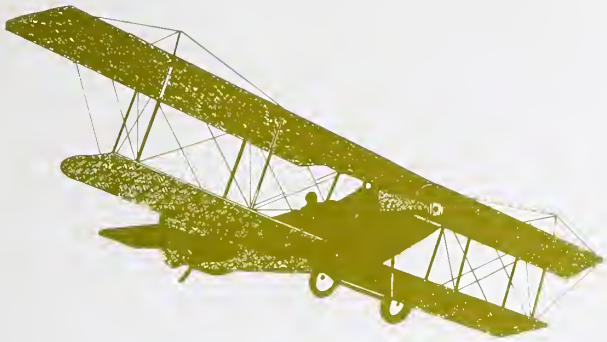
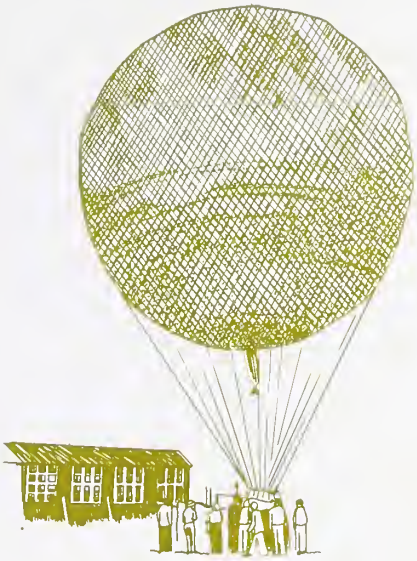
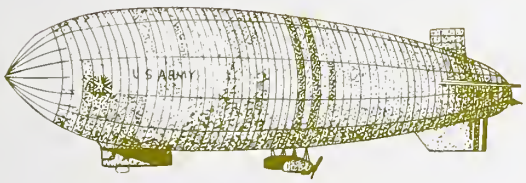
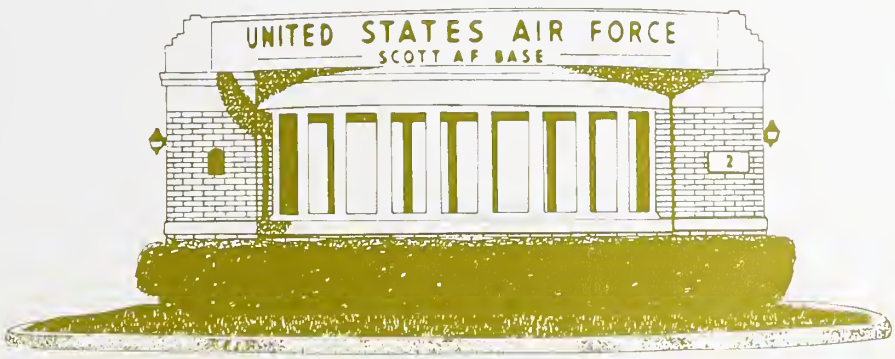




AN ILLUSTRATED HISTORY OF SCOTT AIR FORCE BASE, 1917-1987





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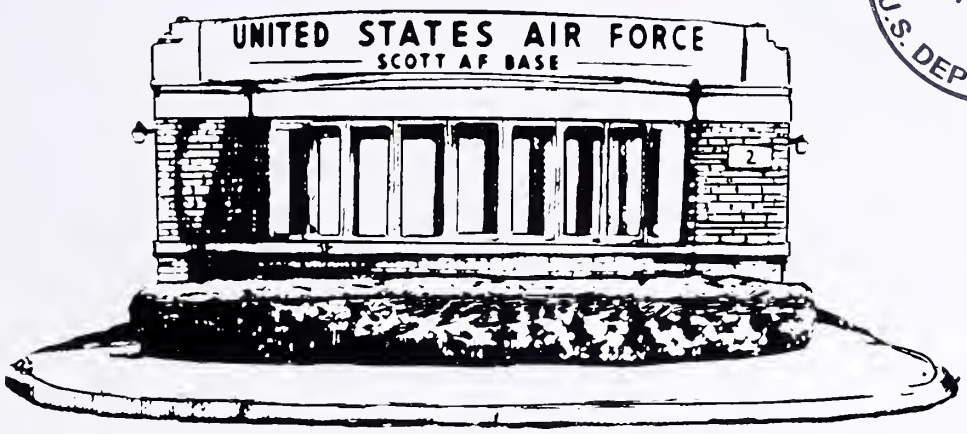

MILITARY AIRLIFT COMMAND
Historical Office

by

BETTY R. KENNEDY

MILITARY AIRLIFT COMMAND
UNITED STATES AIR FORCE
SCOTT AFB, ILLINOIS
SEPTEMBER 1987

Dedicated
to
the men and women
who have served Scott Air Force Base

Corporal Frank S. Scott, left, with his friend, Private First Class James S. O'Brien, at College Park, Maryland. Corporal Scott, the first enlisted man to lose his life in a military air accident, died at College Park on 28 September 1912.

Corporal Frank S. Scott

Scott AFB, Illinois, named after Corporal Frank S. Scott on 20 July 1917, remains in 1987 the only Air Force base to honor an enlisted man. Little is known about Corporal Scott, who was born on 2 December 1883 in Braddock, Pennsylvania. Purportedly, his parents perished in the great Johnstown flood of 1889, and Corporal Scott and his only sister, Clara, were reared by an aunt. On 2 March 1908, when he was 24 years old, Scott enlisted in the Field Artillery at Fort Slocum, New York. Three years later, he was honorably discharged at Fort Myer, Virginia, as a private in Battery D, 3rd Regiment, Field Artillery. Scott reenlisted that same month with Company G, Signal Corps. When a lengthy illness in July 1911 rendered him unfit for mounted duty, he was assigned to the Signal Corps' Aviation School at College Park Flying Field, Maryland. Fascinated with flying and possessing a good mechanical aptitude, he became a mechanic for one of the Wright Type-B biplanes at the field. In late September 1912, Corporal Scott asked Second Lieutenant Lewis G. Rockwell if he would take him along on a flight. Second Lieutenant Rockwell had just received his civilian pilot's license three weeks before and was in the process of obtaining his military aviator rating. Retired Army Captain Bernard Rome saw Corporal Scott the day before the ill-fated afternoon flight and recalled that Scott was in "high spirits" because Rockwell had promised to take him flying the next day. The slender, blue-eyed Scott had joked that he was to be the ballast. A fellow officer had asked to accompany Rockwell, but Rockwell turned him down, saying that his weight would throw the plane off balance.

The fatal flight commenced routinely on 28 September 1912. Rockwell first made a solo run over College Park at a remarkable 40 miles per hour. A crowd of over 300 had gathered below. Confident that his airplane was in proper working order, Rockwell landed and Scott climbed aboard. After reaching an altitude of 150 feet, Rockwell leveled off and soared for approximately 10 minutes. Coming in for the landing, the frail craft developed engine trouble and nosed downward. Within 30 feet of the ground, Rockwell cut the 30-horsepower, 4-cylinder engine but it failed to stop. The biplane rammed into the earth, leaving nothing but a heap of splintered wood and torn canvas. Corporal Scott was killed instantly; Second Lieutenant Rockwell died later that evening, never regaining consciousness. The official investigation revealed that the wooden plane, held together by wire, cloth and numerous coats of glue, had typically been rebuilt three times and had logged more than a thousand flights. Based upon eyewitness accounts and the fact that the plane's control wires were still intact, the board concluded that Rockwell had misjudged his height and as a consequence, had failed to bring the plane out of its dive in sufficient time to clear the ground. Both men were buried in Arlington National Cemetery on 1 October 1912. The 1917 decision to name the aviation station near Belleville after Corporal Scott was simply an attempt by the Signal Corps to pay a lasting tribute to those who had lost their lives during the early years of military aviation. Today, in 1987 as the Air Force celebrates its 40th anniversary, this tribute reminds us of the countless persons who through their untiring efforts and undaunted enthusiasm eventually transformed the flying machine into the United States Air Force.

PREFACE

As Scott Air Force Base, one of the oldest Air Force installations, begins its 70th year, it is fitting that a history honors its achievements. This illustrated volume highlights four major eras. During the brief period of World War I, Scott Field, completed on 1 September 1917, supplied the American Expeditionary Forces with over 500 pilots and hundreds of mechanics and ground crews.

In the 1920s and 1930s, when the field served as the home for the Air Service Balloon and Airship School and the center for lighter-than-air activities, balloons and airships graced the skies above Scott Field. Among the field's most prized possessions were the largest non-rigid and semi-rigid airships in existence. Its facilities included the world's second largest airship hangar, exceeded in size only by the U.S. Navy facility at Lakehurst, New Jersey. Setting new records and performing experimental research, Scott airmen brought the field national and international recognition in the lighter-than-air era.

Throughout World War II and the 1950s, communications training dominated the field's activities. During the war years, more than 70,000 radio operator-mechanics passed through the "Communications University of the Army Air Forces," as Scott Field was known. After the war, on 13 January 1948, Scott Field became Scott Air Force Base. The relocation of Headquarters Air Training Command to Scott in 1949 gave the base's training mission increased distinction. By the time training ceased in 1959 after a twenty-year period, Scott communications and technical graduates numbered over 150,000.

Since 1957, when the Military Air Transport Service (redesignated Military Airlift Command in 1966) assumed control of Scott AFB from the Air Training Command, the base has primarily served as a headquarters installation for several organizations. Responsible for airlift, communications, weather, and rescue and recovery operations, Scott's major tenants grew into organizations with global operations. Additionally, in the 1970s, the worldwide aeromedical evacuation and continental United States operational support airlift missions became directed from Scott AFB. The recent establishment of the joint-service United States Transportation Command at Scott has brought the base additional prestige. In 1987, Scott AFB is the only Air Force installation which hosts the headquarters of three major commands: United States Transportation Command, Military Airlift Command, and Air Force Communications Command.

Throughout the base's 70-year history, its ability to expand and its central geographical location have favorably decided its future. Another influential, at times crucial, factor in Scott's longevity has been the continual presence of strong community and political support. To ensure the viability of Scott AFB in the years ahead, these contributing ties must be remembered and nurtured.

In addition to commemorating Scott AFB, another intent was to write an official history based upon original source materials which would eliminate long-standing discrepancies or provide at the very least the interested reader with a primary reference source. While serving as the 375th Aeromedical Airlift Wing (AAW) historian—the keeper of the Scott AFB archives, I discovered to my dismay the repetition of many inaccurate statements. Thus, an official history of Scott AFB is long overdue.

One other underlying reason for this volume was to preserve and promote the more significant photographs in Scott's archives. More than anything, these pictures prompted me to undertake this project. As I worked through the source documents, many photographs increased in importance as they became linked to specific events. Unquestionably, this extensive collection represents several facets of the Air Force's heritage.

Until the completion of this illustrated history, the base's only comprehensive record has been Base Historian Albert E. Dougherty's unpublished *History of Scott Air Force Base, Illinois, 1917-1957*. Since many new materials from the earlier periods have been accessioned since then, largely due to the effort of Base Historian Delbert O. Henson, and since most all of the histories from World War II forward were still available, I relied upon Dougherty's commendable work only when missing pages in the World War II histories or lost volumes in the histories of the 1950s prevented complete coverage. For the World War I section, the *Scott Field Year Book, 1918* and the field's newspaper (the *Aerofoil)* as well as the *Belleville News-Democrat* and *The Daily Advocate* newspapers provided most of the information. Sources for the chapter on lighter-than-air operations came primarily from local newspaper accounts, Scott Field news letters, the field's adjutants diary, the airship facilities completion report, and a wealth of Air Service Balloon and Airship School documents donated by lighter-than-air men Harrison C. "Bill" Finley and Frank H. Clark. Although I made extensive use of the *Belleville News-Democrat* and *The Daily Advocate* in the first two chapters, great care was exercised as many inaccuracies existed in these publications. These newspapers, available on microfilm at the Belleville library, were used to confirm known events or for further elaboration. Concerning the spelling of names, corrections were made when verified by official papers. As already stated, official Army Air Forces and Air Force histories provided information on Scott when it was a major training installation. Likewise, official Air Force histories contained ample materials for the last period. For those who desire, a fully footnoted volume is on file with the history office of the 375th AAW.

I wish to express appreciation to those persons who over the years have donated pictures, memorabilia, documents, news clippings, and the like to the Scott archives. In particular, a heartfelt thanks to: Karl S. Axatater, Harold Biehn, K. B. Bogart, William Booth, Frank H. Clark, James B. Dill, Maurice Dillingham, Joseph Doud, Eugene I. Eacho, Bill Ertel, Margaret Faulbaum, Harrison C. Finley, Rolla Frazier, John Garner, Grosvenor E. Glenn, H. Greenfield, Richard Hartman, Louise M. Hartwig, Delbert O. Henson, Julice Hunt, Otto W. Jensen, Fred Kick, Edward A. Koziboski, Hugh Maine, Mrs. Glover C. McCollester, Merle Olmstead, Ruel J. Pachl, Sidney Pierson, H. C. Relyea, Vern Renaud, M. Isabella Rohls, Ralph V. Russell, Roy Schikedanz, Dave Smith, Samuel H. Smith, Harvill B. Srote, Vivian Stiles, Earl Van Houten, John Vidal, and Robert Zimmerman.

To the work's editors—Dr. John W. Leland, Dr. William E. Nawyn, and Joy Gustin—I extend a special thanks. Coworkers John Fuller, June Dobrinich, and Rita Markus also helped the project along. Tana Nordaker in the field printing branch oversaw the arduous task of typesetting. I am particularly grateful to Harold E. Wolfe, who spent part of his World War I service at Scott, for reading the first chapter and to lighter-than-air veteran Harrison "Bill" Finley, who served

a good number of years at Scott, for looking over the second chapter. Lieutenant Colonel Robert R. McCarty's firsthand experiences with Scott's operational support airlift mission and pilot training activities improved those sections in the last chapter. Possessing a fine knowledge of Scott's history, Patti Warner, my former partner at the 375th AAW, read the whole study to ensure that none of the major events had been overlooked and also helped in other ways on numerous occasions. To Detachment 1, 1361st Audiovisual Squadron, I express a long overdue "well done" for their assistance on this project and many others. The photo essay on Scott AFB at the end of the book is primarily the work of Photojournalist Technical Sergeant Bob Fehringer and Sergeant Ron Reed. Ginger Hickey designed the book's cover. Other people deserving recognition include: Joe Ventolo, United States Air Force Museum; Lois Walker, 2750th Air Base Wing; Senior Master Sergeant Robert C. Williford, Headquarters Aerospace Medical Division; Dick Burkard, Headquarters Air Training Command; and George W. Bradley, Headquarters San Antonio Air Logistics Center. Locally, the history offices of the Air Force Communications Command, Twenty-Third Air Force, and Air Weather Service also provided information. Lastly, had not Colonel Louis V. Pelini, then serving as the 375th Aeromedical Airlift Wing commander, impressed upon my new boss at the Military Airlift Command history office, Dr. James K. Matthews, the need for this illustrated history, the project would have remained only an idea.

Betty R. Kennedy
Staff Historian
Military Airlift Command

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CHAPTER 1

AVIATION STATION, 1917-1921

The Origins Of Scott Field

Scott Field, one of the first[1] aviation stations constructed for the United States' World War I effort, is one of the oldest Air Force installations. At the time of its establishment in 1917, Charles Dickens' 1842 description of the Looking Glass Prairie[2] near Lebanon, Illinois, remained accurate except that his "tranquil sea" of prairie grasses had been replaced by well-cultivated fields. World War I changed this idyllic setting forever.

The main entrance to Scott Field was located near the present day Belleville Gate, 1918.

Shortly after Secretary of War Newton D. Baker endorsed an expanded role for aviation, as the Allies had urged upon the entrance of the United States into the Great War on 6 April 1917, area business and civic leaders on both sides of the Mississippi River invited the Signal Corps[3] to consider sites near St. Louis for an aviation station. Across the river in Missouri, the St. Louis Chamber of Commerce (primarily aerial expert Albert Bond Lambert[4]) and the Missouri Aeronautical Society were instrumental in securing the government's interest in a central Midwest field. On the Illinois side, the directors[5] of the Greater Belleville Board of Trade spent considerable time and resources pursuing the project.

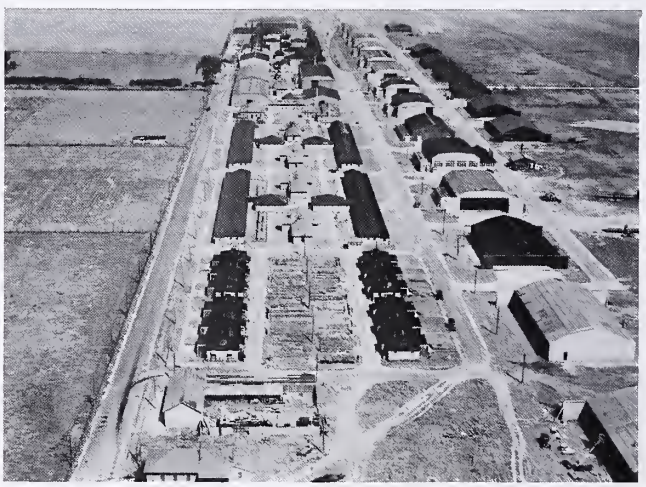
Major Benjamin D. Foulois in his capacity as the sole member of the Signal Corps Advisory Board directed Captain Clinton G. Edgar,[6] responsible for site purchases, to locate the field in Illinois. Captain Edgar (accompanied by Secretary Edward A. Daley[7] of the Greater Belleville Board of Trade, Mr. Lambert, and a government health inspector) visited several sites offered by the Belleville board in late May 1917. Two of the sites looked promising. One was in the lowlands. The other was situated on the bluffs approximately six miles northeast of Belleville in Shiloh Valley Township. Recognizing the drainage problems associated with the lowland site, Captain Edgar considered the second tract of land ideal. Located just off the Carlyle Road in a small flat valley near Grassland along the Southern Railway, the proposed 640-acre site varied in contour no more than five feet. A branch of the Silver Creek lay a few miles east of the tract. The land there was marshy and wooded, and this would influence the field's future expansions.

After weeks of negotiations, Secretary Daley wired Belleville Board of Trade President C. P. Tomlinson from Washington with the good news: "Belleville gets aviation field. Lease made. Return tonight." On behalf of the Greater Belleville Board of Trade, Secretary Daley negotiated the lease for 623.992 acres with Captain Edgar on 14 June 1917. By the terms of the contract, the seven landowners[8] received nearly $7,400. The lease could be renewed annually with the same conditions until 30 June 1920 or a purchase option for $122,895 could be exercised at any time. Other provisions provided for the harvest or compensation of crops and secured options on much of the adjoining land for expansion.

News of the Belleville site selection was well received. Scott Field became the second aviation station in Illinois (the first one, at Rantoul near Champaign, was completed on 31 July and was soon named Chanute Field). Local papers, *The Daily Advocate* and the *Belleville News-Democrat*, reported the details surrounding the "$1,000,000" aviation camp and prophesied certain prosperity. More attuned to the future of American aviation, Mr. Lambert remarked: "The establishment of this field adds greatly to the prestige of the St. Louis district and will undoubtedly play an important part in the development of aeronautics from a commercial standpoint after the war."

Scott Field Takes Form

The original Scott Field was typical of the many aviation fields built during World War I. The layout of the field followed a standard single-unit plan which Captain Edgar and the renowned industrial engineer Albert Kahn[9] hastily put together in May 1917 as the United States immersed itself in the war cause.



Scott Field was built according to a standard design. Looking north, the road to the far left is now known as A street, 1918.

Original Scott Field Buildings

1—commanding officer's quarters
12—officers' quarters
1—officers' club
1—hospital
2—cadet barracks
1—school building
1—headquarters
1—quartermaster supply building
1—aero supply building
1—bakery
1—boiler house
1—guard house
2—latrines
1—aero repair building
1—blacksmith shop
1—dope house
1—machine shop
1—motor test building
1—garage
1—post exchange
4—enlisted men's barracks
6—mess halls
12—hangars
1—sewage disposal plant
3—gas houses

These buildings were made of wood except the blacksmith and gas houses which were of steel construction. Ten more buildings were added later, probably in the spring of 1918: 4—steel hangars; 1—steel aero repair building; 1—ammunition house; 1—oil reclamation building; 1—maintenance building; 1—morgue; and 1—hospital administration building. A swimming pool or natatorium, paid for from the post athletic fund, was under construction the end of 1918. A library was also added.

The War Department began constructing the aviation camp in late June 1917. Fields with ripened crops of wheat and hay were harvested quickly. Other farmers like Isaac Cox, who reportedly received over $10,000 for 160 acres of crops, were handsomely compensated. Hundreds of men from the area towns and cities flocked to the aviation field seeking work. The government paid more than union wages, along with time-and-a-half for overtime and double-time on Sunday. The Signal Corps required the Unit Construction Company of St. Louis to erect approximately 60 buildings, lay a mile-long railroad spur to connect the site to the main line of the Southern Railroad, and level off an airfield within a mere 60 days. To complete the work as rapidly and efficiently as possible, the construction company concerned itself with the work at hand while the government paid the bills and managed the tremendous task of bringing in the materials. Lieutenant William H. Carruthers, the officer in charge of construction, employed nearly three thousand men at the height of activity.

The hustle and bustle of the field's construction is vividly portrayed in newspaper accounts and photographs. At the camp's Aviad railroad station, scores of men busily unloaded freight from the railroad cars onto wagons and trucks. The switch engine brought in rail cars in what seemed an endless stream. The road between the field and Belleville became filled with all types of motor vehicles that hauled in the building materials and supplies. One estimate placed lumber requirements at four million feet. Some area businesses even had their entire inventories bought up by the War Department. Others lost their workers to the lucrative jobs available at the construction site. Inside the camp, trucks and horse-drawn wagons weaved in and out among the various job sites, stirring up clouds of dust as they went. As hundreds of men framed buildings, others put up the huge trusses for the airplane hangars. The prairie air appeared to resound with machine gun bursts, so great was the noise of hundreds of hammers at work. Still other workers scurried about laying bricks or pouring batches of concrete for foundations and hangar floors. Above the din, rose the whistles of the Southern Railroad locomotives. So precisely timed was the work flow that as one operation finished, another crew stepped in to begin the next phase of construction.

Company M of the Illinois National Guard, the field's first military presence, arrived from Springfield on the Fourth of July to secure the aviation station during its construction. The men, recruited mostly from Chicago Heights, were described in a Scott Field newspaper article as "a hard, rugged lot." Company M did a good job of maintaining law and order among the workmen and in keeping out unauthorized visitors. Since the many frame structures under construction at the field were quite vulnerable to fire, another important responsibility of Company M was to keep the men from smoking near the buildings. It was a task that resulted in a humorous episode. So serious was the potential for fire that any worker caught smoking in a restricted area was immediately paid off and dismissed. When the pay office implemented a policy of paying all workers on Saturday night, the men, who wanted to quit before the end of the week, began bribing the guards to report them as smoking violators. Guards, who obliged the workers in this manner, received a welcomed monetary supplement to their $30-a-month income. This mutually beneficial arrangement soon ceased, however, when the guards were ordered

The Scott Field aviation station nearing completion, 14 August 1917.

to hold all offenders in the guard house until Saturday evening at which time they stood in the long pay line like everyone else.

The logistics of paying and feeding the workers are also interesting stories. Armed guards brought the payroll, which was roughly $75,000 a week, from St. Louis to the field by various secret routes. Dozens of clerks divided the money into hundreds of pay envelopes. During the construction phase, approximately 1,600 men ate three meals a day at the camp. They consumed ten tons of meat a week and every day 800 loaves of bread, 400 pies, and 100 pounds of coffee. For just one meal, nearly 300 eggs and from four to five bushels of potatoes were required. The men drank hundreds of gallons of coffee, tea, and lemonade.

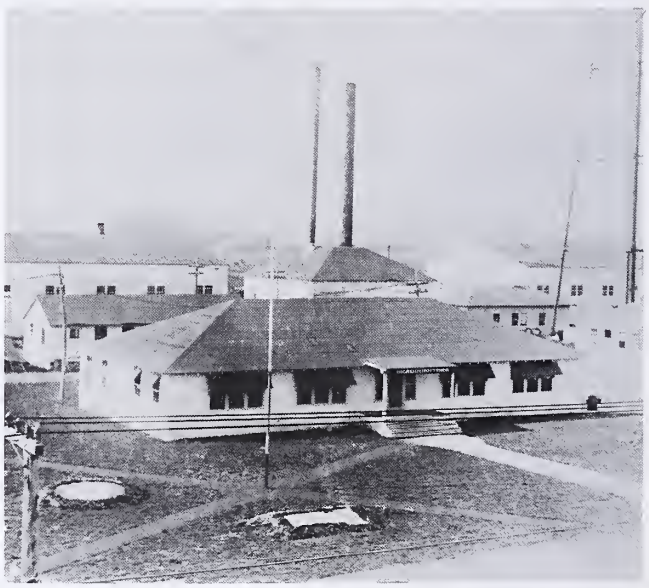
Obtaining an adequate water supply is another example of the tremendous effort expended during the construction of Scott Field. Originally, the field was to have its own source of water, but the deep wells drilled brought forth only salt water. Again the citizens from the local community found a solution. Arrangements made on 15 August 1917 with the Belleville Water Supply Company enabled a water line from the main line in Belleville to be extended to the camp. However, this unplanned project required 22 railroad carloads of pipe, nearly 10,000 tons. According to one newspaper account, government representatives scoured the countryside and commandeered every carload of pipe. In less than twenty days time, this mammoth undertaking was completed, and water from the Mississippi River was flowing to the field.

Although the construction work progressed at a frantic pace, many of the men, who camped at the field, also found time for moments of relaxation and entertainment. With the nearest saloon some five miles away and with insufficient transportation, food and drink "stands" built from a few pieces of scrap lumber and canvas began to appear just beyond the camp's perimeter. Officially called restaurants and given such respectable names as Coney Island Lunch Room, New York Restaurant and High Class Cafe, these establishments were soon dispensing liquor in violation of the law and the orders of the officer in charge of construction. Law officials dutifully confiscated the liquor stocks and jailed the offenders. Card and dice games, especially on Saturday night when the men were paid, also helped to wile away idle hours. All went well in these games, where many a pay envelope was wagered and lost, until one incident. Some of the men, who were living in a large abandoned barn near the field, conceived the idea of turning the barn into a casino. This gambling den operated until an argument erupted into a brawl with the participants landing in jail. This sobering experience quieted the camp life for a while.

Life in the construction camp also had its flourishes of patriotism, which reflected the allegiance of the local residents, many of them German immigrants. A man named Schmitz, tall and weighing in excess of 250 pounds, operated the butcher shop. One night as the intoxicated Schmitz was returning from town, he broke out in a song to his German fatherland. Inside the camp his spirits got the better of him. No sooner had he exclaimed "Hail to the Kaiser" than the cooks, waiters, and helpers fell upon him with their fists and whatever utensils were at hand. Aroused from his bed, the commissary superintendent stopped the ruckus just long enough to give Schmitz a head start in his race for the fence.

As construction neared completion, Brigadier General George O. Squier, Chief Signal Officer, arrived to assess the project. Upon the conclusion of his inspection on 11 August 1917, General Squier announced that he was satisfied with the progress made at the field. With the buildings essentially finished, the largest task remaining was the sewage system, which entailed laying 70 miles of pipe.

Major General George O. Squier, the first U.S. wartime air chief, visited Scott in August 1917 to inspect the field in its final stages of construction. (National Archives)



Headquarters Scott Field. With few telephones available, a motorcycle orderly kept the headquarters in contact with the various departments.

The post exchange, commonly called "The Canteen," was the field's general store. The Canteen included a merchandise department, restaurant, barber shop, and pool tables.

Post hospital. According to the field's first physician, Dr. Ernst C. Asbury, the hospital offered little privacy. Patients watched as others received treatment. Insufficient beds, medicines, operating room equipment, and personnel were major problems until the spring of 1918.

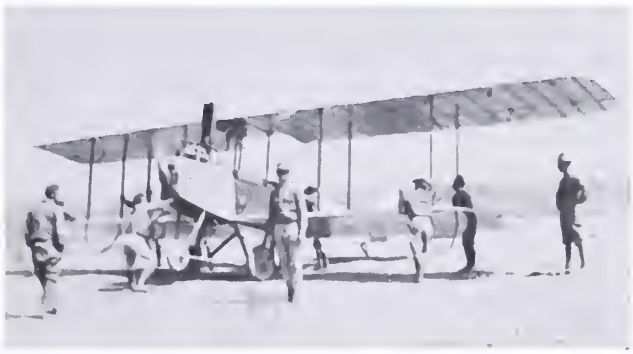
Officers Club. The large sign to the left of the door rallied the field to its 4th Liberty Loan quota of $25,000.

The construction of Scott Field was completed on 1 September 1917, slightly more than two months after the work had begun. On this date, the government officially accepted the field. Clean-up and finishing touches, such as putting up a wire fence topped with barbed wire around the field's perimeter, lasted until November. The civilian work force, which at one time numbered 3,000 men, built the $1.5 million aviation station in record time. The success of this vast project was a striking testimony to the support that area residents gave to the United States' military forces as the nation entered into World War I. Over the next 70 years, the bond of friendship and cooperation forged in 1917 between Scott and St. Louis, Belleville, and the many small towns of Southern Illinois grew.

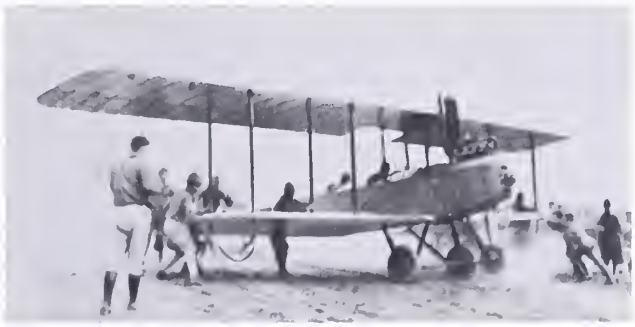
Flying Begins—The 1917 Season

Scott Field trained pilots[10] and ground crews for the American Expeditionary Forces' Air Service. With the arrival of the 11th and 21st Aero Squadrons (comprised of 300 men) from Kelly Field, Texas, Scott's training mission was soon underway. Reportedly the sight of the white, completed buildings caused many of the men, who still had fresh memories of dust, cactus and canvas tents, to cheer as they marched up the street on Sunday, 12 August 1917. Among the units' officers were the first two commanders of Scott Field, Captain Jack W. Heard and Major George E. A. Reinburg.

Some anxious moments passed until Scott Field received its first shipment of airplanes, which had been delayed in transit. In all probability, one of the two airplanes transferred or borrowed from Rantoul Field, Illinois, made the field's first flight on 2 September. At least seven Standard biplanes were at the field when Curtiss JN-4D "Jenny" airplanes arrived in early September. More suitable to pilot training, the Jenny soon replaced the Standard as the primary training machine. A distinctive feature of the Jenny was its dual control. The eight cylinder, 90-horsepower Jenny could be operated from either the front or rear seat position. With each of the hangars capable of housing six airplanes, Scott's full assignment was expected to be 72.



Spinning the propeller for the first flight from Scott Field, 2 September 1917.



Final tune up.

Scott Field Commander Major George E. A. Reinburg, front seat, and civilian instructor William H. Couch, rear seat, prepare to take off in a Standard biplane on the first flight from Scott.

Flying instructions began on 11 September 1917. To the envy of the nearly 100 cadets watching from the ground, civilian instructor T. C. Jones took up Texan James Houston Maupin for the first airplane ride. Seventeen days later pilot trainee Cadet Merrit O. White made the first solo flight.

To these young airmen who regarded flying as an adventure, the hazards of flying thousands of feet above the ground in fragile wooden and cloth-covered airplanes, held together by wire and glue, soon became reality. The field's first airplane accident occurred on 17 September 1917 when instructor Jones' Curtiss, No. 13, plunged suddenly during the descent, striking the ground with its nose and turning completely over. Fortunately, Jones was not seriously injured. But a greater tragedy befell the field the next day when Sergeant A. L. Alexander, a 30-year-old mechanic from Buffalo, died instantly after a plane's propeller struck him on the back of the head. These sobering events tempered the thoughts of those students who mistakenly believed that the flying machine could be quickly mastered.

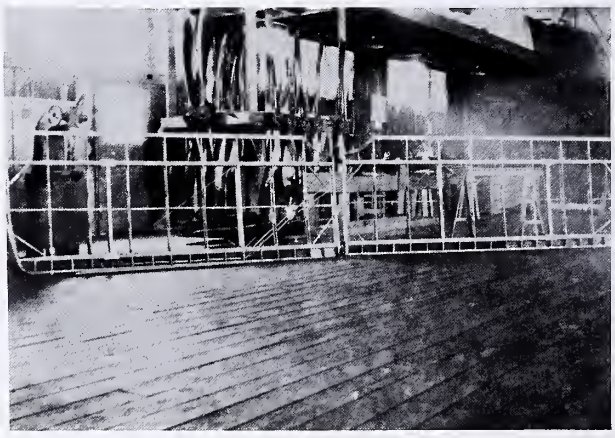
The cadets and student officers received only the rudiments of flying and airplane maintenance while at Scott. By the end of September, flying instructions had progressed to the point where it was not uncommon for visitors to observe as many as 15 planes in the air at any given time. Instructors maintained order by requiring all students to take off and land from a large circle, located in the center of the flying field. Twenty aviation students from the ground school at Champaign, Illinois, and two more squadrons—the 85th and 86th Aero Squadrons—from Kelly Field also arrived in late September, bringing the field's population close to its capacity of 1,000 men.

By the time the first flying season ended on 18 December, 24 cadets had completed the reserve military aviator course and received their commissions as second lieutenants. Another 56 cadets finished their flying requirements in France or at other fields in the United States, possibly due to a shortage of airplanes and instructors. Lieutenant Paul Prevost, temporarily assigned from the French Army, and civilian instructors Couch, Hill, Jones, and Lewis guided these first students through the trials and thrills of flying. By mid-December, the civilian instructors had left for Gerstner Field at Lake Charles, Louisiana. Little else is known of the 1917 pilot training program. The Allies' urgent need for aerial firepower and reconnaissance on the Western Front meant that the 1917 pilot training program at Scott had to be developed with all haste. Lacking the benefit of an extensive, formalized training program, each student was forced to pick up the basics of flying as best he could.

Scott cadets, August 1917. Last row from the left by number: S. T. Webster, N. E. Pierson, L. G. Woodword, M. O. White, B. G. Bird, C. J. Cleary, G. L. Hancock, L. V. Clark, R. E. Ellis, W. Johnson, R. M. Phelps, F. E. Alexander, H. H. MacVey, F. C. Rockstroth, A. M. Kidder, H. Coleman, and Cadet Grant.

The Winter Of 1917-1918

Scott Field remained a busy place during the winter of 1917-1918. Many squadrons came and went in the push of the war effort. An Airplane Mechanics School was organized to give instruction on such subjects as remodeling and rebuilding, crew chief duties, motor repair, woodworking, propeller making, rigging, and aligning. An Enlisted Man's School and a Transportation School were also established.



Spare wings and propellers.

In December 1917, with a mere four months of training, the 11th Aero Squadron (day bombardment) and 21st Aero Squadron (pursuit) left for the Western Front. Taking

Mechanics made and repaired whatever was needed.

their places were the 154th Aero Squadron (service) and 155th Aero Squadron (night bombardment), which arrived that same month from Kelly Field. En route to overseas assignments, these two squadrons departed their temporary home in January 1918, staying only long enough to pick up their share of skilled mechanics who were training at Scott. Also in December, the 221st Aero Squadron and the 222nd Aero Squadron (service) were organized at the field. The 221st, first commanded by First Lieutenant John E. Enright, was recruited from the St. Louis area to provide a permanent host organization for Scott Field. Its personnel performed duties in every department at the field. And when the other squadrons required men to fill out their ranks before leaving Scott, they came from the 221st. Likewise, the 221st always needed new recruits, but given the fervor of local patriotism, it did not have to look far for volunteers. Members of the 222nd, commanded by First Lieutenant John R. Clarke, also came from the vicinity of Scott but soon departed in February 1918 for Europe. Both the 85th and the 86th Aero Squadrons (observation and supply, respectively), recruited from the west coast, also left for Garden City, New York, on their way to Europe in February 1918. As before, new squadrons quickly replaced them.

221st Aero Squadron, 1918. Some members of this locally recruited squadron played instruments in the Scott Field Jazz Band.

In February 1918, five new squadrons were organized at Scott Field. These were the 284th Aero Squadron, 261st Aero Squadron (service), 262nd Aero Squadron (service), 263rd Aero Squadron (service), and the 114th Aero Squadron (service). The 284th, commanded by Second Lieutenant B. C. Martin, was known for a time as the Aero Training Squadron. Recruited from the surrounding area, the squadron included many skilled mechanics. The 284th was transferred to Carlstrom Field at Arcadia, Florida, in February where it became the headquarters squadron. Although organized at Scott Field, the 261st, 262nd, and 263rd were comprised of 450 recruits from Camp Grant, Illinois. When these men arrived on 7 February 1918, there were not enough quarters to billet them all, so the 262nd took up residence in Hangar No. 10. Members of the 261st apparently received as much training as the field's Airplane Mechanics School deemed necessary and were ordered to proceed in March 1918 to Garden City. The 262nd and 263rd maintained Scott's flying field until July when they left for England. The 114th Aero Squadron, commanded by First Lieutenant Harry A. Bradford, was recruited from in and around the cities of Belleville, East St. Louis, and St. Louis. Initially, the 114th was known as the "Sick, Lame and Lazy Squadron" because all of the men classified as unfit for overseas duty were assigned to the 114th. The name failed to stick, however, and the squadron developed into a fine unit.

Members of the 284th Aero Squadron at Carlstrom Field, Florida, completely engrossed with the airplanes flying above.

Squadron A, formerly the 114th Aero Squadron, was another locally recruited unit, November 1918.

In addition to the squadrons already mentioned, the 841st Aero Squadron (repair) arrived on 22 February from Waco, Texas. The 841st was a New York state unit. Since the men of the 841st possessed great mechanical ability, the squadron soon proceeded to the embarkation point at Garden City in early March.

In late March, with the 1918 flying season about to begin, the mechanics and transportation schools closed. Thereafter, fresh recruits were assigned to the various departments according to their aptitude and learned "on-the-job" under the watchful eyes of the older heads. It should be noted that all of the field's master signal electricians (M.S.E.; the highest non-commissioned officer rank in the Signal Corps which also certified the holder as possessing a comprehensive knowledge of machines) had likewise obtained the special warrant rating of aviation mechanician (A.M.). Thus, despite the turmoil, Scott Field was not without its own cadre of technical experts.

The 1918 Flying Season

Corporal Frank Werner snapped this 1918 aerial photograph of Scott Field at 2,000 feet. The landing circle is barely visible in the upper right corner. With training in full swing, few airplanes were on the ground.

With the arrival of 25 cadets from Camp Dick, Texas, on 2 April 1918, Major Seth B. Cook, the officer in charge of flying, formed another cadet department.[11] A cadre of military instructors stood ready to take charge of their fledglings. Mechanics were hard at work assembling new shipments of airplanes as the field geared up for flying training. Finally, on 15 April, the long awaited 1918 flying season began when these 25 cadets were allowed to cross the so called "dead line," which denoted the restricted area of the flying field, and entered the infectious world of flying. The following paraphrased description of this world is taken from the *Scott Field Year Book* of 1918. In the center of the flying circle was the flight tower which resembled a race track's judging stand. From here the instructors, flight commanders, and the officers in charge of flying kept watch. With the flight tower phone constantly ringing and officers instructing cadets by huge megaphones to overcome the noise of the powerful 100-horsepower Liberty engines, the flying field was a picture of activity and noise. Below, on benches, the young "birdmen" waited to soar. Off to one side, the ambulance, surgeon, and attendants waited, constituting an ever-present reminder of the serious business at hand. At the outer edges of the flying circle, the blue-clad ground crews and mechanics gassed "ships" and made minor repairs. "Keep the Ships in the Air" was the motto throughout 1918.

Preflight servicing.

Final preparations. Note the large ground crew assisting the take off. Ignition by manually spinning the propeller was extremely hazardous.

Scott airmen posed in front of a Jenny, 1918.

At the beginning of the season, students received primary flying instruction by a method which became known as the "stage system." Instruction was divided into three stages: primary or dual, first solo, and advanced solo. After his introductory "joy ride," a student entered the dual stage in which the instructor rode with him. Once he had acquired the basics, the student pilot progressed to the solo stage, where he learned simple maneuvers.

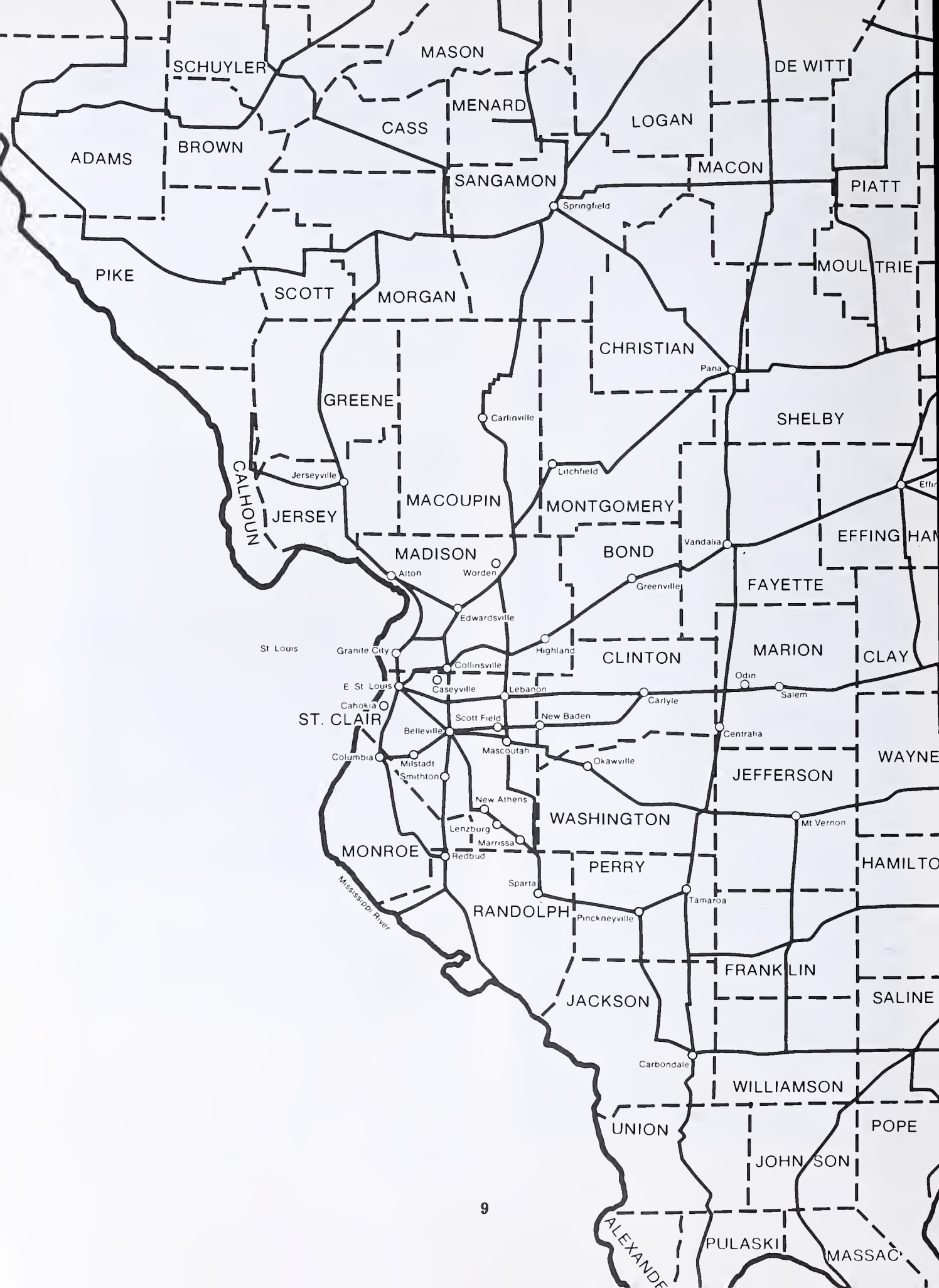
Progressing to the advanced solo stage, conducted from a leased 160-acre field north of Mascoutah, the young airmen mastered such feats as spirals, eights, tail spins, loops, and Immelman turns, impressing the locals with the hair-raising acrobatic maneuvers needed to survive aerial combat. In conquering the air around the Mascoutah Field, Cadet Robert H. Wheat prompted more than a few chuckles when, with a coincidental play on words, he landed in the wheat field. Later in August 1918, the advanced solo stage was discontinued and the primitive Mascoutah Field, where good landings were virtually impossible, was used for the junior military aviator stage.

After his advanced work, the student pilot gained additional experience on cross-country flights, and in May 1918, nine cadets were ready for cross-country training. After a brief lecture, Lieutenant Jesse W. Simpson assigned each cadet a ship, and at five minute intervals, they flew solo to a field near Odin about 45 miles away. A second flight was made to Litchfield. On their third trip, Cadet Jack Creedon hit a treetop during take off and then landed on two houses with the nose of his plane resting on one house and the tail section on another. By the latter part of June 1918, so many students were ready for the cross-country phase that all other flying ceased in order to have enough planes. In August, the cross-country requirements were expanded, requiring each student to make nine trips: Odin, Salem, Tamaroa, Pinckneyville, Greenville, Litchfield, Carlinville, Vandalia, and Pana. Although no stunt flying was authorized on these trips, the citizens of many small towns reported sights of daring aerial maneuvers usually when the cross-country class was in the air. To local farmers, aerobatics of this type were less than entertaining when livestock became restless and began running amuck. One farmer near Worden became so irate that he threatened to shoot every airplane that flew over his property, which was on the direct line to Litchfield. Arrested by federal authorities, his rashness required the posting of a hefty $5,000 bond. While few students got lost on these flights, some reportedly landed for "directions" or "gas" in hopes of meeting pretty girls or finding a good meal. The residents of Greenville, for instance, received quite a shock when Cadets Kirk E. Hilton and Charles A. Cahill, on a return trip from Pana, landed their ship in the town's public square after running out of gas.

Aerial photography and formation flying were other important facets of the cross-country training program. The students, when learning aerial photography, first had to locate and photograph certain prominent landmarks. Once the rudimentary skills were mastered, the students prepared maps and took aerial photographs by pinpoint location only. Formation training consisted mainly of practicing straight line and V formations. On a typical training day, the students first flew in pairs and then chased each other in simulated aerial combat to get the feel of being in close proximity to another airplane. After several hours of one-on-one aerial pursuit, the students formed larger formations of from six to 12 airplanes. On graduation day, the entire cross-country class flew over St. Louis, arousing the patriotic spirit of the residents to the war cause. Upon completing primary flying, the student pilot received his military aviator rating and, if a cadet, a commission as a second lieutenant.

The competence of the officers responsible for flying training and their concern for the safety of those they trained are evidenced by the fact that Scott Field was among the first military aviation fields to employ an innovative training method. In October 1918, the flight instructors at Scott Field switched to the British "Gossport system," doing so even before aviation officials in Washington directed its implementation. Called the "all through system" by the Americans and revised somewhat, the Gossport system allowed for a more personal relationship and interaction between the instructors and their students. In this system, a single instructor took several students individually through every phase of primary flying training, enabling him to be more attuned to each individual's abilities and deficiencies and to correct problems before an accident brought them to light. Under the previous "stage system," each student had from five to eight instructors. The Gossport system worked well and was favorably received by students and instructors alike.

Photo hut of the Aerial Photographic Section No. 30, which was formed in May 1918. Section personnel, graduates of the Eastman-Kodak school in Rochester, taught the pilots aerial photography. Scott photographers were proud of their 24 October 1918 record of turning out two enlargements for interpretation within 5 minutes, 42½ seconds after the airplane had landed.


SCHUYLER
MASON
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MACON
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Springfield
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MORGAN
MOULTRIE
CHRISTIAN
Pana
GREENE
Carlinville
SHELBY
Litchfield
Jerseyville
CALHOUN
JERSEY
MACOUPIN
MONTGOMERY
Vandalia
EFFING HAM
MADISON
BOND
Alton
Worden
Greenville
FAYETTE
Edwardsville
St Louis
Granite City
Highland
CLINTON
MARION
CLAY
Collinsville
Odin
E St Louis
Caseyville
Lebanon
Carlyle
Salem
Cahokia
ST. CLAIR
Scott Field
New Baden
Belleville
Centralia
Mascoutah
WAYNE
Columbia
Okawville
Milstadt
Smithton
JEFFERSON
New Athens
WASHINGTON
Mt Vernon
Lenzburg
Marissa
MONROE
Redbud
PERRY
HAMILTO
Sparta
Tamaroa
Mississippi River
RANDOLPH
Pinckneyville
FRANKLIN
JACKSON
SALINE
Carbondale
WILLIAMSON
UNION
POPE
JOHNSON
ALEXANDE
PULASKI
MASSAC

Second Lieutenant George H. McKay at the controls of the field's photographic ship. Although each exposure was taken manually, aerial photography was a vast improvement over the sketches made by balloon observers in the Civil War.

Scott birdmen in the V formation pattern, 17 August 1918.

Also in October 1918, the officers in charge of flying were replaced by flight commanders. Essentially, the flight commander was an officer in charge of flying, except on a smaller scale. Four flights were formed: A, B, C, and a headquarters flight. The first three flights were devoted to cadet instruction. The headquarters flight contained the airplanes equipped for photographic and wireless missions, the ground officers' instruction, and miscellaneous flying activities. Each flight commander was responsible for his flight which contained from seven to nine instructors, and each instructor was usually assigned six students. The flight commander also had direct supervision of the flight's hangars, motorcycles, airplanes, and mechanics. In addition, he frequently flew with his instructors to ensure that they maintained high flying standards. He also made trips with the students to monitor their progress. The flight commander, without a doubt, was one of the busiest and most proficient persons at the field. All available information suggests that the organizational changes in the field's flight department stemmed from the transition to the Gossport training system.

Cadets also received aerial gunnery and radio instructions and learned to make minor repairs in the event that they had to make a forced landing. Approximately 230 students completed the Aerial Gunnery School, which was formed in 1918, before receiving their commissions.

Students learning to sight targets.

Range practice.

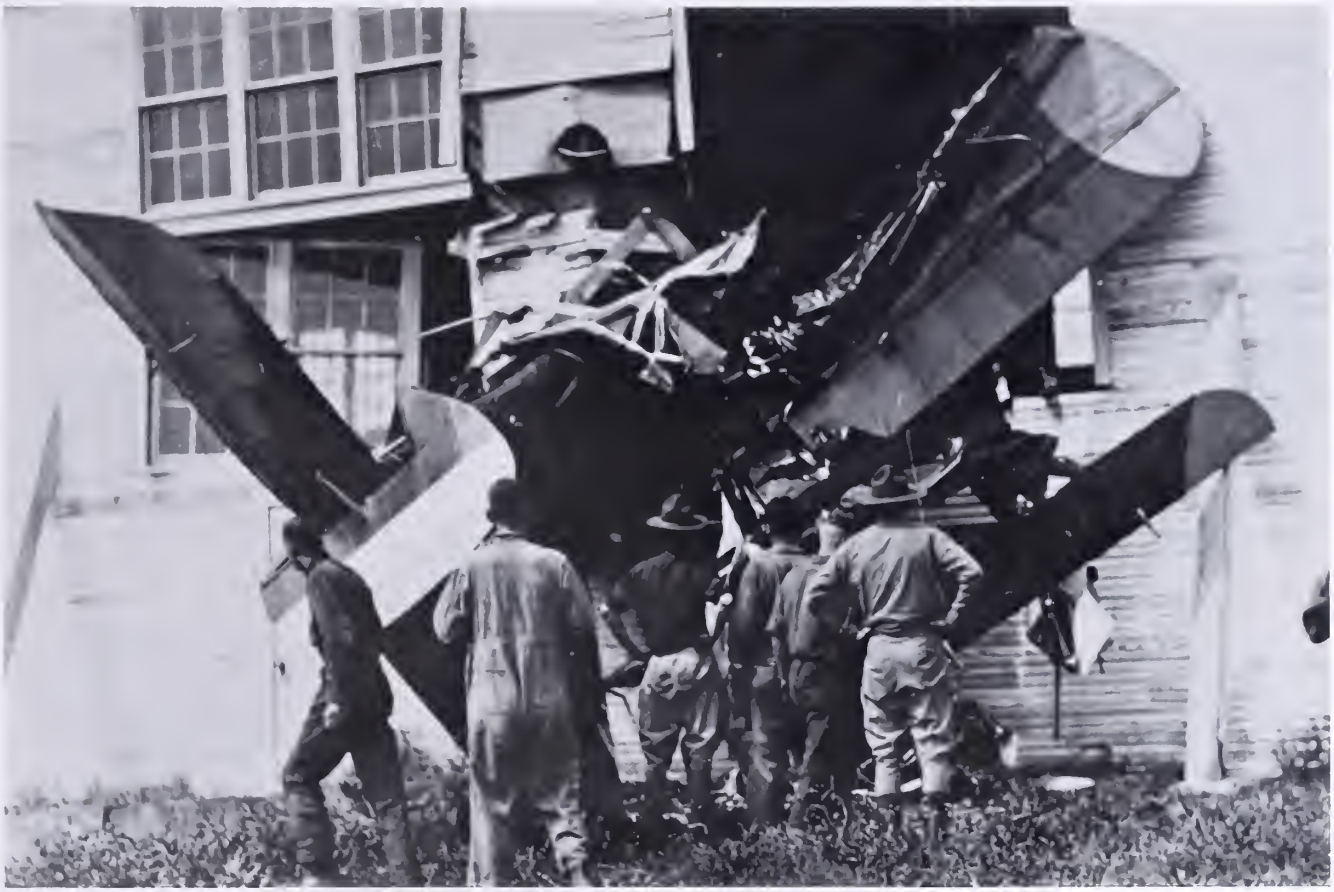
By the end of November 1918, pilot training had ceased. Cadets were given the option of continuing their training or accepting discharges. During the 1918 flying season, 414 cadets reported to Scott. Of these, 244 completed the reserve military aviator course and received commissions; 95 requested their discharge after the armistice; 65 elected to complete their primary training at Payne Field, Mississippi; one burned to death in an airplane accident; two died of influenza; two received transfers for physical inadequacies; one was reassigned at his own request; two were discharged for the good of the service; and two were in the hospital recovering from accidents. Including the students trained in 1917, over 500 student pilots received primary training at Scott during World War I. Hundreds of others obtained mechanical instructions at the field. Approximately 285 skilled mechanics and 119 airplanes were on hand when wartime training came to a close at Scott Field.

"Lieutenants Just Graduated," 1918.

The Dangers Of Flight

Achieving the rating of military aviator was an ordeal, which only those who found flying truly exhilarating were willing to endure. The men who obtained this enviable status knew, however, that it also carried the continual risk of death or injury. Eight Scott airmen lost their lives and countless others sustained injuries in 1918. In less than a month after the 1918 flying season began, Second Lieutenant William E. Smith, a primary instructor, was killed instantly and his student, Lieutenant F. M. Kern, sustained serious injuries when their biplane's engine failed to restart during a tail spin maneuver on 7 May. Their plane crash landed from a height of 500 feet. Second Lieutenant Smith's accident was followed by the death of Second Lieutenant Darwin U. Bardwell and the serious injury of the field's fifth commander, Major John B. Brooks, on 11 June when their plane plunged to the ground during a spiral maneuver (Major Brooks' lengthy recovery required him to relinquish command of Scott Field to Lieutenant Colonel Augustine W. Robins). One of the most gruesome accidents occurred on 20 August. Cadet Hilding B. Johnson was completing the last of ten solo flights before receiving his commission when he lost control of his plane as he began a loop maneuver at 3,000 feet. At the same time, the gas tank sprang a leak, igniting the plane's wings which were coated with highly flammable collodion. Unable to regain control, Cadet Johnson jumped to his death.

Others with narrow escapes lived to tell about their frightful and bizarre experiences. Each was a lesson in flight safety. Lieutenant Burr S. Cameron had the dubious distinction of coming the closest to death when his airplane fell one thousand feet. After spending several months recovering, Lieutenant Cameron was flying again, attributing his survival to the fact that he was a Texan. His



The pilot failed to see an oil house in his path. Out of control, "The Humdinger" of the famed Flying Circus collided into one of the hangars during Scott's 1918 open house.

The field's crash recovery crew, 1918.

A Jenny in sad shape with crumpled wings, wobbly wheels, and broken wires.

A wrecked plane on its way for repairs. Made of wood and cloth, planes would often be rebuilt several times.

mechanic, Sergeant Charles M. Cointepas, was less lucky and died in the mishap. Major Henry Abbey and Sergeant Walter Hannefield recounted one especially hazardous night landing. Overtaken by darkness, they became lost on a return trip to Scott from Fort Leavenworth, Kansas. Major Abbey and Sergeant Hannefield were finally able to keep their ship on its course by following the various towns' light. Near Belleville, the gas gauge showed very little fuel left in the tank; a few miles from the field, the motor suddenly quit in the dark foggy night. Miraculously, Major Abbey landed the plane in a field. Although the plane was heavily damaged, its occupants sustained only minor injuries. In another hair-raising incident, Cadet Charles B. Taylor was unable to turn back with a malfunctioning engine and took down several hundred feet of telegraph and telephone wires before his airplane landed upside down. Fortunately, he escaped with only a broken leg. While making practice landings south of the field over an area known as Turkey Hill, Lieutenant John O. Ekblom's plane went into a tail spin after he and his companion, Wilder C. Clark, became overly elated about a near perfect run. Unable to regain control, Lieutenant Ekblom forced the plane into a wing-tip landing. Although Lieutenant Ekblom's quick thinking saved the life of his companion, he received serious head injuries. Still another pilot trainee, Cadet V. M. Andrews, survived a treetop landing when his motor failed during a solo flight.

Birth Of Aeromedical Evacuation

Each airplane accident underscored the inability of the military's medical evacuation system, essentially unchanged since the Civil War, to provide for injured pilots. Thus, the age of the flying machine brought forth, from necessity, the birth of the aeromedical evacuation plane. Determined to improve upon the recovery and treatment of downed airmen at Scott, Captains Charles O. Bayless (post surgeon), Earl S. Hoag[12] (officer in charge of flying), and A. J. Etheridge (post engineer) along with Second Lieutenant Seth W. Thompson designed two airplane ambulances, also called hospital ships. Using their plans, the field's engineering department modified the rear cockpit of two Jennies in the summer of 1918 to create primitive air ambulances. Blueprints and pictures of the machines were sent to the Surgeon General in Washington, D.C., who then recommended placing similarly designed hospital ships in service at the other flying fields. A few of the fields, however, already had their own air ambulances.[13]

Scott's air ambulance, improvised from necessity in 1918.

The injured, carried in a semi-reclining position, rode protected in the rear of the airplane. The modified Jenny was somewhat tail heavy.

On 24 August, Scott's air ambulance transported its first patient after an aviator broke his leg, and on 24 September, Commander Augustine W. Robins ordered a full test of the field's aeromedical evacuation procedures. Directed to the Mascoutah Field, Lieutenant Charles E. Ford called in an "accident" to Scott's flight office. Upon receiving the call, Second Lieutenant Harry L. Binn dispatched a messenger who exited the office by way of the

window and ran a few yards to Hangar No. 4 where he notified Second Lieutenant William H. Cunliffe, the pilot on accident duty. All other airplanes on the field yielded as Second Lieutenant Cunliffe hurriedly took off across the field in the airplane with the red cross markings. Upon landing at the Mascoutah Field some four minutes later, Cunliffe placed the "injured" Ford into the improvised air ambulance and flew back to Scott Field, completing the test run in twelve minutes. Despite the jokes made about the "red coffin," its presence raised the spirits of those who dared to soar.

Community Relations

Upon learning of the site selection, the residents of St. Louis and Southern Illinois showed great curosity in the airfield near Belleville. A War Department ban on news about the field in late June 1917 only served to arouse the public's interest even more. Mostly ignoring the censorship, the Belleville newspapers, *The Daily Advocate* and *Belleville News-Democrat*, regularly featured any information about the aviation station. Sightseers from all the neighboring towns of some distance made excursions to the field. On weekends, thousands of vehicles clogged the roads, which beyond Belleville were quite rutted and dusty. From the road adjacent to Scott Field, the sightseers strained to glimpse the United States' air armada in order, if only for a moment, to feel as though they were a part of the war effort. As reported in an area newspaper, one nine-year old Belleville boy and his friends even walked over 20 miles to view the wonders at the aviation station, causing quite a stir when they did not return home until midnight. So great was the public's fascination with Scott Field that the litter left by the visitors along the nearby roadway and fields posed a health hazard to the camp and resulted before the summer had ended in the Illinois Department of Public Health making those who littered liable for arrest. Another indication of the rapid changes affecting this quiet stretch of Illinois prairie was the Belleville police station's report of 102 arrests and 188 homeless in July 1917, then the largest monthly totals in the city's history.

Although incidents ranging from disorderly conduct on the part of soldiers to the charging of unfair prices by civilians certainly existed, the good military-civilian relations, established at the onset, overcame most of the difficulties. One lingering problem, however, was the sale of liquor to soldiers. This was a federal offense, and despite the strict enforcement by local officials, violations continued throughout the World War I training period.

The local communities and organizations took an active interest in the soldiers stationed at Scott Field. Already in September 1917, the board of Belleville's Carnegie Public Library was making plans to establish a branch library at the field. The Young Men's Christian Association offered to construct a modest wooden building for that purpose. In that same month, the First Methodist Church of Belleville hosted a reception to give the public an opportunity to meet the "Sammies," the nickname given to the men serving Uncle Sam. To repay the warm hospitality, Scott Field Commander George E. A. Reinburg invited the local citizens and 400 soldiers from Jefferson Barracks, Missouri, to the field on 22 October for an afternoon of stunt flying by Scott's aviators. Jefferson Barracks' regimental band entertained the assembled guests. The soldiers of Scott Field also hosted a Halloween dance. Nor was the aviation station forgotten at Thanksgiving, when many East St. Louisians opened their homes to Scott airmen for Thanksgiving Day dinner. But the 1917 Christmas holiday season became marred by quarantines. An outbreak of measles at Scott and smallpox cases in Belleville isolated the field for three weeks at the end of November. Several Christmas events, planned by Belleville's War Camp Community Board, had to be canceled after another outbreak of measles plagued Scott Field. And after enduring the long winter days of January and February 1918, measles, scarlet fever, and smallpox cases in Belleville again forced the troops to endure another period of quarantine in March. Spring began on a more promising note, when in May the Young Ladies' Sodality of St. Patrick's Church in East St. Louis held a reception and dance at Donohue's Hall in honor of 100 Scott airmen. Also in the month of May, the St. Louis Cardinals presented the field with uniforms for its baseball team. On the Fourth of July, two of Scott's squadrons and an airplane mounted on a truck participated in Belleville's parade.

Completed in February 1918, the YMCA sponsored movies, lectures, songfests, dancing, and sports events such as boxing and wrestling. Signs above the booth admonished the airmen to write home. Scott airmen also played basketball with the local high schools and town teams of Belleville, O'Fallon, Vandalia, Mt. Vernon, and St. Louis. McKendree College, St. Louis University, and the Cross Athletic Club of St. Louis also competed with the field's athletes.

Taking time out from the hectic pace of pilot training, Scott Field invited the public to attend a Field Meet and Flight Exhibition on Saturday, 17 August 1918. Over 25,000 spectators[14] were treated to tests of physical endurance and the wonders of the flying machine. While the visitors enjoyed the sports events, they did not hesitate to say that they had come first and foremost to see the air show. They were not disappointed. The day's flying program included such aerial acrobatics as tail spins, Immelman turns, loops, the falling leaf, upside down glides, barrel loops, and nose dives. Second Lieutenants Rollin G. Johnson and O. C. Francis gave an enthusiastic display of aerial combat. First Lieutenant Leonidas L. Koontz led the formation flying performance. Thrilled by the day's events, the crowd stayed until darkness drove them home. Proceeds from the nominal admission fee and several food stands at this first of many open houses went to the field's athletic fund.

In 1918 as in 1917, Scott flyers showered many towns in Indiana, Illinois, and Missouri with leaflets which urged the residents to purchase war bonds during the Liberty Loan drives. On 28 September 1918, Lieutenants Frank E. Hadden and Jesse W. Simpson made a cross-country run

Thousands came from miles around to Scott's first air show, 17 August 1918.

The crowd saw these aerial performers. Left standing Lieutenants H. G. Heydorn, B. S. Cameron, D. C. Smith, E. G. Willrich, L. L. Koontz, C. M. Moon. Left kneeling: Lieutenants P. H. Niblack, R. G. Bower, H. B. Rudd, I. M. Avent and R. G. Johnson.

to Evansville, Indiana. Previously, Lieutenant Simpson had made leaflet-dropping flights to several Missouri towns, including Jefferson City, California, and Dorter. Simpson, a married man, found himself in an amusing predicament at Dorter when he landed on the campus of a girls school where some 400 young ladies resided. The matter was joked about for a long time and made the front page of Scott Field's weekly newspaper, the *Aerofoil.*

Scott Field Commander Augustine Warner Robins, far right, and members of his staff on a trapshooting outing with local enthusiasts, September 1918.

At the end of 1918, a mood of festivity and reflection was discernible in the pages of the *Aerofoil.* The most devasting war in world history was all but over with the November armistice, and the Christmas season was fast approaching. An influenza epidemic caused the field to be quarantined for several weeks until late November and

claimed the lives of seven airmen before running its course in early December. According to the *Aerofoil*, many Scott airmen bemoaned the restriction. Some even speculated that their sweethearts would jilt them if they remained quarantined for too long. With the quarantine lifted and the war almost over, Scott Field and the surrounding communities resumed their close ties. Encouraged by their success in the "Hippodrome" (Hangar No. 10), the Cadet Minstrel Corps presented their version of "Heah Come The Flyahs" in Belleville on 23 and 24 November. Top honors went to Cadet Joseph D. Casey for his rendition of "I'd Rather Be a Private Than a Colonel in the Army." Another well-received skit was entitled "FLU." Thanksgiving 1918 was heartily celebrated with an elaborate meal Wednesday night followed by the traditional Thursday noon feast. Again area residents made sure the boys at the field were not left out and invited them to their homes. But Thanksgiving Day, 28 November, was also a time when many Scott airmen departed for home. Farewells dominated the holiday season as the field and its neighboring communities began adjusting to postwar life.

Ready for the big Thanksgiving feast, 1918.

Area residents and the airmen who remained at Scott through the holiday season made Christmas 1918 a special event. The men planned an elaborate Christmas dance on 23 December. But the party seemed destined for ruin when the vehicles carrying 65 young women to the field became bogged down in a sea of mud. Rescued by their hosts using a fleet of touring cars, the well-chaperoned girls danced away the night in Hangar No. 10; they departed for Belleville the next morning on the 9 o'clock train. The holiday festivities continued when St. Louis Mayor Henry W. Kiel invited the men at Scott Field and Jefferson Barracks to be the guests of his city on 27 December.

The Future Of Scott Field

On 20 November 1918, with the armistice signed, the field's squadrons were demobilized, and the men were formed into a Flying School Detachment. An atmosphere of uncertainty hung over Scott Field as personnel received transfers or discharges. Early in December, the men formerly assigned to Squadron A and Squadron D left for duty with the Aviation General Supply Depot at Little Rock, Arkansas. Scott Field, designated a storage site for equipment from other closed facilities, entered its second winter. Some flying was still being done, for Lieutenant Don C. Campbell entertained the field on 16 December when he made 50 loops in a Jenny. Remaining flyers may have participated in the Air Service project of charting air routes.

Welcomed news regarding Scott's future came early in 1919. On 19 March, the War Department directed Edward A. Daley, Secretary of the Belleville Board of Trade, to forward as soon as possible the documents required for the purchase of Scott Field. The central location as well as the purchase price of $119,285.84, the lowest offered for any flying field, greatly influenced the War Department's decision to retain Scott Field. With the permanency of Scott Field secured, the Belleville Board of Trade resolved to complete the now infamous road to the aviation station.

AEROFOIL

OF SCOTT FIELD BY SCOTT FIELD FOR ALL INTERESTED

OFFICERS RECEIVE ORDERS TO STAY

Officers Appearing on Insert Page as Transferred Receive Telegram Cancelling Orders.

Evacuation of Field by Enlisted Men Proceeds, However.

Good-Bye!

DUE to the decreased personnel of the Field, it is deemed advisable to discontinue the publication of The Aerofoil. This issue is the last. We thank those interested readers whose support has given us such encouragement to its publication. We thank those friends who have so generously contributed of their time, talent and wit to make its pages interesting. We thank those merchants whose advertising enabled us to succeed financially.

GOOD BYE

— The Publishers

WAR CAMP BUREAU WILL STAY HERE

Director Fort Says His Work Probably to Continue as Long as Camp Remains

GOVERNMENT ELECTS TO PURCHASE SCOTT FIELD AS PERMANENT STATION

War Department Orders Civic Body to Prepare and Forward Lease at Earliest Possible Moment.

Although the government had decided to purchase Scott Field in March 1919, no announcement was forthcoming on the field's use. Speculations advanced included an experimental agricultural station, a prison camp, a housing project for workers engaged in mining or manufacturing, a peacetime training camp, or a landing field for a cross-country aerial mail route.

The field's future mission, however, depended upon what action Congress would take on the Army Appropriation Bill. For a time, Scott Field hosted three squadrons returning from overseas. Arriving in May 1919, the 50th Aero Squadron (observation) departed in August for Langley Field, Virginia, where it was demobilized. In July, the 88th Aero Squadron (observation) and the 12th Aero Squadron (observation) were assigned to the field. When the last remaining members of the 88th left in August 1919, the squadron was demobilized at Scott Field. In October, the 12th Aero Squadron proceeded on to Kelly Field, Texas, leaving only four enlisted men and a few officers in charge

of the aviation station. Speculation remained as to what would be done with Scott Field. Coming from Kelly Field the end of October 1919, Captain Junius H. Houghton succeeded Major Henry Abbey as the commander of Scott Field. Captain Houghton continued to command the field in the ensuing postwar lull until 25 September 1921.

World War I barracks. Buttoned uniforms, squared footlockers, neat rows of metal beds, shoes with heels on a line, and the good ole barracks bag with dirty laundry are still a part of today's basic training.

Scott airmen—Uncle Sam's boys— posing in front of the photo hut.

Drill and ceremony returned for these cadets with the end of hostilities.

Scott's winged messengers were used for communications purposes.

Scott's first fire truck was a gift from members of the 284th Aero Squadron who overhauled, modified, and repainted a vehicle abandoned by the construction work force.

The Belleville-Scott road, the only good road to the field, often left its travelers stuck in the mud. Granted the use of a military vehicle the night before their transfer to Florida, these men of the 284th discovered it would have been faster to walk.

CHAPTER 2

LIGHTER-THAN-AIR ERA, 1921-1937

Scott Field Becomes A Lighter-Than-Air Station

The future role of Scott Field was finally resolved on 28 June 1921 when Secretary of War John W. Weeks gave his approval for a lighter-than-air (LTA) station. It was largely due to the persistence of Secretary Edward A. Daley of the Belleville Board of Trade, who enlisted the assistance of Representative William A. Rodenberg[1] of East St. Louis, that Scott Field obtained this important mission. Although Major General Charles T. Menoher, Chief of the Air Service, had recommended in early 1921 that the House Military Affairs subcommittee grant $2.5 million for an airship hangar and the equipment of Scott Field, the subcommittee decided not to provide the funding. Mr. Daley, who believed the project would bring the city of Belleville international recognition, traveled to Washington, D.C. in February to lobby for the project and secured the support of key military officials and congressmen. But in late June, Secretary Weeks withheld his recommendation after the General Staff had endorsed the project. Mr. Daley again went to Washington and met with Representative Rodenberg, who personally called upon Secretary Weeks on 28 June. During this lengthy meeting, attended by General Menoher and other Air Service senior officers, Congressman Rodenberg obtained Week's approval for an airship hangar and support facilities at Scott Field. The Air Service received initial funding of $1.25 million. To many, the government's decision portended that the St. Louis-Belleville area would soon become a commercial air center as well.

Besides the successful lobbying of area civic leaders, other factors contributed to the establishment of Scott Field as a LTA station. The field's central geographical location, surrounding terrain, good weather, and proximity to St. Louis, a hub of midwestern commerce and industry, influenced the favorable decision. General Menoher stated that these considerations made Scott Field more suitable as a LTA facility than Fort Omaha, Nebraska, where the Signal Corps had conducted balloon training during the war. Current military aviation doctrine proved another deciding factor. The successful operation of LTA craft in World War I more than justified continuing their development in the immediate postwar era. Lighter-than-air craft, which could guard the extensive coastal areas from mines and submarine attacks and perform aerial observation and escort duties, were generally regarded by General Staff officers as strategically essential, even though they were vulnerable in tactical support operations. With respect to the heavier-than-air record, the General Staff, while recognizing the airplane's potential, did not foresee a paramount role for it in the early 1920s. Another influence was the belief that the airship held more promise for commercial development than the airplane. And lastly, the public's love of both initially and later loss of interest in the airship were equally decisive forces in the years between the wars.

LTA Facilities

Although all of Scott's World War I structures remained in use in 1921, assigning the field a LTA mission required the construction of a huge airship hangar and support facilities. Scott Field soon hosted the world's second largest airship hangar,[2] exceeded in size only by the Navy's hangar at Lakehurst, New Jersey. Constructing a steel frame structure, whose outside dimensions were 810 feet by 206.5 feet with an extreme height of 178 feet, was a technological marvel for the times. Reportedly, Scott Field Commander Major Frank M. Kennedy, a trained engineer, helped design the hangar. The hangar's location, which General Menoher selected during a visit in August 1921, was in the center of the field, five degrees east of true north in order to make maximum use of the prevailing winds.

Steel skeleton of the world's second largest airship hangar under construction at Scott Field, 1922. Resting upon concrete footings, the hangar contained 3,200 tons of structural steel which cost $100 per ton. Scott's hangar was exceeded in size by the Goodyear hangar at Akron, Ohio, in 1929.

The W. M. Sutherland Building and Contracting Company of St. Louis began construction of the airship hangar on 29 September 1921. Sutherland, the general contractor, did all the concrete, carpentry, and mill work. Twenty-four subcontractors shared in the remaining work. Although most of the laborers and mechanics lived in the local area, the project was so technical that contracts were given to companies and craftsmen from St. Louis, Chicago, Cleveland, Ft. Wayne, and Pittsburgh. The workmen who put the special coated sheets of corrugated metal siding on the hangar lived in Pittsburgh, while the steel workers came from Chicago and nearby St. Louis. The wages paid ranged from 71 cents an hour for common laborers to $1.50 an hour for foremen, plasterers, steamfitters, and brick masons at a time when an enlisted man's pay was approximately $30 to $45 a month. First Lieutenant Benjamin F. Vandervoort, the government's representative at the site, thought the wages were high but was pleased that the work was of good quality. Wages in part were dictated by the shortage of laborers and craftsmen necessary for such a large and singular enterprise.

The original contract called for the hangar to be finished in 300 days, but supplemental agreements extended the completion date several times. Finally, on 31 January 1923, Scott Field Commander Colonel Chalmers G. Hall accepted the hangar from Sutherland. Part of the delay resulted from the complexity of the undertaking, the cold winter weather, and perhaps unrealistic expectations.

Newspaper articles described the hangar as a "monster" building. The words "huge" and "enormous" were inadequate to convey the hangar's immense proportions.

Looking east, the airship hangar with the smaller balloon hangar in the foreground, left. The airship hangar was sided with corrugated sheets of 24-gauge metal. Rows of special actinic wired glass protected the balloon and airship envelopes from the sun's harmful rays. Each half door of the hangar weighed 632 tons. The electric motors were so expensive to operate that the doors were usually opened manually. Atop the concrete tiled roof, two searchlights illuminated the landing field for nightime operations.

One report noted that 100,000 men, almost the entire United States Army in 1923, could have stood in formation inside the hangar. Area residents equated its storage capacity to four million bales of hay or 2.4 million barrels of wine or beer. A city dweller would have described it as three blocks long, nearly a block wide, and as tall as a 15-story office building, towering above the horizon and visible 25 miles away. Given the proper combination of temperature and humidity, light "rain" could even fall inside the hangar.

Besides the airship hangar, other construction work included: a boiler house and steam heating system, a sewage station, extension of the base water supply, an electric sub-station for power and lighting equipment, two fireproof buildings for the production of hydrogen gas, a 500,000-cubic foot hydrogen gas tank, a railroad track to service the airship hangar, and a bituminous macadam road to the hangar. A small balloon hangar was also built near the northwest corner of the hangar, measuring 76 feet by 120 feet with a height of 60 feet. All of the initial construction work on the LTA facilities was finished by May 1923 and totaled nearly $1.4 million.[3] The real property assets of Scott Field continued to increase in the 1920s.

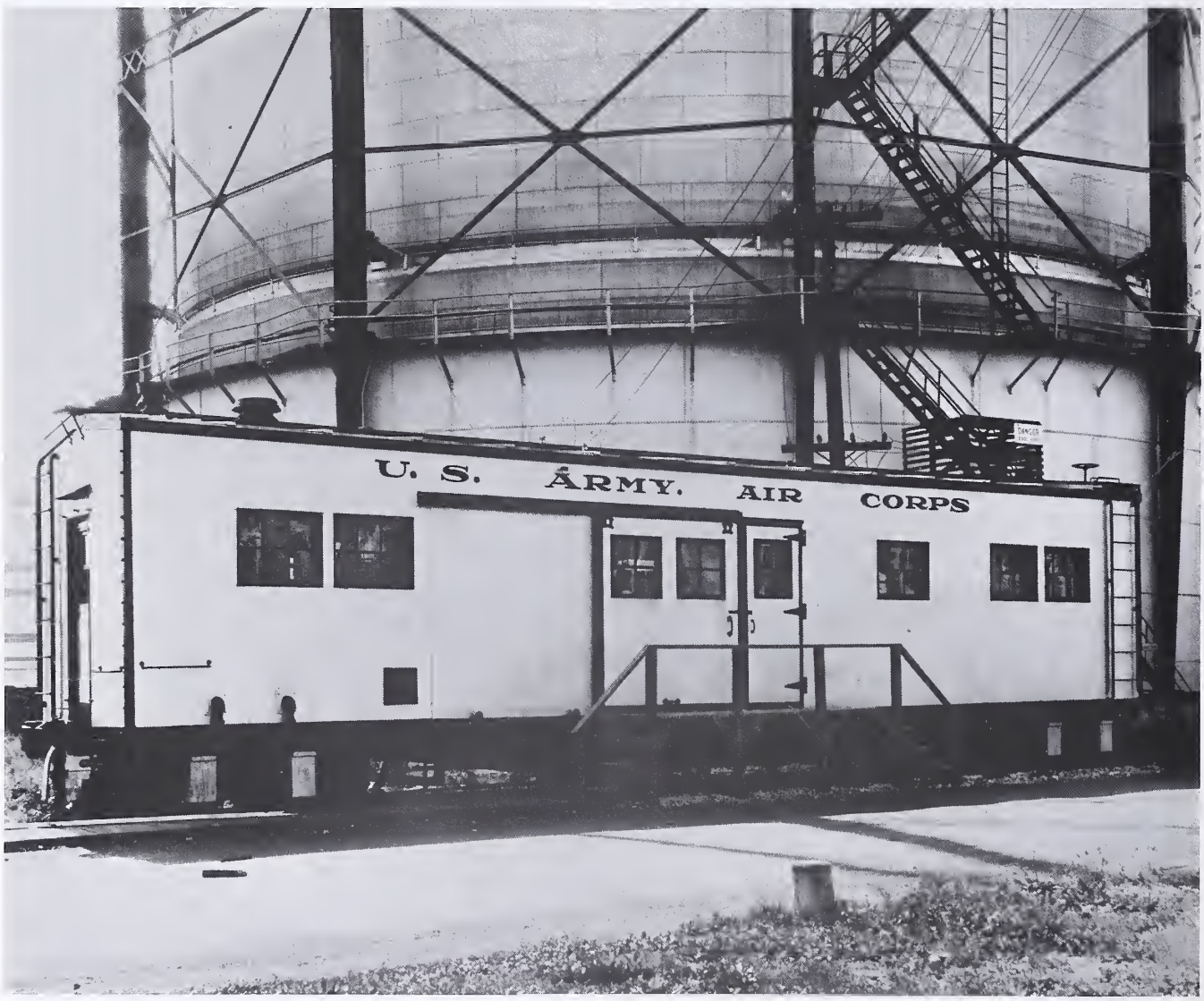
To provide adequate facilities for the Air Intermediate Depot, which was established at Scott in July 1922, the Air Service authorized a new steel and concrete building, 480 feet long and 66 feet wide. Contractor Joseph P.

The Lighter-Than-Air Station Scott Field, circa 1926.

Sauer of nearby Collinsville began work on this fireproof structure in January 1923 and probably finished the project in the spring of 1924. Previously, the depot occupied the old wooden World War I hangars.

Scott Field also became the site for one of the few helium storage and repurification plants in the United States when Congress directed the Air Service to use helium as the primary lifting gas in airships after the loss of the hydrogen-filled *Roma* in 1922. This directive resulted in the construction of two helium tanks with storage capacities of 500,000 and 300,000 cubic feet in 1925-26 and 1928-29, respectively. Helium's high cost had limited its use earlier. By 1925, the price of helium had declined to approximately $20 to $30 per thousand cubic feet. An equal amount of hydrogen cost $12. Unlike the less expensive hydrogen, helium was much safer and could be refined at less than $2 per thousand cubic feet. The conversion to helium also prompted improvements in its transportation. Prior to the design of a special helium tank car, first placed in service in 1925, the transportation of helium to the LTA bases was cumbersome and expensive. A second helium tank car, valued at over $100,000, entered service in 1927. Despite these advances, gas leakage remained a concern. The field's RS-1 airship alone lost some 60,000 cubic feet of helium a month. Thus, helium storage and repurification was a major operation at Scott.

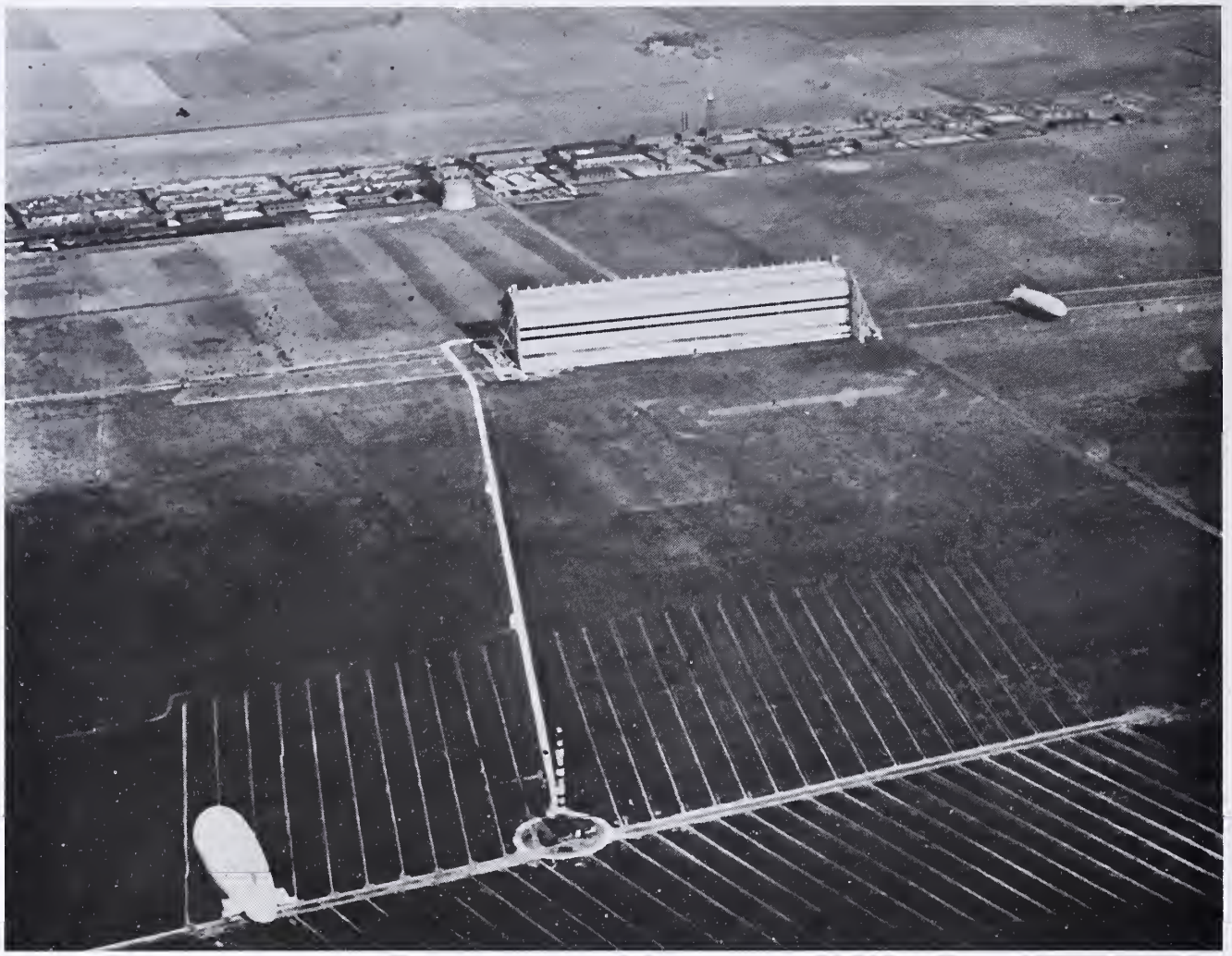
Also in 1927, local contractor W. C. Johnson completed a 176-foot-high mooring mast, one of the tallest and most modern in design. Initial newspaper announcements reported that the mast was to be 200 feet high and a copy of the one being built by Henry Ford in Detroit. If a mast of this height had been constructed at Scott, it could have handled airships with gas bags of 10 million cubic feet, five times the size of the largest airships then in service. In 1925, LTA advocates believed that these super airships would be operational in the near future. Mr. J. C. Yingling from the engineering division at McCook Field, Ohio, supervised the work on the 638-ton steel structure, located several hundred feet east of the south end of the airship hangar.



The helium repurification plant and storage tank, June 1932.

Prior to the introduction of this tank car, the transportation of helium in canisters by truck and rail was cumbersome and costly, November 1926. In the background the TC-10-253, still carrying its TC-8 marking, is landing.

An observation balloon being moored to Scott's $85,000 mast, September 1928. Docking a LTA craft was not a complicated maneuver but did require precision and good judgment. Regardless of wind velocity, Scott's mast was designed to moor all types of airships. While moored, a ship could be serviced with water, fuel or helium, which was piped to the top of the tower.



Looking west, full view of Scott's LTA facilities, circa 1927. The parallel lines by the mast were drainage tiles. Two docking rails extended 1,000 feet from each end of the airship hangar.

Missions And Personnel

In addition to serving as the Air Service's primary LTA station and supply depot, the field trained balloon and airship pilots, engaged in research and testing, and serviced a large number of transient airplanes, military and civilian. For most of the period, the field possessed a few De Havilland DH-4 airplanes[4] for its airlift support needs.

The construction work, however, had not prevented the inauguration of LTA activities. The 12th Balloon Company, transferred from Fort Omaha, Nebraska, arrived on 28 October 1921, followed the next day by its sister unit, the 9th Airship Company.[5] Reflecting the emphasis now being given to airships, the 12th Balloon Company was redesignated the 12th Airship Company in January 1922. In April 1922, Major Frank M. Kennedy, then the field's executive officer, announced that the LTA work would be expanded. The Chief of the Air Service, Major General Mason M. Patrick, had selected Scott Field as the home of the Air Service Balloon and Airship School. According to the plans, balloon and airship training at Brooks Field, Texas; Ross Field, California; and Langley Field, Virginia, would be consolidated at Scott Field. Personnel from Brooks Field's balloon and airship school (16th Airship Company and 4th and 5th Balloon Companies) were officially transferred to Scott Field on 26 June 1922. On 30 June, the 10th Airship Company left Langley Field for Scott. Among the Langley officers was Major John A. Paegelow, a staunch and respected LTA advocate who commanded Scott Field from March 1923 until June 1933. A group of 16 officers and 75 enlisted men arrived from Ross Field on 3 July. In early July, Scott Field was also designated an Air Intermediate Depot. Gaining at this time all LTA supplies stored at Fort Omaha and Langley Field, Scott became the Air Service's largest distributing post. By the end of July, approximately 1,000 personnel[6] were assigned to Scott. The field's organizational units included the 8th Airship Company, 9th Airship Company, 12th Airship Company, and 24th Service Company (Airship), all under the 21st Airship Group. An ordnance detachment, the 21st Photo Section, and a detachment of the 6th Signal Service Company were also assigned to the field. It is not known whether the Air Intermediate Depot was organizationally subordinate to Headquarters 21st Airship Group or if it operated independently. Prior to these changes, personnel at Scott Field were probably grouped in a school unit since the newspapers often referred to the field's "balloon school." These were the field's units until the dismantling of LTA operations in the 1930s.

A Scott De Havilland on an early morning weather flight, 1927.

A Saturday morning inspection for the 12th Airship Company, 1922.

First Sergeant Zuber and Sergeant Walton conducting the inspection, 1922.

LTA Craft

During the lighter-than-air era, captive balloons, free balloons and airships graced the skies above Scott Field. Captive balloons, which also included the sausage-shaped kite balloons, were usually elongated in shape. Cables operated by ground personnel confined the captive balloons to specific heights above the ground. From the suspended wicker basket, observers could scan the terrain or direct artillery fire, reporting their information by telephone. Captive balloons were also used for aerial photography missions. Although extremely vulnerable, the military still valued the captive balloon as an observation platform in the early 1920s.

Handling a kite balloon, 1922. Tethered to the truck, the balloon was held captive. An observer had to possess the constitution of a sailor on rough seas.

A free balloon, as its name implies, sailed the skies unfettered. Ballasts attached to the basket restrained the balloon's ascent; to descend, the pilot simply valved off the balloon's gas. It was almost impossible for a pilot to travel a distance of several hundred miles without a thorough study of the weather and skill in conserving gas and ballasts when searching for favorable winds. The free balloon's contracting and expanding gases, triggered by altitude or temperature, and large mass required handling techniques similar to the airship. Moreover, if the airship's motors failed, it behaved like a free balloon. Hence, airship pilots had to be skilled free balloonists. Free balloons were also used in the study of meteorology and the upper atmosphere.

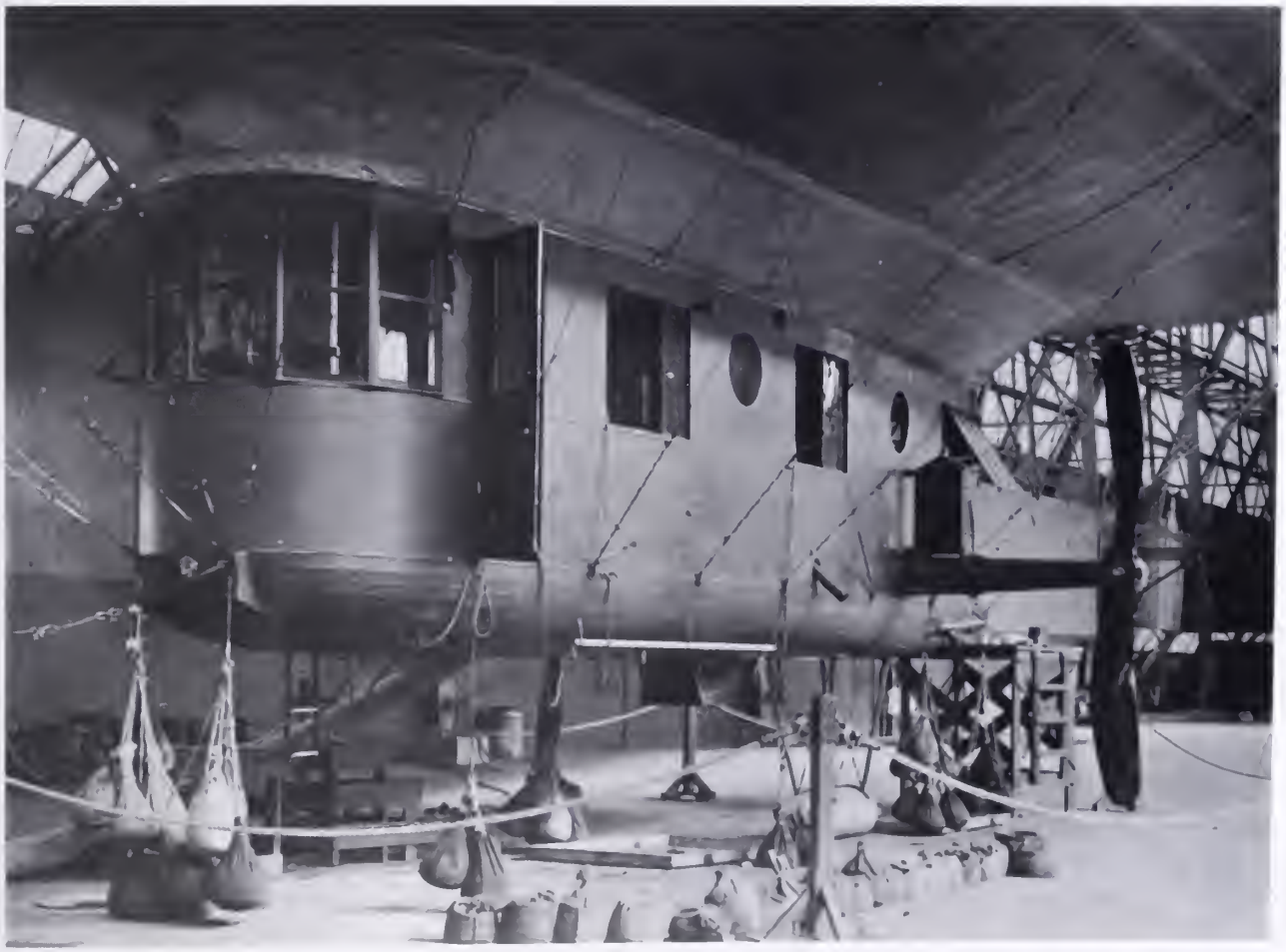
Free balloons sailing the skies during the Little Rock National Balloon Race, 29 April 1926.

Airships, or dirigibles as the French called them, were generally divided into three classes—rigid, semi-rigid, and non-rigid. In 1919, the War Department made the Navy responsible for rigid ships, leaving the Army's Air Service to develop semi-rigid airships. Both services required the non-rigid airships as trainers. The differences between these classes were essentially structural. The rigid airship, the largest of the three, had a metal frame, which gave it its shape. Its lifting gas was contained in a dozen or more separate cells set inside the framework. Thus, even if the gas were removed, the rigid airship still retained its shape. The rigid airship flew long-distances.

The semi-rigid was a pressure ship whose fabric envelope was reinforced with a metal keel that extended the entire length of the ship. Supports at the front of the bag prevented the nose from collapsing during flight. Its tail was strengthened as well. Although the semi-rigid was also designed for long distance operations, its smaller size and fuel capacity limited its range.

The non-rigid airship, the smallest of the three classes, was really a motorized balloon, shaped to give it horizontal direction. Lacking an internal frame structure, it maintained its cigar-like shape by the pressure of the gas in the bag. The non-rigid's popular name of "blimp" came from the British who distinguished their B-type limp ships from the rigid ones during World War I. Inside the envelope of the non-rigid airship was an air-filled ballonet. As the lifting gas expanded, due to changes in temperature or altitude, it forced air out of the ballonet. Conversely, as the gas contracted, more air was forced into the ballonet from the slip stream of the propeller or by means of a blower. In this manner, the gas was conserved. Easy to deflate, the blimp was highly mobile. Like the captive observation balloon, blimps could also be anchored. Regardless of their

The non-rigid AC-1 arriving at Scott Field on 3 May 1923. The 800-mile, nonstop trip from Langley Field, Virginia, was made in 17 hours, 24 minutes. The AC-1 held 180,000 cubic feet of gas and had a length of 169 feet and a width of 48 feet. The AC-1 was built by Goodyear, as were most of Scott's airships.



The AC-1's comfortable control car had sleeping compartments and a kitchenette. Other airships had open gondolas.

class, all airships were comprised of two elements, the envelope or bag and the gondola control car or cabin. Some airships also had separate motor cars.

Balloon And Airship Training

The first free balloon ascension from Scott Field, a short trip to Worden, Illinois, was made on 22 March 1922. Prior to this, the field had conducted some training with captive balloons, but whether these flights took place in late 1921 or early 1922 is not clear. Lacking airship facilities, except for a temporary canvas hangar, the initial LTA training program consisted entirely of free and captive balloon flights. One notable training exercise occurred on 25 July 1922 when a contingent from Scott Field took a few balloons across the Mississippi River to Jefferson Barracks to familiarize the men there with observation and free balloon maneuvers.

Standing by to inflate. Scott's first free balloon flight was made on 22 March 1922.

Final touches before the 35,000 cubic foot balloon cast off. Aboard for the first flight were Commander Chalmers Hall; Major Frank Kennedy; and Lieutenants Ashley McKinley, Angier Foster, and James Hill. The balloon also carried a wireless telephone.

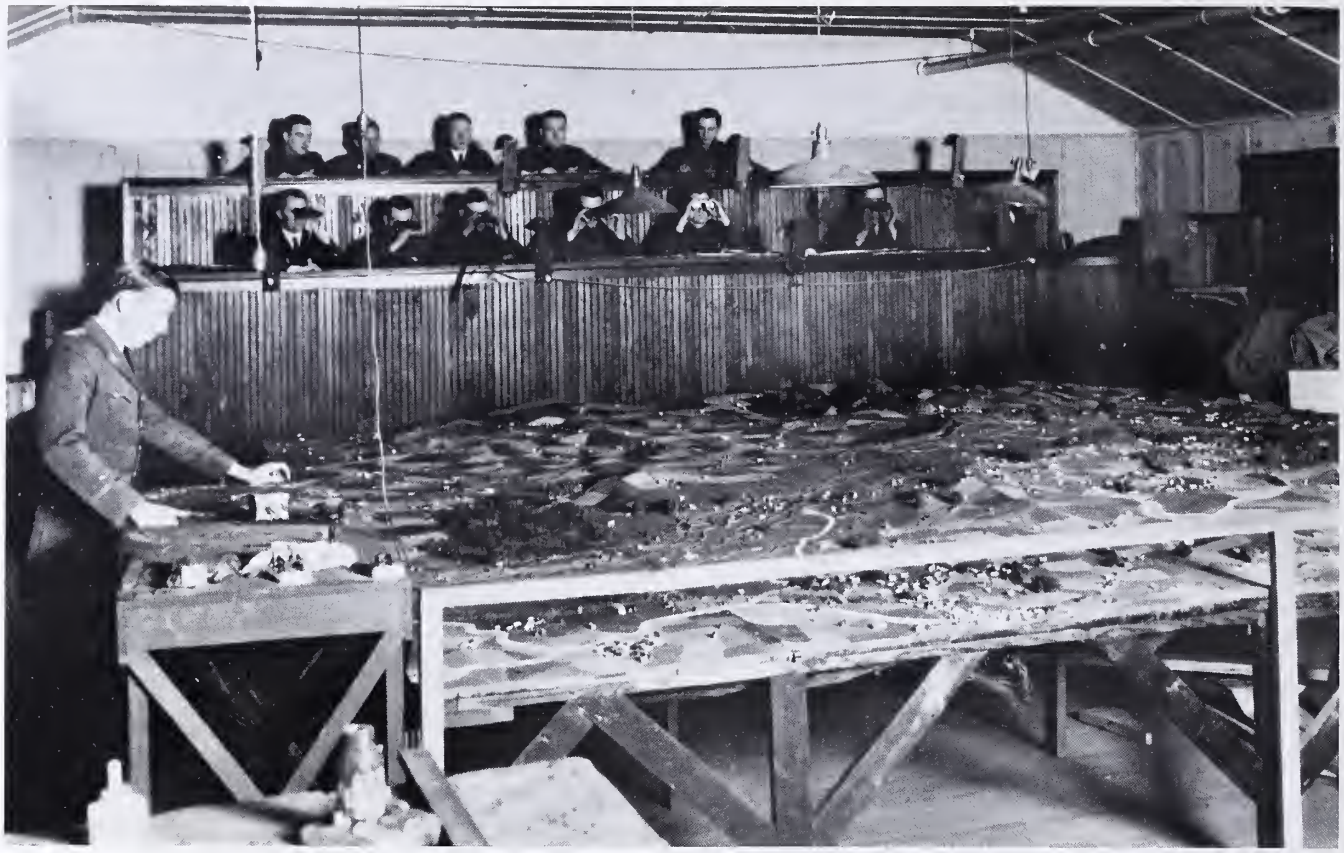
Make-shift facilities before the completion of the airship and balloon hangars, 1922.

A more formal course for 50 students began on 2 October 1922. In addition to the free and captive balloons, the Air Service Balloon and Airship School was also operating two small non-rigid airships, the Goodyear Pony Blimp OA-1 and the A-4, when the formal school began. Since the school required these first students to complete 100 hours of flight instruction, the course probably continued until the summer of 1923. The post adjutant's diary and news letters indicate that a number of these first students formed the nucleus of the school's cadre. Four civilian instructors also taught at the school. W. T. Warwick was the motor expert. A. Leo Stevens taught courses in free ballooning, while Edward R. Boland was the resident expert in captive ballooning. N. Meadowcroft was the school's airship construction specialist. By February 1923, with most of the airship facilities completed, the training program began to take form. Although the arrival of additional LTA craft further escalated training activities, the school's course of instruction was still being refined throughout the summer of 1923. From 18 July to 23 August, Captain Laurence F. Stone, director of the ground department, and Lieutenant Harold R. Wells undertook a 4,200-mile trip to the eastern airfields to collect curriculum materials for the school.

By the fall of 1923, the school's course of instruction was well defined. A description of the 1923-1924 class, which began on 17 September 1923 with 17 student officers and 13 flying cadets, noted that the course's duration was ten months. The curriculum was comprised of a basic military course, a ground school, and flying instructions. From September until November, students primarily received flying instructions augmented by the basic military course and selected ground school subjects. Thereafter, ground classes dominated the curriculum until the end of March when the weather was good enough to resume flying. Selected ground subjects were then taught as needed amid the flying training.

The length of the basic military course was 79 hours. It was designed for those students who had never received training in administration, field service regulations, interior guard duty, military courtesy and customs, hygiene (field, post, and personal), and military law.

Learning radio procedures, September 1926.



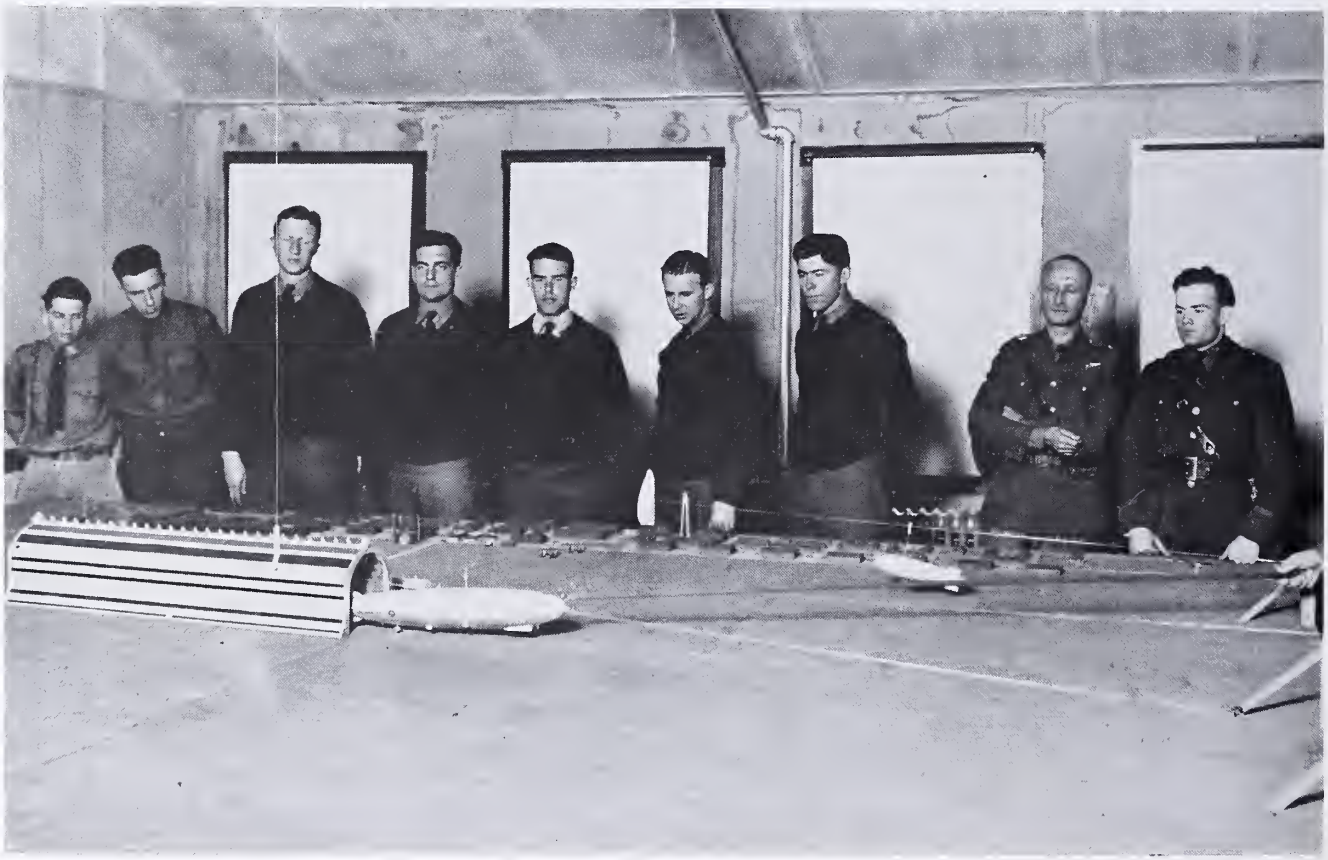
Observation room, January 1927. First Lieutenant Neal Creighton standing at the control board of a replica of the front lines in France. Using field glasses, students got the same effect as being in a balloon in the air. Simulating action by flashing lights, the instructor called upon the students to report their observations. Lieutenant Creighton later returned as the commander of Scott Field in January 1945.

Aerial photography training, February 1927.

Practicing aerial navigation with the sextant, March 1927. Top center among the group of student officers is Cadet Crowly, the school's last cadet.

Care and storage of parachutes, April 1927. Pictured second from the left is the future "father" of the Air Weather Service, Lieutenant Randolph P. Williams. The sixth person is Spanish Captain E. Maldonado de Meer, a 17-year veteran of the Spanish Army detailed to learn about lighter-than-air operations.

A class studying bombs, fuses, and machine guns, May 1927. The present day golf course was the practice range. But bombs did stray. Scott Field made the front page of the local newspapers when a small clay practice bomb hit the farm house of Julius Weil.



Airship maneuvering techniques, circa 1927. Only the best aviators piloted Scott's largest airships.

The ground school course, consisting of a formidable 865 hours, required the student to possess a thorough knowledge of aeronautics. This final examination question illustrates the rigors of the school:

> (a) The Airship *Los Angeles* visits Scott Field. She is resting in the hangar, bow pointing north. You are detailed to make all preparations and to maneuver the ship from the hangar. The wind is from the west 5 miles per hour. Assume that any standard equipment desired for the maneuver is available. State all preparations that you would make and explain the maneuver until the ship takes off.
> (b) The ship is to return to the station at night. What equipment would be desirable? Show how you would form the crew and conduct the landing maneuver.

Ground School Course

Airships	100 hours
Airship Operations	14
Armament	46
Artillery	10
Free Balloons	10
Observation Balloons	30
Communications	150
Aerodynamics	10
Gases	10
Instruments	10
Meteorology	50
Military Sketching and Map Reading	30
Aeronautical Motors	210
Aerial Navigation	60
General Observation	20
Air Service Organization	5
Panoramic Drawing	5
Aerial Photography	10
Physics and Mathematics	15
Aero Statics	30
Air Service Supply	10
Balloon and Airships Tactical Uses	10
Winches	20
	865

During the flying instruction phase, students first learned how to handle captive and kite (an elongated captive) observation balloons. Next they progressed to free balloons and then mastered the non-rigid and semi-rigid airships. The students completed 20 hours in observation balloons and 15 hours in free balloons. To facilitate recovery operations, student pilots generally made free balloon flights within a 200-mile radius of Scott. The main emphasis, however, was on learning to pilot airships. Each student was required to log between 50 and 100 hours before graduating. The Air Service Balloon and Airship School at Scott Field continued this course program until 17 September 1928 when the school, now called the Air Corps' Balloon and Airship School, was inactivated. Lighter-than-air training was still conducted at Scott Field although the evidence suggests that the program was less formal and extensive than before. It is difficult to estimate the number of students who earned their balloon and airship pilot ratings at Scott. Since the Air Service/Air Corps' airship fleet was small, it did not need many LTA pilots. The school trained active as well as reservists and probably graduated between 150 to 200 balloon and airship pilots before LTA operations ceased altogether in 1937. A few enlisted men, who served as radio and mechanical engineers and directional and altitude pilots, also attended the school. The enlisted ground handling crews and balloon and airship technicians received their training from the resident experts in their squadrons.

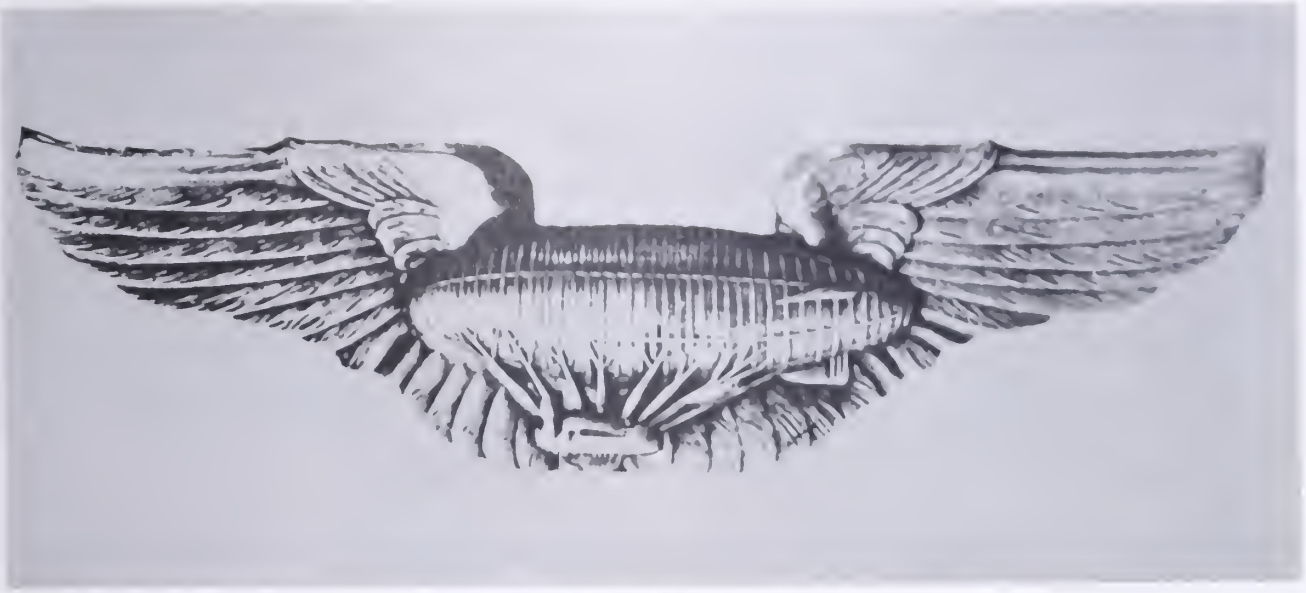
Cadet Richard M. Allison ready for a free balloon flight, 1925. His instruments left to right: statoscope, altimeter, and vertimeter. High altitude in a free balloon was very uncomfortable due to the cold. Balloons, however, usually cruised well under a mile altitude.

Several students experienced unforgettable flights. Although the stories surrounding these trips seem amusing today, they provide insight on how design, maintenance, and weather influenced LTA operations. On another level, these incidents show that the early airmen rose to the occasion and did what many considered to be the impossible. Students certainly trained with the unexpected in mind.

The rotund shape of the Goodyear OA-1 Pony Blimp made this non-rigid airship unstable in windy weather. On a late September 1922 training flight, a strong wind blew the Pony Blimp against the hydrogen gas tank, causing the car to overturn. Lieutenant Karl S. Axtater and Sergeant Harold Adams fell 20 feet before landing on top of the tank. Then the motor failed, forcing Lieutenant Philip Schneeberger to parachute from the uncontrollable ship.

Readying a free balloon, May 1927. It was customary to talk with people along the way. Frequently the mayor or police chief would invite the balloonists into town for dinner.

Air Service Balloon and Airship School, class of 1925. First row left: Cadets Albert Stewart, Narcissus Cody, Bayard Carpenter, Charles Smith, Willard Harris, Frederick Ott, Orton Lynch, Homer Fackler, Richard Allison, Master Sergeant William Mansfield, Cadet Harrison C. Finley. Officers standing left Lawrence Lawson, Davis Snell, Clayton, Edgar Cocker, Coleman, Neal Creighton, Paul Evert, McGraw, Whiteman.



Airship pilot's wings.

Members of the 1926 class, which contained Major James A. Mars, First Lieutenant John Y. York, First Lieutenant Randolph P. Williams, Second Lieutenant Edmund C. Lynch, Second Lieutenant Uzal G. Ent, Second Lieutenant Edward H. White, Second Lieutenant Leslie A. Skinner, Second Lieutenant William O. Eareckson, Master Sergeant Albert C. Gamble, Staff Sergeant Charles V. Williams, Cadet James C. Richardson, Cadet Eugene B. Schildhauer, Cadet John A. Tarro, Cadet Gordon M. Willis, Cadet Anton A. Yotz.

Second Lieutenant Willard "Spiv" Harris being initiated into the officer corps.

The non-rigid A-4 on display at the field's open house, 27 August 1922. Early in its career, the A-4 made headlines with a rooftop landing on the Statler Hotel in Cleveland, Ohio. Transferred to Scott Field from Langley Field, Virginia, in July 1922, the A-4 received more attention for making the 800-mile trip nonstop. Locally, Belleville Township High School students never tired of recounting that momentous day in February 1923 when they helped to land the A-4 on the football field.

After several hours, the $50,000 craft lost its lift and drifted to earth. On 21 November 1922, the Pony Blimp's hapless crew, Lieutenants Orvil A. Anderson and Courtland M. Brown and Private D. Abelson, became caught in a storm during a local training flight. The experienced Anderson was unable to land the craft, and the wind carried the airship 450 miles in nine hours to Bynum, Alabama, where they finally managed a safe landing.

In January 1923, the non-rigid A-4 airship made a daring attempt to rescue a Mullion type airship when its rudder broke in a strong wind during a morning training flight over Scott Field. With the ship disabled, the Mullion's crew could do little but drift with the wind. Lieutenant Orvil A. Anderson, the A-4's pilot, finally caught up with the Mullion at Nashville, Illinois. Attempts to throw a rope to the Mullion proved unsuccessful. The ship sailed on. The A-4 speeded on ahead to South Carrollton, Kentucky. Dropping low, the crew shouted to residents to assemble outside of the town and form a landing crew. Several hundred people answered the call. But as the Mullion approached, a strong surface breeze caught the ship, and the crowd was unable to catch hold of the drag rope. With darkness fast approaching, Lieutenant Charles P. Clark, the Mullion's pilot, had no alternative but to pull the ship's rip cord, releasing 100,000 cubic feet of hydrogen. The ship ended its harrowing journey with a soft landing at 5 P.M. With no available mooring facilities nearby, the A-4, however, had to return to Scott Field, finally landing at 3:45 A.M.

Perilous balloon flights occurred as well. On the afternoon of 2 April 1923, Majors John D. Reardon and Rush B. Lincoln left Scott Field on their required semi-annual free balloon flight. Taking off at 3:20 P.M., a strong south wind swept the balloon at a high rate of speed along an erratic northerly course. The balloon passed over Springfield at 5:50 P.M. Hoping to make a landing, Majors Reardon and Lincoln took the balloon down to 500 feet. When the balloon struck a hill at 7:30 P.M., the two officers believed this to be their long-awaited opportunity. However, the rip panel and cord operating the gas valve failed, and the balloon bounced upward. Conditions worsened as a hard rain began to fall. Catching some of the rain water running off of the gas bag, they used it as ballast to keep the balloon low. Approaching the Fox River, a short distance west of Chicago, the balloon crashed into a tree, throwing Major Lincoln out of the basket. Miraculously, he grabbed hold of one of the balloon's ropes. Dangling some 50 feet above the ground as the wind swept the balloon along, he managed to climb back into the basket. Fearing the balloon, now quite low, to be headed for a fatal crash landing in the Fox River or Lake Michigan, the two officers jumped onto a mud bank along the Fox River. A crowd near Plano, Illinois, caught the abandoned balloon's basket, but the gas bag broke free and floated like a toy balloon across Lake Michigan to Montague, Michigan. Majors Reardon and Lincoln finally returned to Scott by rail on 4 April.

Scott's LTA Fleet

The exact number and types of LTA craft assigned to Scott Field will always remain a mystery. At least two captive balloons were in service. And Scott personnel built several free balloons with capacities of 12, 19, 35, and 80 thousand cubic feet. Few balloon designations are known since the captive balloons were generally referred to by type while the free balloons were normally referenced by size. As to the airships, the Air Service procured spare gondola cars as well as envelopes, often from different builders, for a particular "airship." Envelopes, which lasted no more than two years under ideal conditions, and the gondolas were also interchanged between airships. A later redesignation of the nomenclatures on the elements comprising the airship further confused the issue on the number and

Partial collapse of the D-2 airship, circa 1922. Although a leak in a gas cell or a loss in pressurization could result in an accident, the airship was as good as new with a little patching. Airship mechanics were quick to make this point with their heavier-than-air counterparts.

types of ships in existence. For example, TC-7 officially became TC-10-252 but was often referred to as C-52. Adding to the matter, Scott Field assembled the components of another new airship in 1932 and called it TC-10-252. Despite this confusion, the following LTA ships (in order of arrival) operated for a time from Scott Field: S.S.T., A-4, OA-1, D-2, D-4, A-5, TC-1, AC-1, TA-1, TA-2, TA-3, TA-5, TC-3, RN-1, TC-5, TC-6, TC-7, TC-8, RS-1, TF-1-261, TC-10-243, TC-10-252, TC-10-253, TC-11-271, TC-6-241, and TC-14. Of these, the TC-1, TC-3, RN-1, RS-1, and TC-14 were the pride of the Scott Field fleet.

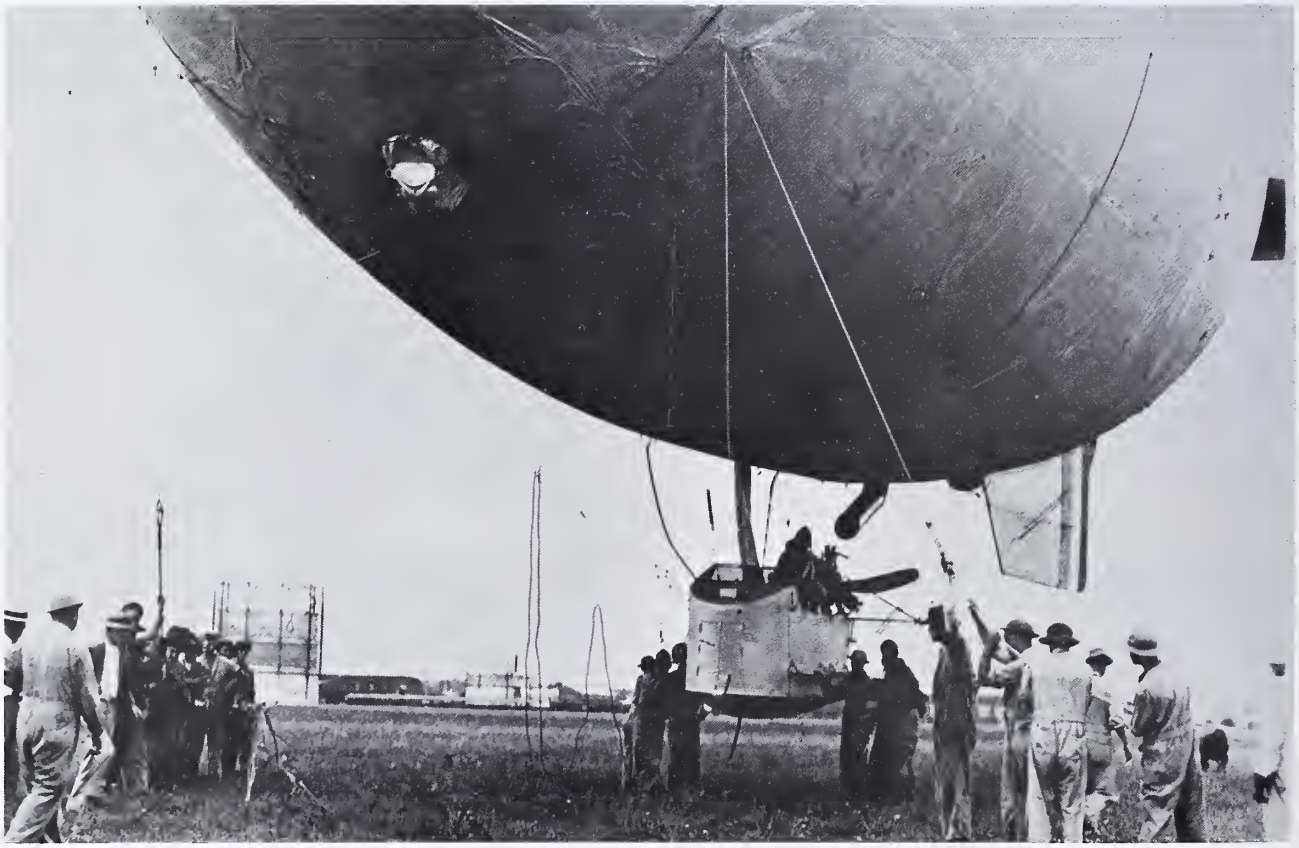
TC-1

On 9 April 1923, Scott Field received the Air Service's newest and largest non-rigid dirigible, the TC-1. The TC, short for training coastal, was a two-man control ship which required team work. Arriving from the Goodyear plant in Akron, the TC-1's flying time on the 500-mile uneventful trip was 12 hours and 50 minutes, better than the travel time of the St. Louis to Akron express train. The crew on this maiden voyage came from Scott Field and consisted of Lieutenants Frank M. McKee and Clyde A. Kuntz and Sergeants Olin Brown and Harry Barnes. Lieutenant James C. Cluck from Washington, D.C. and a Goodyear observer were also aboard. Plans called for the TC-1 to be used by advanced students on cross-country training flights within a 500-mile radius of Scott Field.

In no time, the TC-1 won the hearts of the Scott airmen. On 20 April, on a run from Scott Field to Chanute Field, the TC-1 established a speed record for airships when it covered 148 miles in two hours. A strong tail wind enabled the ship to average an unprecedented 74 miles per hour. On another cross-country trek in May, the TC-1's crew detoured to Louisville and watched a horse named Zev win the 1923 Kentucky Derby from the TC-1 grandly positioned over the Churchill Downs infield. Proceeding on to McCook Field, Ohio, the crew moored the TC-1 to an experimental Terry mast for 15 hours of testing. On the return trip, Lieutenant Frank McKee could not resist making a swing over his home town of Anderson, Indiana.

In less than two months, however, the TC-1 was destroyed. The TC-1 left Scott Field on the morning of 6 June 1923 on a training mission to Wilbur Wright Field, Ohio, arriving shortly before 6 P.M. during a storm. On board were Lieutenants Clyde A. Kuntz and Ira Koenig, pilots; Captain William B. Mayer and Lieutenants Courtland M. Brown, James B. Jordan and William J. Flood, students; Mr. Alger Maranville of the Goodyear Tire and Rubber Company; and Sergeants Harry Barnes and Firman Adams and Private Gerald Adams, all engineers. Most of the crew left the ship after it was refueled, leaving Lieutenant Koenig, Sergeant Barnes, and Mr. Maranville aboard for the mooring. As the ship was being drawn to

The non-rigid TA airship at the south end of the hangar. This training airship was a one-man control ship. The balloon and airship school used the TA as the next training craft after the free balloon.



Landing the TF-1-261 at Scott, July 1929. With an overall length of only 90 feet and a gas bag capacity of 52,290 cubic feet, the TF-1-261 was Scott's smallest airship. It was mainly used for experimental work.

One of the few photographs of the TC-1, presumably at Scott Field. The $60,000 TC-1 was the first in a series of training airships which proved extremely durable. With a gas capacity of 206,000 cubic feet, it was, in its time, the largest non-rigid airship in the Air Service. It had an overall length of 195.8 feet and a diameter of 44.5 feet.

the Terry mast, the cable slipped and broke. The TC-1 drifted free and struck another nearby mast. According to Lieutenant Koenig, lightning exploded the hydrogen-filled ship, but the official Air Service investigation of the accident concluded that static electricity discharged by the collision had undoubtedly ignited the hydrogen aboard the airship. Fortunately, no one was killed. Sergeant Barnes fractured both legs and Mr. Maranville crushed his ankle when they jumped 40 feet to the ground. Lieutenant Koenig landed uninjured. The loss of the TC-1 was a severe blow to the school's training program. The next day, Scott Field Commander Lieutenant Colonel John A. Paegelow, his faith in LTA craft unshakened, telegraphed Major General Patrick and requested the Air Service to have Goodyear declare the TC-2 operational as soon as possible because the school needed a two-man airship to finish training the pilots scheduled to graduate on 25 June.

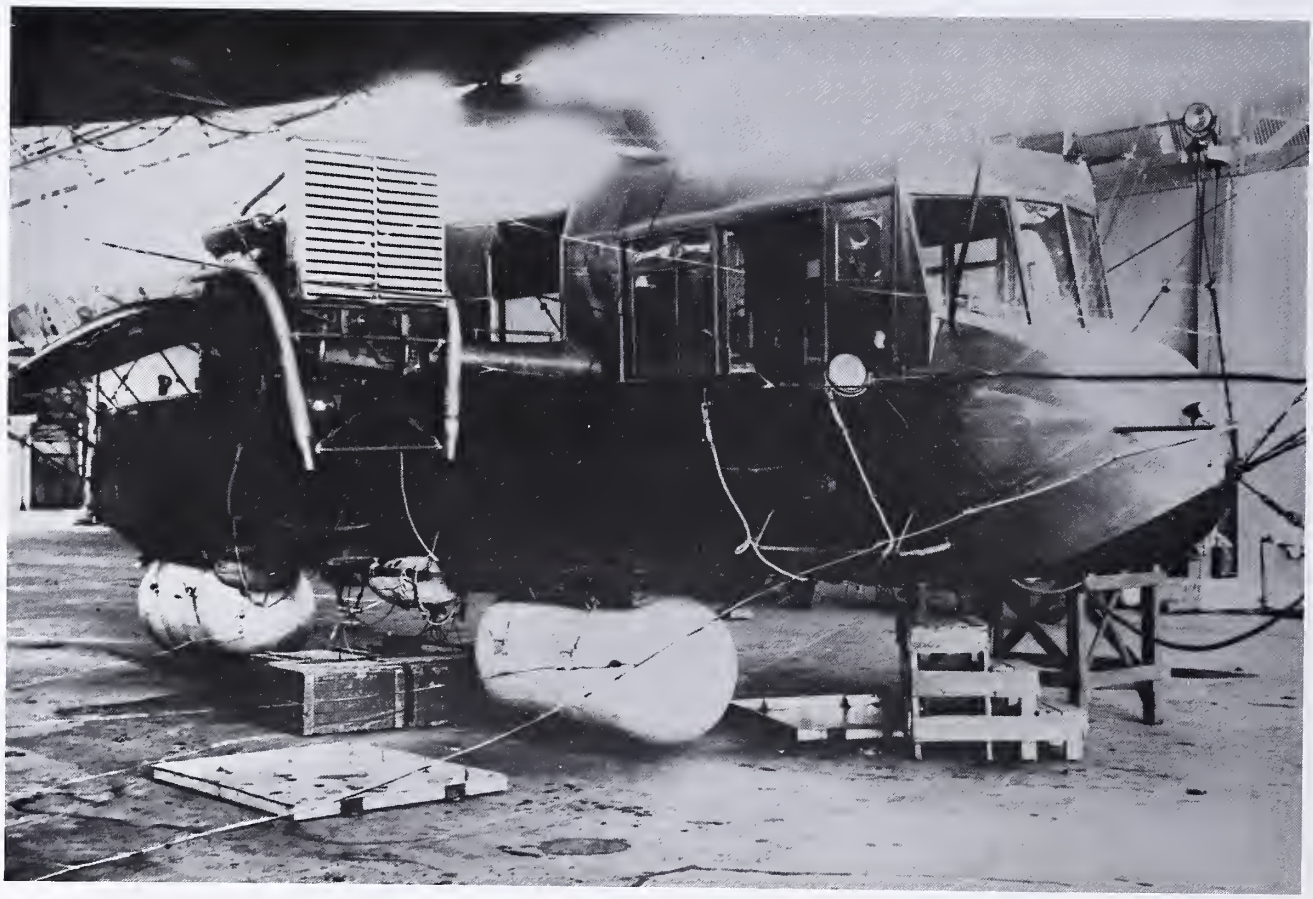
TC-3

It was not until the late summer or early fall of 1923 that Scott Field received the newly operational TC-3 to replace the destroyed TC-1 (the TC-2 had been assigned to Langley Field, Virginia). One of its first cross-country flights gives a glimpse of long distance airship operations at a time when airship support facilities were nonexistent. On 16 November, the TC-3 traveled to Brooks Field, Texas, to participate in an aerial circus. After circling over Scott Field to gain altitude and complete a final equipment check, the TC-3 departed at 7:10 A.M. The long flight required a stop in Oklahoma to take on gasoline for the airship's motors. Not knowing whether arrangements could be made for a landing party in Muskogee, the crew decided to refuel the TC-3 in the air. Lines with pulleys were to be attached to two of the suspension cables. As the pilot brought the ship down low, the crew would drop a line to the ground man who would then place three or four 5-gallon cans of gasoline in a carryall. However, Lieutenant Frank McKee, flying ahead in a DH-4 airplane, secured enough volunteers at Muskogee to form a ground crew for a landing; consequently, this novel air refueling was not attempted. Taking on 240 gallons of gasoline, the TC-3 left Muskogee within an hour and proceeded on to Brooks Field where it completed its remarkable 20-hour flight at 3:30 A.M.

After participating in the aerial circus, the TC-3 stayed in Texas for several days, dutifully impressing the public and community leaders around San Antonio, Austin, Temple, Waco, Dallas, and Fort Worth. A side trip was even made to Petrolia, Texas, where helium was manufactured for both the Army and the Navy. It was the first time that the residents there had ever seen an airship and what their helium was used for.

The TC-3 departed for home on the afternoon of 30 November. Flying with the wind, the TC-3 arrived at 3:30 A.M. Circling over Scott, the TC-3 waited until a landing party was roused from their beds, whereupon it landed at 4:30 A.M. On its goodwill trip, which had also provided the crew with valuable training and tested the ship's performance, the TC-3 logged over 72 hours.

The 200,000 cubic foot TC-3 at Scott Field.



Another version of an enclosed gondola. Rubber bumpers underneath the TC-3's control car cushioned the ship during landing operations, August 1927.

After approximately 18 months of service, the TC-3 probably ended its career with this memorable flight. Losing its rudder over Caseyville, Illinois, on 16 April 1925, the wind carried the TC-3 over Granite City, the Mississippi River, and North St. Louis County. By this time a long procession of automobiles followed the uncontrollable craft. After two hours, the ship began to lose its buoyancy. Its pilot, Lieutenant Douglas Johnston, reluctantly pulled the rip panel to avoid a crash landing. As the precious helium escaped, the ship settled lightly to the ground at Black Walnut, Missouri. This accident, however, seems to have been the first time a rudderless ship landed without the assistance of a ground crew. The event, no doubt, provided the field's engineers with food for thought. The TC-3's misfortune was even noted as far away at Louisville, Kentucky, where it had made several trips, and illustrates the public's interest in these stately airships.

RN-1

The RN-1 also had a short career at Scott Field. With a capacity for 325,000 cubic feet of gas, it was, for a time, the world's largest non-rigid dirigible. Originally built by the French firm *Societe Zodiac*, the RN-1 made its maiden flight in 1919. Late in 1923, this majestic craft arrived at Scott from Langley Field, Virginia, where it had been reassembled in 1920. But in less than a year, it was retired from active service. On the evening of 27 July 1924, the RN-1's envelope burst while berthed in the Scott Field hangar. A board of officers, headed by Captain Charles P. Clark, investigated the accident and concluded that the rupture had probably resulted from broken cord reinforcements in the air inlet holes which then spread to the rest of the bag. The board recommended that the RN-1 be placed in storage because it was a nonstandard ship and was inefficient when inflated with helium. Moreover, the RN-1 had high maintenance costs.

The RN-1, also known as the Zodiac after its manufacturer, soars above Scott Field. It began service in 1919 as a French naval airship, designed to carry bombs and guns. (National Archives)

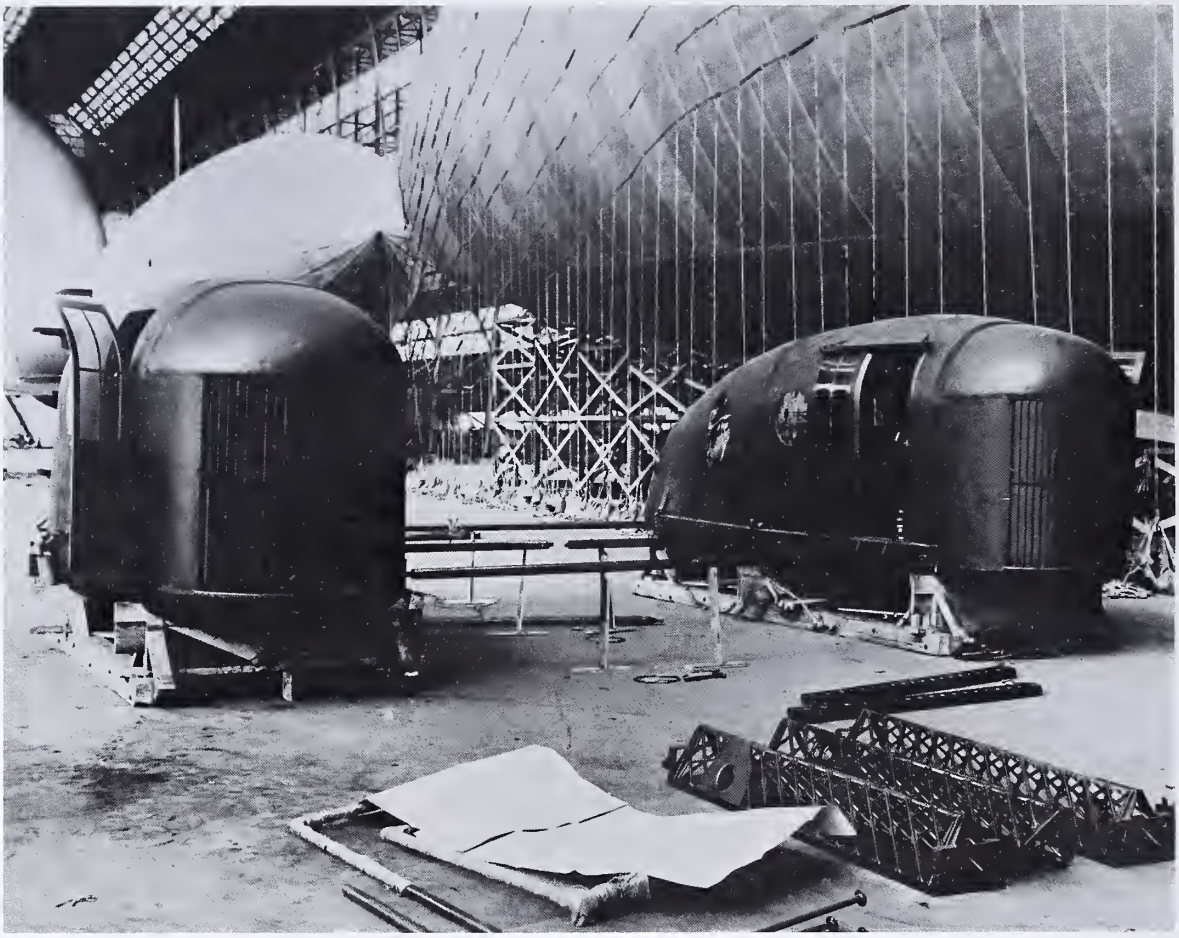
RS-1

The airship receiving the greatest attention at Scott Field was the awesome 719,000 cubic foot semi-rigid RS-1, the largest semi-rigid in the world. In 1923, the Air Service awarded Goodyear a contract to make the first and only American-built semi-rigid airship for the military. Goodyear built the components of the airship at its Akron facilities and shipped them to Scott Field in January 1925 for final assembly. Throughout 1925, Major Orville Peek from the engineering division at McCook Field supervised the RS-1's assembly.

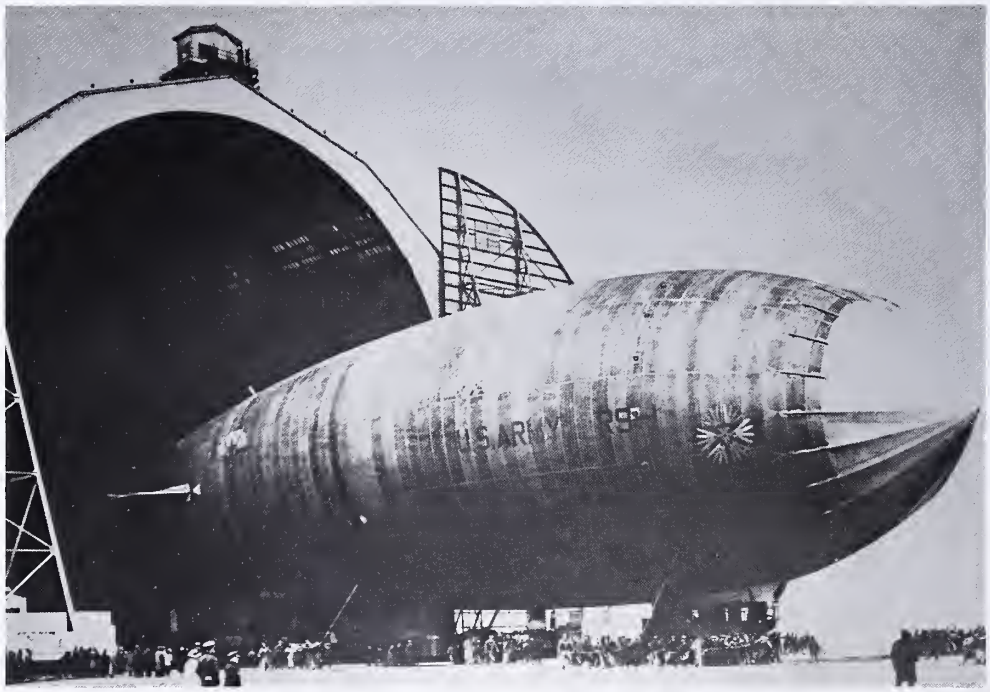
The RS-1's envelope was made of three-ply rubberized fabric. Three transverse diaphragms divided a single gas compartment into four sections. The RS-1 was a helium ship and the diaphragms served to restrain the helium from rushing through the envelope. Four ballonets kept no more than 30 percent of the ship's gas at any cross section of the envelope. The control cabin, 35 feet by 8 feet, and two power cars were suspended from the rigid keel which ran along the lower side of the bag. The keel, in turn, was suspended by cables through the top of the bag. This weight left a V-shaped ditch along the top of the bag, pulling the bag from its normal cigar shape and making each cross section heart shaped. The forward section of the control car contained the altitude and directional wheels, switchboards, engine room, telegraph system, and a desk for the commanding officer and navigator. The rear of the control car contained four bunks for the crew, a radio set, bomb and photography posts, and a lavatory. The RS-1 was 282 feet long, 73 feet wide, and 93 feet high. Its bag was designed for a volume of 719,000 cubic feet but actually stretched to 753,000 cubic feet. Four Liberty 300-horsepower engines powered the RS-1. Two engines were located in each of the two power cars. In 1927, the RS-1 was equipped with two 400-horsepower Packard 2A-1500 engines. The RS-1 had a maximum speed of 50 miles per hour and a range of 2,588 miles. Normally, a ten-man crew flew the RS-1.

Finally on the afternoon of 8 January 1926, the RS-1 was ready for its maiden flight. Lieutenant Orvil A. Anderson served as the test pilot in charge of the flight. Among the crew of 11 and two observers were Sergeant Olin Brown, altitude pilot; Sergeant R. H. Short, directional pilot; and Sergeant H. M. Warren, radio engineer. Under the direction of Lieutenant Douglas Johnston, the ground crew of over 200 men walked the majestic RS-1 out of the hangar. A light snowfall and the hangar's lights on the RS-1 added drama to the historic occasion. It took only a few minutes to have the RS-1 airborne at 4:56 P.M. After staying aloft for one hour, Lieutenant Anderson landed the craft, well satisfied with its performance.

On its third test flight, the RS-1 withstood a powerful northwest storm. The flight began on the morning of 27 January. But a storm warning forecast of high winds forced the crew to shorten its testing. The RS-1 returned to the field but could not land until the smaller ships were safely stowed away. By the time the RS-1 was able to begin landing, the rapidly rising wind pounded the ship up and down on the ground. Under such conditions, Lieutenant Anderson decided it was unwise to continue the landing for fear of severely damaging the ship. The RS-1 hastily took off to ride out the storm at 3 P.M. The crew noted that two of the four connecting struts between the control car and the hull were broken, probably due to the ground pounding. Although the suspension cables still held the car, the thought of what had happened to the control car in the wreck of the *Shenandoah* must have passed through the crew's minds. Throughout the night, the crew kept the ship pointed into the wind. The motors were able to keep the craft within 70 miles of the field. At times, strong gusts of up to 55 miles per hour, rocked the ship and pushed it backwards. The temperature fell to 12 degrees Fahrenheit, increasing the men's hunger and thirst. At 3 A.M.,



Assembly of the RS-1's two power cars, April 1925. The ship's bag is resting on its keel. Initially four Liberty 300-horsepower engines powered the RS-1. In 1927, the RS-1 was equipped with two 400-horsepower Packard 2A-1500 engines.



The RS-1 emerging from the Scott Field hangar for its maiden flight on 8 January 1926. The RS-1 was 282 feet long, 73 feet wide, and 93 feet high. Its bag was designed for 719,000 cubic feet but actually stretched to 753,000 cubic feet. (National Air and Space Museum)

Beginning its second flight on 15 January 1926. The RS-1 had a maximum speed of 50 mph and a range of 2,588 miles.

Lieutenant Anderson attempted to land the RS-1 but aborted the effort when high winds and muddy conditions again made the landing unsafe. Finally, after 19½ hours, the RS-1 touched down at 5:30 A.M. Although exhausted, the crew was more than confident of the great ship's reliability and worth.

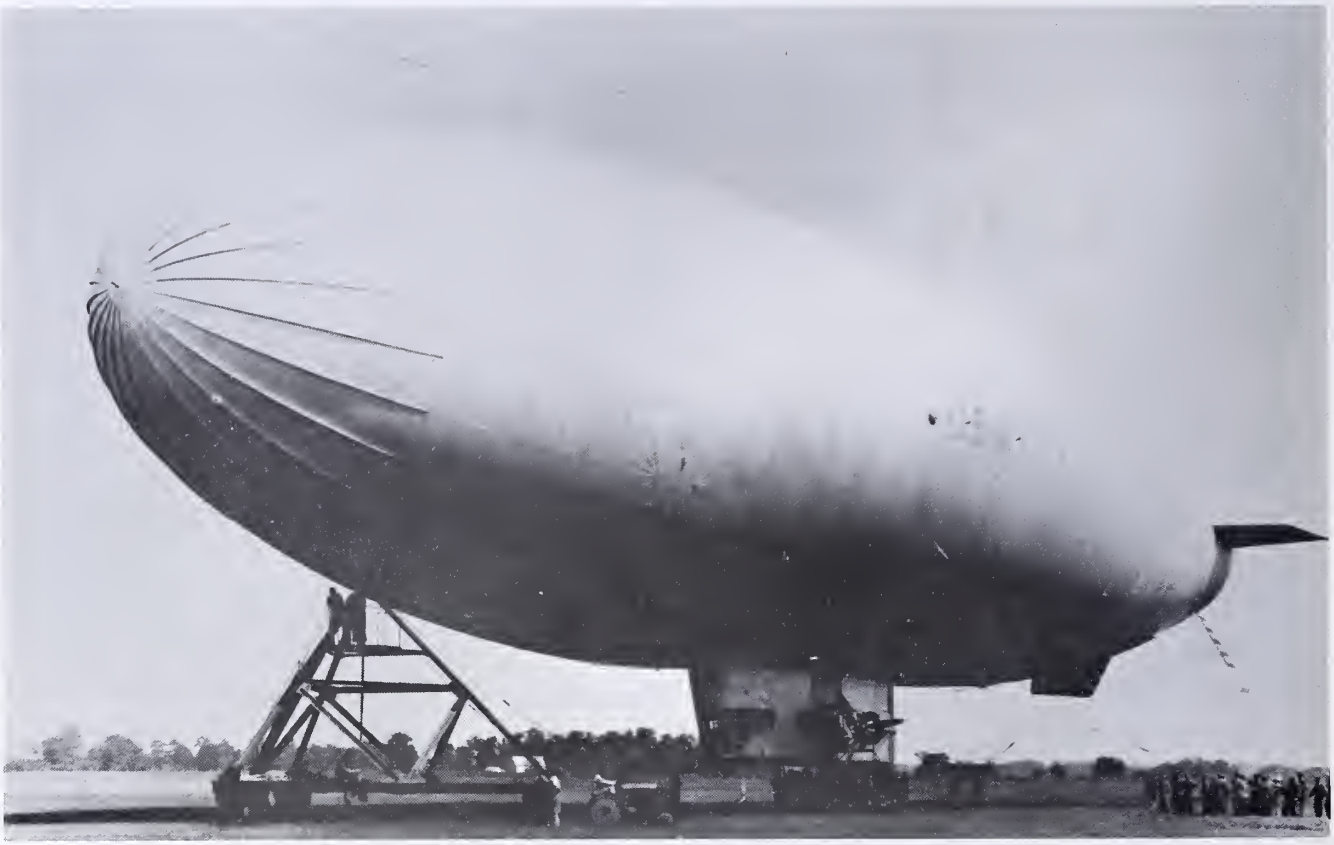
To test its mooring capabilites, the RS-1 made a trip in the late summer of 1926 to Henry Ford's 200 foot mast in Detroit. Even Lieutenant Colonel Paegelow expressed some apprehension because the RS-1 had never docked at a mooring mast before. A mooring mast at Scott Field was being built at this time. The event was equally a big occasion for Henry Ford who stayed up all night to await the RS-1's arrival. Fears soon subsided. According to Lieutenant Colonel Paegelow, "It was as easy as shooting fish 'n a barrel." When Paegelow invited Henry Ford to come on board for a ride, Ford reportedly replied with typical laconic bluntness, "No thanks, the ground has always been good to me."

Addressing the Belleville Rotary Club on 21 September 1926, Lieutenant Colonel Paegelow confidently proclaimed that with a few changes, the RS-1 could fly anywhere in the United States. With a new nose, the ship could cruise at a remarkable 70 miles per hour. In speed tests, Lieutenant Anderson had found that the ship's front collapsed above 58 miles per hour. Although Goodyear had replaced the nose with a much stronger one, the ship's nose still caved in at 60 miles per hour. Thus, the great ship never attained its expected speed.

The RS-1 served the Air Corps Balloon and Airship School as the advanced cross-country training ship until 1928. Returning home from San Antonio, where it and the airship *Los Angeles* had been on display at an American Legion convention, the RS-1 under the command of Captain William E. Kepner, encountered a fierce storm on 16 October. Receiving broadcasts of adverse weather, Captain Kepner changed to a southeasterly course but still ran into a squall line near Memphis. According to Captain Kepner, it was the worst storm that he had ever experienced. The first heavy squall ripped the envelope near the nose and crushed the nose braces, making the ship difficult to steer. For three long hours, the 14-man crew fought the storm, struggling to save their lives. Several times the ship was bent like a horseshoe and seemed ready to break up. At other times, the wind crushed the bag flat. At one point, Captain Kepner had to risk destroying the ship by accelerating past the maximum safety speed to 74 miles per hour in order to pull out of a dive. After the squall line passed, the RS-1 limped home in the midst of strong winds and lightning. Under such desperate circumstances, Private Caleb Frisk radioed ahead the ship's condition, ignoring the possibility of being struck by lightning. Despite the late hour, the field's personnel turned out to greet the crippled giant. Captain Kepner, his flying clothes covered with grime, leaned out of the control car with a bouquet of roses for his wife. These proved to be the last roses the RS-1 would every carry, for the great ship was retired from active flying after this flight. The RS-1 was used for mooring training until it was completely dismantled the beginning of 1929.

TC-14

Before the final demise of lighter-than-air operations, the LTA airmen of Scott Field had the distinction of assembling in 1935 the largest non-rigid airship ever constructed in the United States. Designated TC-14, this ship was an improved version of the experimental TC-13 which had been operating out of Langley Field, Virginia, for two years. The TC-14 was engineered for the maximum efficiency in lift, speed, and fuel economy and incorporated all of the cumulative advances in LTA technology. By placing the car directly under the envelope and suspending its support cables internally, external resistance was practically



The TC-14, the last of the great Scott airships, being towed on the mobile mast, September 1935. The TC-14 had a useful lift of 7,000 pounds. Its envelope held 357,000 cubic feet. Equipped with twelve 110-gallon fuel tanks, it could fly for 2,500 miles before refueling.

eliminated in the TC-14. Known as the internally rigged double catenary suspension system, two catenary shaped curtains were attached along the length of the upper part of the envelope from which heavy steel cables ran down to attachment points along the upper part of the ship's cabin. To carry this extra weight, the specially designed three-ply fabric had a tensile strength of over 200 pounds per inch (the average fabric had a strength of 90 pounds per inch of width). Its two 300-horsepower, nine-cylinder Wasp Junior air cooled engines, placed midway on the outside of the car, gave it more power than other airship. In the rear was an additional four-cylinder Martin inverted 130-horsepower motor. The three motors could power the ship along at 85 miles per hour. Using just the Wasp motors, the ship had a cruising speed of 65 miles per hour. Working alone, the rear motor could either move the ship at 35 miles per hour or bring the ship to a standstill when reversed.

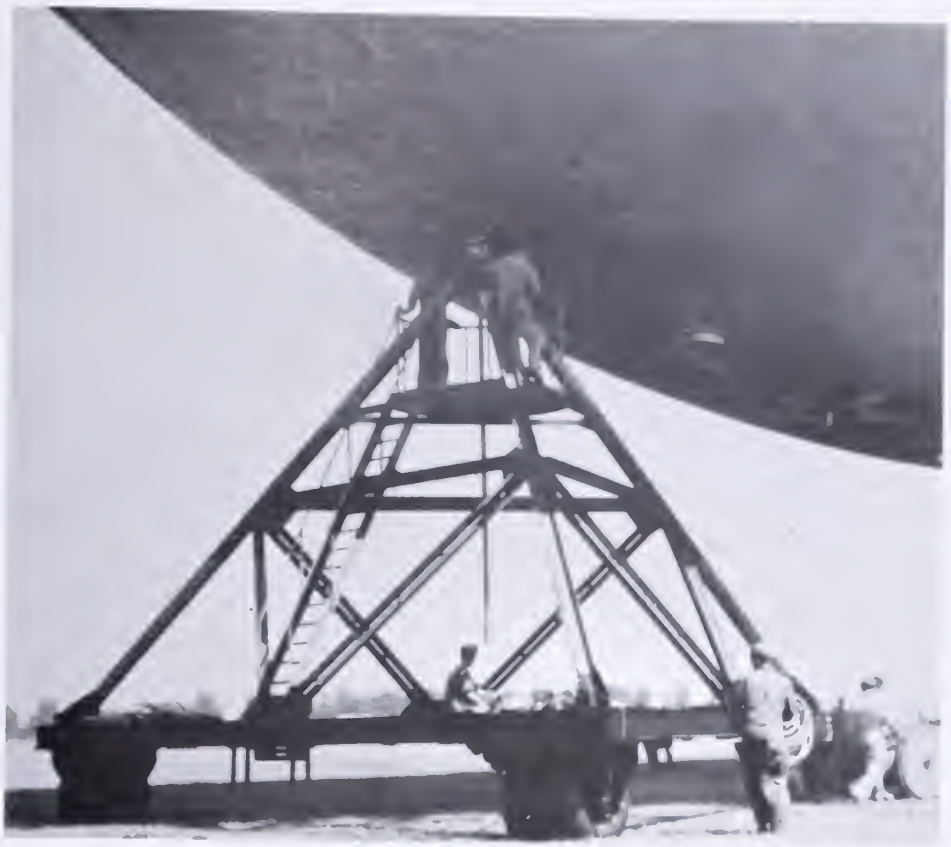
The TC-14 was also designed so that a relatively small number of men could handle it on the ground. A special plate and mooring cone were installed below the ship's nose. This cone then fit in the top of a small portable mooring mast. Once the airship was attached to the mobile mast, called the "iron horse," the ship could be towed to any part of the field or maneuvered in and out of the hangar by a small tractor. The new handling procedure reduced the personnel required for ground handling operations by 30 percent. It also allowed the airship to be taken out of the hangar in winds up to 30 miles per hour, a procedure impossible before.

The two large wheels placed under the car enabled the ship to take off with an additional 2,000 pounds of fuel. Pointed into the direction of the wind and run along the ground by its engines until sufficient lift permitted the fuel-heavy ship to leave the ground, the TC-14 was able to extend its flying time by 30 hours. Before the wheels were added, all airships had to be balanced with respect to lift prior to takeoff.

Extended range also prompted the development of a new radio set known as the SCR-71 which permitted, under normal conditions, radio telegraph communications with the home station at a distance of up to 1,000 miles. The TC-14 also carried a radio compass which meant that it was not dependent upon a radio beam from a fixed station. Instead it could maintain its course by simply tuning in to any radio broadcast. At night or in a fog, the TC-14 could calculate its position by taking radio bearings on two or more stations. Another instrument recently introduced into LTA operations was the drift meter which allowed the reading of ground speed as well as the drift or angle the ship had to follow to compensate for side winds. This instrument was essential to maintain an accurate course on long flights.

A crew of at least four men—direction pilot, altitude pilot, engineer, and radio operator—were needed to operate the TC-14. A ten-man crew normally made long flights. The cabin had four bunks and a complete kitchen.

In tactical operations, the TC-14 could perform sub-cloud observations. The airship would hide in or above the clouds while an observer was lowered in a small streamlined car 2,500 feet below the airship. The observer would telephone his reports back to the mother ship. This operation could be carried on at any speed. Thus, the TC-14 had the potential of contributing significantly to intelligence gathering efforts or general patrol work.



Mooring the TC-14 to the revolutionary mobile mast.

***Scott's radio hut, June 1927.** A detachment of the 6th Signal Service Company provided the field with communications—a life line welcomed by all balloon and airship pilots. The General Electric transceiver shown here had a range of 600 miles.*

On the morning of 17 September 1935, the TC-14, then hailed as the largest non-rigid airship in the world, emerged from the Scott Field hangar for its maiden flight. Scott Field Commander Lieutenant Colonel Frank M. Kennedy assisted by Major James C. Shively and a crew of eight others took the TC-14 on its first run. The TC-14 remained in the air for two hours and reached a top speed of 90 miles per hour. The glory of this first flight proved short-lived, however, for Air Corps officials had already made the decision to abandon the airship in favor of the airplane.

National And International Balloon Races

It was largely due to the efforts of noted aeronaut A. Leo Stevens,[9] who served the balloon and airship school as the chief aeronautical expert and instructor in free balloons until January 1926, that Scott Field balloonists received national and international recognition. In April 1922, Commander Chalmers Hall announced that the men of Scott Field were constructing an 80,000 cubic foot balloon under Mr. Stevens' guidance for the 13th National Balloon Elimination Race[10] to be held from Milwaukee. Scott's balloon was the second free balloon ever built by the Army Air Service to enter a national race. Mr. Stevens had also helped the Air Service construct the first one at Fort Omaha, Nebraska, for the 1920 race. Upon learning that the race had been postponed until 31 May, Scott airmen lost no time in starting a second 80,000 cubic foot balloon. Hopes that the pilots and pilot aids would be chosen from among the men at Scott Field were dashed when the Air Service selected Major Oscar Westover (Washington, D.C.), Lieutenant James T. Neely (Ross Field), and Captain Harold Weeks (Langley Field) to pilot the Air Service's three entries. Despite the disappointment, the men of Scott Field took pride in the fact their balloons were in the race. For a brief time, it seemed that one of Scott's balloons would be among the winners when the *Belleville News-Democrat* and *The Daily Advocate* erroneously reported that Major Westover was piloting a Scott balloon. Despite the disappointment, Scott's balloons finished a respectable eighth and ninth place. And as members of the Air Service, the field wholeheartedly celebrated the first place finish of Major Westover. Major Westover's first place finish qualified him for the James Gordon Bennett International Balloon Race. In the international race held from Geneva, Switzerland, in August 1922, Major Westover took along one of the Scott balloons as a spare.

First flight of Balloon No. 1 from Fort Omaha, Nebraska, on 24 August 1920. A. Leo Stevens, far left, with Lieutenant Thompson, Harry Leister, Sergeant Clarence Maricle, and Corporal Joseph Doud. Note the small basket containing pigeons which were used to send messages before the advent of radio communications.

The 1922 National Balloon Elimination Race, Milwaukee, Wisconsin. The balloon second from the right is probably the Italian-made balloon used by Major Oscar Westover. (A. F. Toepfer)

The Indianapolis Chamber of Commerce hosted the 1923 National Balloon Elimination Race on the Fourth of July. On this occasion, the Air Service fielded three teams: Captain Lester T. Miller and First Lieutenant Courtland M. Brown; First Lieutenants Robert S. Olmstead and John W. Shoptaw; and First Lieutenants James B. Jordan and Max F. Moyer. Three of the officers—Miller, Brown and Jordan—were assigned to Scott Field. First Lieutenant Joseph P. Bailey, also from Scott Field, served as the operations officer and alternate pilot. Every effort was made to ensure another Air Service victory. Each pilot took with him a statoscope, altimeter, recording barograph, and vertical speed indicator. Better methods for supplying the pilots with meteorological data were also devised. All of the Air Service's work paid off when Lieutenants Olmstead and Shoptaw secured a spot in the international race. Air Service Chief Major General Mason M. Patrick sent Edward R. Boland, a civilian aeronautical engineer and fabric specialist from Scott Field, to Brussels to manage the American team's equipment. Lieutenant Bailey again served as the operations officer. Lieutenants Olmstead and Shoptaw would compete in a Scott balloon. The Belgium Aero Club held the 1923 international race on 23 September. However, the race was marred by disaster. Because racing rules forbade postponing the start, the balloons cast off during stormy conditions. Lieutenants Olmstead and Shoptaw and three other contenders died when lightning struck their balloons.

At the San Antonio National Balloon Elimination Race on 23 April 1924, two teams represented Scott: Captain Edmund W. Hill and Lieutenant James F. Powell and Lieutenants Ashley C. McKinley and Lawrence A. Lawson. Lieutenant Max F. Moyer went along as the alternate pilot. Rounding out the Army Air Service's teams were Major Norman W. Peek and Lieutenant William A. Gray. Lieutenant Frank Kehoe, Scott's hydrogen expert, had the distinction of supervising the inflation of all the balloons. Several others from Scott Field served as assistant starters or in other official capacities. But once again, the field's entries were not among the top finishers.

In the 1925 elimination race, which started on 1 May from St. Joseph, Missouri, a Scott crew consisting of Lieutenant William J. Flood assisted by Lieutenant Haynie McCormick was the sole representative for the Army Air Service after a second Air Service balloon became disabled before the start of the race. The presence of Scott's TC-6 also made the crowd aware that the age of the airship had arrived. The 1925 elimination race was also the first year the entrants competed for the prestigious Paul W. Litchfield trophy, donated by and named after the then vice-president of Goodyear. Placing among the qualifiers, Lieutenants Flood and McCormick went on to the international event in Belgium but failed to receive top honors in that race.

During the National Balloon Elimination Race at Little Rock in 1926, the Scott Field team, comprised of Captain Hawthorne C. Gray and Lieutenant Douglas P. Johnston, qualified for the international race with a second place finish. The Air Service's other team, piloted by Lieutenant William A. Gray, was from Langley Field.

Lieutenant Gray had been assigned to Scott Field and had been one of the top qualifiers in the 1924 national race. Scott Field's TC-6, TC-7, and TC-8 airships also impressed the spectators at the Little Rock race even though the TC-6 collapsed with a tear in its envelope. During the international competition in Belgium, Captain Hawthorne Gray and Lieutenant Douglas Johnston braved stormy weather to win second place.

This was followed by Captain William E. Kepner and Second Lieutenant William O. Eareckson finishing third at the 1927 Akron elimination race, earning them a spot on the American international team. Interestingly, the duo, with their visibility obscured by fog, set their balloon down at 2:00 A.M. on the second day of the race in a Maine graveyard, barely avoiding a hazardous landing in the Atlantic Ocean. First Lieutenant James F. Powell, also from Scott Field, competed in the race but was not among the top three. At the international race in September, Captain Kepner and Lieutenant Eareckson finished a disappointing seventh. The big win still eluded Scott Field.

Finally in the 1928 Pittsburgh elimination race, Captain Kepner and Lieutenant Eareckson brought home to Scott Field the first place prize and the accompanying Litchfield Trophy. The race, however, nearly cost Captain Kepner and Lieutenant Eareckson their lives. A thunderstorm struck shortly after the start of the Memorial Day race and rapidly swept Kepner and Eareckson's balloon to 7,000 feet through a torrent of rain, snow, and ice with severe lightning and then began propelling the balloon toward the ground. While they avoided a crash landing, the wind swiftly carried the balloon down a valley, where it took out three 20,000-volt electric lines and crashed into a six-line assembly. The wet drag rope crossed two of the lines and produced a power blackout in the area. Next the balloon ran into a telegraph pole. Kepner and Eareckson managed to free the balloon and finally landed the next morning at Weems, Virginia, again just short of an ocean dunking. Others were not as fortunate; the storm killed two of the balloonists and damaged several balloons. Captain Edmund W. Hill and Lieutenant H. G. Fischer of Scott Field also competed in the race. During the international race held on 30 June from Detroit, LTA aces Kepner and Eareckson took first place, giving Scott Field and the Air Corps international recognition for their LTA activities. Kepner and Eareckson's win, the third in a row for the Americans, also brought the second James Gordon Bennett Cup permanently to the United States. The race, however, was a very close one with the distance between first and second place being only a mile and a half. The big American victory was spoiled for a few months until race officials ruled against the protest made by the second-place German team.

St. Louis hosted the international balloon race in 1929. The Air Board of the St. Louis Chamber of Commerce originally planned to hold the event at Scott Field but later selected a site in the 8900 block of South Broadway. Nevertheless, a sizeable contingent of 120 men from Scott Field assisted the Air Board with the event. Captain Douglas Johnston was in charge of inflating the balloons and Captain Paul McCullough served as the official certifier of the balloons' specifications. Captain William E. Kepner, assisted by his aide Captain James F. Powell, represented Scott Field. Captain Kepner's 1928 international win automatically qualified him for the American team in 1929. Lieutenant Eareckson was unable to serve as Kepner's assistant because of an illness. Finishing second to the venerable Ward T. Van Orman in a close race plagued by poor winds and excessive heat, Captain Kepner showed the world that he was unquestionably a great aeronaut. It was also one more tribute for the LTA airmen of Scott Field.

Scott's TC-6, TC-7, and TC-8 airships at the Little Rock National Balloon Elimination Race, 29 April 1926.

Free balloons waiting to cast off. In the Little Rock race, Scott Captain Hawthorne C. Gray and Lieutenant Douglas P. Johnston finished second.

By 1930, almost all of the Air Corps' entrants in the elimination races either came from Scott Field or had been trained there. Representing the Air Corps at the 20th National Balloon Elimination Race, held from Houston on the Fourth of July, were two teams: Lieutenant Walter D. Bule (Langley Field) and Lieutenant John P. Kidwell (Scott Field), and Lieutenant William R. Turnbull (Fort Bragg) and Lieutenant Courtland M. Brown (Scott Field). Both Lieutenants Bule and Turnbull had been stationed at Scott. Lieutenant William O. Eareckson of Scott Field assisted by reserve Captain Sam Moore (Chicago) crewed the balloon sponsored by the *Aero Digest* magazine and the Akron Business Club. Lieutenant Haynie McCormick from Fort Sill, but formerly assigned to Scott Field, was the operations officer for the Air Corps' entries. Pilots Bule and Turnbull finished fifth and eleventh, respectively. The *Aero Digest*-Akron Business Club balloon garnered seventh place.

In 1936, Captain Haynie McCormick and Lieutenant John A. Tarro represented Scott Field in its last race. No longer front page news, the 24th National Balloon Race took place on the Fourth of July in Denver. Lacking favorable winds, McCormick and Tarro's balloon became caught in a down draft and crashed into a hill just 35 miles from the start. Although McCormick and Tarro escaped uninjured, their craft was destroyed. The mishap mirrored the demise of Scott's LTA era.

LTA ace Major General William E. Kepner. (Air Training Command archives)

Experimental Altitude Flights

Experimental work at Scott Field was not confined to the development of airships. The field, in the 1920s and 1930s, also engaged in research work with balloons. When parts for a special balloon and basket arrived at the field in March 1924, word quickly spread, despite the secrecy, that a two-man crew would attempt to establish a new world altitude record, surpassing the 39,700 feet attained by a Frenchman[11] in an airplane. To make the balloon as light as possible, the 80,000 cubic foot gas bag had been constructed entirely of silk. To protect the crew from the extreme cold and rarefied atmosphere, a special steel tank with oxygen generating equipment had also been built. Inside the tank were gauges and devices for recording static conditions and pressure. While the crew was as yet unnamed, several Scott officers volunteered for the extremely hazardous flight. Possibly this balloon and basket had been constructed by the Air Service's engineering division at McCook Field, Ohio. A booklet highlighting some of the division's research work mentions the construction of a free balloon with a dural cylinder basket capable of lifting the protected pilot to an altitude of 50,000 feet for meteorological research. Whether this experimental flight was ever attempted at Scott is unknown. But the existence of an enclosed metal gondola in 1924 is interesting when one remembers that Captain Hawthorne C. Gray's world altitude attempts in an open basket were in 1927 and that the National Geographic Society-U. S. Army Air Corps stratosphere flights came even later in 1934 and 1935.

Nor does it appear that the special balloon was to be used by the renowned meteorologist Dr. C. Leroy Meisinger, who also came to Scott Field in late March 1924. Through a series of balloon flights, Dr. Meisinger sought to ascertain the feasibility of locating a mid-continent commercial air station at Scott Field. Scott pilots Lieutenants James T. Neely and Lawrence A. Lawson assisted Dr. Meisinger on these flights which mainly consisted of riding the winds, in all types of weather conditions, to research air currents and other physical occurrences between 7,000 and 10,000 feet. Dr. Meisinger, who approached the Weather Bureau with the project, also hoped to make a major contribution to aviation safety by learning more about the behavior of storms. At this time, there was no accepted theory on storms in the United States. Military weather forecasting was in its infancy. On the first ascent of 1 April, Dr. Meisinger and Lieutenant Lawson's 35,000 cubic foot balloon covered 675 miles in a day and a half before the Atlantic Ocean forced them to set their balloon down in South Carolina. On another trip at the end of April, a storm forced Dr. Meisinger and Lieutenant Neely to land near Appleton, Wisconsin, after nearly 22 hours in the air. On 2 June 1924, Dr. Meisinger and Lieutenant Neely took off in an 80,000 cubic foot balloon on their tenth and what proved to be their final flight. According to their log, the flight proceeded without problems until 10:48 P.M. when they ascended to 7,000 feet to avoid a low pressure. Residents near Bement, Illinois, reported seeing a great red flare just after a flash of lightning. Lieutenant Neely either jumped or was thrown out of the basket which crash landed, killing Dr. Meisinger. Dr. Meisinger and Lieutenant Neely were both 29 years old. The death of these young aeronauts is a vivid reminder of the sacrifices made in conquering space.

Lieutenant James T. Neely, hand on rope, and Dr. C. Leroy Meisinger, in cap, making final adjustments, 2 June 1924. (National Air and Space Museum)

Skyward bound, Dr. Meisinger and Lieutenant Neely lost their lives when lightning struck their 80,000 cubic foot balloon.

Airplane Hook Ups To Airships

One of the earliest airplane-to-dirigible hook ups occurred at Scott Field. Military planners believed that the airship had the potential of serving as a mooring and refueling platform for airplanes. On 13 December 1924, Lieutenant Cliff Finter from McCook Field, Ohio, attached and detached a Sperry Messenger airplane to the TC-3 airship from an altitude of 3,000 feet. In attempting the feat a second time, Lieutenant Finter's propeller broke when it struck the hook up device under the airship. Fortunately, he glided to a safe landing. A second attempt was scheduled for 15 December 1924 but may have been canceled. Another hook up was made at Scott Field on 10 September 1925 with the TC-7. Scott Cadet Bayard Carpenter repeated this performance on 13 September before a crowd of 12,000 open house visitors. Hailed as the first airplane-to-dirigible hook up to be viewed by the public, the demonstration was particulary noteworthy because it was executed from a height of just 1,200 feet due to the low hanging clouds. Remarkably, the airship's speed was approximately 53 miles per hour.

Hook up of the Sperry Messenger airplane with the TC-7 airship over Scott Field, 10 September 1925.

A Sperry Messenger equipped with hook up attachment.

Hawthorne C. Gray's World Altitude Record Attempts

A discussion of LTA achievements at Scott Field would be incomplete without mentioning Captain Hawthorne C. Gray, who twice achieved altitudes never before attained by any human. Captain Gray's aviation career began in August 1920 when he secured his transfer to the Air Service. In 1921, he attended the Balloon School at Ross Field, California. Gray remained an instructor there until 1923 and then went on to primary airplane flight training, where he qualified as a pilot and observer. Next assigned to the Air Service Balloon and Airship School at Scott Field, he earned his airship pilot's wings in 1923 and became the executive officer in charge of aeronautical development at Scott. After finishing second in the International James Gordon Bennett Cup competition in Brussels in 1926, Captain Gray set out to break the world altitude record in a free balloon. At this time, the German aeronauts Arthur Berson and Rheinhard Suering still held the world free balloon altitude record of 35,433 feet which they established in 1901. Captain Gray, however, also intended to surpass the airplane altitude record of 40,809 feet, which French aeronaut Jean Callizo had recently made in August 1926. Additionally, Gray's flight would test oxygen equipment and radio reception at high altitudes.

On 9 March 1927, Gray's balloon was launched from Scott Field and ascended at a rate of 800 feet per minute. The exertion of cutting open 50-pound sandbags, recording data, and operating the life support system caused Gray to become unconscious around 27,000 feet. His balloon reached 28,510 feet before it began to descend. At 17,000 feet, Gray regained consciousness and realized his descent was too rapid. Even though he managed to slow the balloon, it plunged to the ground some 50 miles from Scott Field. Gray only suffered a sprained ankle. His equipment received minor damage. Gray's altitude of 28,510 feet fell short of the world record but did break the American free balloon record of 15,997 feet established in 1909 by Clifford B. Harmon.

On 4 May 1927, after making several improvements, Gray lifted off for his second attempt. Rising to 40,000 feet, he threw his empty oxygen tank and sandbag rack overboard to gain another 1,000 feet of altitude, which was sufficient to break Jean Callizo's airplane altitude record. Apparently, Gray valved too much of the bag's gas on his descent because the balloon fell rapidly to earth. When his balloon appeared to be headed for a landing in the Wabash River, Gray parachuted at 8,000 feet and landed in a freshly plowed field, sustaining only a mild case of shock. The 42,470-foot altitude Gray achieved that day broke the world free balloon altitude record and also gave him the altitude record for all aircraft. Overnight, he was a hero. The Belleville Chamber of Commerce honored him with a banquet at the Elks' Club the next evening. Also in attendance was E. Trubie Davison, the U. S. Assistant Secretary of State, who happened to be visiting Scott Field. In his after dinner remarks, Captain Gray credited Lieutenant Howard C. Couch of the field's engineering department for making his flight possible by redesigning his oxygen equipment. The flow of oxygen had been improved with an electric heater, which warmed the bottled oxygen, and a face mask, which allowed Gray to breathe through his nose and mouth rather than an awkward mouthpiece.

But the moment of triumph soon proved a heavy burden. Although the Bureau of Standards announced that Gray had achieved the world altitude record, Gray knew

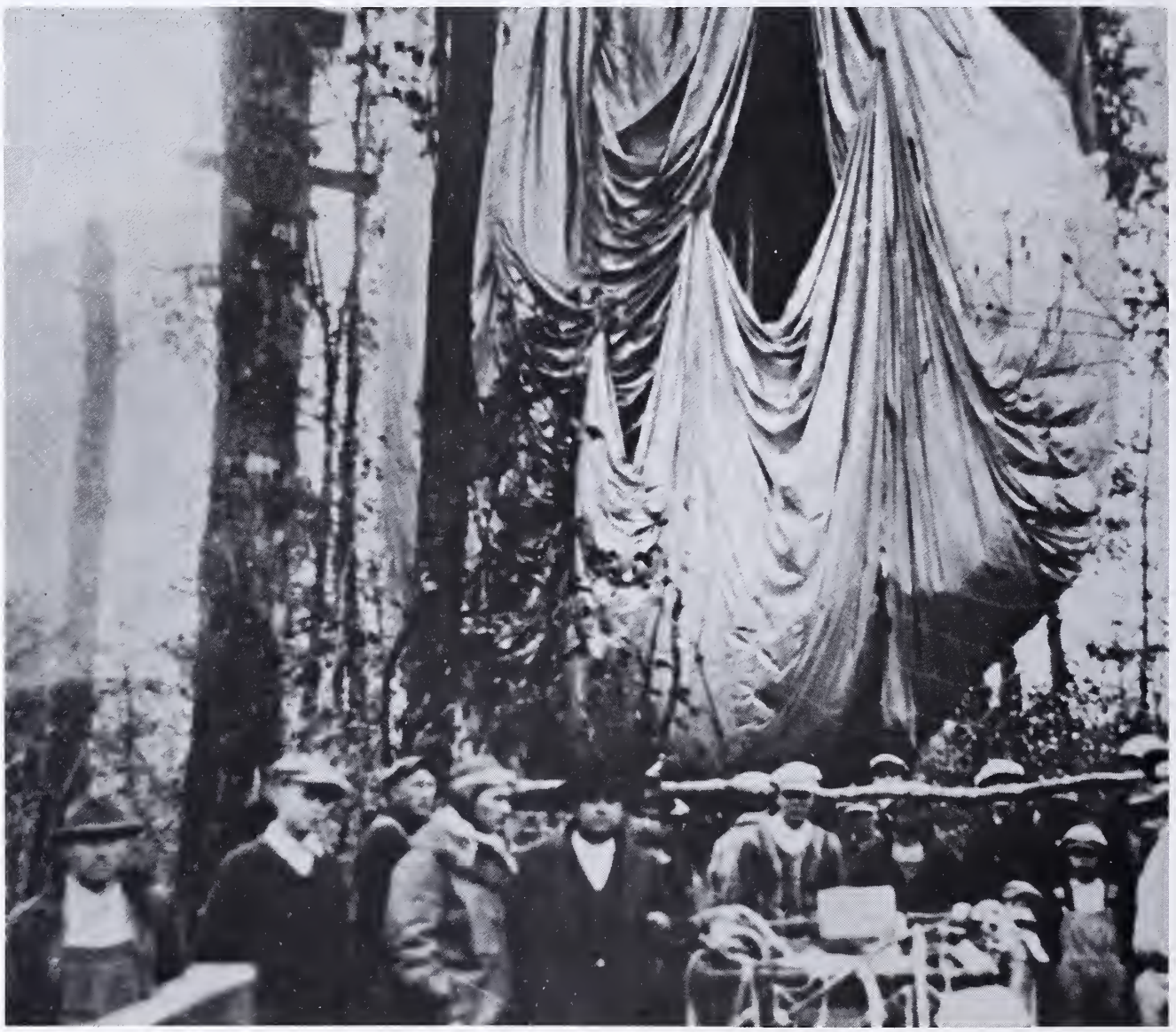
Inflating the 80,000 cubic foot free balloon for Captain Hawthorne C. Gray's world altitude record attempt, 9 March 1927. Gray used a rubberized and aluminum coated silk envelope with a silk net.

Scott Field Commander Lieutenant Colonel John Paegelow and Captain Gray. Gray's flight suit was made of reindeer skin. He wore high topped fleece-lined leather moccasins and a leather helmet.

Gray's special equipment included three oxygen cylinders with an attached mouthpiece, two sealed barographs to record his official altitude, a thermograph, an altimeter, a statoscope, and a radio receiver set. Sand ballasts on this first attempt weighed 4,250 pounds.

by late July that the *Federation Aeronautique Internationale*, the certifier of all world aviation records, would probably not credit him with the record because he had not landed with his craft. He would have to attempt the impossible one more time. Captain Gray announced on 26 July 1927 before the East St. Louis Kiwanis Club that he intended to make another flight in December to determine if winds were constant at high altitudes. Finally on 11 September, the *Federation Aeronautique Internationale* declared that it would not award Gray the record. This decision, however, seems not to have been widely known until shortly before his third attempt.

Determined to possess the official record, Captain Gray redesigned his equipment and took off on the afternoon of 4 November 1927. His flight records showed that he had tuned his radio to the special program broadcasted for him by the St. Louis radio station KMOX and that he had encountered snow at 24,000 feet and ice at 30,000 feet. He wrote his last entries at 40,000 feet. Four chase airplanes lost sight of the balloon shortly after 3:00 P.M. when the balloon ascended into snow clouds. Gray's fate remained unknown until the next day when his body and crashed balloon were found near Sparta, Tennessee. Exactly how Captain Gray died from lack of oxygen is a subject for conjecture. His equipment could have malfunctioned or he might have become disoriented. The instruments recovered from Gray's balloon showed that he had again reached a record altitude of 42,470 feet, but his death nullified the record. Apparently Gray and most of the English-speaking world were unfamiliar with the details of Arthur Berson and Rheinhard Suering's record flight of 1901 and Viennese physiologist Hermann von Schroetter's conclusion that the limits of a high altitude flight in an open basket were 41,000 feet. Had Gray known, he might have been among the pioneers of pressurized flights. He was buried in Arlington National Cemetery and awarded the Distinguished Flying Cross. Through the efforts of Belleville Chamber of Commerce President Julius F. Seib,who asked area congressmen to sponsor the necessary legislation, Mrs. Gray and her three young children received a special military pension of $40 a month rather than the usual one of $16. Captain Gray's death marked the end of high altitude flights in open balloon baskets.



Captain Gray perished during his third attempt at the world altitude record. His balloon came down near Sparta, Tennessee.

Commercial Development-Rescue Work

In addition to Captain Kepner's first place finish in the James Gordon Bennett Cup Race, 1928 was a memorable year for several outstanding airship achievements that helped to underscore the versatility and potential of this LTA craft. On 10 May, Scott Field graduate Lieutenant Uzal G. Ent performed the first landing of an airship on the deck of a moving commercial steamer, demonstrating the feasibility of shore-to-ship service during transatlantic crossings. In just three minutes, Lieutenant Ent landed the TC-5 on a special platform set up on the deck of the *American Trader*, delivered mail, and picked up a passenger. Scott airmen also noted that the TC-5, then assigned to Langley Field, had been part of the Scott Field fleet.

The TC-5 berthed in the Scott Field hangar, August 1927.

On 15 June near Lenzburg, Illinois, the TC-10-252 airship landed momentarily on top of an Illinois Central train, the *Memphis Mail and Express*, and transferred a sack of mail. Both the airship and the train were traveling at a speed of 30 miles per hour. Lieutenants Karl S. Axtater and Edward H. White piloted the C-52 on this historic first which Lieutenant Colonel Paegelow had actually staged for Major General James E. Fechet, Chief of the Air Corps; Brigadier General Paul B. Malone, Sixth Corps Commander; and Congressmen W. Frank James of Michigan and Edward M. Irwin of Belleville, who were visiting the field.

And on 30 October, the TC-10-252 proved the suitability of airships for water rescue operations. In this test Lieutenant Ralph E. Holmes was rescued clinging to the wreckage of a balloon in the middle of Horseshoe Lake, near Granite City, Illinois. The airship piloted by Lieutenants Edward H. White and Howard C. Couch descended low over the lake, and the crew tossed a weighted rope to Holmes from which an inflated rubber boat was dropped. As Holmes paddled free of the balloon, the airship landed on the water supported by its two "bumpers" (similar to rubber pontoons), which were used to cushion the control car in ground landings. Lieutenant Holmes then came along side of the control car and was pulled aboard. The "rescue" took 15 minutes and further demonstrated that a water landing could be made when a ground crew was unavailable.

The possibility of complete mail service using airships flying nonstop across the continent was first attempted on 30 March 1931 when Second Lieutenant John G. Fowler, in an airplane piloted by Captain Wolcott P. Hayes, fastened a 40-pound sack of mail to a rope lowered from an airship piloted by Warrant Officer Robert E. Lassiter and Master Sergeant Joseph A. Bishop. Captain Douglas Johnston drew the sack up into the airship when the plane dropped away. A few minutes later, the mail sack was tossed out of the airship and landed in a designated area. The mail was immediately placed aboard a second plane, piloted by Second Lieutenant Herman F. Woolard, assisted

The TC-10-252 engaged in a water rescue experiment at Horseshoe Lake near Granite City, Illinois, 30 October 1928. (Paramount News, Associated Press; National Air and Space Museum)

by Second Lieutenant James A. Gray. The mail sack was transferred once more in flight to the airship. The entire operation lasted 15 minutes and showed the diverse uses of airships.

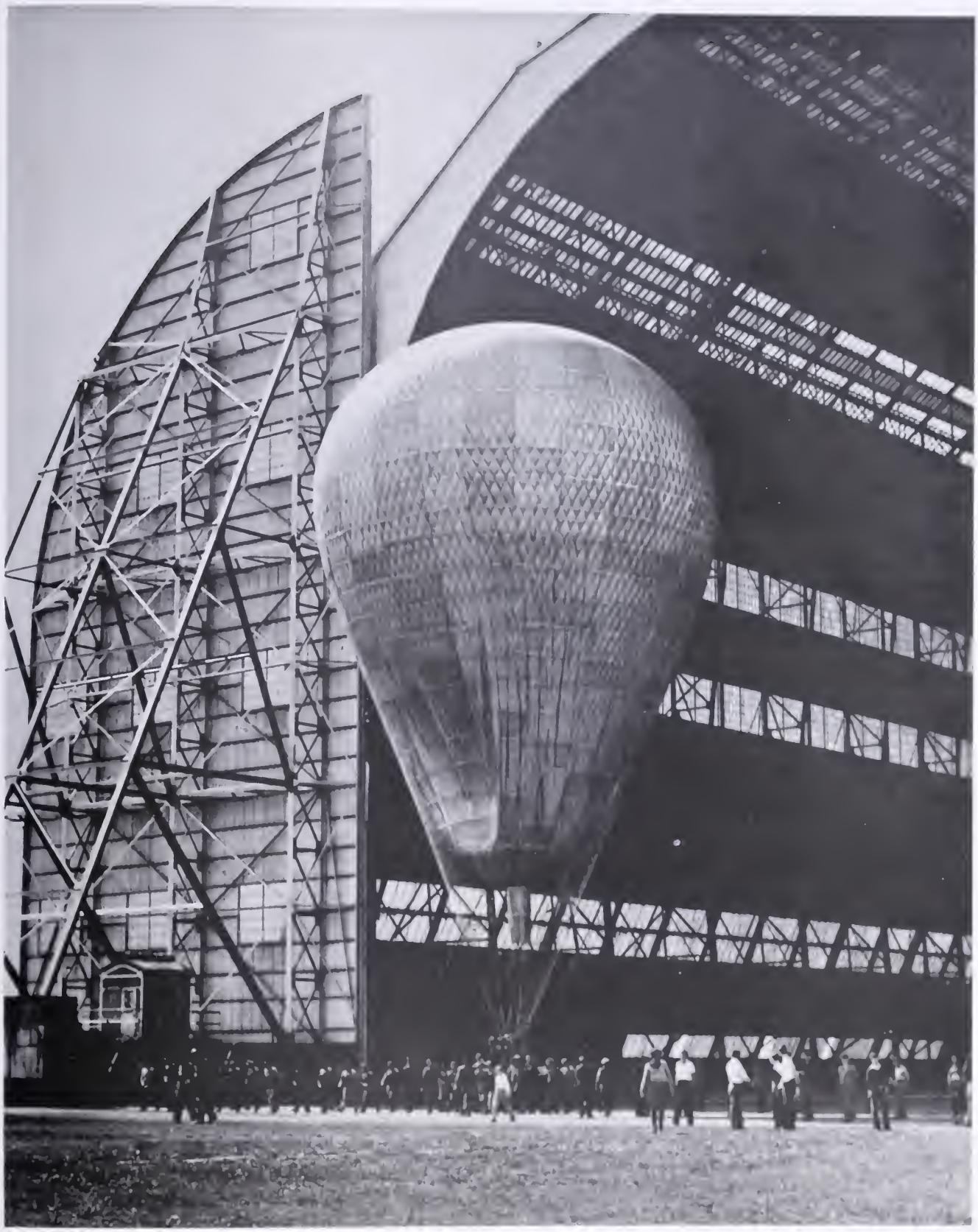
National Geographic Society-U.S. Army Air Corps Stratosphere Flights

Crowning Scott's LTA achievements was the support given by the field and its personnel to the joint National Geographic Society-U.S. Army Air Corps stratosphere expeditions of 1934 and 1935. The gondola's crew, except for Captain Albert W. Stevens, had all achieved considerable fame while assigned to Scott Field. According to retired Lieutenant General William E. Kepner, Captain Stevens—noted aerial photographer, parachute and altitude record holder, and aeronautical engineer—desired to complete Captain Hawthorne C. Gray's work and asked the then Major Kepner to help him plan for a high-altitude flight. Kepner had assisted Captain Gray in his quest of the world altitude record. In 1933, Captain Stevens approached the National Geographic Society to underwrite an attempt to secure the world altitude record for the United States. The venture would also add to the scientific knowledge of the upper atmosphere. The official world altitude record, established on 20-21 November 1933 by American Naval Commander T. G. W. Settle and Marine Corps Major Chester Fordney, was 61,237 feet. Three Russian balloonists, however, had achieved 62,230 feet on 30 September 1933 but had died when their balloon crashed, nullifying their accomplishment.

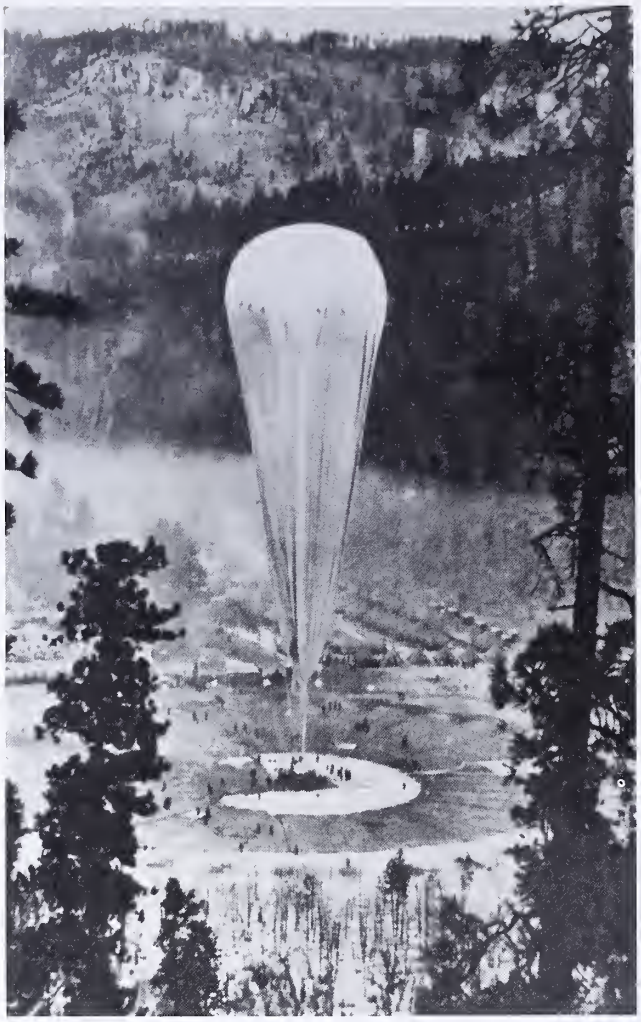
The National Geographic Society agreed to sponsor this monumental undertaking. To lift the ton of scientific equipment required to support the project, the Dow Chemical Company built a special lightweight gondola made of magnesium alloy. The Goodyear Zeppelin Corporation manufactured a three million cubic foot balloon, which was the largest balloon ever made. Nothing but the best would do, and to even be included among the companies supporting the project was an enviable status. To pilot the craft, Assistant Chief of the Air Corps Brigadier General Oscar Westover appointed the accomplished Major William E. Kepner to accompany Captain Stevens and named Captain Orvil A. Anderson as the alternate pilot and organizer of the expedition camp. After a two-week search, Captain Anderson selected a shallow depression, 11 miles from Rapid City, South Dakota, as the launch site. Towering more than 300 feet above the ground when partially inflated, the awesome balloon needed protection from even the slightest breeze. The camp was soon dubbed the "Stratobowl." At the last moment, Captain Anderson also went along as the copilot. Taking off on 28 July, Kepner, Stevens, and Anderson[12] were only able to ascend to 60,613 feet, just shy of the world altitude record due to a tear in the gas bag of the hydrogen filled balloon. Miraculously, they parachuted safely to earth before their gondola crashed. Although most of the equipment was lost, enough records and film survived to more than confirm the flight's immense scientific value.

Plans were made for a second ascension in 1935. Scott Field, because of its central geographical location and LTA facilities, was considered for a while as a possible launch site for the second attempt at the world altitude record. Captain Anderson took over as the pilot, replacing Major Kepner, who was attending the Air Corps Tactical School at Maxwell Field, Alabama. Without Kepner, another skilled meteorologist-balloonist had to be found to serve as a backup to either Anderson or Stevens. Captain Randolph P. Williams,[13] a 1926 graduate of Scott's balloon and airship school and the future "father" of the Air Weather Service, capably filled this important position. On 12 July, the expedition was within one hour of liftoff when a tear developed near the rip panel of the 3.7 million cubic foot balloon, releasing the helium and forcing a postponement of the flight. The Goodyear Zeppelin Corporation made design changes to the envelope, and on the morning of 11 November, the *Explorer II* was readied for a third attempt. But a freak 17-foot tear, caused by a pocket of helium, nearly ended the cast off. Under the guidance of the balloon's builder, Mr. J. F. Cooper, the difficult task of repairing the tear in near zero temperatures was successfully undertaken by Master Sergeants William J. Bennett and Joseph H. Bishop, Staff Sergeants Otto W. Jensen and Franklin E. Hunt, Sergeant Glenn W. Money, Corporals George Mihaichak and Joseph Van Agtmael, and Private First Class Louis D. Laurin, all assigned to Scott Field. Captain Stevens later wrote that it was their confidence in these men that had made them press on for the record. Casting off in the cold dawn, the *Explorer II*, attached to the world's largest balloon, soared to 72,395 feet, surpassing all previous altitude records. The flight also advanced our knowledge of cosmic rays, the sun's spectrum, the upper atmosphere, the earth's curvature, and the effect of high altitudes on fruit flies and spores. Cameras aboard the *Explorer II* took some 9,600 photographs, the first from such distances above the earth.

Captains Orvil A. Anderson, left, and Randolph P. Williams making a substratosphere flight to determine if Scott Field would be suitable as a launch site for the Explorer II, 21 April 1935.



Walking the balloon out of the Scott hangar for Captains Anderson and Williams' 28 April 1935 substratosphere flight. (National Air and Space Museum)



Launch of the world's largest balloon from the Stratobowl near Rapid City, South Dakota, 11 November 1935.

The Turning Tide

During the 1920s, heavier-than-air advocates steadily overcame the skepticism levied against the airplane with an array of accomplishments. Conversely, the number of lighter-than-air proponents dwindled with each highly publicized disaster: the loss of the *Roma*, 21 February 1922; the *Shenandoah*, 3 September 1925; the *USS Akron*, 4 April 1933; the *USS Macon*, 12 February 1935; and finally the *Hindenburg*,[14] 6 May 1937.

Scott airship accidents also figured prominently in the decision to end LTA development in the Air Corps. In service for less than two months, the $80,000 TC-1, then the Air Service's largest non-rigid airship, was destroyed when a mooring cable slipped causing it to crash into another mast and explode on 6 June 1923. The RN-1's career ended when its envelope burst on 27 July 1924, and the TC-3 lost all of its precious helium in a mishap on 16 April 1925. When the TC-6 became damaged in a storm and lost between $6,000 and $8,000 worth of helium in May 1925, the new Assistant Chief of the Air Service, Brigadier General James E. Fechet, made it well-known that the TC-6's mishap confirmed his own view that airplanes offered more promise. A few weeks later on 29 May, a seam opened on the envelope of the TC-5, resulting in a $3,200 gas loss. At the Little Rock International Balloon Race in April 1926, the TC-6's bag ripped, causing $6,000 worth of helium to escape. Unfortunately, the *International Newsreel* reported it as a $60,000 rip. Two more widely publicized incidents began on 9 May 1927 when high winds forced the crew to deflate the TC-7 at Fort Leavenworth, Kansas. The TC-7 was on its way to participate in military maneuvers at San Antonio, Texas. A second ship replaced the TC-7, but it too became wrecked when a broken control wire damaged the ship's altitude rudder as it was leaving the Brooks Field hangar for home. Despite the airship's commendable performance during night observations, the two Fort

Gondola of the Explorer II which carried Captains Albert W. Stevens and Orvil A. Anderson on their world altitude record flight of 11 November 1935. (Smithsonian.)

The TC-6 laid wrecked after being tossed about in a storm over Fort Cook (Offutt AFB), Nebraska.

Leavenworth and Brooks Field accidents were what military leaders remembered most. And by October 1928, the RS-1, the largest semi-rigid airship in the world, was rendered unflyable after being bashed about in a storm. Efforts by Scott Field Commander Lieutenant Colonel John A. Paegelow to demonstrate the worth of the airship for commercial service, rescue missions, and combat operations failed to stem the tide.

In July 1928, before the demise of the RS-1, the War Department ordered the Air Corps to report on the merits of using LTA craft in modern warfare. The central question was this: Should the government continue to appropriate money for LTA activities or had the airplane taken over the roles assigned to LTA craft? At this time, the Air Corps was able to successfully argue for retaining nearly all LTA activities, but emphasis shifted to balloons. At Scott, one of the first actions was the inactivation of the Air Corps Balloon and Airship School on 17 September 1928. In February 1929, the chairman of the Senate Military Affairs Committee, Senator David A. Reed of Pennsylvania, attempted to block the funding of any permanent construction at Scott Field, declaring that it was impractical for the Army to continue LTA activities and that the Navy should take over the program. Once again, the Belleville and St. Louis Chambers of Commerce worked closely with Congressman Edward M. Irwin and Senators Charles S. Deneen and Otis Glenn of Illinois and Senator Harry B. Hawes[15] of Missouri to rally support to defeat the adverse proposal. Nevertheless, the tide was turning strongly against LTA craft.

On 16 May 1929, the 12th Airship Company was inactived and replaced by the 1st Balloon Company, activated the next day. A number of personnel were also transferred to Langley Field. On 19 May 1930, the 8th Airship Company was inactivated and reconstituted on 20 May as the 2nd Balloon Company. Scott Field became both a LTA and HTA air station when the 15th Observation Squadron and 5th Photo Section arrived from Selfridge Field, Michigan, in late June 1930. Along with the 108 men came 12 Thomas-Morse O-19B two-passenger observation planes which joined the two Consolidated PT-1 airplanes already at Scott. For a time in 1932, the TC-10-252 and TC-6-241 were the only airships in service at Scott Field. Airplanes began to dominate the field's activities.

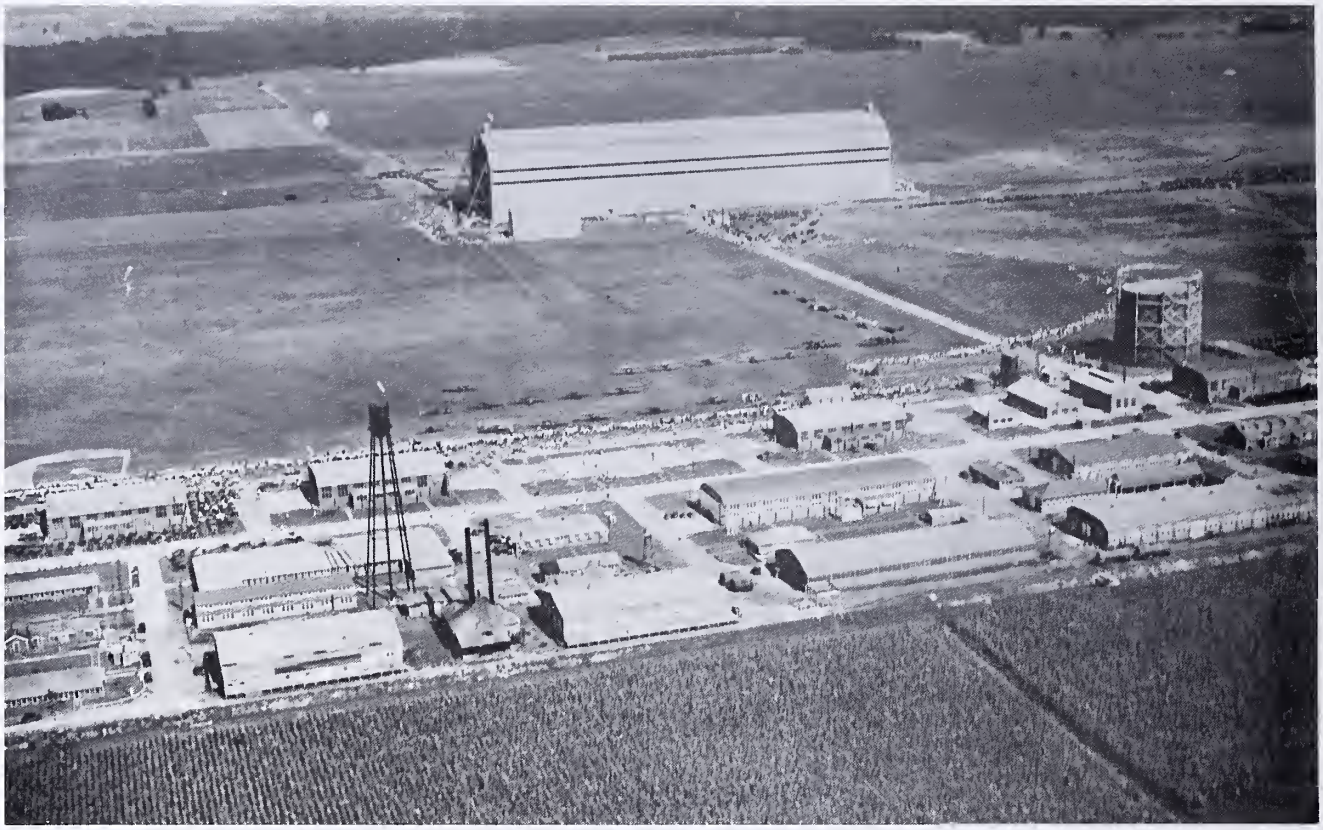
Thomas-Morse O-19Bs assigned to the 15th Observaton Squadron flying in formation near Scott Field, 1932.

"Season's Greetings" from Scott Field. Coat of arms upper left is that of the 21st Airship Group. The profiles of the duck, ram, and rooster memoralize the first successful balloon airlift of passengers and cargo by Charles Montgolfier in September 1783. The motto underneath translates: "Thus We Rise to the Stars."

The public indicated its preference for airplanes as well. Thousands came to see the spectacular airplane maneuvers in September 1932 when Scott Field hosted the 61st Coast Antiaircraft Artillery Regiment from Fort Sheridan, Illinois. During the month-long maneuvers, the public came every night to watch the pilots of Scott's 15th Observation Squadron, acting as the aggressors, avoid detection by the 61st's five 800 million, candle power searchlights and sound ranging equipment. It was a sight to behold. One evening performance, a simulated air defense of St. Louis, was staged from Forest Park.

More organizational changes followed on 1 March 1935, which signaled the end of the LTA era. Along with Langley Field's 19th Airship Squadron, Scott's 21st Airship Group and 9th Airship Squadron (redesignated a squadron in 1933) were assigned to General Headquarters Air Force, Langley Field. The 24th Airship Service Squadron was inactivated. The 6th Corps Area gained the 21st Photo Section. The 15th Observation Squadron remained assigned to the 6th Corps Area. A Station Complement was organized under the control of the 6th Corps Area and all personnel of the 24th were assigned to it.

Finally on 14 May 1937, Scott Field announced that Major General Oscar Westover, Chief of the Army Air Corps, had recommended the end of lighter-than-air activities due to the lack of funds required to repair existing airships. Reportedly, the decision had been made well before the *Hindenburg* disaster of 6 May. The field's two serviceable airships—TC-11-271 and TC-14—were decommissioned. The TC-14 finished its career as a Navy airship. The Army planned to continue using balloons until the development of an autogiro or some other heavier-than-air craft as an observation platform. Scott transferred its two motorized balloons to Fort Lewis, Washington, and Fort Sill, Oklahoma. Effective 1 June, the 9th Airship Squadron was redesignated the 1st Observation Squadron (heavier-than-air); the 21st Photo Section was demobilized; and Headquarters 21st Airship Group was redesignated Headquarters and Headquarters Squadron, 21st Balloon Group. On 14 June 1937, the 70-man 1st Observation Squadron was transferred to Marshall Field, Fort Riley, Kansas. Three other groups of LTA men from the old 9th Airship Squadron departed Scott Field: 10 went to the 97th Observation Squadron, Mitchel Field, New York; 30 of them to the 3rd Observation Squadron, Langley Field; and 30 more men to the 16th Observation Squadron, Pope Field, North Carolina. Thus, lighter-than-air operations came to an abrupt end at Scott Field in June 1937.



An open house at Scott Field, probably 1926.

Members of the 1924 football team. Note the wing and skull design on their helmets. Coach Lieutenant Ashley McKinley (back row, fifth from left) was the cophotographer of the first aerial filming of the Cahokia Mounds and later joined Admiral Richard E. Byrd's first expedition to Antarctica. Middleweight boxer Sergeant Jack Adams (back row, extreme left) was ranked sixth by Ring magazine. Sergeant William Booth (back row, far right) was known as a "model soldier" and served in World War II as an engineering officer. Private Frank Clark (front row, center) supported General George S. Patton's drive through Europe by setting up airfields for gasoline deliveries.

12th Airship Company basketball champions, 1927. Top row: Corporal Theodore T. Dundore, Lieutenant Fred A. Ingalls, Private Everett C. Koepke, Corporal Odin Sivertsen, Corporal Thomas V. Wyllsey, and Sergeant Joseph F. Murray. Bottom row: Private Orville A. Good, Staff Sergeant Otto W. Jensen, Private Frank H. Clark, Private Joseph F. Drougel, and Private Charles E. Worthen.

The field received extensive tornado damage on 29 September 1927. The St. Louis area sustained millions of dollars in damage. Nearly 700 people required medical treatment, another 89 died.

9th Airship Company mess hall, June 1930.

Cadre room, 1935.

Completing the third leg of its transcontinental trip, the first for an airship, the non-rigid C-2 arrived for an overnight rest at Scott on 15 September 1922. A hundred men were needed to ease the ship down and into the hangar. The next morning the C-2 made an exhibition flight over Belleville and St. Louis.

After their New York to San Diego nonstop transcontinental flight of 2,520 miles in early May 1923, Lieutenants Oakley G. Kelly and John A. Macready stopped with their Fokker T-2 at Scott Field on 28 May.

During the 1923 National Air Races in St. Louis, the Barling bomber, then the largest of its kind, visited Scott at least twice. This picture shows the Barling at the field on 14 September 1923. Weighing more than 42,000 pounds, the triplane could not get enough power from its six Liberty 12A engines to fly 100 mph or cross the Appalachians. The Barling did have a number of design features which proved useful in later aircraft. Despite its problems, the Barling impressed the public.

Even more awe inspiring to those who got up early for a glimpse as it passed over the local area en route to the National Air Race in St. Louis was the first American-built rigid airship, the Navy ZR-1. Christened the Shenandoah, the airship is shown over St. Louis on its way to the air races, 2 October 1923. Regarded as the transportation of the future, the airship made the trip from Lakehurst nonstop in 21 hours.

Unable to proceed to Chicago due to the construction of Lincoln Park Field, around-the-world flyers Lieutenants Lowell H. Smith and Leslie P. Arnold left the Chicago behind at Scott Field, 7 November 1924. The New Orleans and Boston II arrived ten days later for celebrations planned by the St. Louis Flying Club before the three planes headed on to Washington, D.C.

Among the famous visitors to Scott Field was Charles A. Lindbergh. This picture shows "Lucky Lindy" with Scott Field Commander Lieutenant Colonel John A. Paegelow on 22 June 1927 after his New York to Paris nonstop transatlantic flight of 21 May.

Transiting Scott Field in October 1927 was Colonel Art Goebel, the Dole Oakland-Honolulu race winner, in his Travel Air Woolaroc. He was on his way to Washington to attend a banquet given in his honor by the National Press Club.

In 1929, the famous Question Mark stopped at Scott. The Fokker C-2 transport got its name during its world endurance record for refueled airplanes. Amidst constant public speculation as to how long the flight would last, the aircraft flew a course around Los Angeles for 150 hours, 40 minutes, 14 seconds to set the record.

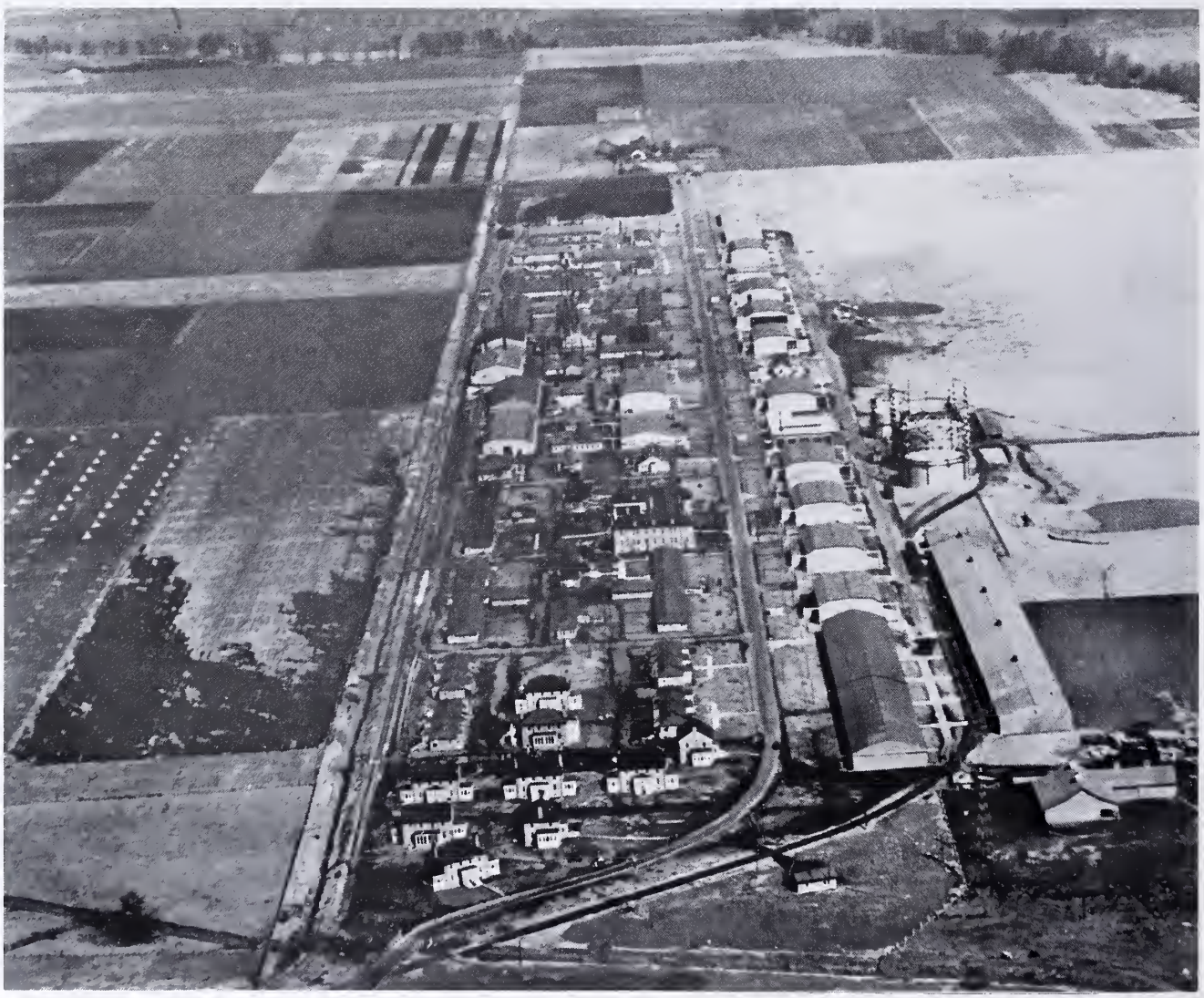
Participating in the 1930 dedication ceremonies of Lambert Field, St. Louis, Scott's TC-10-253 and several of its O-19B observation airplanes welcomed the special guest of honor, Rear Admiral Richard E. Byrd.

CHAPTER 3

MAJOR TRAINING INSTALLATION, 1939-1957

Scott Field To Be Headquarters For General Headquarters Air Force

When Secretary of War Harry H. Woodring announced in October 1936 that major improvements would be made at Scott, the field seemed destined to be just another of the Air Corps' many airfields. Yet by 1938, local newspapers announced that Secretary Woodring had recommended to President Roosevelt the selection of Scott Field as the relocation site for the General Headquarters Air Force (GHQAF), which managed the air combat arm of the U.S. Army. General Headquarters Air Force had been located at Langley Field, Virginia, and commanded by Brigadier General Frank M. Andrews since its inception in March 1935. Secretary Woodring, who considered the move of GHQAF to a more central location to be in the interest of national defense, further advocated that the transfer occur as soon as possible. From Scott, Brigadier General Andrews would plan and direct the entire air defense of the United States and would be no more than one day away by air from any of his units. Scott Field, in anticipation of this new, prestigious mission, would be completely rebuilt. Also by this time, the alarming growth of Adolf Hitler's *Luftwaffe* had not gone unnoticed by President Franklin D. Roosevelt, members of Congress, and military leaders. To guard against the undeniable threat that Germany's totalitarian regime now posed to the United States and the other European countries, the Chief of the Air Corps, Major General Henry H. Arnold, won presidential approval in October 1938 for more airplanes as well as a complete expansion of the Air Corps to include installations and personnel. Congress readily supported President Roosevelt's desire to increase the United States' airpower, appropriating funding of $300 million in April 1939. Thus on the eve of World War II, Scott Field was in the midst of a major expansion.



Scott Field before its World War II expansion, circa 1932.

$7.5 Million Expansion Program

Scott Field expanded in October and November 1938 from the 628.572 acres that had supported lighter-than-air operations to 1,574.222 acres. One year later, additional land purchases increased the field to 1,882.382 acres,[1] almost triple its previous size. The government paid approximately $193,800 for the new additions which included land for a radio range located 1½ miles southwest of the field along Highway 161. All of the old wooden World War I and unuseable LTA structures were torn down, leaving only a scattering of buildings: the old electric LTA substation (P-7), the 9th Airship Squadron headquarters/barracks building (P-40E), nine sets of brick noncommissioned officers' quarters (wooden porches) at the south end of the field, and the brick theater (now part of P-4). A Works Progress Administration (WPA) work force, which soon reached 2,500 men, and numerous contractors[2] erected one new structure after the other. The reconstruction of Scott Field, initially planned as a $7.5 million building program, gave the surrounding communities a tremendous economic boost. Local Congressman Edwin M. Schaefer,[3] a member of the House Military Affairs Committee, played an active role in ensuring funding for the field's expansion.

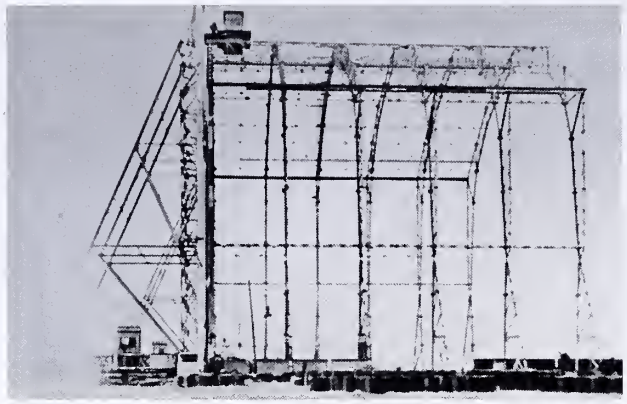
Built in 1923 as an electric substation, Building P-7 remains the oldest structure on Scott AFB. Over the years the building has known many uses. The site of the old airship hangar is approximately 1,600 feet due east of P-7.

One of the first construction projects entailed building 16 sets of noncommissioned officers' quarters at the south end of the field. Construction began on the brick quarters (brick porches) in August 1938. In January 1939, WPA workers started on 16 sets of double field officers' quarters (two-story brick and wood with two chimneys) at the north end of the field. In March 1939, work commenced on two single field officers' quarters (Bldgs. 200 and 201), seven sets of company officers' quarters (three-family type quarters; Bldgs. 204, 215-220) and three sets of double company officers' quarters (Bldgs. 227, 229, 231). The brick and wood field officers' quarters were finished in December 1939 and January 1940. Workers completed the two single officers' quarters in December 1939. The all-brick company officers' quarters were ready for occupancy in February, March, and April 1940. Construction costs ranged from just over $14,300 for the single officers' quarters to nearly $37,000 for the three-family structures.

In addition to these new residential quarters, the field added two warehouses (Bldgs. 57 and 61), a garage (Bldg. 54), and a 200,000-gallon elevated water tank in May 1939. By July, WPA workers had finished a gymnasium (P-6), maintenance building (later commissary; Bldg. 56) and the 16 sets of double noncommissioned officers' quarters, the latter at approximately $18,700 per structure. Other work completed in 1939 included: a Quartermaster office and commissary building (Bldg. 52) and a 132-man barracks (P-40W) in August; a service club (P-5) and post exchange (P-8) in September; a fire and guard house (Bldg. 43) and bachelor officers' quarters (Essex House; Bldg. 150) in October; and a standard ordnance magazine, radio beacon range, and radio transmitter building in December.

In 1940, WPA workers finished 21 more permanent structures: a 200-man barracks (P-40N) and a 300,000-gallon elevated water tank in February; Hangar No. 1 (Bldg. 433) and the General Headquarters Air Force building (P-3) in March; a central heating plant (Bldg. 45) and bachelor officers' group garages in June; a 75-foot flag pole, gas station (Bldg. 48), and three noncommissioned officers' group garages in August; and an entrance gate (P-2), 43-bed hospital (P-4), warehouse (Bldg. 60), and six officers' group garages in September.

Originally completed in December 1931 as a barracks and headquarters building for the then 9th Airship Company, the $99,850 structure was the culmination of an unrelenting campaign by Scott Field Commander Lieutenant Colonel John A. Paegelow to upgrade the field's housing. Soon after World War II, Building P-40E began to be used for administrative purposes. Today, it houses part of Headquarters Air Force Communications Command.



Sold to the American Wrecking Company of Chicago for a mere $20,051, the great airship facilities consisting of the balloon and airship hangars, mooring mast, and support systems were dismantled between August 1938 and January 1939. Today some of the airship hangar's concrete tiles still serve as sidewalks in Belleville. When LTA activities ceased in 1937 materials were to be had for the hauling. One home in Swansea, 304 Anna, is built from used lumber; its walls are insulated with discarded airship and balloon envelopes.

The main Service Club (Bldg. P-5) after its porch was enclosed, 1941. After World War II, the structure became the NCO Club. Since 1954, it has served as a communications facility.

Building P-40W, formerly Building 39, as it looked during World War II when it housed the field's permanent personnel.

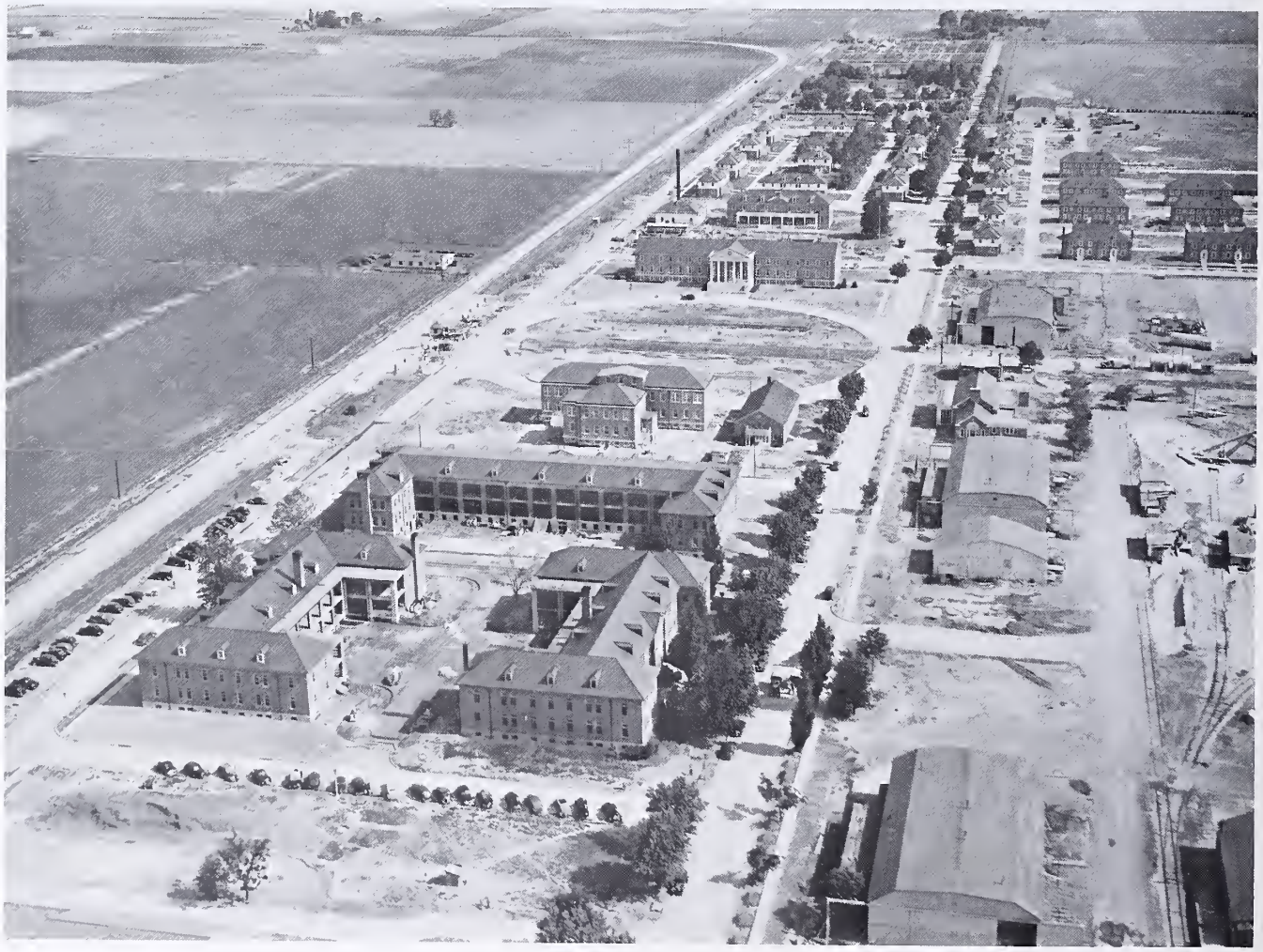
Titled General Headquarters Air Force, the elaborate P-3 never served as the headquarters for the Air Corps' air combat arm, November 1940. During the war the $183,300 building contained the post headquarters.

The field's hospital remained the World War I structure for twenty-three years until the completion of this brick building (Bldg. P-4). The new hospital cost $219,500. It was soon inadequate for World War II requirements.

Changing Missions

The outbreak of World War II, however, disrupted the Army Air Corps' plans for Scott Field. General George C. Marshall, Army Chief of Staff, decided to keep the headquarters of the air combat arm, then known as the Air Force Combat Command, close by at Bolling Field, Washington, D.C. Scott Field reverted to its former role as a training installation. On 1 July 1939, the basic department or Basic School of the Air Corps Technical School (ACTS) was transferred to Scott Field from Chanute Field, Illinois. The Basic School provided initial training for aircraft machinists, welders, armorers, and radio operator-mechanics. In conjunction with this new mission, Headquarters and Headquarters Squadron, 21st Balloon Group was redesignated Headquarters and Headquarters Squadron, Scott Field Branch, Air Corps Technical School. Scott Field became an exempted station, meaning that it was directly responsible to the commander of ACTS instead of the 6th Corps Area commander. The Army Air Corps' first formal weather observer course,[4] a three-month school, was also established at Scott Field and received its first students in September 1939.

As hostilities intensified in Europe, Scott Field became one of the Air Corps' major training installations. Training remained the field's primary mission for the next 20 years. In June 1940, the Weather Observer School was



Scott Field as it looked in June 1940.

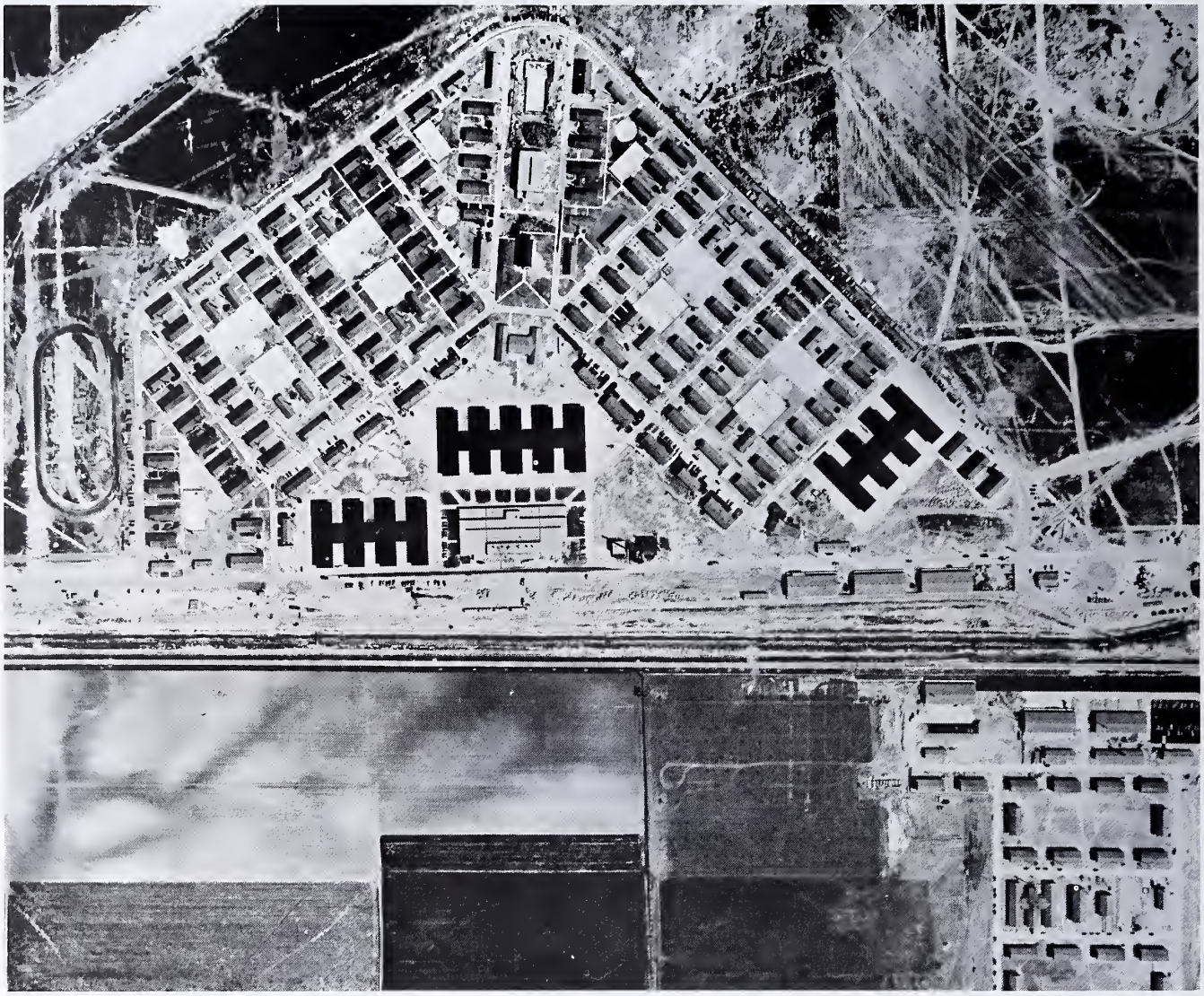
First graduates of the Army Air Corps Weather Observer School at Scott Field, 1939. Lieutenant Robert E. L. Eaton, center, was the post weather officer and founder of the school.

moved to Chanute Field. On 1 July, the Air Corps Institute was organized at Scott Field. And on 19 September 1940, the Basic School was transferred back to Chanute Field when Chanute's Radio School was relocated to Scott Field, thus marking the beginning of Scott's communications training era. On 1 May 1941, Scott Field Branch, Air Corps Technical School was designated Air Corps Technical School, Scott Field, and the school was placed under the control of the Chief of the Air Corps as an exempted station and under the jurisdiction of the newly established Air Corps Technical Training Command.[4] On 20 June 1941, General Marshall directed the establishment of the Army Air Forces[5] (AAF), and Scott Field, accordingly, came under its authority. Post headquarters directed the operations of Scott's various groups until the 3505th Army Air Forces Base Unit assumed all administrative responsibilities on 1 May 1944.

World War II Additions

To accommodate the field's new training mission, over 400 temporary wooden structures were built in a two-year period. The Air Corps authorized the construction of a 2,205-man cantonment in 1940. Known as Area 1, the cantonment comprised 35 barracks, nine mess halls, and nine recreational buildings. As the United States' entry into World War II drew near, the Adjutant General's office authorized the construction of another cantonment for 5,670 men on 15 August 1940. Called Area 2, the cantonment was built to house the Radio School. Originally, Area 2 consisted of 19 barracks, six administration buildings, 28 recreational buildings, a fire station, a guard house, two infirmaries, two post exchanges, and 15 storehouses. Area 1 was ready for occupancy in November, and by December 1940, construction of Area 2 had reached the point where students could begin moving into the barracks. In June 1941, a 6,000-man mess hall (Bldg. 700), one of the

View of the main post and Area 1, June 1940. The students named their section in Area 1 "Splinterville." No doubt the new wooden buildings were a source of numerous splinters.



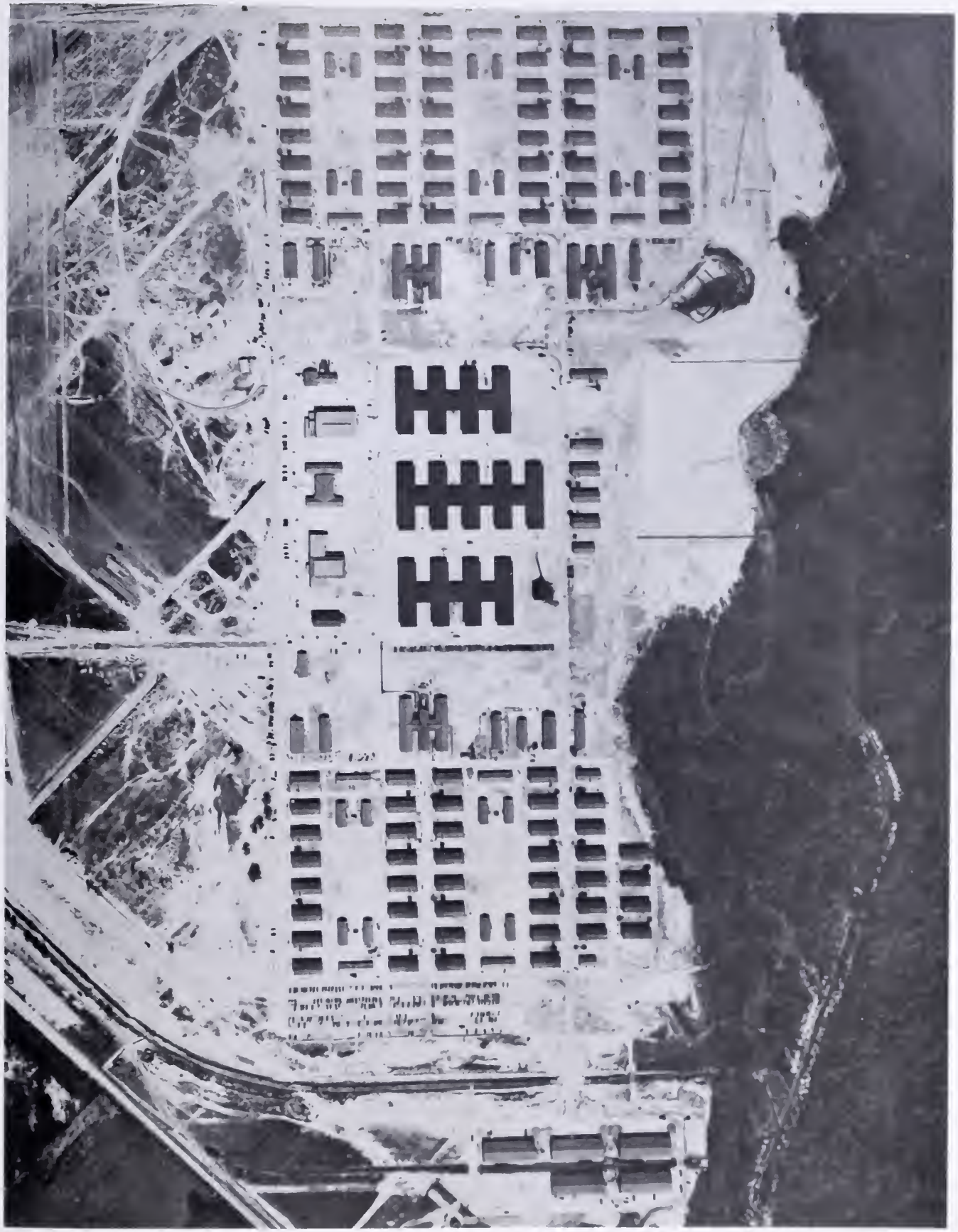
Situated at the south end of the airfield, Area 2 was named "Boomtown" by the students after a popular movie of the times, April 1942. The four and five wing buildings were classrooms. Directly north was the swimming pool; scattered about were baseball diamonds and tennis courts. A track/football field was to the left.

largest in the nation, was completed. As announced in April 1941 by Melvin Price,[7] Congressman Schaefer's secretary, the field received another $3 million in construction funds to expand the Radio School by approximately 5,800 students, raising the school's training capacity to 14,000. Workers started constructing the third cantonment in July 1941. Although the school buildings in Area 3 were still being built, six school squadrons assigned to the 2nd Provisional Group[8] moved into the barracks in December 1941. Area 3 included 93 barracks, six administration buildings, a dental clinic, a fire station, a guard house, two infirmaries, three 200-man mess halls, a 170-man mess hall, two post exchanges, 23 recreational buildings, a service club, nine storehouses, 21 combination storage and administration buildings, and a theater. Each of the three areas functioned as a self-contained unit with its own group headquarters, theater, chapel, library, service club, and exchanges.

In 1941, to expand Scott's hospital facilities, the government purchased an additional 43.55 acres[9] which adjoined the northwest corner of the field. Within three months of its completion, Scott's 43-bed hospital had proven woefully inadequate when an influenza epidemic in December 1940 required converting one of the brick barracks into a hospital. Construction of the temporary hospital, consisting of 51 framed buildings, began in April 1941 and was completed by November 1941. It became necessary to add 11 more buildings in 1942 so the medical department could care for a base population of approximately 20,000 people. During World War II, the field's hospitals could accommodate 829 patients.

Work on a 1,000-man reception center for inductees was also underway at the end of 1941. Located across from Area 2, the center contained 21 barracks, an administration building, a guard house, induction building, infirmary, a processing building, a mess hall, officers' quarters, post exchange, recreational building, and two storehouses.

Air Corps' expansion plans had also slated the field to become a major air terminal. To handle the large number



Area 3 was on the east side of the field, April 1942.

Looking north, aerial view of the main post, April 1942. The housing to the left of Highway 158 was for civilian government employees. It was not part of the field at this time.

of transient aircraft anticipated, four concrete, mile-long runways were built between 1940 and November 1942. During construction, the airfield could only accommodate a few airplanes in the daytime and remained closed at night, so in December 1941, a six-man alert crew was assigned to Lambert Field in St. Louis, Missouri, to service the diverted military airplanes. Thus, during the first year after Pearl Harbor, Scott's airfield only contributed to the war effort in a minimal way.

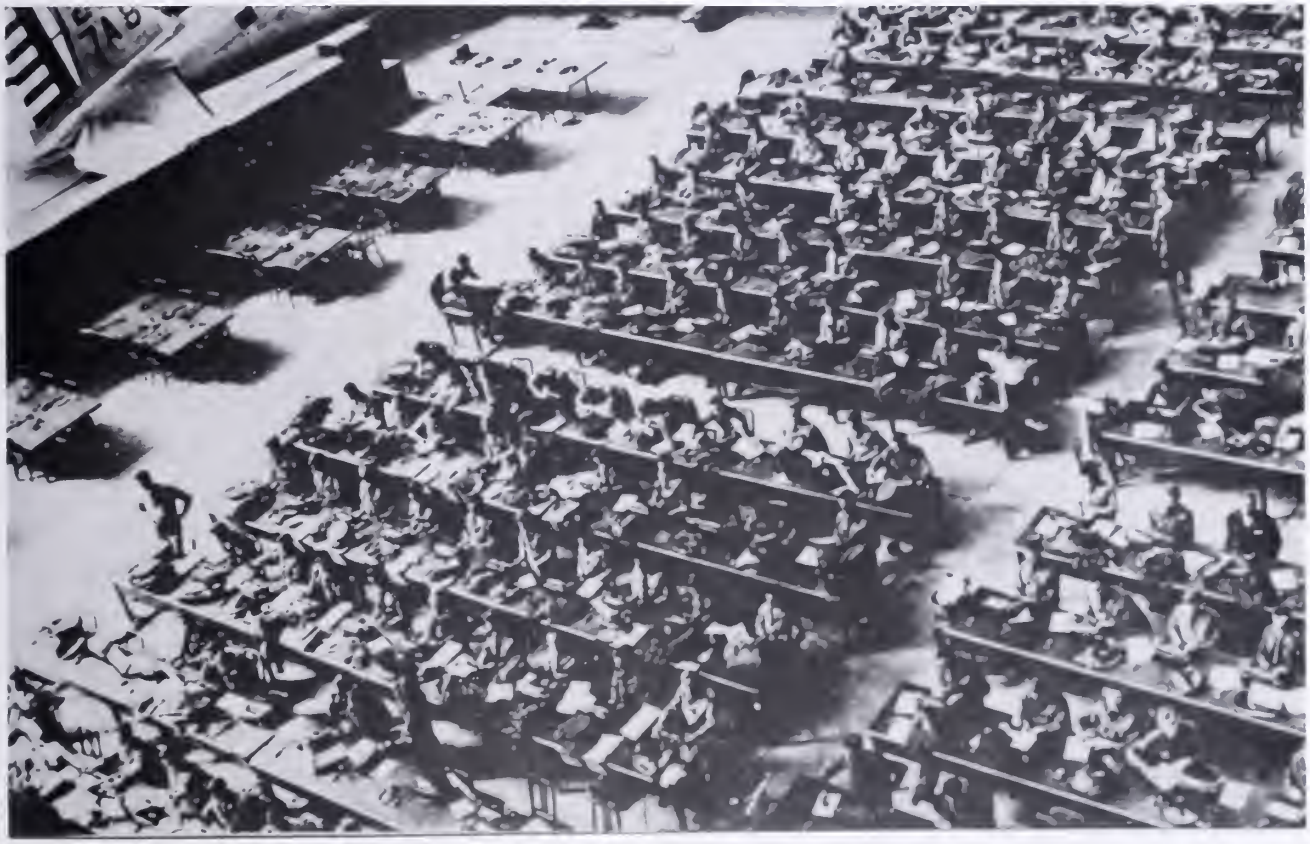
Lastly, workers built in 1942 a fourth area, directly opposite Area 2. Construction cost for the group of 70-odd buildings approached $365,000. Area 4 was mainly used for shipping and receiving activities. It also housed some of the school's staff. By the end of 1942, Scott Field assets numbered in the millions of dollars. This was essentially the new Scott Field. All of the brick and a few of the temporary wooden structures remain in use today.

Communications University Of The Army Air Forces In World War II

Training radio operator-mechanics was the primary wartime mission of Scott Field. Upon graduation, these highly skilled technicians went forth to man the radios in bomber, fighter, and transport aircraft that flew over Europe, North Africa, the Mediterranean, and the battle areas of the Pacific and Asia, including over the "Hump" (Himalayas) to China. Scott graduates also maintained and operated vital command and control communications throughout the Army Air Forces. The motto of the Army Air Forces Technical Training Command—*Sustineo Alas*: "I Sustain The Wings"—aptly described the responsibilities entrusted to Scott airmen who were often, and appropriately, referred to as the "Eyes and Ears of the Army Air Forces." By June 1945, Scott Field had trained 77,370 communications technicians. Its Radio School had truly evolved into the "Communications University of the Army Air Forces."

When the Radio School began classes on 14 October 1940, it had to compete for space in Hangar No. 1 with the many other functions displaced by the construction work in progress all over the field. A code class for 600 students operated in the northeast corner of the unheated hangar; other radio operator-mechanics classes occupied the rooms in the south half of the hangar. In March 1941, the radio operating division moved out of the hangar and into the

Full view of Scott Field with its four runways, 1943. The runway work cost $1 million.

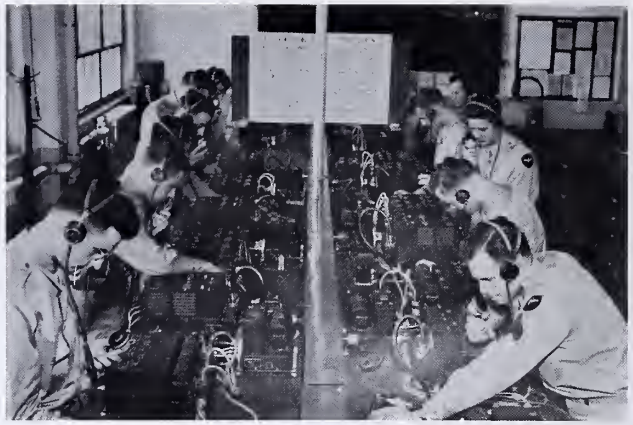


Code class in Hangar No. 1, 1940. When the hangar's temperature dropped below 40 degrees, instructors dismissed class; otherwise students practiced sending and receiving code wrapped in coats and mittens.

school buildings in Area 1. In December 1941, the entire school relocated to Area 2. The objective of the then 22-week course was to train radio operator-mechanics to operate an aircraft radio station at a code speed of 16 words per minute and perform first and second echelon maintenance on their communications equipment. At this time, the course of instruction comprised three sections: the radio operating division, radio fundamentals division, and aircraft radio division.

The radio operating division's training program took up half of the student's day for the duration of the course. In the radio operating division, the student learned international Morse code, radio-telephone procedures to include radio aids for air navigation, weather reports, facility charts, and microphone techniques. After attaining a speed of eight words per minute, the student studied tactical radio-telegraph procedures. Advancing to the table net phase, the student practiced message handling and station operating procedures acquired in the previous phase. When proficient with a speed of 16 words per minute, the student progressed to the flight operation section where he learned how to operate his radio in the air. Before graduation, the school's first students received just one two-hour flight, which was, for most, their first ride in an airplane.

For his training in radio fundamentals, the student completed seven two-week phases in mathematics, direct current, alternating current, transmitters I, transmitters II, receivers, and circuit analysis. The trainee faced an intensive regimen of instruction. Subjects covered in the receiver phase alone included radio frequency voltage amplification, the tuned radio frequency receiver, superheterodyne receiver, grid detection, plate detection, diode detection, automatic volume control, automatic noise suppression, beat-frequency oscillators, intermediate frequency amplifiers, image frequency and image suppression, audio frequency power amplifiers, loud speakers, headsets, transmissions lines and decible, impedance matching and power transfer, resistance capacity time constant, filtering systems, and networks. The students' heads must have been spinning from the rigors of these classes. To some degree, school students inadvertently set themselves apart from the rest of the personnel assigned to Scott by bantering in the argot of radio communications.



Tuning practice with the SCR-274 receiver, 1945.

After passing radio fundamentals, the student spent his remaining eight weeks in the aircraft division laboratory. Here he became acquainted with his equipment which included the high-power liaison SCR-187-A, the low-power liaison SCR-139, the SCR-183 command set, the SCR-273 radio compass set, and the SCR-274 receiver. During the final two weeks of the radio course, the student learned about the inspection and maintenance of aircraft radio equipment, technical orders, and Air Corps forms.

Larger student quotas and a lack of school facilities forced the Radio School to operate two shifts early in 1941. The first shift started at 5:30 A.M. and continued until 1:30 P.M. The second shift ran from 2:00 to 10:00 P.M. Much to the students' displeasure the school began a three-shift schedule on 3 December 1941 upon the completion of Area 3. Already on the eve of Pearl Harbor, Scott Field, in a little more than a year's time, had experienced phenomenal growth. The school had approximately 8,100 students enrolled; another 3,650 had already graduated. Scott Field was more than ready for wartime operations. As the United States entered World War II, Scott Field strove, as its unofficial slogan proclaimed, to train "The Best Damned Radio Operators In The World."

This sign reflected the school's pride in its training mission.

By 1942, Scott Field served as the Air Corps' parent radio school, training cadres for its own courses and the other radio schools in Mississippi, Wisconsin, South Dakota, and Illinois. The school's training director, Lieutenant Colonel Albert T. Wilson, even went to North Africa to help the British establish radio schools, modeled after the one at Scott Field.

Throughout the war years, the radio operator-mechanics course underwent many revisions. Most notably, in June 1942, Lieutenant Colonel Wilson split the radio operator-mechanics course into two 14-week courses in an effort to meet quotas. Students then trained to become either radio operators or radio mechanics, but the school reverted to the original 648-hour radio operator-mechanics course when results proved unsatisfactory. A radio mechanic aboard a cramped aircraft who could not operate a radio or a radio operator who could not repair his equipment was less valuable than a radio operator-mechanic who could do both. Despite this disruption, an impressive 24,794 students graduated in 1942. Although another 11,277 students graduated in the first half of 1943, these training figures indicate that the Radio School had begun to peak by 1943. With fewer students, emphasis then shifted to providing a higher quality of instruction. Course changes in 1943 minimized lecture and theory presentations in order to allow students to work through actual problems using real equipment. Simulating operating conditions to the maximum extent possible, students practiced on plywood mockups of radio compartments of B-17F, B-24D, B-25D, and B-26D aircraft. They also constructed simple radio sets from kits, wired real components on breadboards, used job sheets for practical laboratory problems and hand sending, and experienced "live" static in the code classes. During testing, the student solved actual equipment problems. When more training aircraft arrived in August 1943, the students practiced sending and receiving code under actual flight conditions. In just seven months, the school's radio operator-mechanics amassed over 25,000 flying hours in the skies over Southern Illinois and Missouri. But the main training aircraft, the AT-18, had numerous accidents and maintenance problems, which caused it to be grounded and subsequently transferred from the field the end of 1944. From November 1944 through February 1945, the Radio School trained its operators with just eight C-47s. Although quite suitable to the training task at hand, these C-47s only made 502 flights. While more C-47s arrived later in 1945, there was a less urgent need for radio operator-mechanics as the war wound down.

Radio operator-mechanics prepare to "fly" aboard plywood aircraft mockups, circa, 1943. Each mockup could be rocked for increased realism.

Gaining some practical equipment experience, 1944.

Besides radio operator-mechanic training, the Radio School also taught a cadet communications course. In late November 1940, Headquarters Air Corps Technical Training Command notified the school to expect 60 aviation cadets who had been eliminated from the flying training program at Randolph Field, Texas. To accommodate this unexpected tasking, the Radio School added a squadron communications officer course in December. The 16-week course paralleled the regular enlisted course although the cadets spent less time becoming proficient in Morse code. The course also contained another phase which highlighted the duties of a squadron communications officer. After five months of practical work experience as assistant communications officers, the cadets received their commissions as second lieutenants. Originally, classes began every two months, but later a new class commenced every three months. The first class of 57 cadets graduated the end of April 1941. The school soon organized the cadet detachment into a company with cadet officers being appointed from the upper classmen who subjected the lower classmen to the traditional hazing and strict discipline. By the autumn of 1941, the communications officer course accepted cadets recruited directly from civilian life. At this same time, the school conferred commissions upon graduation. In December 1942, the Army Air Forces Technical Training Command opened the course to enlisted men by directing that its top radio school graduates be sent to the communications course for one month. These enlisted men then served as communications officers. In January 1943, the last non-flying aviation cadets departed Scott Field for further training at Yale University. The communications officer course remained part of the school's curriculum after the war.

On 12 January 1942, the Radio School's Army Airways Communications System (AACS) division instituted an advanced mechanics course. Responsible for its own equipment, AACS needed a program to train maintenance personnel for its communications squadrons. Students selected for the AACS mechanics course were graduates of the radio operator-mechanics course who had demonstrated exceptional mechanical ability. A small number of civilian radio engineers employed by the Signal Corps also attended the mechanics course. The six-phase course lasted 45 days and covered such subjects as alternating current power supplies, antennas, airport control transmitters, receivers and test instruments, radio range transmitters, and multichannel point-to-point transmitters. In March 1944, the special radio courses at Truax Field, Wisconsin, moved to Scott Field, bringing with them more than 4,600

Basic code class, 1945.

AACS students. At this time, the AACS division offered six courses: radio operator, high speed operator, low speed operator, advanced mechanics, instrument landing equipment repair, and a special B-29 radio operator-mechanic course. In October 1944, the AACS division was divided into two independent divisions, one for operators and one for mechanics. The low speed radio operator and the B-29 courses were deleted at this time. In an effort to improve course completion rates, a new radio operator course was added with a lower code speed requirement of 16 words per minute. The AACS training program also continued after the war.

Air Corps Institute

Scott Field was also home, since 1 July 1940, to the newly established Air Corps Institute. Similar to the Marine Corps Institute, the Air Corps Institute was a correspondence school that offered courses in over 35 subjects. Although enrollment was voluntary, the institute prepared Air Corps personnel for advanced studies, ensuring the corps a quality force. Students completed the lessons at their own pace and normally finished their chosen course of study within eight months. The institute also offered technical courses in airplane mechanics and maintenance, auto repair, radio, and basic engineering. By September 1941, the Air Corps Institute boasted an enrollment of over 15,000 airmen.

Airfield Operations

All functions pertaining to flying were under the post operations office. It is interesting to note this office's organization in contrast to that of the modern day Air Force. Under the immediate control of the post operations office were the link trainer (similar to present day simulators), dispatch, and night lighting sections. The office also exercised supervisory authority over control tower, weather, base engineering, airdrome maintenance, and fire/crash-rescue operations. The base engineering section, activated in April 1942, performed first and second echelon maintenance on all aircraft at Scott Field and serviced transient aircraft. The 94th Sub-Depot handled the more advanced third echelon maintenance. The base weather station primarily provided pilots with forecasts although it also trained personnel for overseas assignments. Personnel assigned to the 2nd Airways Communications Squadron manned the radio station, radio range, and control tower, ensuring flight safety.

Curtiss P-36s on the Scott flightline, 1941.

During the early days of the war, the field possessed an assortment of aircraft: the A-17, A-20, A-29, AT-6, AT-9, AT-17, B-25A, BT-9A, BT-9C, P-36, P-43, and C-39. The field provided advanced flying school graduates additional instructions in instrument and night flying. Graduates also learned about transition, navigation, photography, and administrative flights. Using two C-3 trainers, the link trainer section began training pilots, control tower operators, and airdrome officers in January 1942. The link trainers allowed pilots to practice certain conditions and gave the control tower operators and airdrome officers a better understanding of the pilot's world.

Although incomplete, the World War II histories of Scott Field give some insight into the field's flight safety record. Between December 1941 and December 1942, the aircraft accident classification committee investigated 42 accidents (four were Scott aircraft) that resulted in 13 fatalities. The committee determined that 80 percent of the mishaps were caused by human error. Fifteen percent fell under the category miscellaneous with most of these attributed to weather conditions. Only five percent were due to materiel causes.

By 1943, the number of transient flights dramatically reflected the airfield's increased activity. Between December 1941 and December 1942, 3,651 aircraft arrived and 3,508 departed. By 1943, the field recorded 1,132 transient flights for the month of June alone. However, on 15 May 1944, a fire in Hangar No. 1 curtailed Scott's airfield activities and impacted the Radio School's training flights for the remainder of the war. Repair of the field's only hangar was finally completed in May 1945.

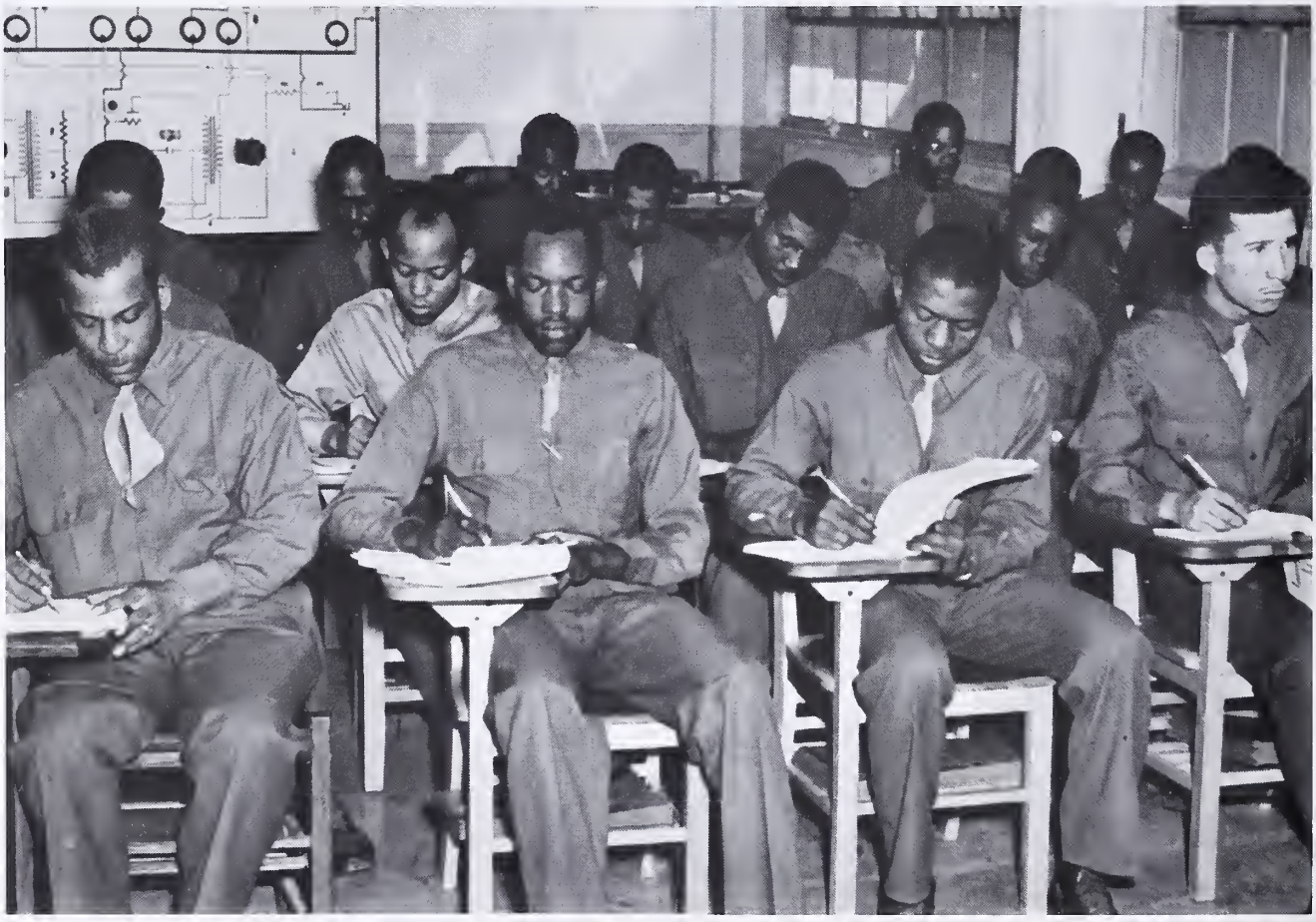
The $220,322 blaze started when a spark from a dropped tool ignited a gasoline spill, 15 May 1944.

Black Airmen

During World War II, the military services were segregated. Set apart as black airmen were, their contributions like those of the women auxiliary forces have all too often been omitted from the historical record. The black airmen assigned to Scott Field deserve special mention for their significant contribution to the war effort. By the summer of 1942, two black units, the 46th Aviation Squadron (separated) and the 934th Quartermaster Platoon Transportation Air Base, called Scott home. When these units were first assigned to the field, some racial incidents did surface. The example set by commanding officers, who tended to regard each incident as one between individuals rather than races, helped to defuse tensions. Between

Troops marching during physical training class.

Members of the 46th Aviation Squadron undergoing inspection, 1943.



Tuskegee airmen could not fly without Scott trained radio operator-mechanics.

August and September 1942, members of the 46th Aviation Section underwent basic training instruction. Subsequently assigned to post duties, they worked in the motor pool and post engineering sections and pulled alert crew and security duties. On 15 October 1942, basic training and motor vehicle instruction began for the 934th Quartermaster Platoon Transportation Air Base. In January 1943, 330 black servicemen, assigned to the 46th Aviation Squadron, entered the Radio School. When the first class graduated the end of May 1943, school officials commended them for their fine scholastic performance and military bearing. The initiation of radio training for black airmen was part of a larger Army Air Forces Technical Training Command program to provide the black flying squadrons in training at Alabama's Tuskegee Institute with the necessary support personnel. Toward this end, the first black officers' candidate school in the Army Air Forces Technical Training Command also opened at Jefferson Barracks, Missouri, in January 1943 to train supply, adjutant, personnel, intelligence, and statistical officers to support the Tuskegee airmen.

Although segregation was the norm, the commanders made certain that the men had ample entertainment and recreational facilities. The men enjoyed dances in the post gym. "Hot from Harlem," an all-black United Service Organization (USO) musical, came to Scott Field in late June 1942. Duke Ellington, Harlem's "Aristocrat of Jazz," performed in October, and heavyweight boxing champion Joe Louis gave an exhibition at the field in October 1943. Scott Field also had its own distinguished talent. Private James Cross of Chicago had played trumpet with Erskine Tate and Louis Armstrong and naturally became the group's bugler. According to Sergeant Armour P. Wright, a member of the 46th Aviation Squadron, the black populations of East St. Louis and St. Louis quickly took an interest in the men's welfare and welcomed them into their homes. There was also a USO club in St. Louis for black servicemen.

Segregation continued until 1949 when President Harry S. Truman directed the desegregation of the armed forces. At Scott, integration occurred in stages. One of the first actions eliminated the "asterisk" used to denote negro personnel in official correspondence on the 3310th Motor Vehicle Squadron and the 3327th Training Squadron. More significant, personnel from the all-black 3310th Base Services Squadron gradually assumed positions in the other base squadrons.

WAACs

Although the Radio School had a few civilian female instructors, the arrival of the 58th Women's Army Auxiliary Corps (WAACs) Post Headquarters Company from Daytona Beach, Florida, on 21 March 1943 caused quite a stir. Their midnight arrival did not deter the men of Scott Field and a host of local reporters from welcoming the 156 WAACs. Three days later, the enlisted men of the field's headquarters squadron held a dance in their honor.

Under the command of Second Officer Nell L. Jackson, these WAACs, the pioneer airwomen of today's Air Force, worked in the hospital, Radio School, offices, motor pool, hangar, and control tower, thus making more men available for other war related duties. On 6 August 1943, in a special retreat ceremony, Scott's WAACs took the enlistment oath in the Women's Army Corps (WAC). Having voluntarily placed the war effort above their private lives, they had earned the right to become an important component of the Army and to receive regular Army ratings, grades, privileges, and benefits. Later their WAC unit, the 702nd WAC Post Headquarters Company, became known as the Army Air Forces WAC Detachment, and the women were generally referred to as Air WACs. While Scott Air WACs certainly enjoyed the excitement of military life, they also served with the knowledge that they were helping to win the war.

Gas mask training for nurses, 1943.

WAF students in control tower operator training, January 1949.

This original caption sums up the difficulties facing many servicewomen: "Betty watches attentively as Sergeant W. R. Snyder of Chicago demonstrates a method of checking the complicated apparatus of a radio transmitter. With only two months of training and no previous experience in radio maintenance, she is now capable of building a transmitter. Before entering the Air Force, she was a student for one year at Williamette University."

In the postwar period, women in the Air Force encountered a number of difficulties. Although Congress established Women in the Air Force (WAF) as a permanent part of the Air Force on 12 June 1948, the Air Staff failed to assign the women a clearly defined role. At Scott, women initially served much as they had in World War II although in the more traditional fields. On 5 January 1949, however, the first group of WAFs entered the control tower operator course. This was followed by WAFs entering the radio mechanic general course on 2 February 1949. Succeeding WAFs averaged excellent academic grades of 4.0 and above on a scale where 5.0 was tops. But by 1951, senior school instructors questioned the motivation and aptitude of women in the technical courses, mainly the radio repairman and cryptographic. WAF officers and airwomen issued a formal statement refuting such allegations, and a Scott evaluation team report concluded that WAF personnel, if afforded the same opportunities and responsibilities, performed as well as their male counterparts. But the former attitude prevailed. In 1952, more and more WAFs became assigned to the personnel technical courses, and in March 1954, an Air Training Command directive barred WAFs from entering the radio repairman course. Despite these problems, WAFs were very much a part of Scott AFB, even though they worked primarily in clerical and administrative positions. Separation officially ended on 30 June 1975 when the 375th WAF Squadron Section was inactivated, completely integrating Scott servicewomen into the Air Force.

Foreign Students

Foreign students were also trained at Scott during World War II. Although their number was small, most of the foreign students came from countries that assumed more influential roles in the ensuing decades. After completing their studies, many of the students returned home not only as technical experts but also as self-styled authorities on American customs and values. The school's first foreign students were 20 Chinese soldiers who completed the radio course in April 1942 after spending six months at Scott. Initially these men, who spoke little English, began radio training under lend-lease provisions in secret. Interestingly, they wore American cadet uniforms. Restrictions must not have been too severe because the Chinese students attended the cadet dances and made excursions into the nearby towns. Following on the heels of the Chinese students in June 1942 came a group of 16 Dutch airmen, who had escaped from the Japanese in Java. By August, a Cuban, Peruvian, and Brazilian were also enrolled in the Radio School. Several groups of French airmen also received radio training at Scott. Possessing a good command of English, the French students were ranked right along with the American students in class standings. And in January 1944, another group of 14 Chinese officers entered the school. Interpreters and instructors with language skills eliminated most of the language problems. These are all of the known foreign students who received radio training at Scott Field during World War II.

Foreign student training began in earnest after the war. The school activated a foreign student branch on 2 January 1946 to train 131 Chinese cadets and enlisted men in radio mechanics. By February 1949, the school's graduates included Mexican, Filipino, Turkish, Uruguayan, Brazilian, and Portuguese officers. In July 1949, the foreign student roster listed Siamese, Filipino, Chilean, and Ecuadorean officers. The foreign students, hand picked by their

Completing his practice teaching, a French officer instructs a class of his enlisted countrymen, August 1951.

respective governments, usually possessed science, language, or electrical engineering degrees. Most read and spoke English. Many were officers. In February 1951, the school's 16 foreign students came from Saudi Arabia, Syria, Iran, France, Belgium, Mexico, and the Philippines. By 1956, the foreign students represented Japan, Germany, Korea, Colombia, Spain, China, Peru, Greece, Uruguay, Thailand, Pakistan, and Vietnam. When the foreign student program ended in 1958, over 1,200 foreign nationals had received technical training at Scott in the postwar period.

Medal Of Honor

As shown on the field's World War II honor roll, many Scott graduates went on to distinguish themselves in combat. One Scott graduate is known to have received the Medal of Honor. Technical Sergeant Forrest L. Vosler was cited for conspicuous gallantry in action against the enemy above and beyond the call of duty while serving as a radio operator-aerial gunner on a B-17 Flying Fortress mission in Europe. Technical Sergeant Vosler graduated from the Radio School in March 1943 and subsequently attended the aerial gunnery course at Harlingen, Texas, before being assigned overseas. On 20 December 1943, during a bombing mission over Bremen, Germany, his B-17 sustained shrapnel damage, forcing it out of formation. Enemy fighters then closed in and attacked the B-17. A 20-mm shell exploded, wounding Vosler in his legs and thighs. A direct hit also disabled the aircraft's tail gun. Warding off the attack upon the crippled ship, Technical Sergeant Vosler discharged a steady stream of bullets. Another enemy shell exploded and hit him in the face and chest. Nearly blind, Vosler continued to fire. When the pilot ordered the crew to prepare to ditch, the radio set was not operating. Working entirely by touch, Vosler repaired the set and sent out several distress signals. After the aircraft came down in the sea, Vosler, with total disregard for his own life, held the wounded tail gunner on the wing of the B-17 until both men could be helped into a life raft. Technical Sergeant Vosler's heroic action furnished Scott's Radio School a lasting example of gallantry and a testimony to the importance of communications.

Medal of Honor recipient Forrest L. Vosler, center, talking with Colonel Robert Halloran, left, and Cadet Donald L. Speirs during a visit in August 1951.

World War II Recreation-Entertainment

Scott's extensive entertainment and recreational activities would have been only partly successful without strong community support. Local girls lifted morale by coming to the many dances, movies, concerts, and shows held at Scott. They would remember concerts by the Scott Field Air Force Band and the amateur soldier talent shows such as "Scott Field Calling" and a series called "Zombie Shows" named after the midnight shift. There were also professional USO and gratuitous performances by national entertainers such as Jeanette MacDonald, Bob Hope, Carola Goya, Natalie Bodanya, Ted Weems, Duke Ellington, Count Basie, and Gus Arnheim. During part of the war years, local radio stations carried four programs each week that focused on Scott Field and the interests of the men and women assigned there. On Friday, WTMV in East St. Louis broadcasted "What's New at Scott Field." On Saturday, KMOX in St. Louis aired "Sing, America, Sing," which featured a chorus of 20 Scott Field soldiers accompanied by organist Venida Jones. St. Louis station WEW had a variety program on Sunday called the "Spirit of Victory," and WTMV aired on Tuesday "Musical Moments," a program of serious music. Nationally, CBS even featured Scott Field on its 45-minute program called "Cheers From The Camp."

A page from a World War II yearbook. Botton left: Scott Field Commander Brigadier General Wolcott P. Hayes introduces Jeanette MacDonald. Upper left: the field's amateur talent. Top right: Bob Hope receives a crown made of coils and radio tubes from Corporal Frank C. King and singer Frances Langford during his 16 November 1942 appearance. One of Hope's gags was: "St. Louisans drive as though they want you to meet the rest of the Saints personally." Center and bottom right: Jerry Colonna entertaining the field with his antics.

Scott Field also hosted a number of open houses during World War II. Among these were the celebrations to commemorate the 25th Anniversary of Army Day in April 1942 and Scott Field's 25th Anniversary in May 1942. On the latter occasion, the field treated several thousand citizens to relay events, boxing and fencing exhibitions, a formal inspection of the guard, and a retreat ceremony. On 8 May 1945, the field invited the public to a large garrison parade commemorating Victory in Europe Day. The atmosphere, however, was less than festive as both the military and civilian communities longed for complete victory which would only come with the surrender of Japan.

The Service Club (Bldg. P-5) was a quiet place to read, write letters, or play cards.

The Service Club library.

Main post exchange cafeteria, 1943. Drinking Coke was big then. Note the food prices.

Scott Field Commander Brigadier General Wolcott P. Hayes watches some friendly competition, 1943. The present day Building 50 served as the bowling alley.

Scott Field Becomes Scott Air Force Base

Demobilizations and consolidations of personnel and units dominated the activities of Scott Field as the Army Air Forces quickly shifted from wartime to peacetime operations the end of 1945. Several months passed after the surrender of Japan before military leaders defined the organizational structures and training requirements needed in the postwar era. On 30 March 1946, Headquarters Army Air Forces Technical Training Command relocated from St. Louis to Scott. This command, designated Technical Divison, Air Training Command on 1 November, became responsible for all technical training schools. Additional changes followed in the organization and mission of Scott Field when the United States Air Force became a separate military service on 18 September 1947. Accordingly, Scott Field was redesignated Scott Air Force Base (AFB) on 13 January 1948. On 26 August 1948, the 3310th Technical Training Wing (TTW) was activated and took over the management of Scott AFB from the 3505th Army Air Forces Base Unit. Brigadier General Emil Kiel then served as both the commander of the 3310th TTW and of Scott AFB. Subordinate to the wing were four groups: 3310th Air Base Group, 3310th Technical Training Group, 3310th Maintenance and Supply Group, and 3310th Station Hospital. In the postwar period, Scott's primary mission was to provide the Air Force, which planned to expand to 70 groups, with a trained technical force. Other important responsibilities followed. Headquarters Air Training Command (ATRC; later ATC) relocated to Scott AFB from Barksdale AFB, Louisiana, in October 1949, giving the base the added distinction of hosting a major command headquarters. Simultaneously, Headquarters Technical Division was inactivated. Once again, as ATC Commander Major General Robert W. Harper disclosed, Scott's central location and potential for expansion had been deciding factors in its selection as the headquarters for ATC. Possessing an airfield and hospital facilities, Scott also became a "remain-over-night" (RON) station for aeromedical evacuees on 20 October 1949. And lastly, the 113th Fighter-Interceptor Squadron, Air Defense Command arrived with its 20 North American F-51 Mustangs on 24 May 1951 from Stout Field, Indiana, to ensure the air defense of the Scott-St. Louis area.

Headquarters Air Training Command, circa 1950. Building P-3 is named Yount Hall in honor of Lieutenant General Barton K. Yount, who served as the Army Air Forces Training Command's first commander.

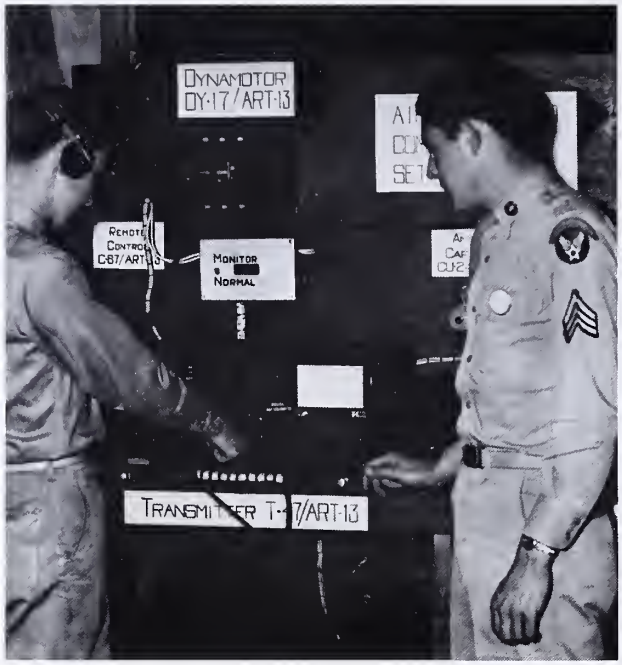
Pilot Captain G. E. Myers aboard his F-51H Mustang, July 1951.

Training The Air Force's Technicians—The Interlude

The increased importance that Air Force leaders placed upon communications kept Scott's Radio School essentially intact as wartime activities ceased. On 19 May 1946, the school added a fixed wire communications (telephone and telegraph) department. The department's five courses produced wire technicians, cable splicers, linemen, installer-repairmen, and repeatermen. Communications training workloads increased along with the expansion of the newly established Air Force, requiring continual course revisions and adjustments to meet new requirements. By 1948, the Radio School, then called the Communications School, comprised six departments and offered 13 courses. Responding to the rapid changes in the field of communications, the school strove to provide the students with a broad and comprehensive foundation rather than specialized training. An October 1948 U.S. Office of Education report on the Communications School prompted the Air Force to revise its program further. In particular, the school upgraded its teaching staff by offering an instructor course. To accommodate the expansion of technical training in the Air Force, ATC directed the Communications School in March 1949 to transfer the radio operator general and control tower operator courses to Keesler Air Force Base, Mississippi, and to move the fixed wire communications department to Fort Francis E. Warren, Wyoming. Scott's radio mechanic general course, scheduled to increase its annual output from 2,400 to 5,400 students, expanded into the facilities vacated by the radio operator general course in August-September 1949. Additionally, the USAF Worldwide Communications Conference, hosted at Scott AFB between 27 and 30 September 1949, reviewed existing training programs and prepared a list of recommendations which the school soon implemented. Concerned over the qualifications of students entering the advanced radio repairman courses (64701 and 64801), the school introduced entrance exams. The expansion of technical training also required activating another training squadron—the 3330th Technical Squadron—in November 1949, bringing the total number of school squadrons to fourteen. Thus, when the United States entered the Korean Conflict in June 1950, the Communications School at Scott AFB was again prepared to train the best communications technicians in the world.

Building a radio set, February 1947.

Cable splicer, 1948.



A radio repairman going over a mockup of a transmitter, 1948.

A telephone repeaterman solders a connection, 1948.

Communications School Courses, 1948

Air Traffic Control Department
control tower operator, course no. 55200

Fixed Wire Communications Department
cable splicer, course no. 03900
installer-repairman, course no. 09700
equipment repairman, course no. 64600
repeaterman, course no. 18700
teletype mechanic, course no. 23900

Radio Operating Department
radio operator, general, course no. 76601

Radio Mechanics Department
radio mechanic, general, course no. 75401
radio repairman, aircraft equipment, advanced course no. 64701
radio repairman, ground equipment, advanced course no. 64801

Officer Communications Department
communications officer, course no. 02000
signal equipment maintenance and repair officer, advanced course

Cryptography Department
cryptographic technician, course no. 80500

Supporting The Korean Conflict

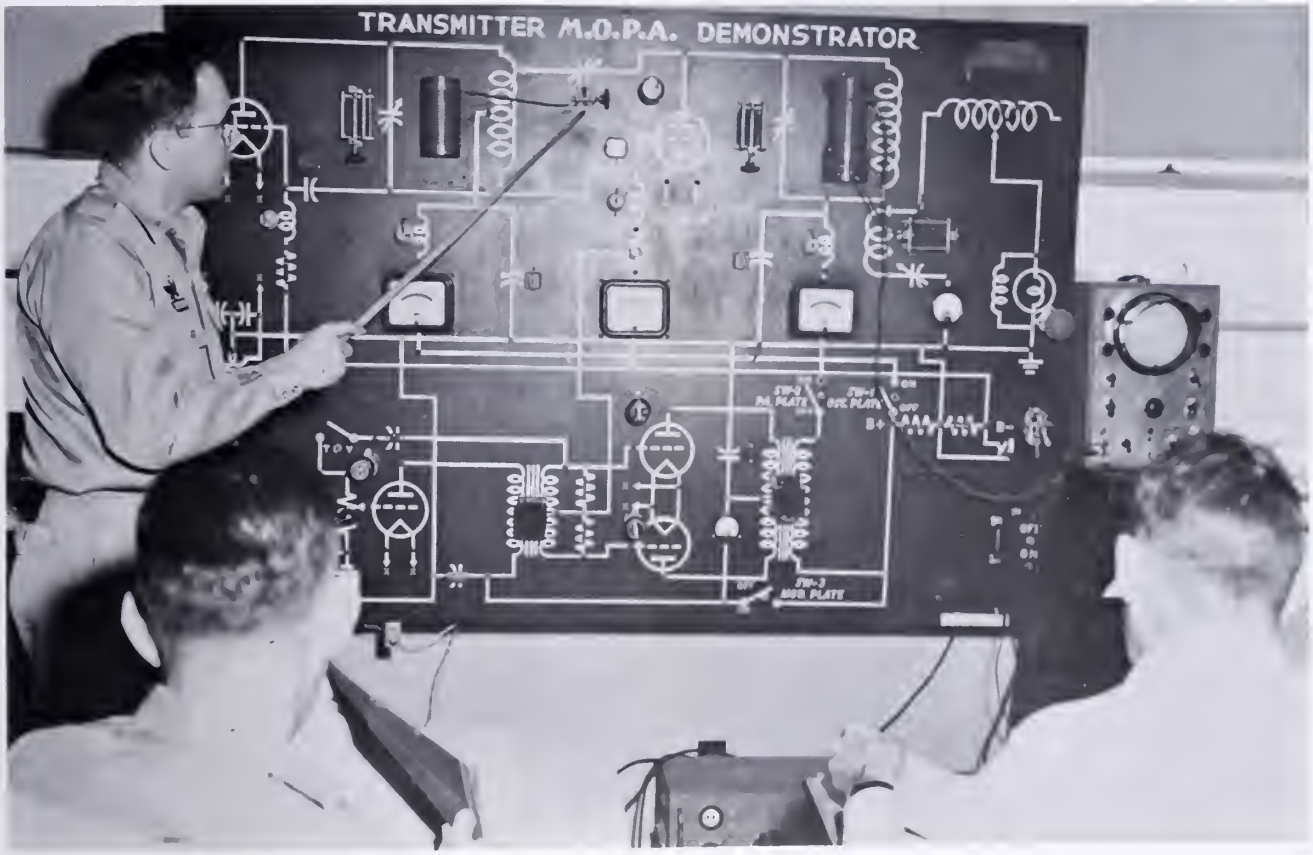
During the Korean Conflict, the Communications School revised its courses to meet wartime demands and to counter criticism that Scott radio mechanic graduates were overly trained in theory. On 19 July 1950, the school implemented a six-day academic week and divided the classes into shifts. Beginning in September 1950, the school changed its instructional method from the long-standing emphasis on theory to a more practical method of training in which students handled equipment and began to build a simple radio set on their first day of class. Students now gained a rudimentary understanding of radio theory by working with the equipment. Communications officer and cryptographic operator training remained part of the school's curriculum. Although the length of the courses varied, they were considerably shorter than the all-encompassing radio course offered during World War II. In July 1952, at the height of the school's Korean War activities, over 6,000 communications students were in training at Scott AFB. This number dropped to 3,054 by year's end.

The transfer of three ATC courses from Lowry AFB, Colorado, in 1952 expanded Scott's communications training mission into the personnel field. On 3 June, the personnel specialist course (73250) began and was soon followed by the career guidance specialist course (73150) and personnel officer course (22103). The Air Training Command relocated these courses to Scott AFB because of the decreased need for basic communications students.

The Air Force's conversion to ultra high frequency (UHF) radio communications also meant the inauguration of an extensive special communications training branch at Scott in the latter part of 1952. By 1952, the special communications training branch also intended to implement omni-directional radio range, single side-band, Acme telephoto equipment, localizer transmitter, glide path transmitter, and microwave equipment instructions into the courses as soon as it received the equipment and trained a cadre of specialists. The setbacks experienced in the UHF conversion, which had been planned since 1949, provided valuable lessons as the special training program expanded. Located in Area 3, the branch continued to train select personnel on new developments in the increasingly sophisticated world of communications until 1957.

As the Korean Conflict wound down in 1953, the 3310th Technical Training Wing was primarily concerned with training communications and personnel specialists; it operated 35 formal and 12 special training courses in

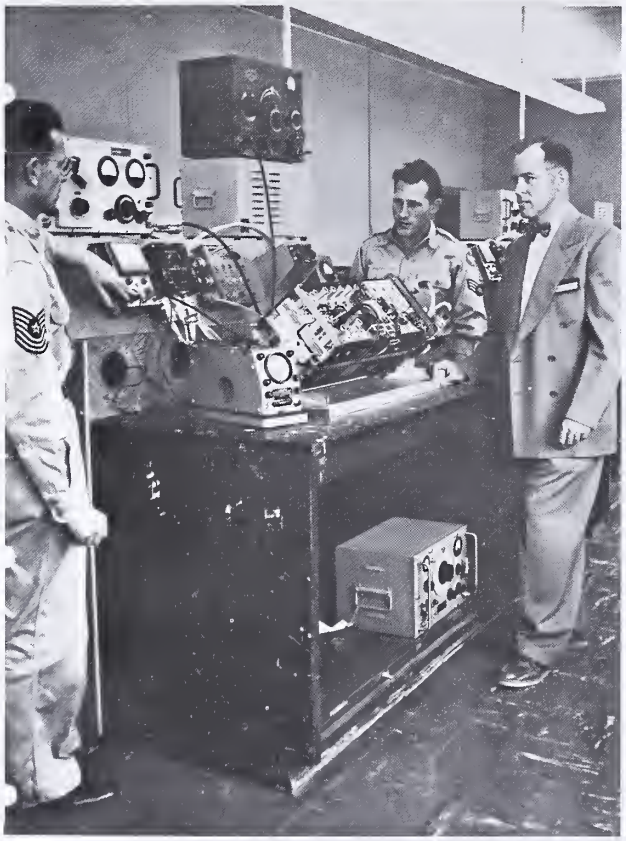
Control tower operators receive instruction on how weather affects aircraft operations.



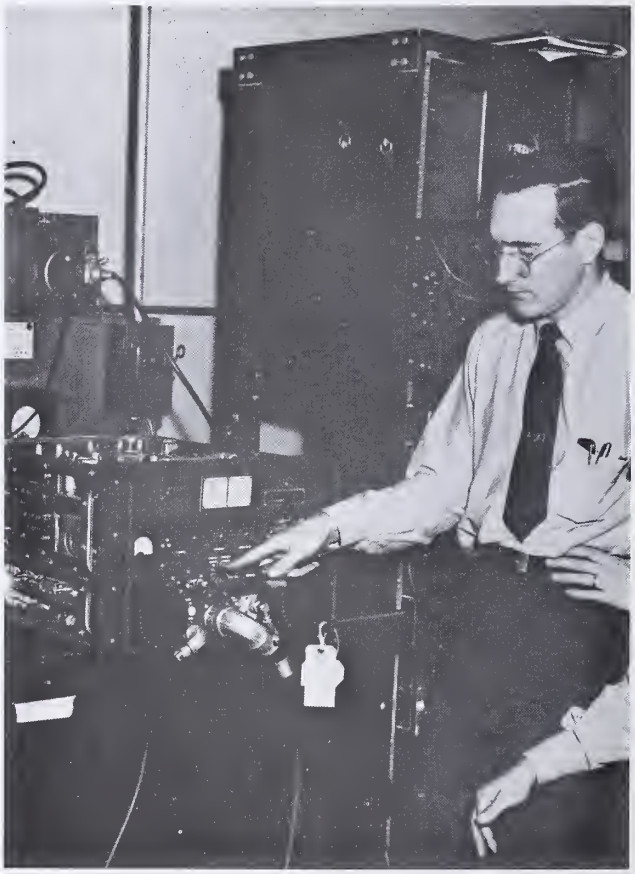
Communications officer course.

A class in basic typing in the personnel specialist course.

Captain L. F. Porter and Technical Sergeant D. E. Cook look over the school's new UHF direction finder, AN/CRD-6.



A lab demonstration of the AN/ARC-27 UHF command set, May 1952.



AN/GRC-27 UHF ground set.

Instruction on the AN/ARN 14 omni-range airborne receiver.

Instructor Ray Angerer and Technical Sergeant Henry W. Case discuss the AN/FGC-5 multiplex terminal equipment.

eight career fields. The officer occupational areas included communications-electronics and personnel. The airman career fields were communications operations, radio and radar maintenance, wire maintenance, food service, personnel, education, and management methods. Additionally, the 3310th TTW prepared non-resident course materials, specialized training courses for Air Reserve centers, and on-the-job training materials. The 3310th also provided on-the-job advisor services in the above-mentioned career fields and in the intricate equipment maintenance and information career fields.

From Developmental To Functional Instruction

Already in 1950, the leaders of the Communications School perceived, through their on-the-job evaluation visits, that Scott graduates were being taught too much theory and not enough of its practical application. During the Korean Conflict, more emphasis was placed on practical hands-on training as a quick remedy. A more thorough review of the school's methodology followed and resulted in the implementation of 14 basic courses in 1955 to meet the needs of the airmen being trained for assignments in communications-electronics. With the communications curriculum now organized along functional lines, instructors taught students only what related directly to their jobs and introduced theory as needed. Learning experiences in the classroom simulated job requirements as closely as possible. In short, there was no need to train the airmen to be engineers. Rather, it made more sense to train an individual to perform a specific function. Communications had become too complex to expect one person to master all aspects. As Scott's era as a major training center ended, this change in the instructional approach was also applied to the other technical courses.

Students marching to class, 1953.

Final class in the airborne communications and electronics branch, 16 December 1958. The technical school's last students, however, graduated in February 1959.

TECHNICAL COURSES, JANUARY 1957

Basic Airman Courses

AB30130A aircraft radio repairman, command
AB30130B aircraft radio repairman, general
AB30130C aircraft radio repairman, navigational
AB30430A radio relay equipment repairman, microwave
AB30430B radio relay equipment repairman, carrier
AB30430C radio relay equipment repairman, AN/TRC
AB30431A flight facilities equipment repairman, ranges and beacons
AB30431B flight facilities equipment repairman, ILS
AB30431C flight facilities equipment repairman, TACAN
AB30432A ground communications equipment repairman, HF
AB30432B ground communications equipment repairman, VHF-UHF
AB30433A ground communications equipment repairman, heavy transmitter
AB30433B ground communications equipment repairman, heavy receiver
AB30433C ground communications equipment repairman, relay center
AB36331A cryptographic machine repairman, on line/off line (effective Oct 1957)
AB36331B cryptographic machine repairman, CIFAX-CIPHONY (effective Oct 1957)
AB62230-2 cook
AB73230 classification specialist
AB73231 personnel specialist

Advanced Airman Courses

AA30170 aircraft radio maintenance technician
AA30470A ground radio maintenance technician
AA30470B ground radio maintenance technician, navigational aids, communications systems
AA30470C ground radio maintenance technician, fixed stations
AA73270 personnel technician

Lateral Airman Courses

AL29230 cryptographic operator
AL36331 cryptographic machine repairman
AL73330 manpower management technician

Reserve Airman Courses

AR30450-1 microwave (effective Jul 1957)
AR30451-1 ranges and beacons (effective Jul 1957)
AR30452-1 ground communications equipment
AR30453-1 transmitters (effective Jul 1957)
AR73270 personnel technician

Basic Officer Courses

OB3031 communications officer
OB3031A ground radio officer
OB3031B wire officer
OB3031C communications operations officer
OB7321 personnel officer

Reserve Officer Courses

OR3034-1 radio communications officer, reserve (discontinued Jul 1956)
OR3034-2 communications officer (added Jul 1957)
OR7316-1 personnel officer techniques
OR7316-2 personnel officer (added Jul 1957)
OR7324-1 classification and assignment, reserve (discontinued Jul 1956)
OR7336 manpower management officer
OR7344-1 special services and education

Lateral Officer Courses

OL7331 manpower management officer

Instructor Training Courses

IT75100 technical instructor

Special Training Courses

SS3031-1 cryptographic officer
SS30170-2 AN/ARC-27, UHF command set
SS30170-5 AN/ARC-34, UHF command set
SS30170-6 AN/ARC-21, HF liaison transceiver
SS30170-7 AN/ARN-18, glide slope receiver
SS30170-8 AN/ARN-21, radio navigation, TACAN
SS30170-11 18S-4 Collins transceiver
SS30170-12 618S-1 Collins transceiver
SS30170-13 AN/APX-25, IFF equipment
SS30170-14 AN/ARN-31 navigational radio receiver
SS30170-15 AN/APX-28, IFF equipment
SS30170-20 AN/APW-11, radio altimeter
SS30170-27 AN/APN-22, radio altimeter
SS30470C-2 single sideband
SS30470A-3 Acme telephoto
SS30470A-16 AN/TRC-24, ground radio relay
SS30470B-11 AN/URN-3 TACAN transmitter
SS30470B-12 AN/MRN-7 & 8, ILS ground station
SS36351-4 on-line cryptographic maintenance
SS36351-6 special cryptographic machine repairman
SS36371-1 AFS/AM-9, cryptographic equipment

Forty Years Of Training Gives Way To A Support Mission

For more than 40 years, from 1917 to 1959, Scott AFB served primarily as a training installation. Scott provided pilots and ground crews in World War I, balloon and airship pilots and crews in the 1920s and 1930s, and radio operator-mechanics in World War II. During the 1950s, the base mainly trained communications technicians and personnel specialists. In August 1957, the personnel and cryptography courses moved to Lackland AFB, Texas, as Scott AFB transitioned from an Air Training Command controlled installation to a base under the Military Air Transport Service (MATS). Despite the assurances of area political leaders that Scott's technical training mission would stay, MATS' extensive administrative space requirements resulted in ATC's decision to relocate the remaining technical courses at Scott to Keesler AFB, Mississippi. Between April 1958 and March 1959, the technical school at Scott was phased out. Since 1939, Scott AFB had provided technical training to over 150,000 airmen.

Aeromedical Evacuation

By the end of 1950, aeromedical evacuations had become a major activity at Scott. War casualties arrived via Douglas C-54 Skymasters at the rate of 200 patients per week in December 1950. Within 10 days to two weeks after any major battle in Korea, patients began arriving at Scott. Beyond a doubt, the evolution of aeromedical evacuation operations into a rapid transportation system saved thousands of lives and improved the fighting morale of the men who served on the front lines. For those performing the aeromedical evacuation mission today, it is interesting to note that Scott used two teletype lines to coordinate with the medical personnel at Fairfield-Suisun AFB (Travis), California, on the number of available beds and special equipment at Scott and other military hospitals east of the Mississippi River. Initially, aeromedical evacuation planes originating from Westover AFB, Massachusetts, flew to Scott twice weekly, making intermediate stops en route. Patients designated for transfer to general hospitals west of the Mississippi remained overnight at Scott. Airplanes coming from Fairfield-Suisun with destinations in the north and east followed the same procedure. A noncommissioned officer coordinated the arrival of each plane, assigning the patients to the hospital wards and arranging the lodging and meal requirements for the aeromedical evacuation crews. He further ensured that patients were ready for their next flights. The Station Hospital, still located in the temporary wooden World War II complex at the northwest corner of the base, was equipped to care for seven special medical cases. After a thorough examination, the patient either stayed at Scott or was transported to a hospital facility which could handle his special needs, preferably near his home. Patients arrived and departed at all hours of the day and night. As the war progress, aeromedical evacuation operations became more efficient. Methods of handling patients underwent refinement. To prevent patients from being jolted as they were moved on or off the aircraft, first fork lifts and then non-skid ramps with safety railings were employed. Plastic litter covers shielded the patients from rain and snow. A converted bus with room for 18 litters served as an ambulance-bus (ambus). Changes following the

The fork lift improved patient loading and unloading procedures, 1951.

Unloading patients from the ambus. Note the nonskid ramp.

The ambus had room for 18 litters.

expansion of Detachment 3, 1703rd Air Transport Group (Air Evacuation) into a squadron—the 1731st Air Transport Squadron (Air-Evacuation)—on 1 September 1952 brought increased efficiency. With the assignment of six Douglas C-47 Skytrains to the 1731st, transportation times improved. Many aeromedical evacuation flights now originated from Scott. By the end of the Korean Conflict, over ten thousand war wounded had passed through Scott's aeromedical evacuation facilities. Thereafter, the base welcomed ex-prisioners of war. On 1 May 1953, a MATS C-54 brought the first Korean War POWs to Scott. Among the returnees was Marine Corporal Arthur S. Gregory of Mt. Vernon, Illinois.

Operation Homebound

When Korean casualties first began arriving in 1950, members of the Women's Club and NCO Wives Club met the aeromedical evacuation planes regardless of the hour and presented the war wounded with small gifts of candy, baked goods, fruit, magazines, and cigarettes. Although the men appreciated these gestures, the women soon realized that a telephone call to a loved one was uppermost in their minds. The womens' clubs then organized a project, known as Operation Homebound, to raise money for the soldiers to call home. Before long, Operation Homebound evolved into a joint military-civilian undertaking. In particular, the women groups of the local Chambers of Commerce promoted the project. Donations from the nearby communities ranged from 200 pennies collected by Belleville schoolchildren and the money put into piggy banks placed in Edgemont businesses by civilian worker William E. Johnson to $100 checks from the Belleville Building Trades and Construction Council and Belleville Local 219 of the AF of L Retail Clerks Union. Members of the Clement C. Mulligan VFW Post No. 6997 in St. Louis raised money to buy venetian blinds for the aeromedical evacuation ward and a water jug for each patient. Prompted by a newspaper article, the East St. Louis Allied Veterans' Council bought the ward a television set. The slogan of the day was: "Give to the boys who gave."

Belle-Scott Committee

After World War II, Scott AFB and the surrounding communities underwent a period of adjustment. Thousands of airmen had trained at Scott Field during the war, but most of them had been assigned to the field for only a short time. This prevented area residents from maintaining the strong ties that had existed previously during the lighter-than-air era. With the war over, town authorities were less willing to accept the disorderly conduct of soldiers. Soldiers,

Army Corporal David W. Ludlum of Fort Wayne, Indiana, a former POW in Korea, dictates a telegram to Operation Homebound volunteers, May 1953.

on the other hand, believed that military personnel were singled out by law officials and received harsher treatment than civilians for committing the same violations. Additionally, a false perception existed that Scott's crime rate for serious offenses (such as murder and burglary) was higher than the rates of the surrounding communities and other military installations. Some local merchants complained that their businesses suffered because soldiers resold merchandise from the military exchange to their potential customers. Moreover, with a shortage of family housing at Scott, many service members were forced to pay exorbitant rents for inferior quarters in the nearby towns. Incidents such as these became aired in the local newspapers and fueled the ill feelings. The city of Belleville was even described in a national magazine article as "the worst soldier town in the U.S.A." By December 1948, the housing situation had become so serious that many service members refused to reenlist for assignments at Scott AFB. At this time, Base Commander Brigadier General Emil Kiel asked local realtors and businessmen for assistance, bluntly stating that the problem was a mutual one. The civic leaders formed a community housing committee and worked with the base's military housing committee, locating 119 adequate and affordable dwellings in January 1949 alone. Other area communities soon joined in the effort and relations began to improve.

Recognizing that some type of permanent organization was needed to promote good relations and resolve issues affecting both the military and the surrounding communities, Colonel George W. Pardy, General Kiel's successor, and Belleville Mayor H. V. Calhoun worked out a plan which soon became called the Belle-Scott Committee. Its members were Belleville civic leaders and senior officers assigned to Scott. On 29 November 1950, the committee hosted 150 airmen at the first "GI Pal Dinner" held at the Belleville USO (Armed Forces Canteen). The Belle-Scott Committee sponsored the second GI Pal Dinner (presently Belle-Scott Dinner) for 314 airmen and WAFs on 30 January 1952. So successful was the campaign to improve relations that CBS recorded the second GI Pal Dinner and subsequently featured the committee's work in a later broadcast on 23 March 1952. Similarly impressed, *Life* magazine also carried a story on the Belle-Scott Committee project. And the Department of Defense considered the Belle-Scott Committee as a model worthy of emulation by other military installations. Still in existence today, the Belle-Scott Committee showed the nation that mutual problems have mutual solutions. Over the years, the committee has, for example, petitioned the State of Illinois for a four-lane highway between Belleville and Scott, sponsored inter-community sports and recreation programs, and encouraged Scott personnel to pursue education programs at area high schools and colleges. It also has helped foster mutual fire and police agreements, promoted better relations by asking Scott personnel to speak about military life to local organizations, worked to establish branch banking at Scott, and monitored housing conditions.

The "Rhythmaires" of the 528th Air Force Band played at the 2nd GI Pal Dinner held at the Belleville USO, 30 January 1952.

Wherry-Paegelow Housing

Although senior staff officers at Scott AFB and their supporters in the local communities did improve housing conditions, more needed to be done. In 1949, on-base housing, which consisted of the permanent brick dwellings, new colonial quarters, Malden Place and Scott Plaza, could only accommodate 437 families. Two temporary trailer camps by Area 4 housed an additional 55 families. The older brick structures provided for 109 families. The 19 four-unit, brick and wood colonial quarters (central chimney) at the north end of the base had just been completed in 1948 and housed at this time 76 families. Directly across from the main gate, Scott Plaza (also known as Fechet Plaza after Scott Commander Lieutenant Colonel James E. Fechet) was a World War II civilian housing project which was transferred to Scott in 1946. These wooden, one-story structures provided 100 families with just two bedrooms, a living room, a kitchen, and a bathroom. The Malden Place units (later renamed Stevens Place after balloonist Albert W. Stevens) were transported in sections to Scott in 1947 from Malden, Missouri. Malden Place housed 152 families in cramped one, two, and three-bedroom units at the northwest corner of the base. The relocation of the Air Training Command to Scott in 1949 only made an already serious housing shortage more acute. Fortunately, by the late 1940s, national leaders had become aware of the nationwide shortage of military housing. In the summer of 1949, President Harry S. Truman signed a bill sponsored by Senator Kenneth S. Wherry of Nebraska that provided for an extensive military housing construction project. Under the original provisions of the National Housing Act (Wherry Bill), the units were to be built on government land that was then leased to a private corporation which financed and maintained the housing. However, with a housing shortage of over 1,700 units, the 1,000 Wherry units planned for Scott AFB were still far from the number needed. In August 1949, the government purchased an additional 20.5 acres across Highway 158 for an 80-unit, government-financed housing project. Named in honor of Scott Field Commander Colonel John A. Paegelow, the units were completed by the McCarthy Brothers Construction Company of St. Louis late in 1951. Known originally as the Daly-Lewis Acres, the first Wherry units were finished in February 1952 by the Beck-Utah-Hopkins Construction Company of Dallas, Texas.

Breaking ground for the $8.5 million Wherry Housing project, 5 January 1951. Major General Robert W. Harper, right, and Wesley Bloomer, president of the Belleville Chamber of Commerce, turned the first spade of earth.

Expansion Across Highway 158 And Readiness Facilities

While the Wherry and Paegelow housing projects were being built, a multi-million dollar base expansion program was also in progress. The base had acquired nearly 300 acres to the west of Highway 158, increasing Scott's land holdings to 2,360.315 acres. By the end of 1952, construction work neared completion on three airman dormitories (Bldgs. 1901-1903), a 500-man mess facility (Bldg. 1900), four 100-man bachelor officers' quarters (Bldgs. 1510-1513), WAF bachelor officers' quarters (Bldg. 1508), an officers' dining hall (Bldg. 1500), and two school buildings (Bldgs. 1521, 1522). Building 1534 was also finished in 1954 and used by the technical school.

On the east side of the base, a readiness hangar (Hangar No. 3) and alert hangars (presently the Aero Club facilities) near Area 3 were finished by the end of 1952 and occupied by the 85th Fighter-Interceptor Squadron.[10] The readiness hangar was used for aircraft maintenance while the alert hangars housed the operationally ready F-86 Sabrejets. Additions to the airfield included new aprons and taxiways and the extension of Runway 32 so the 85th's jets could be airborne in less than a minute after being alerted.

Wherry Housing units as they first looked, 1952. Two-bedroom units rented for $60 a month for airmen and $72 a month for officers. Three-bedroom units were $6 more a month.

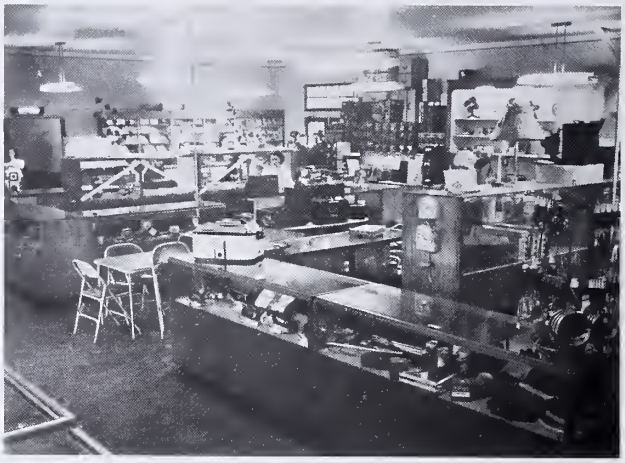
Before Scott had its new dorms, airmen partitioned their World War II barracks into cubicles to improve living conditions, November 1950.

The old World War II barracks in which airmen lived in open bays.

The readiness hangar (presently Hangar No. 3) under construction, October 1952.

Framework of the new alert hangars, August 1952.

Music by the "Al Ross" band, August 1948.



Main post exchange, February 1949.

On hand to greet President Harry S. Truman, who had a speaking engagement in St. Louis, were Scott Commander Colonel George W. Pardy, center, and Major General Robert W. Harper, 4 November 1950. President Truman visited Scott twice. His first was on 14 September 1945.

Scott's 528th Air Force band leading a motorcade through the streets of Lebanon, Illinois, to publicize the 1951 air show and carnival.

Reinforcing weak spots along the levee, July 1951. The Mississippi crested at 40.28 feet at St. Louis. So great was the need for volunteers that over 900 airmen assisted with flood control operations. On 17 July, three C-124 Globemasters each loaded with 50,000 sandbags landed for the first time at Scott. Other major floods in this period occurred in 1943, 1946, and 1947. Over the years, the base has lent a helping hand during many natural disasters.

Meeting at Scott's Neighbor Day were, left to right front row: Air Training Command Commander Major General Robert W. Harper; Belleville Police Sergeant Clarence Hassal; Mascoutah Police Chief Jack Wessel; Freeburg Police Chief Mitchell Browning; and Base Commander Colonel George W. Pardy. Second row: O'Fallon Chamber of Commerce Secretary O. M. Randel; O'Fallon Chamber of Commerce President M. K. Schwartz; Belleville Chamber of Commerce Managing Secretary Walter E. Wagner; Belleville Chamber of Commerce President Wesley Bloomer; Freeburg Chamber of Commerce President Wilmer A. Kaiser; and Lebanon Advertiser Editor Leon Church. Third row: East St. Louis Journal Managing Editor Robert Barracks; Belleville Mayor H. V. Calhoun; WIBV Public Relations Director Clarence J. Keller; WTMV Assistant Editor Gene Clayton; Belleville Advocate Editor Al Schmidt; and Freeburg Mayor Louis M. Schwalb.

MATS Commander Lieutenant General Robert W. Harper, left, and Base Commander Colonel George W. Pardy, right, going over Scott's austerity program with Congressman Melvin Price, January 1952. The program was designed to eliminate wasteful practices and improve operating methods. Congressional interest in curbing waste throughout the Armed Forces prompted the increased emphasis locally.

VIP reception for Private First Class Harry B. Conlon, national squash champion, February 1952 (a few weeks later, in April 1952, the Air Force changed to the present rank structure).

Scott's renowned and popular barbershop quartet, the "Four Teens" were photographed with TV queen Dagmar while appearing on the Will Evans television show in Chicago, September 1952. Left: Airmen First Class Don Lamont, Don Cahall, John Steinmetz, and Jim Chinnock. In June, the group took first place at the International Barbershop Quartet Competition in Kansas City.

Scott's 1952 female basketball team, the WAF Flyers, lined up for a few pre-game practice shots.

The Service Club in Area 3, circa 1956.

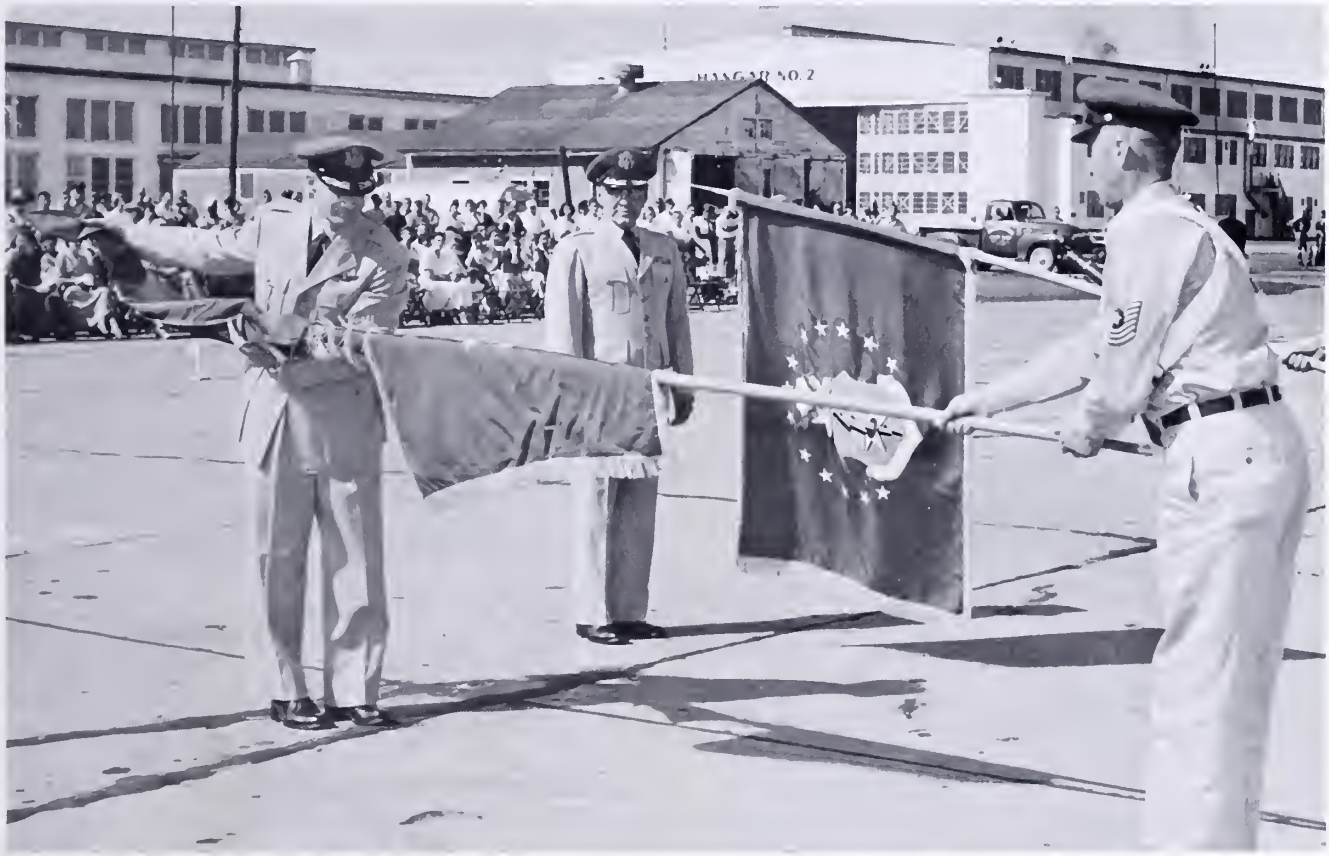
CHAPTER 4

PROVIDING SUPPORT, 1957-1987

Technical Training Wing To Aeromedical Airlift Wing

A 40-year era as a major training installation ended in October 1957 when Scott AFB was transferred from the jurisdiction of the Air Training Command to the Military Air Transport Service (MATS). This reassignment resulted in the redesignation of Scott's 3310th Technical Training Wing as the 1405th Air Base Wing (ABW) on 1 October 1957. Initially the 1405th ABW, as Scott's host unit, supported the units assigned to the base and maintained Scott AFB properties. Responding in the 1960s and 1970s to the Cold War, Space Age, Cuban Missile Crisis and the Vietnam Conflict, the 1405th and Scott's major tenants evolved into global organizations. Technological advances in this period also ushered in computers, jet aircraft, missiles, and satellites, which substantially changed wartime planning and day-to-day operations. On 1 June 1964, the 1405th Air Base Wing was renamed the 1405th Aeromedical Transport Wing (AMTW; later ATW) and, in addition to its host responsibilities, assumed control of all military aeromedical evacuations in the United States. When the Military Air Transport Service became the Military Airlift Command (MAC) on 1 January 1966, the 1405th Aeromedical Transport Wing was discontinued, and its missions and resources were absorbed by the 375th Aeromedical Airlift Wing (AMAW; later AAW), activated at Scott on 12 January 1966 as a Headquarters MAC direct reporting unit. From 8 September 1968 to 1 June 1973, the 1400th Air Base Wing served as Scott's host unit, freeing the 375th AAW to devote all of its resources to the aeromedical evacuation mission as the Vietnam Conflict intensified and to new jet aeromedical evacuation aircraft, specifically the McDonnell Douglas C-9A. During this period, the 1400th ABW presided over Scott's transformation into a truly modern Air Force installation.

In the post Vietnam period, the 375th AAW, like its major tenant organizations, experienced reorganizations and increased tasking. The 375th AAW gained responsibilities for the worldwide aeromedical evacuation system on 1 April 1975 and the continental United States operational support airlift mission on 15 March 1978. Since 1978, the 375th AAW's primary missions have included supporting the units assigned to Scott; operating a worldwide aeromedical evacuation system; performing operational support airlift (OSA) missions throughout the United States; providing initial qualification training for OSA and all Air Force C-9 pilots; and maintaining Scott AFB.



Change of command for Scott Air Force Base, 1 October 1957. The Military Air Transport Service flag was unfurled by Colonel Lester R. Ferris, Jr., left, MATS advance echelon commander. Colonel Charles W. Gordon, 3310th Technical Training Group commander, represented the Air Training Command.

Headquarters 1405th Air Base Wing, Building P-39.

Headquarters 375th Aeromedical Airlift Wing. Since 1973, the 375th has been located in Building P-3.

Providing Services And Support—Scott's Tenant Organizations

Headquarters Military Air Transport Service Moves To Scott

Headquarters Military Air Transport Service, the Department of Defense's air transportation system, began relocating from Andrews AFB, Maryland, to Scott AFB in September 1957. Had the decision been left to MATS, the command would have stayed in the Washington, D.C. area. However, Headquarters Air Training Command intended to vacate Scott for Randolph AFB, Texas, to be nearer its training activities. Moreover, the Air Research and Development Command (ARDC), renting space in downtown Baltimore, wanted to move into more adequate facilities at Andrews AFB. Overcrowding in the Washington area and at Andrews in particular required that either ARDC or MATS relocate elsewhere. Finally on 13 June 1957, General Thomas D. White, Air Force Vice Chief of Staff, directed MATS to move its headquarters to Scott AFB. General White believed that MATS could manage its east and west coast units more effectively from the center of the United States. Illinois political leaders, primarily Senator Everett Dirksen[1] and Representative Melvin Price, used their influence to ensure that Scott remained an important military installation. Beginning operations at Scott on 15 January 1958, MATS, under the command of Lieutenant General Joseph Smith, encompassed 113,884 military and civilian personnel and operated 1,039 aircraft and nine Air Force bases. The command accomplished its air transportation mission through its Continental Division at Kelly AFB, Texas; Pacific Division at Parks AFB, California; and Atlantic Division at McGuire AFB, New Jersey. Additionally, MATS managed communications, rescue, weather, ferrying, aeromedical evacuation, photographic, and charting services.

Headquarters Military Air Transport Service. Building P-3 also served as the Military Airlift Command's headquarters until the completion of its present headquarters (Bldg. 1600) in 1972.

Two MATS subordinate units, the Airways and Air Communications Service (AACS) and the Air Weather Service (AWS), also moved to Scott in 1958 from Andrews AFB. Completing its relocation on 15 January, AACS provided the Air Force with communications, navigational aid facilities, and air traffic control services. Its 27,000 military personnel manned 250 sites in the Northern Hemisphere. Finishing its move on 23 June, AWS operated a global network of weather facilities which provided the Air Force and Army with vital weather support. Its aerial weather reconnaissance aircraft flew over 35,000 miles daily to gather weather data in regions as distant as the North Pole and the Atlantic and Pacific Oceans.

Scott AFB also hosted several other tenant organizations in 1958. At the Belleville Air Force Station, known locally as Turkey Hill, the 798th Aircraft Control and Warning Squadron of the St. Louis North American Air Defense Command was responsible for early warning detection against hostile air intrusions. Working with the 798th, the 85th Fighter-Interceptor Squadron's North American F-86 Sabrejets stood ready to defend the St. Louis area around-the-clock. The 11th Aeromedical Transport Squadron (Light), whose predecessor units had been

The F-86 Sabrejet, bottom, was one of the 1952 Armed Forces Day's main attractions.

Flying Boxcars of the 73rd Troop Carrier Squadron (Reserve) on the Scott flightline, circa 1959.

One of the 11th Aeromedical Transport Squadron's five Scott-based C-131A Samaritans.

active at Scott since 1949, supported MATS' domestic aeromedical evacuation system. The 1918th Airways and Air Communications Service Squadron provided Scott with communications. One other major tenant unit, formed in December 1957, was Detachment 1 of the 2466th Air Reserve Training Center. Located on the east side of the base, Detachment 1 supported the 73rd Troop Carrier Squadron (Reserve), which operated Fairchild C-119 Flying Boxcar aircraft, and the 11th Airways and Air Communications Service Squadron (Mobile). The 3310th Technical Training Group oversaw the final days of Scott's technical training era. In all, Scott AFB provided for 12 on-base and 13 off-base units.

Fighter Interceptors To Nike Missiles

As the years passed, Scott's major tenant organizations responded to new national defense commitments. One of the first changes occurred in the area of air defense. On 1 July 1959, the 85th Fighter-Interceptor Squadron was inactivated. Nike Ajax and Hercules missiles of the Army's 1st Missile Battalion replaced the F-86 Sabrejets as the local air defense guardian. The supersonic, surface-to-air Nike missile was capable of destroying any manned aircraft or missile in existence. The Nike Hercules, an improved version of the Ajax whose operating radius was only 25 miles, had a range of more than 75 miles and an altitude capability in excess of 150,000 feet. The Nike Hercules was 435 times more accurate than the antiaircraft artillery of World

A Nike Ajax missile on display.

20th Air Division Commander Colonel Theron Coulter, seated at the radar console, on a visit to Turkey Hill, March 1959. Standing left: Lieutenant Colonel James G. Wells, commander of the 798th Aircraft Control and Warning Squadron, and Major Webster Smith, operations officer.

Turkey Hill, circa 1959.

War II. Although its flight time to target could be measured in seconds, the Nikes depended upon ground based radars, computers, and guidance components for computing target data and issuing commands. From its command post, colocated with the 798th Aircraft Control and Warning Squadron at Turkey Hill, the 1st Missile Battalion controlled its four firing batteries which ringed the Scott-St. Louis area. Three batteries were situated in Illinois near Marine (Battery A), Hecker (Battery B), and Pere Marquette (Battery C). Battery D was by the town of Pacific, Missouri. More than 600 Army missilemen manned the sites on a 24-hour-a-day basis, prepared to meet any challenge from the sky. The battalion's partner, the 798th Aircraft Control and Warning Squadron, was redesignated the 798th Radar Squadron (SAGE) when the squadron converted from a ground control intercept station to a semi-automatic ground environment surveillance station in 1962. In March 1966, the 1st Missile Battalion was renamed the 53rd Artillery Group (Air Defense). Made obsolete by technological advances, the Turkey Hill radar site stood abandoned by 1968.

Air Transportation Service To Military Airlift Force

During the 1960s, MATS completed its transition from a transportation command that routinely flew global air routes to a highly mobile airlift force which, through its rapid airlift of supplies and troops, assisted other combat elements in deterring, containing, or terminating conflicts anywhere in the world. The advent of jet transport aircraft and an upgrade of its propeller-driven aircraft gave MATS the capability to position forces quickly. The impetuses for force modernization were the Big Slam/Puerto Pine exercise of 1960 and the Congo Airlift, 1960-1964. During the latter, news stories aptly described MATS' C-124 Globemasters struggling through bad weather at relatively slow speeds and low altitudes while Boeing 707 jets soared above the weather traveling three times as fast. The Boeing C-135 Stratolifter ushered in the new era in 1961, followed by Lockheed C-130 Hercules in 1963 and the Lockheed C-141 Starlifter in 1965. The importance of airlift was further confirmed on 1 January 1966 when Congress directed that the Military Air Transport Service be designated the Military Airlift Command (MAC), an action which placed the command on an equal footing with other Air Force combat elements. With the arrival of the Lockheed C-5 Galaxy in 1970, MAC operated throughout the 1970s the world's largest transport aircraft. On 1 December 1974, MAC gained Tactical Air Command airlift resources. Completing the Air Force-directed consolidation of military airlift under one command, MAC received the tactical airlift resources of the overseas commands on 31 March 1975. On 1 February 1977, the Department of Defense designated MAC as a specified command, responsible to the chairman of the Joint Chiefs of Staff for airlift operations during crises or war. In the 1980s, MAC strove to upgrade its airlift force to meet its demanding role as this nation's "Backbone of Deterrence."

Airways And Air Communications Service To Communications Command

The activation of the Air Force Communications Service (AFCS) in place of the Airways and Air Communications Service on 1 July 1961 gave Scott AFB the distinction of hosting the headquarters of two major air commands,

C-124 Globemasters lined up for the MATS aerial delivery competition at Scott, April 1962.

The Boeing C-135 Stratolifter propelled MATS into the age of jet aircraft.

The Lockheed C-5 Galaxy commanded attention wherever it went, as shown in this photo at Scott, circa 1970.

Command post of the Military Airlift Command in the old brick theater (now part of Bldg. P-4).

Ceremonies marking the establishment of the Air Force Communications Service, 1 July 1961. AFCS Commander Major General Harold W. Grant, right, and MATS Deputy Commander Major General Raymond J. Reeves.

Headquarters AFCS in Building 1521.

MATS and AFCS. Command status for the service was part of the organizational changes implemented by the Air Force to improve its global and aerospace communications. Specifically, AFCS became the single manager of Air Force communications. As the sixteenth major Air Force command, AFCS began service with over 32,000 people assigned to more than 200 units in 46 states and 35 foreign countries. Consolidation of leased commercial communications brought the Office of Commercial Communications Management (redesignated Defense Commercial Communications Office, DECCO, on 31 December 1962) to Scott AFB in January 1962. In the succeeding years, AFCS assumed communications responsibilities from several commands, culminating this process in the late 1970s with the addition of Strategic Air Command and Aerospace Defense Command communications. The Air Force's need for reliable and secure communications, navigational aids, and air traffic control services worldwide portended rapid changes and phenomenal growth for AFCS. As the AFCS motto—"Providing The Reins Of Command"— implied, a commander could not control his forces without communications. Locally, telephone communications improved with the installation of direct inward dialing in April 1964. Prior to this, Scott operators connected each outside caller to the desired on-base extension. On 22 March 1976, Headquarters AFCS inactivated the 1918th Communications Squadron, which traced its service at Scott to 1938 when it was a detachment of the 2nd Army Airways Communications System. The 1918th was replaced with the 1974th Communications Group. Previously stationed at Udorn Air Force Station, Thailand, the 1974th had a record of distinguished service in Southeast Asia. In November 1977, AFCS returned to Scott AFB after moving to Richards-Gebaur AFB, Missouri, in 1970 when the Ground Electronics Engineering Installation Agency merged with AFCS. Also relocating to Scott in 1977 were the 1842nd Electronic Engineering Group, 2000th Management Engineering Squadron, and the 1866th Facility Checking Squadron. Possessing four Lockheed C-140A Jet Stars,[2] the 1866th was responsible for checking navigational aids and communications at U.S. and selected foreign bases. Missouri political and community leaders had delayed AFCS' transfer to Scott for two years through legal maneuvers. When AFCS returned to Scott, it had successfully thwarted a proposal, initiated by budget constraints, to reduce the command to a technical service subordinate to MAC. For a time, MAC was directed to provide some nontechnical support to AFCS through a shared staff arrangement. But this proved to be inefficient because each command was so highly specialized. Further recognition of the importance of communications-electronics came on 15 November 1979 when AFCS was renamed the Air Force Communications Command (AFCC). To provide MAC with dedicated communications to ensure a rapid response during crises, AFCC activated the Airlift Communications Division at Scott on 1 June 1981.

Air Weather Service

In the 1960s, the Air Weather Service found itself acquiring new responsibilities in addition to its primary mission of operating a worldwide network of weather stations. In November 1960, the National Aeronautics and Space Administration launched the meteorological satellite Tiros II. Amid worldwide attention, AWS personnel sought to use the satellite's observations for improved accuracy in everyday weather forecasting. Toward this end, Scott weathermen, assigned to Detachment 1, 9th Weather Group, joined 150 AWS weather stations in sketching the sky at the same time the Tiros II took its pictures from outer space. In 1962, the Air Weather Service added atmospheric sampling to its mission and issued its first solar forecast. For space operations such as the Apollo,

1866th Facility Checking Squadron's T-33s on the Scott flightline, May 1967.

A prominent landmark at Scott for over thirty years—the airfield control tower, circa late 1960s.

Representative observation site (ROS) on top of Hangar No. 1, September 1961. Two weather observers prepare a "special" observation. The observer on the left is encoding the elements of the observation on the WBAN Form 10 while the observer on the right checks the barograph for the current pressure trend and reads the altimeter setting from the aneroid barometer (small box).

Gemini, and Discoverer satellite series, AWS supplied special weather reconnaissance. Missile launches at Cape Kennedy, Florida, required "tailored-to-the missile" weather forecasts and observations. The Air Weather Service also received national recognition for furnishing civilian facilities with severe storm warnings. Relocating to Scott from Washington, D.C. on 30 August 1975, the USAF Environmental Technical Applications Center (ETAC) supplied the Air Force and other agencies with quantitative information on the effects of the natural environment on military plans, weapons systems, facilities, and intelligence activities. Numerous organizational changes also characterized this period. By the late 1970s, AWS had 5,689 personnel assigned, less than half of its 1958 strength. Most of this loss could be attributed to the American troop withdrawals from Vietnam, the transfer of the weather reconnaissance and aerial sampling missions to the Aerospace Rescue and Recovery Service, and AFCS's assumption of equipment maintenance. On 1 January 1976, the 7th Weather Wing was reactivated at Scott upon the reassignment of the 15th Weather Squadron to Wright-Patterson AFB, Ohio. The 7th supported MAC, AFCS, the Air Force Logistics Command, Air Force Reserve, and several other government agencies. At this time, Detachment 9, 7th Weather Wing took over the operation of the base weather station at Scott.

MAC Vice Commander Lieutenant General James C. Sherrill, left, and Air Weather Service Commander Brigadier General William H. Best, Jr., cut the ribbon marking the return of AWS to Building 1521, November 1970. Building 1521 served as the AWS' headquarters when the service first moved to Scott in 1958. Building 859 was the service's second home.

Airman Terri Haeglin handles a disc inside the computer room at the USAF Environmental Technical Applications Center, 1975.

8th Weather Group Commander Colonel John J. Jones, left, briefs Air Weather Service Commander Brigadier General Norman L. Peterson at the Scott base weather station (Detachment 14, 15th Weather Squadron, 8th Weather Group), September 1961.

Troop Carrier Squadron To Aeromedical Airlift Group

Air Force Reserve personnel at Scott AFB also experienced phenomenal growth and distinguished service during these last thirty years. In 1961, the 73rd Troop Carrier Squadron, assigned to Scott since November 1957, enjoyed the distinction of training for the land recovery of space capsules. During the Cuban Missile Crisis in October 1962, the 73rd Troop Carrier Squadron was one of 38 units activated. Serving for 31 days, the 73rd's high state of readiness drew praise from Air Force Chief of Staff General Curtis LeMay. On 11 February 1963, the 73rd Troop Carrier Squadron became the 932nd Troop Carrier Group. This action, part of a major reorganization of Air Force reserve troop carrier wings, organized the unit according to the self-supporting concept. The 932nd expanded to 771 manpower authorizations, an increase of 372. In 1966, the 932nd participated in Operation Combat Leave, which President Lyndon B. Johnson inaugurated to move military passengers stranded at air terminals during the nationwide airline strike. On 1 April 1967, the 932nd was redesignated the 932nd Military Airlift Group with the following subordinate units: 932nd Support Squadron, 932nd USAF Dispensary, 932nd Consolidated Aircraft Maintenance Squadron, 932nd Supply Squadron, 932nd Aerial Port Flight, 932nd Communications Flight (Support), 73rd Military Airlift Squadron, and 71st Aeromedical Evacuation Flight. The 932nd assumed a global airlift role when eight Douglas C-124 Globemasters replaced the unit's shorter ranged Fairchild C-119 Flying Boxcars in 1967. On 25 July 1969, the 932nd Military Airlift Group was reorganized as the 932nd Aeromedical Airlift Group (Reserve Associate) and became integrated into the 375th AAW's missions. Under the associate concept the 932nd utilized the McDonnell

73rd Troop Carrier Squadron Commander Major Leonard F. Deist, left, with the capsule recovery team, May 1961.

Headquarters 932nd Troop Carrier Group in Building 3650, September 1963.

C-124 Globemasters of the 932nd Military Airlift Group at Scott, May 1967.

Douglas C-9A Nightingales and other support equipment of the 375th Aeromedical Airlift Wing. Reservists joined their active duty counterparts in aeromedical evacuation, aircraft maintenance, services, and civil engineering missions. Recent additions to the 932nd have included the activation of the 13th USAF Contingency Hospital on 1 October 1984 and the 932nd USAF Clinic (Associate) on 1 October 1985. Reserve personnel serving with the 932nd Aeromedical Airlift Group at Scott number close to one thousand.

Colonel Earl E. Fairchild, Jr., left, commander of the 932nd Aeromedical Airlift Group (Reserve Associate), and Lieutenant Colonel James C. Ranson, commander of the 73rd Aeromedical Airlift Squadron (Associate), hold the General Claire Lee Chennault Trophy aboard a C-9A Nightingale, 1980. The squadron received the trophy for outstanding achievement and operational excellence.

Search And Rescue

On 20 June 1968, Headquarters Aerospace Rescue and Recovery Service (ARRS), a MAC subordinate unit, relocated to Scott AFB from Orlando, Florida, after the Department of Defense in an economy measure transferred Orlando AFB to the Navy. Responsible for locating and recovering downed airmen, ARRS also supported recovery operations of manned and unmanned space flights. Simply put, the service's mission was saving lives. Of special note was the achievement of a new world distance record for turbo-prop aircraft on 20 February 1972 when Lieutenant Colonel Edgar L. Allison, Jr., in Operation Long Flight, piloted a HC-130 nonstop from Chung Chuan Kang Air Base in Taiwan to Scott, a distance of 8,732.09 miles in 21 hours, 12 minutes. During the war in Southeast Asia, ARRS personnel saved 2,780 lives. In June 1974, ARRS established the Air Force Rescue Coordination Center (AFRCC) at Scott to serve as the single federal agency responsible for search and rescue operations in the contiguous United States. During the 1980 volcanic eruption of Mount St. Helens in Washington, the Scott AFRCC coordinated rescue operations, recording a total of 101 lives saved. Search and rescue detection improved in 1981 with the creation of the United States Mission Control Center (USMCC). Colocated at Scott AFB with the AFRCC, the USMCC, part of a multinational system, used satellites to locate distress signals from aircraft and ships. Once USMCC personnel determined the validity and location of a distress signal, they notified the rescue coordination center to initiate search and rescue operations. Scott AFB has been honored to host the important mission of search and rescue for nearly twenty years.

Welcoming the Operation Long Flight crew of 12 and three observers on 20 February 1972 were MAC Commander General Jack J. Catton, left, and Mr. Larry O. Kitchen, topcoat, president of the Lockheed-Georgia Company which manufactured the HC-130. The mission commander Lieutenant Colonel Edgar L. Allison, Jr., was presented the Distinguished Flying Cross and the other members received Air Medals. Prior to this flight, the U.S. Navy held the world record for a January 1971 trip of 6,842 statue miles set in a Lockheed P-3 Orion.

Air Force Rescue Coordination Center at Scott, 1981.

The SARSAT (Search and Rescue Satellite-Aided Tracking) satellite receiving antenna at Scott, 1982.

Twenty-Third Air Force

To increase its combat capabilities, the Air Force centralized Tactical Air Command special operations forces and Military Airlift Command rescue and recovery forces by activating Headquarters Twenty-Third Air Force on 1 March 1983 as a MAC subordinate unit. From Scott AFB, Twenty-Third Air Force managed such diverse missions as combat rescue, special operations, weather reconnaissance and aerial sampling, security support for intercontinental ballistic missile sites, USAF helicopter and HC-130 crew training, and pararescue training. In October 1983, assets of the Aerospace Rescue and Recovery Service

A pararescueman (PJ) performs at the 1982 open house. The PJ is a precision parachutist, skilled medical technician, and an expert survivalist.

became integrated into the new numbered air force. And on 1 January 1984, Twenty-Third Air Force added the operational support airlift and worldwide aeromedical evacuation missions when the 375th Aeromedical Airlift Wing was assigned to it. The USAF Medical Center Scott, one of the Air Force's six area medical centers, became part of the Twenty-Third Air Force on 1 July 1985. Formerly, the 375th AAW and the medical center had reported to Headquarters MAC. The activation of Twenty-Third Air Force was just one more example of MAC's expanding role in the 1980s. During the summer of 1987, Headquarters Twenty-Third Air Force relocated to Hurlburt Field, Florida, to be closer to its special operations units.

MAC Vice Commander Lieutenant General Robert F. Coverdale, left, officiating at the Twenty-Third Air Force activation ceremony. During the ceremony, Major General William J. Mall, Jr., center, was installed as the first Twenty-Third Air Force commander and Brigadier General Philip S. Prince, right, became the new commander of the Aerospace Rescue and Recovery Service.

Twenty-Third Air Force Commander Major General William J. Mall, Jr., right, welcomes Colonel Michael Torma, USAF Medical Center Scott commander, to the Twenty-Third Air Force family.

Transportation Command

Selection of Scott AFB as the headquarters for a new unified command, the United States Transportation Command (USTRANSCOM), brought the base added prestige in 1987. President Ronald Reagan approved the establishment of USTRANSCOM on 18 April 1987. The new command integrated global air, land, and sea transportation resources. Although USTRANSCOM was comprised of the Air Force's Military Airlift Command, the Army's Military Traffic Management Command, the Navy's Sealift Command, and the Joint Deployment Agency, each service continued to exercise operational control of its own forces. In effect, USTRANSCOM was the overall manager, coordinating transportation activities for greater efficiency. The new command became the eighth unified command under the Department of Defense. The Packard Commission, a presidential panel studying DOD management, had recommended creating the new command in a February 1986 report.

Today-1987

As Scott Air Force Base begins its seventh decade, it is the only Air Force base which hosts the headquarters of three major commands: the United States Transportation Command, the Military Airlift Command, and the Air Force Communications Command. It also supports the headquarters of Twenty-Third Air Force (until the summer move to Hurlburt Field), the Air Weather Service, and the Aerospace Rescue and Recovery Service. Presently in its infancy, USTRANSCOM will grow to over 400 personnel by 1988. Today, MAC, with assets exceeding $33 billion, directs more than 94,000 people and 1,000 aircraft and operates 15 Air Force bases. With nearly 59,000 personnel assigned to approximately 445 locations, AFCC is the most widely dispersed command in the Air Force. Twenty-Third Air Force manages over 15,000 people and approximately 360 aircraft worldwide. Since its inception, ARRS has saved over 21,700 lives. With more than 290 operating locations, AWS' worldwide weather network encompasses nearly 4,800 personnel. In all, Scott AFB provides for over 60 on-base organizations.

Organizations Assigned To Scott AFB, 1987

Aerospace Rescue and Recovery Service
Air Force Communications Command
Airlift Communications Division
Air Weather Service
American Red Cross
Armed Services Medical Regulating Office
Corps of Engineers-Louisville District Project Engineer
Defense Communications Agency Operations Center
Defense Commercial Communications Office
Defense Reutilization and Marketing Office
Detachment 1, 1361st Audiovisual Squadron
Detachment 9, 7th Weather Wing
Detachment 258, Air Force Audit Agency Office
Detachment 0516, Air Force Office of Special Investigations
Military Airlift Command
Operating Location A, Field Training Detachment 310
Operating Location A, 1872nd School Squadron, Headquarters AFCC Schools
Operating Location D, District 5, Air Force Office of Special Investigations
Twenty-Third Air Force (reassigned in 1987)
United States Transportation Command
USAF Environmental Technical Applications Center
USAF Judiciary Area Defense Counsel
USAF Medical Center Scott
- 1st Aeromedical Staging Flight
- 7th Weather Wing
- 11th Aeromedical Airlift Squadron
- 13th USAF Contingency Hospital
- 52nd Medical Services Squadron
- 57th Aeromedical Evacuation Squadron
- 73rd Aeromedical Airlift Squadron (Associate)
- 73rd Aeromedical Evacuation Squadron
- 102nd US Army Reserve Aviation
- 219th Transportation Company
- 281st Aviation Company
- 375th Aeromedical Airlift Wing (host unit)
- 375th Air Base Group (host unit)
- 375th Comptroller Squadron
- 375th Consolidated Aircraft Maintenance Squadron
- 375th Civil Engineering Squadron
- 375th Security Police Squadron
- 375th Services Squadron
- 375th Supply Squadron
- 375th Transportation Squadron
- 528th Air Force Band
- 932nd Aeromedical Airlift Group (Reserve Associate)
- 932nd Civil Engineering Squadron
- 932nd Communications Squadron
- 932nd Consolidated Aircraft Maintenance Squadron
- 932nd USAF Clinic (Associate)
- 1201st Field Printing Squadron
- 1212th Special Security Squadron (MAC Elite Guard)
- 1375th Flying Training Squadron
- 1401st Military Airlift Squadron
- 1600th Management Engineering Squadron
- 1817th Reserve Advisor Squadron
- 1842nd Electronic Engineering Group
- 1866th Facility Checking Squadron
- 1974th Communications Group
- 2000th Management Engineering Squadron
- 2026th Information Systems Support Squadron
- 2400th Reserve Readiness Mobilization Squadron

Headquarters For The Worldwide Aeromedical Evacuation System

Throughout the 1950s, Scott AFB served as a major "remain-over-night" station of the continental aeromedical evacuation system, centrally managed since December 1952 from Brooks AFB, Texas. Taking over from the 1731st Aeromedical Transport Squadron on 8 November 1956, the 11th Aeromedical Transport Squadron (AMTS) used five Convair C-131A Samaritan aircraft to airlift Department of Defense patients in the Great Plains and Midwestern regions.

In 1964, Scott became the headquarters for aeromedical evacuation operations within the United States when MATS activated the 1405th Aeromedical Transport Wing on 1 June. At this time, the 1405th's aeromedical units comprised the 10th AMTS at Kelly AFB, Texas; 11th AMTS at Scott AFB, Illinois; Detachment 2, 11th AMTS at Lowry AFB, Colorado; 12th AMTS at McGuire AFB, New Jersey; Detachment 1, 12th AMTS at Andrews AFB, Maryland; Detachment 2, 12th AMTS at Maxwell AFB, Alabama; and 13th AMTS at Travis AFB, California. Heavy aircraft maintenance support for the aeromedical fleet, consisting at that time of 20 C-131As, became centralized at Scott under the 1405th Consolidated Aircraft Maintenance Squadron. Prior to this, each squadron was responsible for its own maintenance.

Neither rain nor snow kept Scott's mercy ships from their appointed rounds, 1961.

The Armed Services Medical Regulating Office (ASMRO), then located in Washington, D.C., determined the hospital destinations and flow of patients within the domestic aeromedical transport system. The four squadrons and three detachments also operated control centers to manage patient movements. Patients—American service members (active and retired), their families, and other Department of Defense personnel—were airlifted to the hospitals best able to care for their particular needs on a priority basis. Patients classified as urgent were airborne within an hour. Aeromedical evacuation aircraft picked up priority patients within 24 hours and moved routine patients within 72 hours after notification. At this time, the aircrews, medical crews and aircraft were assigned to the same squadron. Using the C-131A, "the flying hospital ward," on feeder missions, these units funneled patients in their areas to the main pick up points for transportation to the appropriate medical facility. On 13 August 1964, the Douglas C-118 Liftmaster began serving the domestic aeromedical transport system, primarily flying scheduled trunkline flights from Scott to

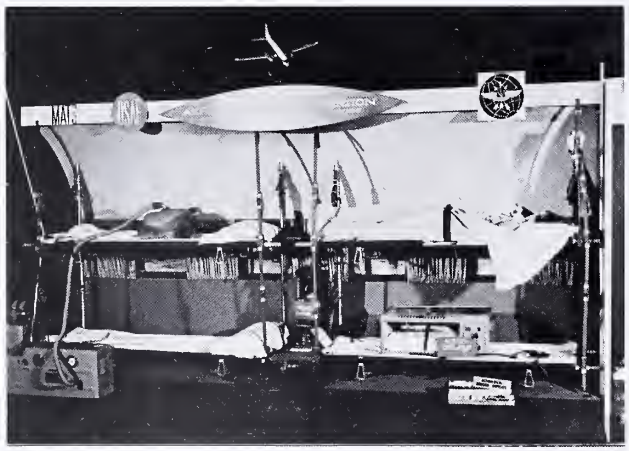
The 1405th Aeromedical Transport Wing marked a half million accident-free flying hours with over 560,000 patient movements on 3 January 1966. This record included the accomplishments of its predecessors.

the east and west coasts. Possessing greater range and patient carrying capabilities than the C-131A, the C-118 brought increased efficiency to the system. In 1964, the 1405th AMTW transported more than 36,000 patients to over 600 specialized medical facilities.

In August 1965, the 1405th AMTW gained aeromedical evacuation responsibilities from MATS' Eastern Air Force and Western Air Force (presently 21st and 22nd Air Forces, respectively) for the near off-shore areas of Labrador, Newfoundland, Bermuda, Cuba, and the Canal Zone. In September, the 1405th added Alaska to its area of operation. To provide for these areas, the Air Force decided to augment the domestic aeromedical system with Air National Guard units, which possessed Boeing C-97 Stratofreighter and Lockheed C-121 Constellation aircraft. Eight Air National Guard units served the system on a part-time basis.

By the 1960s, the armed services badly needed a jet aircraft specially designed for aeromedical evacuation. Although the C-131A was the most modern medical aircraft available when introduced in May 1954, later aircraft and medical advances diminished its capabilities. Planning for the replacement of the domestic system's propeller-driven airplanes first began in 1962. But by the end of 1966, the project lacked the necessary support to secure its funding. Presidential interest in the welfare of Vietnam casualties changed the picture completely. Following President Lyndon B. Johnson's visit to Vietnam and a subsequent tour of an airplane transporting Vietnam casualties in his home state, the program received the necessary funding. In a cost-saving initiative, the Air Force contracted for off-the-shelf McDonnell Douglas DC-9s, paying approximately $3.6 million per plane. The DC-9, appropriately named the C-9A Nightingale after the British Crimean War nurse Florence Nightingale, was fitted with special equipment such as a hydraulically operated folding ramp for patient handling; ceiling receptacles for intravenous bottles; a

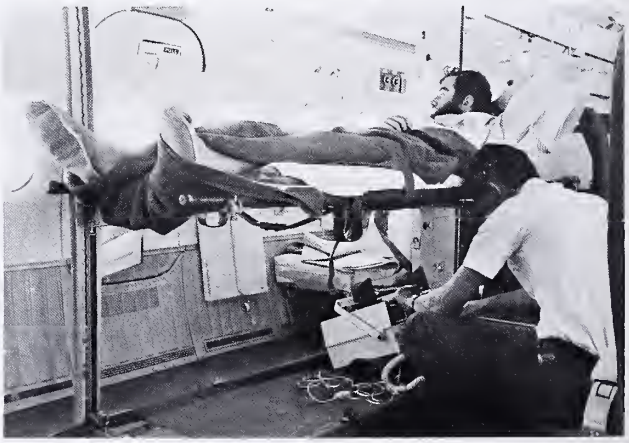
A Douglas C-118 Liftmaster being serviced on the Scott flightline, circa 1967.



Aeromedical evacuation equipment prior to the arrival of the C-9A.

special care unit for patients requiring isolation or intensive care; vacuum and therapeutic oxygen outlets; an electrical system for the use of cardiac monitors, respirators, incubators, and infusion pumps; a medical refrigerator for whole blood and biologicals; commercial airline-type seats for ambulatory patients; a special control panel to allow the crew director to monitor cabin temperature, therapeutic oxygen and vacuum systems; and an auxiliary power unit. On 10 August 1968, the aeromedical evacuation system's first C-9A arrived at Scott. In addition to the enhanced medical features, the Nightingale was able to cruise at speeds in excess of 500 mph and possessed a range of 2,000 miles. With such capabilities, it reduced mission times considerably. For example, the C-9A could fly from Travis AFB to Kelly AFB in three hours while the C-131A needed six hours and the C-118 five hours to fly the same mission. As more C-9As entered service, the C-131As and C-118s were phased out. All of the 375th's 12 Nightingales[3] were assigned to the 11th Aeromedical Airlift Squadron based at Scott.

As the Vietnam Conflict escalated, the domestic system handled increasingly larger numbers of war wounded. Initially, most of the battlefield casualties were treated in the Pacific theater. But hospitals and treatment facilities



Patient care aboard the C-9A.

Several hundred people welcomed the first C-9A Nightingale to Scott on 10 August 1968. MAC Commander General Howell M. Estes, Jr., landed the plane and turned the new jet over to the 375th Aeromedical Airlift Wing.

there soon overflowed with the injured, creating the need for a full-scale aeromedical evacuation system. Within the Pacific theater, transport aircraft moved the injured to staging facilities where the Lockheed C-141 Starlifter, which began flying aeromedical long-distance missions in July 1965, airlifted the war wounded directly to Travis AFB, California, after first hauling supplies and troops to Vietnam. Switching to a modified polar route in 1966, C-141s first flew nonstop to Alaska and then on to either Andrews AFB, Maryland; McGuire AFB, New Jersey; Kelly AFB, Texas; or Scott AFB, Illinois, reducing transportation times by over two hours. In turn, the domestic aeromedical evacuation system transported the wounded to specialized care facilities. Between 1967 and 1970, at the height of activity, nearly 75,000 battlefield casualties arrived in the United States. During this same period, the 375th AAW's domestic aeromedical evacuation system moved an average of over 60,600 patients annually. So great were the requirements for aeromedical airlift that in May 1968 it became necessary to augment the domestic system with two reserve units. The 171st Aeromedical Evacuation Group (ANG), Greater Pittsburgh Airport, assisted the 375th AAW until 12 December 1968, and the 52nd Medical Services Squadron (AFRES), Scott AFB, served until 18 June 1969 with the 2nd Casualty Staging Unit also located at Scott. The establishment of the 932nd Aeromedical Airlift Group, Scott AFB, as a reserve associate unit to augment the domestic aeromedical evacuation system on 25 July 1969 was a welcomed addition during the days of extremely heavy patient workloads.

Even before the end of the Vietnam Conflict, plans were in progress to improve the aeromedical evacuation mission by resolving command and control, equipment, and resources issues. In January 1975, consolidation of the global aeromedical evacuation systems was accomplished with the transfer of aeromedical airlift resources in the Tactical Air Command and Atlantic and Pacific theaters to MAC. In turn, Scott's 375th Aeromedical Airlift Wing became responsible for managing the worldwide aeromedical evacuation system on 1 April 1975. At this time, the 375th AAW gained the 1st Aeromedical Evacuation Group at Pope AFB, North Carolina; 2nd Aeromedical Evacuation Group at Rhein-Main Air Base, Germany; and the 9th Aeromedical Evacuation Group at Clark Air Base, Philippines.[4] Prior to this, the 57th Aeromedical Evacuation Squadron, which had seen service in Vietnam, was activated at Scott on 15 August 1973. With all medical personnel assigned to the 57th, the 11th Aeromedical Airlift Squadron reverted to a flying squadron. To improve wartime readiness requirements, 30 Air Force Reserve and Air National Guard aeromedical evacuation units would assist the 375th AAW upon mobilization. Presently, more than 80,000 patients are transported annually by the worldwide aeromedical evacuation system headquartered at Scott AFB.

Over the years Scott's 375th Aeromedical Airlift Wing has participated in several noteworthy operations. These include transporting former American prisoners of war during Operation Homecoming in February and April 1973; the astronauts of the last NASA Skylab mission in February 1974; survivors of the Canary Islands collision of two Boeing 747 jumbo jets in March 1977; burn casualties from the Waverly, Tennessee, train derailment disaster in

Over 1,200 people braved zero temperatures to welcome home two native sons: former POWs Air Force Captains Thomas J. Barnett of Lombard, Illinois, and John L. Borling of Riverdale, Illinois, 15 February 1973.

Return of the last Skylab crew to NASA headquarters in Houston via a C-9A Nightingale, 10 February 1974. Center Director Dr. Christopher C. Kraft introducing, from left, Astronauts Bill Pogue, Ed Gibson, and Jerry Carr. The astronauts thanked the C-9A crew with these words: "After 85 days in space, we're glad to have you do the flying."

An all-reserve aeromedical crew transported the Jonestown ambush survivors from Guyana, 19 November 1978.

February 1978; survivors of the Jonestown airstrip ambush from Georgetown, Guyana, in November 1978; elderly and paraplegic patients from the onrush of Hurricane David in September 1979; and severely burned Marines, injured in a barracks fire, from Mt. Fuji, Japan, in October 1979. In the 1980s, the 375th airlifted the 52 American hostages, held in Iran for 444 days, to freedom in January 1981; survivors, most with first and second degree burns, of the commercial DC-10 crash at Malaga, Spain, in September and October 1982; Marines injured in the barracks bombing in Beirut, Lebanon, in October and December 1983; wounded combatants from Grenada in October and November 1983; Americans injured in the Pines Hotel fire in the Philippines in October 1984; and the American hostages of TWA Flight 847 in June and July 1985. Most recently, the 2nd Aeromedical Evacuation Squadron transported Father Lawrence Jenco, who had been held hostage in Lebanon, to Rhein-Main Air Base, West Germany, in July 1986.

Former hostage Father Lawrence Jenco, left, and Church of England envoy Terry Waite talk with the press shortly after being flown aboard a C-9A to Rhein-Main Air Base, West Germany, July 1986.

Managing Operational Support Airlift Throughout The U.S.

Since the early days of flight, the priority movement of military cargo and personnel has been an important mission. Scott was never without a few aircraft which could transport military leaders or cargo posthaste when the need arose. Throughout the 1960s and early 1970s, Scott possessed an assortment of support aircraft which provided for the administrative airlift needs of its major tenants: Douglas C-47 Skytrains, Douglas C-54 Skymasters, Douglas C-118 Liftmasters, Convair C-131 Samaritans, Rockwell T-39A Sabreliners, and Convair T-29s. On 11 February 1962, Scott received its first Rockwell T-39A Sabreliner jet to replace the aging C-47s. By November 1969, the last C-54 had departed Scott. With the arrival of the C-9A Nightingale in August 1968, some of the C-131s were retained as support aircraft. When AFCS moved to Richards-Gebaur AFB, Missouri, in 1970, Scott lost one of its two C-118s. By 1974, Scott's support aircraft consisted of one C-118, four T-29s, four T-39As, and six C-131s. Since they were no longer economical to maintain, the Air Force decided to retire the remaining propeller-driven aircraft. A new operating concept for support aircraft soon followed.

Arrival of the first T-39A Sabreliner at Scott, 11 February 1962.

C-47 Gooney Birds on the day of their final departure from Scott, 27 June 1962. Upon learning that he was making the last flight in C-47 no. 00769 on 4 June, Secretary of State Dean Rusk borrowed his wife's lipstick and wrote on the fuselage: "Well done...Dean Rusk." A very fitting remark for such a venerable aircraft.

In November 1974, MAC gained management responsibility for all of the administrative airlift aircraft operating within the United States. The command consolidated its newly acquired administrative airlift Sabreliner fleet, previously spread out at 30 locations, to just 15 bases. On 1 April 1975, Scott's 1401st Military Airlift Squadron, then a subordinate unit of the 89th Military Airlift Wing at Andrews AFB, was activated and assumed operational control of six T-39A Sabreliners[5] based at Scott and four flying detachments located at Offutt AFB, Nebraska; Wright-Patterson AFB, Ohio; Barksdale AFB, Louisiana; and Peterson Field, Colorado. The 1401st managed a total of 36 Sabreliners, providing pilots with combat readiness training as they flew high priority administrative airlift missions. Each aircraft supported approximately 16 pilots, and Headquarters MAC centrally controlled aircraft scheduling. In February 1976, the 375th Consolidated Aircraft Maintenance Squadron gained major and minor inspection and jet engine intermediate maintenance responsibilities for all Sabreliners belonging to the 1401st and its detachments. In the ensuing years, high priority administrative airlift requirements relegated readiness training to a secondary role. Some congressional leaders, in particular Senator William Proxmire of Wisconsin, questioned administrative airlift utilization and costs during this period of high inflation. A Defense Audit Service report recommended that the Air Force reevaluate the mission, use, and requirements of its T-39As. In July 1977, the Air Force directed the Sabreliner units to perform the mission of operational support airlift (OSA). The OSA mission became defined as the high priority movement of personnel and cargo with time, place, or mission sensitive requirements. Pilot proficiency training became a by-product of the OSA mission. To identify the Sabreliner with its new mission, its aircraft designation changed from T-39A (training) to CT-39A (mission).

On 15 March 1978, MAC assigned to Scott's 375th AAW management and operational control responsibilities for the operational support airlift mission within the continental United States, which at that time comprised a fleet of 104 Sabreliners and three military airlift squadrons (1400th, 1401st, and 1402nd Military Airlift Squadrons), each with four detachments. In 1978, the 375th's Sabreliners flew over 92,000 hours, fulfilling the transportation needs of national defense leaders. In 1980 with the assignment of pilot training graduates, the OSA mission additionally provided the Air Force's newest pilots with flight experience before they progressed to more sophisticated and expensive aircraft systems like the C-5, C-130, and C-141. To provide the new Air Force pilots with enough flying time to earn aircraft commander and instructor pilot status, the practice of attaching experienced pilots to the various OSA units was phased out. Thus in the 1980s, the OSA peacetime mission of providing cost-effective flight experience for pilot training graduates exercised its wartime mission, the time-sensitive movement of cargo and personnel.

The Military Airlift Command replaced its aging Sabreliner OSA force, which was increasingly difficult to maintain and far removed from the most modern innovations in avionics/technology, with 80 Gates Learjet C-21A and 40 Beech C-12F aircraft between 1984 and 1985. At this time, the overseas OSA aircraft came under MAC's control. As before, Scott's 375th AAW managed the continental OSA force, 97 aircraft in all. In an economy move and with the desire to stay abreast with modern aircraft, MAC initially decided to lease its new OSA aircraft but later purchased them in 1986 for $232 million. Presently, 10 C-21As and four C-12Fs[6] are based at Scott. The 375th's OSA force annually transports over 65,000 passengers.

Arrival of the first C-21As into MAC's aircraft inventory and at Scott AFB, 6 April 1984. In synchronized movements, MAC Commander General Thomas M. Ryan, Jr. (in lead plane no. 40063), 23rd Air Force Commander Major General William J. Mall, Jr. (40064), and 375th AAW Commander Colonel John T. Massingale, Jr. (40065) exited their planes.

Pilot Training

Scott's oldest and continuous mission has been pilot training. Although not as extensive as the World War I and lighter-than-air programs, Scott provided pilots with advanced instructions and link (simulator) training during World War II and the 1950s. In 1960, to support the number of rated officers assigned to Scott, the annual flying training program contained over 20,000 flying hours; the base instrument school trained more than 400 pilots annually. Throughout the 1960s and early 1970s, Cessna U-3As, Rockwell T-39As, Convair T-29s, and Lockheed T-33s (phased out in 1966) served as proficiency training aircraft.

In conjunction with the 1405th Aeromedical Transport Wing's assumption of the domestic aeromedical evacuation mission, Scott received the only C-131A flight simulator in the Air Force in January 1965. Within a few years, Scott's maintenance personnel had converted it into a dual T-29/C-131A flight simulator. The five-day flight simulator course consisted of 20 hours of simulated flying and 15 hours of ground school. All C-131A aircrews were required to complete the course once a year; T-29 aircrews took the course as necessary for upgrade or proficiency. This valuable training aid served Scott aircrews until December 1974.

With the arrival of the C-9A, the 375th AAW initially contracted with commercial companies for refresher training. At Scott, a T-40 instrument trainer also served initial training and refresher requirements. To provide cost-effective and quality training, the 375th began contracting for C-9A flight simulator training in its initial and refresher courses. In 1976, the 375th AAW became the single manager for the coordination and scheduling of all initial and refresher C-9 simulator training in the Air Force. Pilots received the other portions of the initial course—ground and flight training—at Scott. In 1978, the initial C-9 course trained approximately 35 pilots.

A Central Training Facility (CTF), which provided initial CT-39A qualification flight training, was also located at Scott in 1976. Potential CT-39A pilots took ground school and simulator training courses with Flight Safety International at the St. Louis International Airport and then attended the Scott CTF for initial qualification flight training. In the early stages of the program, Scott instructor pilots used the T-40 trainer for instrument training. Approximately six pilots a week passed through the Scott CTF in 1978. In 1981, CT-39A pilots began receiving annual simulator refresher training when MAC contracted with Flight Safety International to operate a three-day course.

The transition to new OSA aircraft resulted in the activation of the 1375th Flying Training Squadron on 14 May 1984 to manage both the OSA and C-9 pilot training programs, conducting all instructor pilot lead-in, C-9 ground school, and OSA initial pilot qualification courses. The C-9 ground school provided initial checkouts for all Air Force pilots and operated an annual refresher training course. Commercial contractors provided C-9 simulator training. As before, Flight Safety International conducted the ground, simulator, and refresher training for OSA pilots while the 1375th instructor pilots provided the flight training. In November 1984, the first C-21A and C-12F initial pilot training classes began, although the 1375th had previously offered supplemental training for C-12F pilots trained by Beech. In 1987, the 1375th Flying Training Squadron was training approximately 340 pilots annually.

Cessna U-3A at Scott, May 1967.

The Convair T-29—"a flying classroom," May 1967. The T-29 was the training version of the C-131A.

Lockheed T-33 no. 70720 before its final departure from Scott, 13 October 1966. Although the popular plane was phased out of base pilot training in 1966, the T-33s assigned to the 1866th Facility Checking Squadron remained at Scott.

Arrival of the first C-12F and activation of the 1375th Flying Training Squadron at Scott, 14 May 1984.

Maintaining Scott Air Force Base

Scott's selection as the headquarters for the Military Air Transport Service resulted in increased emphasis being placed upon the base's physical appearance. Between 1957 and 1961, nearly 400 wooden World War II buildings were removed. Slowly the area west of the main gate across Highway 158 (Scott Drive) became integrated into the base as new structures arose.

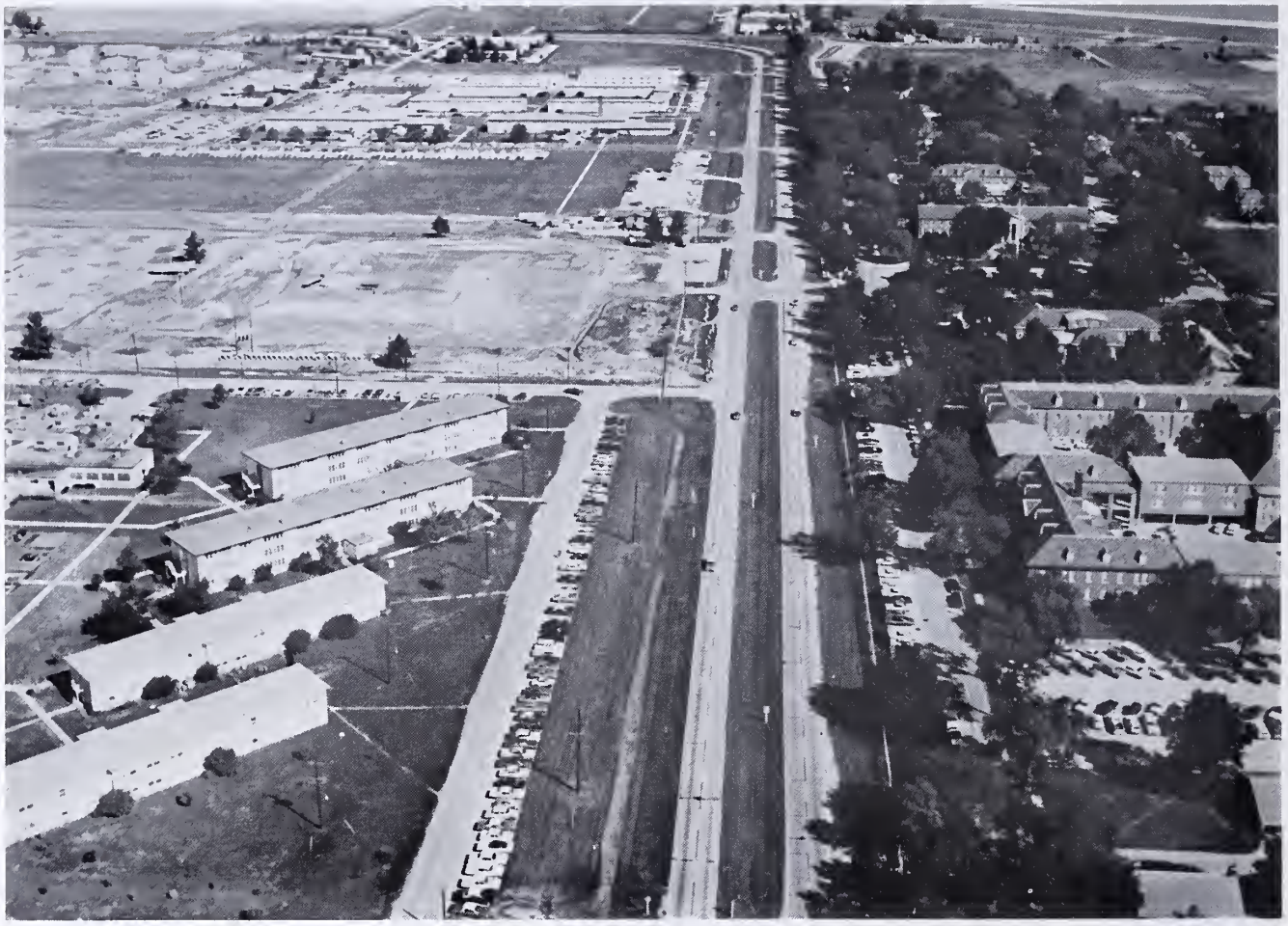
On 8 November 1958, Scott dedicated its present hospital. Constructed over a period of four years, the $7.5 million, five-story reinforced concrete structure was a 250-bed facility that included the most modern medical equipment available. Lapel-type "Dick Tracy" transceivers facilitated communications between doctors and nurses. A built-in camera above the operating table enabled surgeons to photograph procedures. Doctors dictated messages and reports which were then centrally taped, transcribed, and filed. An audio-visual nurse call system improved patient care. Isolated patients could converse with visitors over a closed-circuit television system. Ultrasonic equipment was used in cleaning surgical instruments. And automatic elevators eliminated the need for elevator operators. Providing treatment for 19 medical specialties, Scott's hospital had the distinction of serving as the tuberculosis and thoracic surgical centers for the USAF Medical Service.

Additionally, a new swimming pool at the Officers' Club opened in June 1959. In December 1959, a 1,000 foot overrun enhanced airfield operations. Three new dormitories (Bldgs. 1904, 1905, and 1910) and an 800-man dining hall (Bldg. 1907) were finished in January 1960 and increased the value of Scott's assets by $1.8 million. In June 1960, Chapel 1 and the new base service station were completed. Scott Lake, a project conceived by Base Civil Engineer Colonel George C. Schmucker, opened on 23 June 1962. New structures added in 1964 included a new main fire station (Bldg. 950) in February, the Central Service Club (presently Recreation Center, Bldg. 1930) in April 1964, and the Base Library (Bldg. 1940) in December. Work began in December 1966 to link Buildings P-38, P-39, and P-40 together to make room for the Aerospace Rescue and Recovery Service, which was scheduled to relocate to Scott.

The "Old Main Gate" has over the years come to symbolize Scott Air Force Base, 1978.

The newly completed USAF Hospital Scott, 1958. On 1 July 1969, the hospital was designated USAF Medical Center Scott and assigned the responsibility of managing the care administered at 14 Air Force medical facilities in a nine-state area. Scott's hospital has grown into a regional medical center, offering specialized care in cardio-pulminary disorders.

Aerial view of Scott AFB, circa 1968. Note the Fechet (Scott) housing area, arrow, where Headquarters MAC is located today.



Looking north, Highway 158 bisected the old and the new Scott AFB, circa 1969.

In March 1967, Scott dedicated Chapel 2, the first "chapel-in-the-round" in the Air Force. Lastly, efforts in 1967 to divert Highway 158, which would ease traffic congestion, improve base security, and allow for future expansion, appeared to be making progress at last.

From September 1968 to June 1973, the 1400th Air Base Wing guided the base through a five-year expansion program. More excess World War II structures were removed. New construction transformed Scott into a modern military installation. Scott's acreage increased in 1968 to 2,342.195 with the addition of a 27-acre tract north of the hospital. In May 1968 work began on 150 family housing units. The $3.7 million project included the building of 72 units near the Wherry Housing area. The remaining family housing units were constructed near the hospital (Galaxy Housing). Two 80-man masonary bachelor officers' quarters (Bldg. 1509) and two airmen dormitories (Bldgs. 1911, 1912) were completed in 1969. The USAF Medical Center Scott received a $3.1 million addition in 1969 and 1970. At this time, the base acquired 100 more acres near the hospital and planned to build 390 duplex and 10 single family housing units. Ceremonies on 4 March 1972 officially opened the $1.7 million base exchange (Bldg. 1650). The new facility had three times the space of the old exchange, located since World War II in Building 8. On 15 April 1972, the Military Airlift Command dedicated its new $7.5 million headquarters (Bldg. 1600). Affectionally named the "brick pile," the new headquarters did much to relieve the shortage and overcrowding of office space at Scott. Other

Main Exchange, 1972.

structures added in 1972 included a new $328,775 bowling center (31 January; Bldg. 1934), banking facility (22 May; Bldg. 1644), and 500-seat, $556,000 theater (14 June; Bldg. 1670). By the end of 1972, the first residents began moving into the $10.3 million Shiloh Valley housing complex. Work was also under way at the end of 1972 to upgrade the dormitories with new furnishings. On 14 January 1973, the new NCO Club (Bldg. 1948) officially opened although it had been used in December for Christmas parties. The new $1.3 million club could accommodate 500 people in the

Headquarters MAC under construction, 36 percent complete by August 1970.

Interior of the old NCO Club.

main ballroom alone whereas the old club (Bldg. 1900), a converted mess facility, had room for only two hundred. Efforts to improve the base's commissary facilities, which were housed in several buildings, resulted in the conversion of the cold storage plant (Bldg. 1961) into the main commissary. Prior to the renovation of this facility, which opened in June 1973, Building 56 housed the main commissary. And in July 1973, Scott's $310,000 youth center (Bldg. 386) opened.

Despite the inactivation of the 1400th Air Base Wing, Scott continued to expand with new structures. On 18 October 1975, a dedication ceremony marked the opening of the new $1.2 million gymnasium (Bldg. 1987). In August 1976, Scott added a new $2.1 million supply warehouse-office complex (Bldg. 4001), which also brought new tenants to Scott. The 281st Aviation Company, 219th Transportation Company, and a flight detachment of the 102nd U.S.

Shopping in the old commissary.

This aerial photograph shows most of the new construction, circa 1973.

Army Reserve Command moved into the old reserve hangar (Bldg. 3680) vacated by supply. Runway improvements totaling $3 million for three overruns and approach lighting were in progress. Also in August 1976, upon the completion of the bypass highway, Scott became designated a closed installation. Old Highway 158, which had divided the base since the early 1950s, was renamed Corporal Scott Drive and two new entry gates (Shiloh and Belleville) secured the base from unauthorized visitors. In December 1976, the Garden Club of Illinois named the Scott Drive portion of old Route 158 a Blue Star Memorial Highway as a tribute to the Armed Forces. In October 1977, the base dedicated the present aeromedical staging facility (Bldg. 1529). The new $2.5 million, 100-bed structure replaced quarters occupied in the old World War II hospital complex.

During the 1980s, Scott experienced another major construction boom, which resulted in the renovation of many older structures and the building of new ones. A new Precision Measurement Equipment Laboratory (Bldg. 352) was completed in March 1981. In 1982, work was under way to expand the library and golf course. In 1983, operations began in the new $6.1 million Consolidated Computer Facility (Bldg. 1675). A dedication ceremony on 19 October 1983 officially opened the $3.5 million Dental Clinic. Scott's Dental Clinic was the first in the Air Force arranged in a modular concept. Beginning in 1984, the Wherry military family housing, renamed Cardinal Creek Village in 1986, underwent a multi-million dollar renovation. In 1985, the 375th Transportation Squadron took up residence in its new $2.7 million Vehicle Maintenance Facility (Bldg. 548). Throughout 1986 and 1987 work progressed on the new $11 million commissary facility, scheduled to be completed by

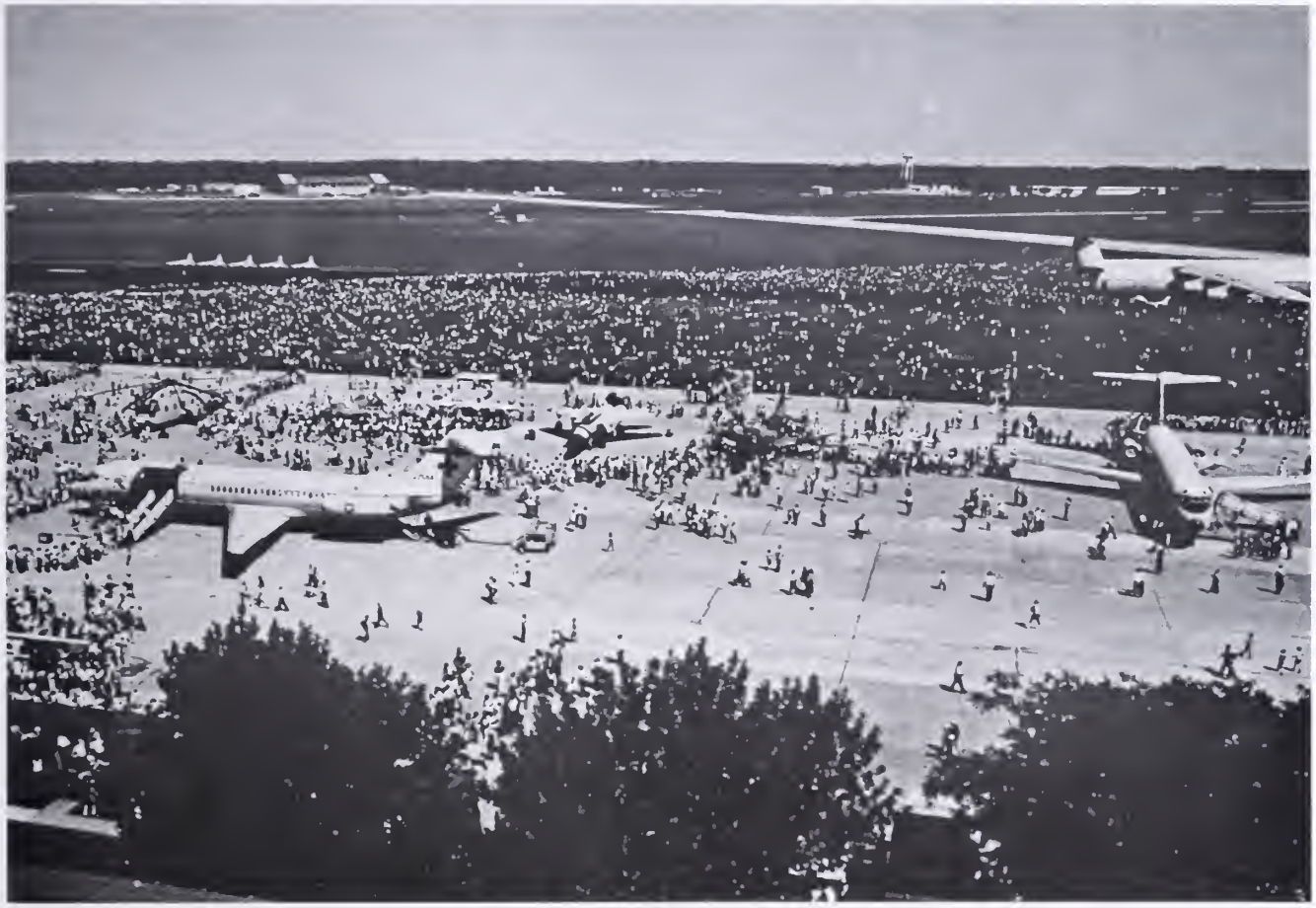
The newly renovated Wherry military family housing, 1987.

From the left, Colonel Louis V. Pelini, 375th AAW commander; L. Wolf, contractor; and Joseph Hicks, commissary manager, breaking ground for the new commissary, 17 October 1985.

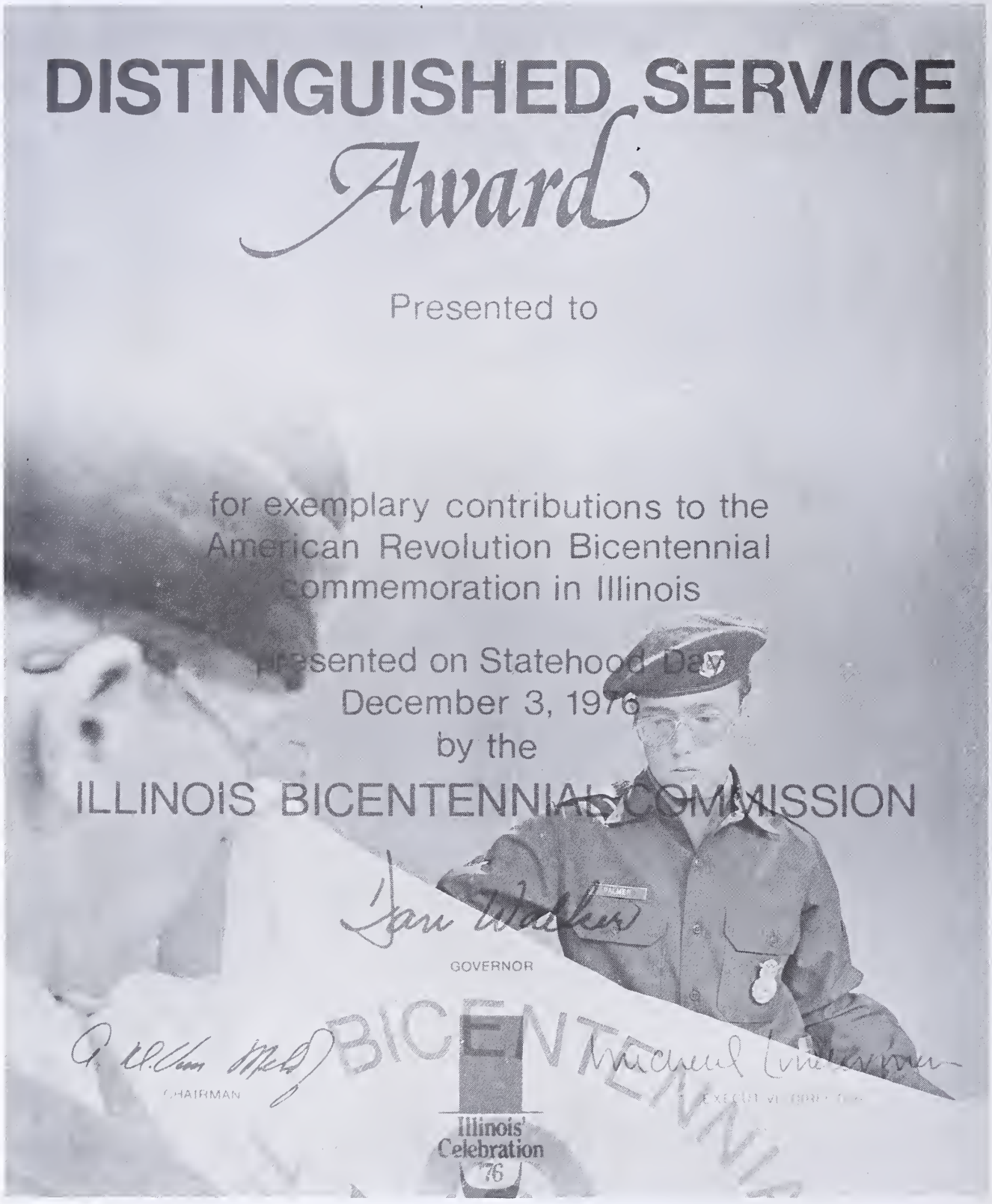
Scott's new commissary under construction, 1987.

the fall of 1987. On the horizon is a new $19.4 million headquarters building for AFCC.

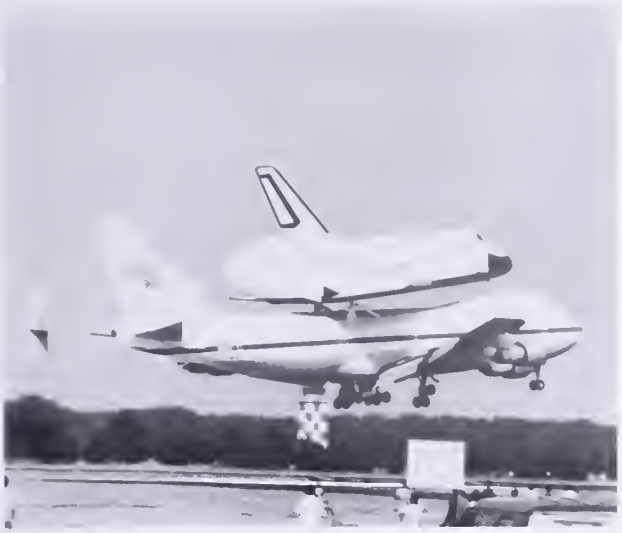
Today, Scott AFB encompasses 2,470.685 acres,[7] an area nearly four times as large as the original Scott Field. The base's real property assets, which include 785 structures, are valued at $176.6 million, a far cry from the $1.5 million aviation station in existence at Scott in 1917. Aircraft based at Scott are worth nearly $290 million. It is interesting to note that after the Air Training Command left in 1959, Scott's military and civilian work force numbered around 5,800. The arrival of Headquarters MATS, AACS, and AWS increased the base's annual payroll from $36 million to $42 million. By 1977, the base's work force had



Open house attractions at Scott drew a crowd of 91,000, 29 August 1976.



Bicentennial activities become history. Scott's distinguished service award provides the background in this double photograph depicting the transfer of the bicentennial flag from Airman William M. Palmer of the 375th Security Police to Mr. Delbert O. Henson, base historian, 14 Janaury 1977.



Crowning recent open houses was the 1983 appearance of the space shuttle Enterprise, 11 June 1983. A record crowd estimated at 400,000 traveled from seven states for a glimpse of the Enterprise.

grown to approximately 8,700. In 1987, over 11,500 people work at Scott, earning over $325 million annually. Scott's total economic impact upon the immediate surrounding area exceeds $580 million each year.

A Time Of Remembrance

If the nation as a whole in the 1970s found it difficult to honor those who had served their country, such was not the case at Scott AFB. Several memorials were dedicated in this period.

Paying tribute to Air Service Lieutenant James T. Neely and Dr. C. Leroy Meisinger during the dedication of a plaque in their honor on 2 June 1970, Brigadier General William H. Best, vice commander of the Air Weather Service, spoke of the long-established tradition of military-civilian cooperation in weather endeavors. As noted in Chapter 2, Dr. Meisinger and Lieutenant Neely died on a weather research balloon flight from Scott Field in 1924. The American Meteorological Society donated the bronze plaque which is mounted on the outside wall of Hangar No. 1.

One of the many efforts of the Scott POW-MIA Committee culminated in the planting of a tree "dedicated to the freedom of those Americans missing and held captive in South East Asia." Wives, sisters, and mothers of POW/MIAs gathered for the 28 April 1971 ceremony officiated by Base Commander Colonel Kenneth B. Clark. A bronze plaque was later added. Over the years, this lasting memorial by Building P-7 has annually brought the base and nearby communities together to remember and honor all POW/MIAs.

On 27 September 1974, MAC Commander General Paul K. Carlton and Aerospace Rescue and Recovery Service Commander Major General Ralph S. Saunders presided over dedication ceremonies of the Rescue Memorial Park then located in front of Building P-4. The park, originally the idea of Lieutenant Colonel Charles B. Vogeley and subsequently sponsored by the Jolly Green Pilots Association, consists of a circular walkway around a granite and bronze monument. At the time of the dedication, 278 Rescue airmen had perished so "That Others May Live."

Members of the Scott Honor Guard laying a wreath at the site of the POW/MIA tree, April 1983.

Dedication ceremonies of the Rescue Memorial Park, 27 September 1974.

Chief Master Sergeant of the Air Force Thomas Barnes, the highest ranking enlisted man in the Air Force, was the special guest during the dedication of a granite and bronze memorial on 20 July 1976 in honor of Corporal Frank S. Scott, for whom the base is named. Corporal Scott, the first enlisted man to lose his life in a military aviation accident, died on 28 September 1912 at College Park,

Honoring Corporal Frank S. Scott, 20 July 1976.

Maryland. On 20 July 1917, the War Department named the new aviation field near Belleville, Illinois, Scott Field. Scott AFB is the only Air Force installation named for an enlisted man. During ceremonies marking the first anniversary of the memorial, 375th AAW Commander Colonel Hubert S. Diamond proclaimed 20 July as Corporal Scott Day. On 20 July 1979, the Scott Memorial Chapter of the Air Force Association presented the copper and brass replica of a Wright Type-B biplane which adorns the top of the monument in front of Building P-3.

On 27 October 1977, MAC Commander General William G. Moore, Jr. dedicated the Airlift Memorial as a tribute to all United States Air Force airlifters. The two wings of the black granite monument immortalize historic airlift missions. In addition to the Airlift Memorial (now located in front of Building P-3), General Moore also asked the memorialization committee to consider renaming streets and buildings. Additional memorials soon followed.

A plaque honoring the 31 American aircrew members who lost their lives in the Berlin Airlift was unveiled during a ceremony on 9 June 1978 at the Airlift Memorial. Presently, the plaque is mounted on a wall in the Headquarters MAC lobby. Later that day, during change of command ceremonies in which Colonel John A. Doglione succeeded Colonel Hubert S. Diamond as the commander of the 375th AAW, Main Street was redesignated the "Avenue of the Airlifters." Colonel Diamond had suggested the more appropriate name.

To honor General Daniel "Chappie" James, Jr., the Air Force's first black four-star general, the new gymnasium, completed in 1975, was dedicated on 12 February 1979. General Moore wanted the gymnasium to stand as a lasting tribute to General James who served as the MAC vice commander from 1 September 1974 until his promotion to four-star rank on 1 September 1975.

In a 28 June 1979 memorialization ceremony, 11 streets were named after service members who had distinguished themselves performing rescue, weather, communications, airlift, and audiovisual support missions. The honorees included Chief Master Sergeant Charles D. King for

The Airlift Memorial, an ever-present reminder of those who have served the airlift mission.

General Daniel "Chappie" James, Jr. receiving his fourth star.

extraordinary heroism in recovering a downed Air Force pilot in Southeast Asia; Airman First Class William H. Pitsenbarger, who gave his life to ensure the rescue of wounded combatants; Airman First Class Darryl G. Winters for extraordinary achievement as a combat cameraman; Major General Harold M. McClelland for his work as the third commander of the Army Airways Communications System; Colonel Lloyd Watnee for his service as the first commander of the Army Airways Communications System; Captain Duane W. Martin for extraordinary heroism as a helicopter pilot attempting the rescue of a downed pilot; Lieutenant General Glen R. Birchard for outstanding contributions to airlift in World War II, the Berlin Airlift, and the Korean Conflict; First Lieutenant Harold E. Goettler for extraordinary heroism in dropping supplies in the Argonne Forest in 1918; Captain Robert M. Losey, who was the first Army Air Corps weather chief and first American officer killed by hostile action during World War II; General Lucius D. Clay for outstanding leadership in the Berlin Airlift; and Major Bernard L. Bucher for extraordinary heroism in military airlift operations in Vietnam in 1968.

Christmas carolers, 1958.

MATS Vice Commander Major General Frederic E. Glantzberg engaged in conversation with two airmen at the annual GI Pal Dinner.

The new bowling alley with automatic pinsetters.

Scott Flyers in the old gym.

Enjoying the "Airmen of Note" on Valentine's Day.

Oui, Whee! Pari! Party at the Officers' Club, April 1959.

Lieutenant General James Doolittle continuing his flight aboard a T-33, 20 April 1958. General Doolittle made an unscheduled visit when the B-25 on which he was a passenger could not land at Wright-Patterson AFB, Ohio, due to bad weather. The B-25 was destined for the Air Force Museum at Wright-Patterson AFB.

Astronauts Major Donald K. Slayton, left, and Captain Virgil I. Grissom arrived at Scott to fly two of the base's T-33s to the NASA center at Patrick, AFB, Florida, 13 April 1962. The base also received an unexpected visit from Astronaut Lieutenant Colonel Malcolm Scott Carpenter on 30 May when his plane refueled here.

En route to speaking engagements in the local area, President Lyndon B. Johnson landed at Scott on 21 October 1964. On hand to greet President Johnson was MATS Commander General Howell M. Estes, Jr.

Major General (and U.S. Senator) Barry Goldwater, left, visiting with the 932nd Military Airlift Group, 18 April 1967. To General Goldwater's left is 932nd Commander Colonel Allen A. Beaumont and Colonel Ben Mangina, commander of the 442nd Military Airlift Wing at Richards-Gebauer AFB, Missouri.

General William C. Westmoreland, commander of U.S. Forces in Vietnam, spoke to a crowd of 1,500 in Scott's main hangar, 14 July 1967. General Westmoreland made an unexpected stop at Scott and was asked by his former West Point classmate, General Estes, to address base personnel.

President Richard M. Nixon shakes hands with Scott well-wishers, 25 June 1970.

END NOTES

Chapter 1

1. Scott Field was in the first group of nine aviation stations to be built for the war effort. Prior to this expansion, there existed five flying training schools: San Diego, California; Mineola (later Hazelhurst Field), Long Island, New York; Memphis, Tennessee; Asburn Field, Chicago, Illinois; and Essington, Pennsylvania. By December 1917, 15 flying fields had been added. And by the end of the war, there were 27 flying fields in the United States and another 16 overseas. See: Alfred Goldberg, ed., *A History of the United States Air Force, 1907-1957* (Princeton: D. Van Nostrand Company, Inc., 1957), p. 19; Maj. John T. McCoy, Jr., and Lt. Col. Bayrd Still, eds., *The Official Pictorial History of the AAF* (New York: Duell, Sloan and Pearce, 1947), pp. 6, 7, 46, 53.

2. So named by the Indians because the water would lay on the prairie after a heavy rain, becoming like a mirror when the sun shone.

3. Army aeronautics became divorced from the Signal Corps when the War Department recognized the Division of Military Aeronautics and the Bureau of Aircraft Production as comprising the Air Service in May 1918. However, it did not appoint a chief to coordinate air activities until December 1918. The Army Reorganization Act of 1920 designated the Air Service a combatant arm of the Army. See: Alfred Goldberg, ed., *A History of the United States Air Force, 1907-1957* (Princeton: D. Van Nostrand Company, Inc., 1957), pp. 15, 29; Maj. John T. McCoy, Jr., and Lt. Col. Bayrd Still, eds., *The Official Pictorial History of the AAF* (New York: Duell, Sloan and Pearce, 1947), pp. 6, 7, 58.

4. Albert Bond Lambert, an avid aviation enthusiast, used his personal resources to make St. Louis an aviation center. He was president of the Lambert Pharmacal Company, founded by his father in 1881. The company's chief product was the antiseptic "Listerine." At the onset of World War I, Lambert trained balloon pilots at his own expense. Later he served as a major in the Signal Corps. After the war, Lambert established St. Louis' municipal airport and continued to promote aviation. He was one of Charles Lindbergh's backers on the New York to Paris flight. Albert Bond Lambert died on 12 November 1946. See: James J. Horgan, *City of Flight* (Gerald, Missouri: Patrice Press, 1984), pp. 8-15, 95, 228, 229, 289-291, 375.

5. The directors of the Greater Belleville Board of Trade were: C. P. Tomlinson, president; A. Niemeyer; C. A. Grossart; H. F. Weingaertner; Dr. B. E. Twitchell; I. H. Wangelin; H. A. Lengfelder; W. J. Kohl; G. Baker; and C. Schuhardt. Edward A. Daley served as the secretary.

6. Captain Clinton G. Edgar was a chemical engineering graduate of Cornell University and had been an assistant superintendent of the Detroit gas works. Prior to entering active service, he worked in his family's sugar business. See: Jerold E. Brown, "From the Ground Up: Air Planning in the Office of the Chief Signal Officer 1917-1918," *Aerospace Historian*, September 1986, p. 177.

7. Edward A. Daley assumed the position of secretary-manager of the Belleville Board of Trade in 1916. Prior to this, he had been a newspaper man: reporter for *The St. Louis Post-Dispatch* and *The Times* (St. Louis); publisher and editor of the *Cairo Bulletin* (Illinois); secretary-manager of the Commercial Club at Marquette, Michigan; and finally with *The St. Louis Star*. At the time of his death, on 13 February 1930, he was also the secretary-manager of the St. Clair Automobile Club; and secretary of the Belleville Industrial Club, Belleville Manufacturers' Association, Rotary Club, and Belleville Golf Club. Daley succeeded in bringing several businesses to the area in addition to the development of Scott Field. He was born on 29 January 1887 in Kansas City, Missouri. See: "Secretary Daley of C. of C., Dies Today at His Home," *The Daily Advocate* (Belleville, Illinois), 13 February 1930, p. 1.

8. The seven landowners were: Hagerman, Sam Harrison, Susie McGeehon, Abraham Griffin, Elizabeth Weil, the Reider brothers, and William Weil, Sr. See: "Government to Spend $1,000,000 on Aviation Camp Located Here," *Belleville News-Democrat*, 15 June 1917, p. 1; "Aviation Camp Site to be Near Belleville," *The Daily Advocate* (Belleville, Illinois), 15 June 1917, p. 1; "Scott Air Force Base Acreage," 375th Aeromedical Airlift Wing Archives, Scott AFB, Illinois. The two newspaper accounts differ slightly on the landowners and should be reviewed with the base acreage list which names the landowners in 1919.

9. Albert Kahn pioneered the use of reinforced concrete and metal sashes for windows. His architectural firm designed thousands of buildings. Kahn was one of the originators of the "all under one roof" and "all on one floor" idea adopted by Henry Ford. In World War I, his firm designed aviation construction projects totaling $200 million. See: *The National Cyclopaedia of American Biography*, 1967 reprinted, s. v. "Albert Kahn."

10. Student pilots were primarily cadets although some officers learned to fly as well.

11. A number of organizational changes also occurred during the 1918 flying season. On 3 May, the 242nd Aero Squadron, commanded by First Lieutenant Daniel B. Cogswell, arrived from Kelly Field. After experiencing the burning heat of Texas and the bitter cold of Camp Grant, Illinois, the 242nd was quite pleased with its new surroundings and its assignment as one of three permanent squadrons to serve the field. In July, the squadrons assigned to Scott Field were designated

as follows: the 114th became Squadron A; the 221st became Squadron B; the newly arrived 242nd became Squadron C. A Squadron D was also organized at the field from 91 casuals who had arrived from Kelly Field in early July as Detachment No. 35. See: *Scott Field Year Book, 1918*, p. 99.

12. Captain Earl S. Hoag was one of the military's first enlisted pilots. See: *Scott Field Year Book, 1918*, p. 10.

13. According to biographical data in the yearbook, both Majors Seth B. Cook and Henry Abbey were stationed at Gerstner Field, Lake Charles, Louisiana, where one of the first air ambulances was put into service in February 1918. No doubt, the Gerstner plane served as the model for Scott's two hospital ships.

14. Although the yearbook reported that there were 50,000 visitors, a figure of 25,000 appears to be more accurate.

Chapter 2

1. Representative William A. Rodenberg served in the House as follows: 1899-1901, 1903-1913, and 1915-1923. See: U.S., Congress, Senate, *Biographical Directory of the American Congress*, 1774-1971, S. Doc. 92-8, 92nd Cong., 1st sess., 1971, p. 1624.

2. Goodyear's Akron hangar, measuring 1,175 by 200 by 325 feet, was completed in 1929. See: Hugh Allen, *The Story of the Airship* (Akron, Ohio: Goodyear Tire & Rubber Co., 1932), pp. 34-35, 88.

3. The newspaper articles give several different figures for the cost of the hangar and support facilities. According to Vandervoort's completion report, all of the construction work totaled $1,395,165.

4. In 1921, Scott Field's airplane force consisted of seven serviceable aircraft, probably Jennies and De Havillands. Another 101 disassembled airplanes were in storage, waiting for an option with the Curtiss Airplane Company to expire before they were junked. Later it appears only the De Havillands were still in service. See: "Head of Air Service Was Here," *The Daily Advocate* (Belleville, Illinois), 10 August 1921, p. 1.

5. The exact strength of these units is unknown. A September newspaper article reported that 56 men from the 9th and 12th; 120 men from the storage depot at Fairfield, Ohio; and approximately 20 men from Camp Lewis, Washington, would be arriving shortly. An earlier article stated that the companies would have between 200 and 300 men. See: "Troops for Scott Field to Move Soon," *The Daily Advocate* (Belleville, Illinois), 22 September 1921, p. 1; "Head of Air Army Was Here," *The Daily Advocate* (Belleville, Illinois), 10 August 1921, p. 1.

6. On 1 July 1922, 8 officers and 230 enlisted men arrived from Brooks Field. This group was followed by at least 20 officers and 147 enlisted men from Langley Field and 16 officers and 75 enlisted men from Ross Field on 3 July. On 8 June the field's strength was 15 officers, 301 enlisted men, and 65 civilians. See: "Adjutants Diary, 1 January 1927-29 April 1945," Scott Field, Illinois, 26 February 1923; "More Officers and Men Arrive at Scott Field," *The Daily Advocate* (Belleville, Illinois), 3 July 1922, p. 1; "Additional Men and Officers at Scott Field," *The Daily Advocate* (Belleville, Illinois), 8 June 1922, p. 1; "Officers and Men Arrive at Scott Field," *The Daily Advocate* (Belleville, Illinois), 1 July 1922, p. 1.

7. On 2 July 1926, the Air Service was redesignated the Air Corps.

8. On 3 September 1925, the Navy *Shenandoah* broke apart in mid-air in a storm over Ava, Ohio, killing 14 of the 43 persons aboard. Among those who escaped were two former Scott Field commanders, Colonel Chalmers Hall and Major Frank Kennedy. See: "Shenandoah Wrecked on Way Here: 14 Dead," *The Daily Advocate* (Belleville, Illinois), 3 September 1925, p. 3.

9. A. Leo Stevens was a founding member of the Aero Club of America and one of the first to be engaged in aeronautical work at the turn of the century, manufacturing free balloons as well as experimenting with airship designs. Although Captain Thomas Scott Baldwin has generally been credited with building and flying the first practical airship in the United States, evidence suggests that Stevens probably was one of the first, if not the first, to have built and flown an airship in the United States with his flight of 1902. In 1906, Stevens impressed President Theodore Roosevelt, Brigadier General James Allen, Chief Signal Corps officer, and Colonel C. deForest Chandler in free balloon demonstration flights. In 1907, he built the military an 80,000 cubic foot balloon and took Colonel Chandler and Colonel James McCoy along for the first flight. It appears he also built three other balloons in 1907-1908 for the military to be used at the newly established LTA facilities at Fort Omaha. Stevens probably transferred to Fort Leavenworth, Kansas, when LTA operations were closed at Fort Omaha. During the war years, Mr. Stevens was again involved in LTA training at Fort Omaha. Under Mr. Stevens' direction, LTA personnel at Fort Omaha constructed the first military balloon to enter a national race in 1920. Stevens' aeronautical work also included a number of inventions which he freely gave to the military. He invented the Stevens free style parachute pack in 1910, which would have saved a number of lives in World War I had there been wider acceptance. In an effort to improve the recovery of free balloons, he had a special automobile built which could serve as the balloon basket and then be driven from the landing point, eliminating chase vehicles. To improve airship maneuvering in high winds, he designed "Air Defenders"—huge fans—to deflect the wind. Unfortunately, Stevens resigned his position at Scott Field in January 1926 in protest. Earlier, Stevens had voiced his opinion that the government was receiving materials of poor quality which jeopardized the safety of airship operations. Three other ranking Scott civilians spoke out in support of Stevens' charges. A special military board, presided over by Major Frank M. Kennedy and a number of Stevens' former students, found the charges to be unfounded. All four civilians resigned. See: James J. Horgan, *City of Flight* (Gerald, Missouri: Patrice Press, 1984), p. 57; "Stevens' Airship," *Scientific American*, 4 October 1902, pp. 223-224; "War Balloons for the United States," *Scientific American*, 9 March 1907, p. 213; "Auto to Be Used as Car for Balloon," *The Daily Advocate* (Belleville, Illinois), 21 June 1922, p. 1; "Scott Field to Be Great 'Air Port' of West," *Belleville Daily News-Democrat*, 13 September 1922, pp. 1, 5; "Leo Stevens Disgusted at Air Work," *The Daily Advocate* (Belleville, Illinois), 11 January 1926, p. 1; "Charges of Civilians who Resign Stir Congress," *The Daily Advocate* (Belleville, Illinois), 21 January 1926, p. 1.

10. The National Balloon Race was an elimination race to determine the three American entries for the annual James Gordon Bennett International Aeronautic Cup Race. The international race like the national event was a race for distance

using non-motorized balloons. The Gordon Bennett race started from a city in the country winning the cup the previous year. The first James Gordon Bennett International Race was held in 1906 in Paris and was won by U.S. Signal Corps Officer Frank P. Lahm. The international trophy race was not held from 1914-1919. In 1924, Belgium won the race for the third time in a row and took possession of the original cup, donated by the publisher of the *New York Herald Tribune*. The Aero Club of France donated the second cup which was won by the United States for their 1926, 1927, and 1928 first place finishes. The Detroit Board of Commerce donated a third cup. After 1935, the United States military did not participate in the international races held before the outbreak of World War II. In 1983, the James Gordon Bennett Race was revived after a lull of 45 years. Cash prizes were also given to the entrants. See: James J. Horgan, *City of Flight* (Gerald, Missouri: Patrice Press, 1984), pp. 185, 251, 259; program, "The National Elimination Balloon Race," San Antonio, Texas, 23 April 1924.

11. This was probably a record set by French aeronaut Jean Callizo. In September 1927, the Aero Club of France found that Callizo had falsified his altitude record of 20 August 1926 and took away all previous records.

12. Major William E. Kepner enlisted in the Marine Corps in 1909 at the age of 16. He was honorably discharged four years later. In 1916, he received a commission as a second lieutenant in the Indiana National Guard, where he later served with the 28th Infantry along the Mexican border. During World War I, Major Kepner commanded a company at Chateau-Thierry and also participated in the Aisne offensive, Champagne defensive, Aisne-Marne defensive, and the St. Mihiel offensive. As the battalion commander of the 3rd Battalion, 4th Infantry, he led his unit in the Meuse-Argonne offensive, receiving a gun shot wound in the jaw. Following the armistice, Major Kepner served as an operations officer with the 4th Infantry at Plaidt, Germany. He later became the executive officer of the headquarters troops at Koblenz, Germany. In 1920, he returned to the United States, acquiring a thorough knowledge of LTA craft in the years before World War II. He graduated from the Balloon School at Ross Field, California, in 1921; the Airship School at Langley Field, Virginia, in 1922; and the Naval Airship School at Lakehurst, New Jersey, in 1925. From 1926 until 1928, he was assigned to Scott Field, Illinois, where he commanded the 9th Airship Company, piloted the RS-1 airship, and served as the assistant commandant of the Air Corps Balloon and Airship School. In 1928, he won the James Gordon Bennett International Balloon Race. Thereafter, Major Kepner was assigned to the materiel division at Wright Field as the chief of the lighter-than-air branch. During the summer of 1929, he was the test pilot of the ZMC-2, the world's first all-metal airship. While serving as the commander of the 9th Bombardment Squadron at March Field, California, he enrolled in the Air Corps Primary Flying School. After graduating in October 1931, he went on to complete the Air Corps Advanced Flying School at Kelly Field, Texas, in February 1932. Thereafter Major Kepner returned to Wright Field where he remained until August 1935. During the summer of 1934, he was the pilot for the National Geographic Society-Army Air Corps stratosphere flight, which attempted to break the world altitude record. From August 1935 until June 1936, he attended the Air Corps Tactical School at Maxwell Field, Alabama. In June 1936, Major Kepner escorted Major Ira C. Eaker on his experimental flight from the Atlantic to the Pacific coast, where he flew solely by his instruments. In June 1937, Major Kepner graduated from the Command and General Staff School at Fort Leavenworth, Kansas. Holding a variety of assignments before the war, he worked on the development of fighter strategy and tactics for air defense. In the first use of tactical air forces, he commanded all aviation assets under the First Army during the Carolina maneuvers of 1941. At the beginning of World War II, Major Kepner commanded the 1st Air Support Command. His next assignment was as the commander of the Fourth Fighter Command on the Pacific coast until March 1943. He then commanded the Fourth Air Force until August 1943 when he took over the Eighth Fighter Command. In August 1944, he became the commanding general of the Second Bombardment Division of the Eighth Air Force. In May 1945, he assumed command of the Eighth Air Force and then became the commander of the Ninth Air Force. During the summer of 1946, he was the deputy task force commander for aviation for the atomic bomb test in the Bikini Atoll. In September 1946, he became the commander of the Army Air Forces Technical Training Command at Scott Field. In October 1947, he again worked in the area of nuclear testing and weapons. In August 1948, he was named as the commanding general of the Air Proving Ground at Eglin AFB, Florida. His last assignment before retiring in February 1953 was as the commander-in-chief of the Alaskan Command, where he was responsible for establishing the distant early warning radar system. During his outstanding career, he rose to the rank of lieutenant general. He died on 3 July 1982. See: official biographical data on file in the United States Air Force Museum at Wright-Patterson AFB, Ohio.

Captain Albert William Stevens was born on 13 March 1886 in Belfast, Maine. He attended the University of Maine and completed his bachelor's and master's degrees in engineering. The next several years were spent in the western states and Alaska as an engineer in gold-mining operations. During World War I, he enlisted as a private in the Signal Corps. He served with the 88th Aero Squadron in France and Germany as a photographer-observer. He photographed most of the major battles in which the American troops were involved. Returning to the United States, he was assigned to Langley Field, Virginia, where he experimented with mosaic topographical photographs for the Air Service and the Geological Survey. One project was the first large-scale photographic mosaic of the United States. Assigned to the aerial photographic laboratory at McCook Field, Ohio, he held the reputation as the best aerial photographer around. His research work at McCook was interrupted by photographic trips to various areas in the United States and South America. In 1922, he made a record parachute jump from 24,200 feet after establishing from that height a high-altitude record for aerial photography. As Stevens advanced the development of aerial cameras and haze-penetrating films, he set one new record after another. In 1928, Captain Stevens along with Captain St. Clair Streett would have set a world record altitude of 37,854 feet for two-passenger airplanes had they been able to return to their point of origin. But Stevens did take record photographs from that height. In 1932, he made a record-setting photograph of Rushville, Indiana, from a height of 39,150 feet. And it was Stevens who took the first picture of the moon's shadow upon the earth in 1932. With a keen desire to set new records, Stevens obtained the support of the National Geographic Society and the Army Air Corps for an attempt at

the world altitude record. Stevens along with Captain Orvil A. Anderson achieved a world record altitude of 72,395 feet on 11 November 1935. From that height, Stevens produced the first photographs which actually showed the earth's curvature. Among the far reaching results of this venture, whose record remained unbroken for two decades, was the development of the pressurized cabin and huge, vertical still cameras, widely used in World War II. From 1937 to 1938, Captain Stevens served as the first director of the Aeronautical Museum at Wright Field. From August to November 1938, he was the official Air Corps observer during Poland's stratosphere flights. In 1939, he was assigned to the Second Army Headquarters in New York, where he oversaw the Air Corps' exhibit at the New York World's Fair. Thereafter, he served at Lowry Field, Colorado, until illness forced him to retire in April 1942. Stevens, who retired as a major, died on 26 March 1949. See: official biographical data on file in the United States Air Force Museum at Wright-Patterson AFB, Ohio.

Captain Orvil A. Anderson, born on 2 May 1895, was a native son of Utah. He enlisted in the aviation section of the Signal Corps in 1917 and received a commission in 1918. During World War I, he obtained his navigator wings. In 1920, he graduated from the Airship School. In 1922, he served as the copilot on the first transcontinental lighter-than-air flight, which was made in the C-2 airship. Thereafter, he was assigned to the Air Service Balloon and Airship School at Scott Field, Illinois, where he served as an instructor and engaged in research work. He learned to fly airplanes in 1925. Later in the 1930s, Captain Anderson had the distinction of being the test pilot for the TC-13 and TC-14 airships. In 1934, Captain Anderson was selected as the alternate pilot for the National Geographic Society-Army Air Corps stratosphere flight of 1934. He piloted the record-setting stratosphere flight of 11 November 1935. In 1937 at Maxwell Field, Alabama, Captain Anderson graduated from the Air Corps Tactical School, a convert to strategic airpower. Assigned to the Air Corps Board, he wrote the first field manual for air-ground operations on which many World War II tactics were derived. His next assignment was to the Pentagon, where he helped to refine strategic bombardment theories. Transferred in 1943 to the European theater, Anderson, as the chairman of the combined operational planning committee, worked on implementing strategic bombing. Receiving an additional assignment as the Eighth Air Force deputy commanding general for operations in 1944, he was able to plan and coordinate bombing missions and then direct their execution. He was at the very center of the turning point in the air war over Germany. In 1946, Captain Anderson was named the commandant of the newly established Air War College at Maxwell Field, Alabama. An off-the-record interview, in which Anderson said he could destroy Russia's atomic capability in a week, brought about his retirement as a major general in December 1950. Anderson died at the age of seventy. See: "Maj. Gen. Orvil A. Anderson," *Air Force Magazine*, June 1979, pp. 103-105; "Gen. Anderson Dies At Age 70," *The Dispatch* (Maxwell AFB, Alabama), 27 August 1965; *Who's Who in Aviation*, p. 12.

13. Captain Randolph P. Williams, generally recognized as the father of the Air Weather Service, began his military career in July 1916 when he entered the U.S. Military Academy. After several assignments with engineering units, Captain Williams attended the Air Service Balloon and Airship School at Scott Field, Illinois, in 1925. He remained there as a school instructor until July 1928 when he attended the U.S. Naval Academy to study aerology. This was followed by postgraduate work in meteorology at the Massachusetts Institute of Technology. Graduating in the school's second class in 1930, he then served as the assistant chief of the aerodynamics unit at Wright Field, Ohio, until July 1931. Thereafter, he spent the next years as a student at the Air Corps Engineering School, Primary Flying School, and Advanced Flying School. Captain Williams was assigned to Langley Field, Virginia, as the post meteorolgical officer in July 1933. From February to July 1934, Captain Williams worked in the New York area at Floyd Bennett Field and Mitchel Field before being reassigned to Langely Field. From March to December 1935, he served as the alternate pilot and meteorological officer for the stratosphere expedition sponsored by the National Geographic Society and the Army Air Corps. Returning to Langley Field, he laid the groundwork for the birth of the Army Air Corps Weather Service, which came into existence on 1 July 1937. In September 1938, he became an instructor at the Air Corps Tactical School at Maxwell Field, Alabama. Beginning in July 1940, he served for the next two years as the chief of the equipment laboratory experimental engineering section at Wright Field. In January 1944 after serving at Headquarters Army Air Forces since July 1942, Captain Williams commanded in succession the 71st and 84th Fighter Wings. He became the chief of staff for the XIX Tactical Air Command in May 1944. He was killed on 5 September 1944 while on a photo reconnaissance mission over France. At the time of his death, he was a colonel. See: official service record; John Fuller, "Capt. Randolph P. Williams, the 'Father' of AWS," *AWS Observer*, May 1985, p. 3.

14. The loss of the *Hindenburg*, the world's largest rigid airship, ended commercial development of the airship as a passenger/cargo transport system. Exploding into an inferno when the hydrogen-filled ship's mooring lines hit power lines at Lakehurst, New Jersey, the public lost all faith in airships.

15. Representative Edward M. Irwin served from 1925-1931; Senator Charles S. Deneen from 1925-1931; Senator Otis Glenn from 1928-1933; Senator Harry B. Hawes from 1926-1933. See: John Clayton, *The Illinois Fact Book and Historical Almanac, 1673-1968* (Edwardsville, Illinois: Southern Illinois University Press, 1970), pp. 131, 140, 141; U.S., Congress, Senate, *Biographical Directory of the American Congress, 1774-1971*, S. Doc. 92-8, 92nd Cong., 1st sess., 1971, p. 1089.

Chapter 3

1. In 1923 and 1925, the field purchased 4.58 acres from Johanna Reuss, Adolph C. Spies, and Frank B. Smiley. Other persons selling land to the government for the expansion of Scott Field in 1938 and 1939 were: Mr. and Mrs. Victor Rasp; Theodore Reuss; Erwin Seibert; Mrs. Maud B. Stehele and husband; Mr. and Mrs. Charles C. Zimmerman; Mr. and Mrs. Adam Hamann; Samuel Harrison; Albert E. Jackson; Frieda Perschboiker (Perschbacher); Joseph Rasp; Mr. and Mrs. William Klotz; Mr. and Mrs. George S. Lanter; Louis Lanter; Mrs. Margaret Ochs and husband; George Tiederman; Mr. and Mrs. David Baer; Ernest A. Engelman; Mr. and Mrs. Irwin Knobelock; Mr. and Mrs. Isaac G. Cox; William Weil; and Susie Frein. See: "Scott Air Force Base Acreage," 375th Aeromedical Airlift Wing Archives, Scott AFB, Illinois. This acreage list is more accurate than the information contained in the World War II histories and the 40-year history of Scott AFB.

2. The list of known World War II contractors include: Boone-Herbst Construction Co. (St. Louis); E. F. Marsh Construction Co. (St. Louis); Bumiller and Meyersieck (St. Louis); Bauer Brothers Construction and Supply Co. (Belleville); Hoeffken Brothers and G. E. Tillman (Belleville); Robert Paulus Construction Co. (St. Louis); E. A. Brunson Construction Co. (St. Louis); Brockmeyer Construction Co. (St. Louis); O'Driscoll and Grove, Inc. (New York); Freeark Construction Co. (Springfield, Illinois); G. Kehl Sons (Chicago); George Welch and Blackwall (East St. Louis); J. Emil Anderson and Son (Chicago); D. C. Bowman (St. Louis); D. J. Keating Co. (Philadelphia, Pennsylvania); Joseph Halpern (Brooklyn, New York); Aqua Systems, Inc. (New York); H. P. Faig Electric Co. (St. Louis); Fire Protection Co. (Chicago); LaSalle Iron Works (St. Louis); National Builders, Inc. (Minneapolis, Minnesota); Rockwood Sprinkler Co. (Worcester, Massachusetts); Wolff Construction Co. (St. Louis); Buesching Brothers Construction Co. (Ft. Wayne, Indiana); B-W Construction Co. (Chicago); Chicago Bridge and Iron Co. (Chicago); Dickie Construction Co. (St. Louis); Evans Construction Co. (Springfield, Illinois); Minor Construction Co. (Belleville); American National Construction Co. (St. Louis). See: *Scott Field Completion Reports*, 375th Aeromedical Airlift Wing Archives, Scott AFB, Illinois.

3. Representative Edwin M. Schaefer served from 1933-1943. See: John Clayton, *The Illinois Fact Book and Historical Almanac, 1673-1968* (Edwardsville, Illinois: Southern Illinois University Press, 1970), p. 144.

4. The origins of the Weather Observer School is as follows. Lieutenant Robert E. L. Eaton, post weather officer at Scott Field, saw the establishment of the Basic School at Scott Field as an ideal way of obtaining weather observers. At this time, it was estimated that only two percent of all Air Corps' recruits had the aptitude needed for weather training. By interviewing students in the basic course before they entered technical school training and by establishing a weather observer school to provide technical training, Lieutenant Eaton believed that the Weather Service could obtain 134 badly needed observers. On 12 May 1939, Lieutenant Eaton outlined his plan in a letter to Lieutenant Robert M. Losey of the Weather Section, Office of the Chief of the Air Corps. Impressed by Eaton's proposal, Lieutenant Losey obtained the approval of Air Corps Chief General Henry H. Arnold and Scott Field Commander Colonel Arthur G. Fisher. The first class of seven men began early in September 1939. The next few classes had ten students; two classes were expanded to 20 students. The last Scott class, which ended in June 1940, contained 40 students. See: *History of the Army Air Forces Weather Service, 1935-1941* (Asheville, North Carolina: Headquarters, AAF Weather Wing, August 1944), pp. 64-67 (This history is located in the Air Weather Service's historical archives at Scott AFB, Illinois).

5. On 7 July 1943, the Flying Training Command and the Technical Training Command merged to form the AAF Training Command under the command of Major General Barton K. Yount. Building P-3 was later named Yount Hall in his honor. See: Alfred Goldberg, ed., *A History of the United States Air Force, 1907-1957* (Princeton: D. Van Nostrand Company, Inc., 1957), p. 97.

6. Because the Air Corps had been established by law, it remained the chief element of the Army Air Forces. Because of this point, officers also continued to be commissioned in the Air Corps. See: Alfred Goldberg, ed., *A History of the United States Air Force, 1907-1957* (Princeton: D. Van Nostrand Company, Inc., 1957), p. 96.

7. Melvin Price worked as the secretary to U.S. Representative Edwin M. Schaefer from 1933 to 1943. Since 1945, he has served in the U.S. House of Representatives. Immediately prior to his election, from October 1943 to December 1944, Congressman Price was in the Army. See: Jaques Cattell Press, ed., *Who's Who in American Politics*, (New York: R. R. Bowker Co., 1986).

8. The Radio School initially contained twelve school squadrons divided into two groups. Taking up residence in Area 2 in December 1941, the 1st Provisional Group included the 12th, 13th, 30th, 34th, 40th, and 93rd School Squadrons. The 93rd had been organized in May 1939 and the other squadrons were formed the end of 1940. The 2nd Provisional Group, comprised of the 367th, 368th, 369th, 370th, 371st, and 372nd School Squadrons, was activated in June 1941. Although the 2nd Provisional Group moved into Area 3 in December 1941, its students used the school buildings in Area 2 until the school buildings in Area 3 were completed. In March 1943, along with a general reorganization of the field's units, the 1st Provisional Group was redesignated the 20th Technical School Group and the 2nd Provisional Group became the 21st Technical School Group. The instructor squadrons came under the 7th Academic Group. In May 1944 with the establishment of the 3505th Army Air Forces Base Unit, the school squadrons, like all other post organizations and offices, became assigned to sections under one of the three deputy commanders. However, these alphabetically designated sections were soon referred to as squadrons. See: *History of Scott Field, 1 Jan 1939-7 Dec 1941*, pp. 56, 57; *History of Scott Field, 7 Dec 1941-1 Jan 1943*, pp. 17-19; "Adjutants Diary, 1 January 1927-29 April 1945," Scott Field, Illinois, 22

February 1943; *History of Scott Air Force Base, 1917-1957*, pp. 102-104.

9. The land for the temporary hospital complex was purchased from Reinhold and Lillian Schmid. See: "Scott Air Force Base Acreage," 375th Aeromedical Airlift Wing Archives, Scott AFB, Illinois.

10. The 113th Fighter-Interceptor Squadron was redesignated the 85th Fighter-Interceptor Squadron on 1 November 1952. By 1952, the squadron was flying F-86 Sabrejets. See: *History of Scott Air Force Base and 3310th Technical Training Wing, 1 Jul-31 Dec 1952*, p. 278.

Chapter 4

1. Senator Everett Dirksen served in the U.S. Senate from 1951-1969, becoming the Senate minority leader in 1961. Senator Dirksen died in office. See: John Clayton, *The Illinois Fact Book and Historical Almanac, 1673-1968* (Edwardsville, Illinois: Southern Illinois University Press, 1970), p. 144.

2. Previously, from 1962-1971, the 1866th Facility Checking Squadron had been assigned to Scott AFB. For a time, the 1866th possessed six T-33s. Prior to its departure to Richards-Gebaur AFB, the 1866th used three T-33s and one T-39A. Three of the four Jet Stars—59-5958, 59-5960, 59-5962—arrived at Scott on 5 December 1977. The fourth, 59-5959, arrived on 6 January 1978. See: *History of the 1400th Air Base Wing, 1 July-31 December 1970*, p. 6; *History of the 375th Aeromedical Airlift Wing, 1 July 1977- 30 June 1978*, pp. 9, 100.

3. The 375th AAW's first twelve C-9As were: 67-22584, 10 Aug 1968; 67-22585, 21 Aug 1968; 67-22583, 13 Sep 1968; 67-22586, 24 Sep 1968; 68-8932, 14 Oct 1968; 68-8933, 27 Nov 1968; 68-8934, 18 Dec 1968; 68-8935, 7 Feb 1969; 68-10958, 30 Sep 1969; 68-10959, 7 Nov 1969; 68-10960, 1 Dec 1969; 68-10961, 31 Dec 1969. See: *History of the 375th Aeromedical Airlift Wing, 1 July 1968-30 September 1969*, p. 4. Later, to balance the wear and tear upon the fleet, the airframes with the highest flying hours were rotated with the Pacific and Atlantic based C-9As. Thus, the above aircraft may also have flown for a time overseas. The 11th AMTS became the 11th Aeromedical Airlift Squadron on 12 January 1966 when the 375th was activated.

4. The 375th AAW gained the 1st Aeromedical Evacuation Group on 1 January 1975 and the 2nd and 9th AEGs on 31 March 1975. On 1 July 1975, they became designated squadrons instead of groups. See: MAC Special Order G-579, 29 November 1974; MAC Special Order G-115, 18 March 1975; MAC Special Order G-125, 25 March 1975; MAC Special Order G-165, 30 April 1975; MAC Special Order G-166, 30 April 1975; MAC Special Order G-216, 27 May 1975.

5. The six Scott Sabreliners assigned were: 61-0634, 61-0650, 61-0638, 61-0658, 60-3495, and 60-0670. See: *History of the 375th Aeromedical Airlift Wing, 1 January-30 June 1975*, sup. doc. 10.

6. By December 1984, Scott had the following OSA aircraft assigned: C-21A=84-0063, 84-0064, 84-0065, 84-0066, 84-0067, 84-0068, 84-0069, 84-0070, 84-0071, 84-0072; C-12F=84-0143, 84-0144, 84-0145, 84-0146. See: *History of the 375th Aeromedical Airlift Wing, 1 January-31 December 1984*, p. 134.

7. Fee owned land (full possession) on Scott AFB proper. It does not include off-base properties or leases.

APPENDIX 1

WORLD WAR I UNITS BASED AT SCOTT

(in order of arrival)

11th Aero Squadron (day bombardment)
Aug 1917; Dec 1917-May 1919 overseas
21st Aero Squadron (pursuit)
Aug 1917; Dec 1917 Garden City, NY; Jan 1918-Apr 1919 overseas
85th Aero Squadron (observation)
Sep 1917; Feb 1918-Jul 1919 overseas
86th Aero Squadron (supply)
Sep 1917; Feb 1918 Garden City, NY; Mar 1918-May 1919 overseas
154th Aero Squadron (service)
Dec 1917; Jan 1918 Garden City, NY; Feb 1918-Jan 1919 overseas
155th Aero Squadron (night bombardment)
Dec 1917; Jan 1918 Garden City, NY; Feb 1918-Mar 1919 overseas
221st Aero Squadron (later Squadron B)
Dec 1917; Nov 1918 demobilized Scott Field, IL
222nd Aero Squadron (service)
Dec 1917; Feb 1918 Garden City, NY; Mar 1918-Jun 1919 overseas
284th Aero Squadron
Feb 1918; Feb 1918 Carlstrom Field, FL
841st Aero Squadron (repair)
Feb 1918; Mar 1918 Garden City, NY; May 1918-Dec 1918 overseas
261st Aero Squadron (service)
Feb 1918; Mar 1918 Garden City, NY; Jul 1918-Dec 1918 overseas
262nd Aero Squadron (service)
Feb 1918; Jul 1918 Garden City, NY; Jul 1918-Dec 1918 overseas
263rd Aero Squadron (service)
Feb 1918; Jul 1918 Garden City, NY; Jul 1918-Dec 1918 overseas
114th Aero Squadron (service; later Squadron A)
Feb 1918; Nov 1918 demobilized Scott Field, IL
242nd Aero Squadron (later Squadron C)
May 1918; Nov 1918 demobilized Scott Field, IL
Squadron D
Jul 1918; Nov 1918 demobilized Scott Field, IL
Flying School Detachment
Nov 1918; Oct 1919 demobilized Scott Field, IL
50th Aero Squadron (observation)
May 1919; Aug 1919 demobilized Langley Field, VA
88th Aero Squadron (observation)
Jul 1919; Aug 1919 demobilized Scott Field, IL
12th Aero Squadron (observation)
Jul 1919; Oct 1919 Kelly Field, TX

SOURCE: *Scott Field Year Book, 1918; Order of Battle of the United States Land Forces in the World War (1917-1919), Zone of the Interior*, (Washington, D.C.: U.S. Government Printing Office, 1949), vol 3, part 2: *Directory of Troops, in alphabetical order.*

APPENDIX 2

SCOTT FIELD POETRY

World War I

HOW I LEARNED TO FLY

Two undercarriages—wrecked,
Two perfectly good corn fields—ruined.
First instructor—went crazy.
Eight wing skids—smashed.
Cases of heart failure—Caused at least twenty.
Second instructor—left the hospital last Wednesday.
Landings—"It can't be did." (3 pointers.)
Insurance—Wifey nearly collected it at least eight times. "Where there's life, there's hope."
The tower—Aimed at it nine times. "I'll get it yet."
That tower at the range—"I'll get it yet."
At present—In the words of my instructor, "You're, you're, oh, well what's the use?"

(*Aerofoil*, 12 October 1918)

We have looped and we have spun
We have taken off and landed
We have had all kinds of fun
We have banked left and right handed
We have made figure eights
We have landed in strange fields
We have signed "Athletic Slates"
We have "Told it to the Adj."
We have made our explanations
We have "wrote" them and have "spoke" them
We have gotten up for reveille
We've been Officer of the Day
We have asked for transfers
We have asked to stay
We have "Flopped the Mitt" and been to school
We have taken our exams
We have asked for our discharges
We have asked for regular commissions
We have given and have taken
We have cussed and we have smiled
We will cherish all these mem'ries
In the long years to come
In our hearts there'll always be a place
For the thoughts of dear old Scott Field.—Ab.

(*Scott Field Year Book, 1918*)

I wonder if the old gangs there,
Whose comradeship I used to share,
Out in that land of beauty rare,
Not so long ago.
The boys who rode the "Rubber cows"
I dream of 'em both night and day,
My heart is there, and there to stay -
In Scott Field.

I still can sniff the scent of hemp,
I dream of all the coin I've lent,
I wonder if the same suns sent,
The golden rays of yore.
And if the ole moon's magic light,
Still turns the hangar roofs from white
To gleaming silver, in the night -
In Scott Field.

I wonder if the same ol' bunks
Are filled with other lazy hunks,
Oh, how I loved those goofy chumps,
Long, long, ago.
Upon them I have camped at nights,
And heard weird tales, and seen strange sights,
I've hit the dumps and known the heights -
Of Scott Field.

I wonder if the old shack stands,
The house crude built with loving hands, (applesauce)
To it down mem'rys golden strand,
My day dreams go.
I see the old gang gathered there,
All lying, each an equal share,
Ah, but again their joys to share-
In Scott Field.

I wonder as I dream tonight,
If I have treated my pards right,
I went away forgot to write;
They're missing me I know.
Why sit here in the gloom and pine?
I guess I'd better drop a line,
To those old neglected Pals O-Mine -
In Scott Field.

Finis.

(Cadet Richard M. "Dixon" Allison, 5 December 1925)

A SOLDIER'S PRAYER

O Commander of our Scott Field,
    Colonel be thy name.
Imagine thee a Private,
    And treat thy men the same.

Forgive our AWOL transgressions,
    Forgive!! Forgive! We ask thee please,
As we forgive the bugler (?)
    The mess-sergeant, the cooks and K.P.'s.

Cold mornings come. Lead us not to the flying field....
    The coal pile...nor to the hangar bleak.
At least not right after pay-day,
    Colonel. That's too hard upon a sheik.

But deliver us from all fatigue—
    It's bad; it's sad; makes us mad, 'n every-thing.
From "Bars and Braid" we want allayed,
    From all except the chow-bell's ring.

And forgive us our sinning as in the beginning
    The Master forgave through His Son on the tree.
In an attitude humble and minus all grumble,
    We petition thee.

So grant us passes many,
    Grant us ease beaucoup.
Grant all this, we ask thee. Then
    How we'll remember you!

—Unanimous.

(Christmas program, 1928. This poem is in honor of Lieutenant Colonel John A. Paegelow, who was a stern but fatherly figure.)

APPENDIX 3

BASE POPULATION
(five-year increments)

Scott Field
(peak figures)

	1917	1922	1927	1932	1937	1942	1947
Total*	1,000	1,000	560	690	530	18,000	7,300

*officer, enlisted, civilian

Scott Air Force Base
(rounded figures)

	1952	1957	1962	1967	1972	1977	1982	1987
Mil		10,100	4,300	5,600	5,000	5,600	6,700	7,700
Civ*		2,500	2,600	3,700	3,200	3,200	3,600	3,800
Total	22,600	12,600	6,900	9,300	8,200	8,800	10,300	11,500
Dep					9,900	10,800	11,700	11,300
G. Total					18,100	19,600	22,000	22,800

*includes nonappropriated fund employees

SOURCE: Early periods from unit strength figures and *The Daily Advocate* (Belleville, Illinois); unit histories, *Data Digests*, and *Wing Statistical Summaries* from 1942 forward.

APPENDIX 4

SCOTT ASSIGNED AIRCRAFT
(as best known)

World War I

Standard and Curtiss JN-4D (Jenny). The Jenny became the primary airplane.

1920s

Jenny and De Havilland DH-4. Only the DH-4s remained by the end of the 1920s.

Airships: A-4, A-5, AC-1, D-2, D-4, OA-1, RN-1, RS-1, S.S.T., TA-1, TA-2, TA-3, TA-5, TC-1, TC-3, TC-5, TC-6 (later TC-6-241), TC-7 (later TC-10-252), TC-8 (later TC-10-253), TC-11-271, TF-1-261.

1930s

PT-1: 1930-1940
O-19B: 1930-1940
C-30: 1937-unknown
O-47: 1939-unknown

Airships: TC-6-241, TC-10-252 (completed in 1932 in addition to the redesignated TC-7), TC-11-271, TC-14

World War II-1948

A-17, A-20, A-29, AC-64, AT-6, AT-9, AT-11, AT-17, AT-18, B-25, BT-9, C-39, C-47, P-36, P-43, TB-25, UC-78.

1949-Present

B-17: 1953
B-25: 1949-1958
B-26: 1953
C-9A: 1968-present
C-12F: 1984-present
C-21A: 1984-present
C-45: 1951-1953
C-46: 1950
C-47: 1949-1962
C-54: 1953-1969
C-117: 1954-1962
C-118: 1958-1975
C-119: 1957-1967
C-124: 1967-1969
C-131/A: 1954-1975
C-140A: 1977-present
F-51: 1949-1952
F-86: 1952-1959
T-6: 1949-1951
T-7: 1950-1953
T-11: 1951-1953
T-28: 1954-1957
T-29: 1954-1974
T-33: 1954-1971
T-39A(CT-39A): 1962-1984
U-3A: 1959-1969, 1979-1982
U-3B: 1976-1978
U-4A: 1959
U-8D: 1977-1979
U-8F: 1981-present

Helicopters:

H-19: 1963-1968
OH-58: 1984-present
UH-1H: 1976-present
UH-60: 1984-present

SOURCE: Scott Field news letters, *Belleville News-Democrat*, *Belleville Daily News-Democrat*, and *The Daily Advocate* (Belleville, Illinois) provided aircraft information on earlier periods; primarily unit histories from World War II forward.

APPENDIX 5

SCOTT ACREAGE

Date	Acres	Total	Cost
ON-BASE (Scott proper)			
1919	623.992		$119,285.84
1923	3.880	627.872	885.50
1925	.700	628.572	175.00
1938	945.650	1,574.222	131,438.40
1939	278.340	1,852.562	54,743.50
1940	1.440	1,854.002	1.00
1941	79.550	1,933.552	16,795.78
1942	62.100	1,995.652	22,114.00
1943	23.410	2,019.062	13,330.00
1944	1.000	2,020.062	1,300.00
1946	16.783	2,036.845	0.00
1949	25.540	2,062.385	15,300.00
1951	76.140	2,138.525	69,400.00
1952	221.790	2,360.315	167,120.00
1953	.720	2,361.035	1,300.00
1954	.540	2,361.575	400.00
1961	-50.020	2,311.555	16,000.00
1963	3.640	2,315.195	6,000.00
1968	27.000	2,342.195	60,750.00
1969	.760	2,342.955	87,450.00
1971	104.070	2,447.025	282,685.00
1974	5.740	2,452.765	17,798.99
1977	17.840	2,470.605	0.00
1980	.080	2,470.685	250.00
OFF-BASE (Communications-navigational aid acres)			
1939	29.820		7,600.00
1954	.870	30.690	900.00
1961	5.920	36.610	6,324.00
1985	-.140	36.470	
TOTAL ACRES (on- and off-base)			
1987	2,507.155		

NOTE: Acres are fee owned. Cost may include mineral rights, structures, etc. The 1946 addition (Fechet Housing) had been owned by the National Housing Agency; it was assigned a value of $4,300. The 1961 disposal of 50.02 acres was from the 1951 and 1952 acquisitions. The 1977 addition was Route 158, valued at $6,755.65.

SOURCE: Scott AFB acreage list, 1919-1952; Scott AFB tract registers, U.S. Army Corps of Engineers, 1941-1980; *History of the 1405th Air Base Wing, 1 July-31 December 1961*, p. 233; Nancy Watkins, real property officer for the 375th Civil Engineering Squadron, 26 February 1987.

APPENDIX 6

SCOTT FIELD - SCOTT AFB COMMANDERS

(Statement of military service contains best and most complete information available. Title line gives most advanced rank and tenure of office as Scott Field/Scott Air Force Base commander.)

Captain Jack W. Heard
14 August 1917 - 30 August 1917

Captain Heard was born in New York City on 6 March 1887 to John Wilkinson and Mildred Jewell (Townsend) Heard. In 1910, he graduated from the United States Military Academy at West Point as a second lieutenant in the Cavalry. He was promoted to first lieutenant, 3 July 1916; to captain, 15 May 1917; to major in the National Army, 7 June 1918; and to lieutenant colonel in the Air Service, 20 August 1918. On 31 March 1919, he reverted to the grade of captain in the Regular Army. He advanced to major, 1 July 1920; to lieutenant colonel, 16 December 1934; to colonel, 12 June 1939; to brigadier general, 25 October 1940; and to major general, 15 February 1942. He served with the 7th Cavalry at Fort Riley, Kansas, and Des Moines, Iowa, from September 1910 to December 1910. His next assignment was to Fort William McKinley, Philippine Islands, where he remained until May 1914. From 1915-1916, his main activity was learning to fly. Captain Heard graduated from the Christofferson Aviation School in 1915. He received his airplane pilot certificate, No. 485, in May 1916 and subsequently obtained his junior military aviator rating in June 1917. Captain Heard commanded several fields during World War I: Kelly Field No. 2, Texas, 1916; Scott Field, Illinois, 1917; Payne Field, Mississippi, 1918; and Mitchel Field, New York, 1919. While at Kelly Field, he married Ella Agnes McCarthy of Eagle Pass, Texas. Between the wars, he attended the Quartermaster Corps Motor Transport School, 1920; Cavalry Advanced School, 1923; Command and General Staff School, 1924; Army War College, 1931; Naval War College, 1932; Army Industrial College, 1934; Georgetown University (for postgraduate studies), 1934-1935; Naval War Advanced College, 1937; Army Chemical Warfare School, 1937; and Seventh Cavalry Brigade Mechanized School, 1938. His assignments during these years included serving as an executive officer, instructor, plans training and intelligence officer, squadron commander, and chief of the personnel section for the Office of the Cavalry in Washington. During World War II, Captain Heard commanded the Fifth Armored Division and the 13th Cavalry and Armored Force Replacement Center with the 8th Armored Division at Fort Knox, Kentucky. His last assignment before retiring on 30 September 1946 was as chairman and member of the War Department Manpower Board, a position he held until May 1946.

Major George E. A. Reinburg
30 August 1917 - 2 October 1917

On 24 April 1912, Major Reinburg became a second lieutenant in the 9th Cavalry; three years later he was transferred to the 7th Cavalry. Detailed to the Aviation Section early in 1916, Major Reinburg completed pilot training within a few months, receiving his airplane pilot certificate, No. 454, in April 1916 and junior military aviator rating in September 1916. On 1 July 1916, he was promoted to first lieutenant in the Cavalry and captain in the Signal Corps. In July 1917, he advanced to the rank of captain in the Cavalry and major in the Signal Corps. It appears that Major Reinburg assumed command of Scott Field from Captain Heard due to his seniority in rank. Major Reinburg subsequently served on the Western Front as the commander of the 2nd Day Bombardment Group, which included two DH-4 squadrons (the 100th and 163rd). However, the group, which was organized on 1 November 1918, never saw action before the Armistice.

Lieutenant Colonel James E. Fechet
2 October 1917 - 10 January 1918

Lieutenant Colonel Fechet was born on 21 August 1877, Fort Ringgold, Texas, to Edmond Gustave and Rachel Morrow (Forsythe) Fechet. He attended the University of Nebraska until 1899, was commissioned a lieutenant in 1900, and graduated from the Infantry and Cavalry Schools in 1904. In 1907, he married Catharine Luhn. His known assignments are: commander of Scott Field, Illinois, 1917-1918; commander of Kelly Field, Texas, 1918-1919; chief of training and war plans division for the Air Service, 1920-1924; commander of Kelly Field, 1924-1925; assistant chief of the Air Service, 1925-1927; chief of the Air Corps, 1927-1931.

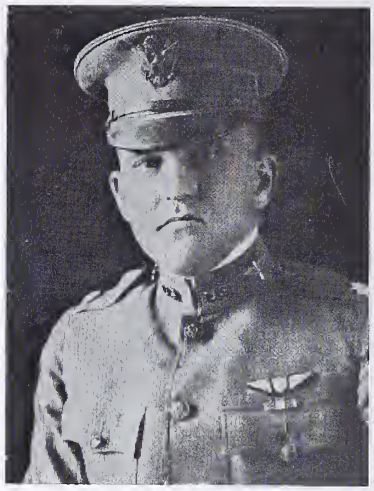
Major George W. DeArmond
28 February 1918 - 11 April 1918

Major DeArmond graduated from the United States Military Academy in 1906 as a second lieutenant in the Cavalry. Before the United States entered World War I, he had completed two tours in the Philippines and one assignment as an instructor in mathematics at West Point. Major DeArmond was commissioned as a major in the Aviation Section in August 1917. Prior to assuming command of Scott Field, he was stationed at Kelly Field, Texas, and Rich Field. In April 1918, he left for France; he became chief of the Air Service's personnel section, AEF, in the latter part of August.

Major John B. Brooks
11 April 1918 - June 1918

Major Brooks was born on 8 June 1891 in New York. He entered the Army on 30 June 1912 as a second lieutenant, reporting for duty with the 10th Cavalry. During the next three years, he was stationed at Fort Ethan Allen, Vermont, and along the Mexican border in Arizona. Confident in the future of aviation, he secured his transfer to the Signal Corps' newly formed Aviation Section, arriving at the Aviation School, San Diego, California, on 5 November 1915. He received his airplane pilot certificate, No. 429, in March 1916 and junior military aviator rating in June 1916. Thereafter, he served with the 1st Aero Squadron which was assigned to General John J. Pershing's expedition in Mexico. His next assignments in succession were: supply officer for the 6th Aero Squadron, Hawaiian Islands; commander of the 6th Aero Squadron; commander of Call Field, Texas; and commander of Scott Field. After recovering from injuries sustained in an airplane accident at Scott Field, Major Brooks was assigned as the observer of the Gossport system with the Royal Air Service at Damm Field, New York. In November 1918, he became the commander of Brooks Field, Texas. After the war, he attended the following military schools: Air Service Tactical School, 1924; Command and General Staff School, 1925; and Army War College, 1927. He became a brigadier general in 1940.

Lieutenant Colonel Augustine Warner Robins
June 1918 - 1 October 1918



Born on 29 September 1882, Lieutenant Colonel Robins hailed from Richmond, Virginia. He attended the United States Military Academy, graduating in 1907. Assigned to the Cavalry, he was posted to the 12th Cavalry at Fort Oglethorpe, Georgia. In 1910, while posing as a millionaire tourist, Lieutenant Colonel Robins went to China, mapping the country for military intelligence. He later served with the Cavalry in Arizona and along the Mexican border, going into Mexico with the Punitive Expedition. In 1917, Lieutenant Colonel Robins joined the Aviation Section. After completing his flying training in August 1918, he was assigned as the commander of the Park Field flying school. Thereafter, he commanded Scott Field, where he received his appointment to lieutenant colonel the latter part of September. On 1 October 1918, Lieutenant Colonel Robins became the district supervisor of all flying schools in the Northern District. In 1921, he was in a plane crash which led to a six-month stay at Walter Reed Hospital. His next assignments were in the field of materiel. In 1931, Lieutenant Colonel Robins served as the executive officer to the chief of the materiel division at Wright Field, Ohio. Beginning in 1935, he became the chief of the materiel division with the rank of brigadier general. In 1939, he left Wright Field to assume the commandant position at the Air Corps Training Center at Randolph Field, Texas, where, he died of a heart attack on 16 June 1940. Robins AFB and Warner Robins, Georgia, are named in his honor.

Major Henry Abbey, Jr.
11 October 1918 - 11 October 1919

Major Abbey enlisted in the 11th Cavalry in 1910. In 1913, he was commissioned a second lieutenant in the 10th Cavalry. He served with this unit along the Arizona border until 1916 and accompanied it into Mexico. In February 1917, he was sent to Rockwell Field, California, for flying training. In December 1917, he was commissioned a major and obtained the rating of junior military aviator. Major Abbey received advanced flying instruction at Gerstner Field, Louisiana. His next assignment was to Chanute Field, Illinois, as the officer in charge of flying. In October 1918, he became the commander of Scott Field.

Captain Junius H. Houghton
11 October 1919 - 25 September 1921

Captain Houghton was born in Titusville, Pennsylvania, on 21 August 1892 to Clifford and Josephine (Harris) Houghton. He graduated from the United States Military Academy and became a second lieutenant in 1916. He advanced to first lieutenant in 1916, to captain in 1917, to major in 1927, to lieutenant colonel in 1937, and to colonel in 1940. On 13 December 1917, he married Mary Hazel Hahn of Los Angeles, California. His pilot training began in 1917 at Rockwell Field, California. In 1919, Captain Houghton became the commander of Scott Field. He attended the Air Corps Engineering School at McCook Field, Ohio, from 1925-1926 and the Air Corps Tactical School at Maxwell Field, Alabama, in 1940.

Major Frank M. Kennedy
25 September 1921 - 1 February 1922

A native of Chicago, Illinois, Major Kennedy was born on 10 July 1886 to Craige C. and Della L. Kennedy. He received an engineering degree from the University of Wisconsin in 1908 and entered the Army as a second lieutenant that same year. On 11 September 1911, he married Lucy P. Nelson of Big Rock, Illinois. Volunteering for service with the Aviation Section, he left the 10th Cavalry in 1911 and learned to fly at College Park, Maryland, receiving his airplane certificate, No. 97, in February 1912. Although a February 1912 airplane accident, in which his helmeted head plowed a hole in the ground five inches deep, ended his days as an airplane pilot, he went on to become an accomplished balloon and airship pilot. His varied assignments illuminate a distinguished career: commander, Army Balloon Observers School, 1917-1918; commander, Aerial Observers School, Fort Sill, Oklahoma, 1918-1919; attendee, Naval Airship Pilot's School, Pensacola, Florida, 1919; chief, lighter-than-air engineering section, Army Air Service, 1919-1920; commander, Scott Field, Illinois, 1921-1922; Army dirigible observer, Berlin and Friedrichshafen, Germany, 1922-1924; chief, Lighter-than-Air Engineering School, McCook Field, Ohio, 1924-1927; attendee, Air Corps Engineering School 1926-1927; chief, building and ground division in the office of the chief of the Air Corps, 1927-1931; attendee, Air Corps Tactical School, 1931-1932; commander, Scott Field, 1933-1937; commander and executive officer, materiel division, Wright Field, Ohio, 1939-1940; commander, Sacramento Air Depot, California, 1940; and advisor and consultant for dirigible depots used in anti-submarine work along the Pacific Coast, 1941-1945. He retired as a colonel in 1945 to Aurora, Illinois, where he died in March 1965.

Colonel Chalmers G. Hall
2 February 1922 - 15 March 1923

Born on 8 February 1875 in North Carolina, Colonel Hall graduated from the United States Military Academy in 1897 as a second lieutenant. He became an airship pilot and balloon observer, completing training at the Army Balloon School in 1921 and the Air Service Airship School in 1922. In February 1922, Colonel Hall became the commander of Scott Field. Later, he attended the Rigid Airship School in 1925 and the Army War College in 1928. Of particular interest, Colonel Hall, along with Major Frank M. Kennedy, survived the crash of the Navy dirigible, the *Shenandoah*, over Ava, Ohio, on 3 September 1925.

Lieutenant Colonel John A. Paegelow
15 March 1923 - 1 June 1933

Lieutenant Colonel Paegelow was born in Berlin, Germany, on 9 May 1870. His parents were John and Anna (Phalend) Paegelow. His father, a merchant, was well enough off to keep the young Paegelow's service in the German Army limited to one year. Lieutenant Colonel Paegelow completed his studies in civil engineering at Heidelberg University. He came to the United States in 1888 and worked as a surveyor. Caught in the economic depression of the 1890s, he enlisted in the 16th Infantry on 7 January 1897, and soon thereafter he was sent to Idaho to lay out a military post and survey government lands. When the Spanish American War broke out, Lieutenant Colonel Paegelow went to Cuba with the 16th Infantry. Participating in Colonel Theodore Roosevelt's charge up San Juan Hill, he received a bullet wound just above his heart. After his recovery,he went to San Antonio, Texas, where he was discharged as a battalion sergeant-major and commissioned as a first lieutenant. Lieutenant Colonel Paegelow then went to the Philippines with the 16th Infantry to take part in putting down the Filipino insurrection. He formed one of the first scout companies of loyal Filipinos and made several trips across North Luzon in seach of the insurrection leader Aguinaldo. He also served at various stations in the Cagayan Valley and was a commissary and quartermaster officer at Tuguegarao. While at Tuguegarao, he married Ella Bishop Wood of California, Missouri, on 12 March 1902. Mrs. Paegelow and three of her cousins had gone to the Philippines in 1901 as government school teachers. So well known was Lieutenant Colonel Paegelow as a man of integrity and fair play that the insurgent leader in Southern Luzon, General Ola, asked that Paegelow represent the United States military in negotiations to end the hostilities. Still only a lieutenant, Lieutenant Colonel Paegelow was also among the group of military officers selected to attend the St. Louis World's Fair in 1904 and Theodore Roosevelt's inauguration. Continuing his service in the Philippines, Paegelow, now a captain, was appointed in 1910 as the military governor of a district in Mindanao by General John J. Pershing, the military governor and civil commander-in-chief of the entire Sulu Archipelago. Paegelow also took part in the various Jolo campaigns and became regarded by the local inhabitants as a "miracle man" when several attempts on his life failed. At the beginning of World War I, he was transferred to the Air Service. On 19 September 1917, he advanced to the rank of major. Assigned to the Balloon School at Fort Omaha, Nebraska, in 1917, he obtained his balloon pilot license, No. 97, and the rating of junior military aeronaut. While in Omaha, he organized the 2nd Balloon Squadron (seventy of his men were from the St. Louis area) which he took to France in November 1917. During his service on the Western Front, Paegelow became the commander of all lighter-than-air craft, including six French units. He was promoted to lieutenant colonel on 2 November 1918. His leadership of the American and French balloon companies won him the praise of Generals Pershing and William "Billy" Mitchell. General Pershing had personally asked his superiors to allow Paegelow to serve with him in France. During the postwar years, he reverted to the rank of major and served with the Army of Occupation headquartered at Koblenz, Germany. On 31 July 1919, he became the commander of the United States Army Balloon School at Lee Hall, Virginia. In 1922, Paegelow was assigned to Scott Field, Illinois, as the executive officer. In 1923, he advanced to the rank of lieutenant colonel and assumed command of Scott Field, guiding the field through its lighter-than-air era. Taking leave before his retirement in November, Lieutenant Colonel Paegelow relinquished command of Scott Field in June 1933. Upon his retirement, he was promoted to the rank of colonel. The Paegelows made their home in California, Missouri. Colonel Paegelow died in 1944 and Mrs. Paegelow passed away in 1954. The Paegelow Housing area at Scott is named in his honor.

Major Norman W. Peek
1 June 1933 - 3 August 1933, interim

(National Archives)

Major Peek was born in Wisconsin on 13 July 1885. Entering the Army in 1911 as an infantry officer, he took up flying in the fall of 1916 at the Aviation School in San Diego, California. He received his airplane pilot certificate, No. 737, in June 1917 and junior military aviator rating in July 1917. During World War I, Major Peek helped to organize several aviation fields. In 1921, he graduated from the Air Service Balloon School at Arcadia, California, and the Air Service Airship School at Langley Field, Virginia. In 1924, Major Peek served as the chief engineering officer of Air Service personnel stationed at Akron, Ohio, supervising the construction of the RS-1, the first semi-rigid airship to be built in the United States. He also represented the Air Service at the San Antonio National Balloon Elimination Race in April 1924. In 1928, Major Peek attended the Advanced Flying School. One year later, he graduated from the Air Corps Tactical School. Major Peek assumed temporary command of Scott Field in June 1933.

Lieutenant Colonel Frank M. Kennedy
3 August 1933 - 1 March 1937

See the previous listing of Major Frank M. Kennedy.

Colonel Arthur G. Fisher
1 March 1937 - 7 July 1940

Colonel Fisher enlisted in the Regular Army on 1 September 1899 and served as a private and corporal with Troop "H," 1st Cavalry until April 1901 when he was appointed a second lieutenant. He joined the 14th Cavalry at Fort Leavenworth, Kansas, in May 1901 and was ordered to Fort Grant, Alaska, in July 1901. He remained at Fort Grant until August 1903 at which time he departed for the Philippines. Colonel Fisher was with the 14th Cavalry in the Philippine Islands until October 1905, participating in engagements with hostile Moros at Cotta Pang Pang on 14 February 1904 and at Laksomona Usaps Cotta on 7 January 1905. Returning to the United States with his regiment, he was posted to the Presidio of San Francisco and later to Boise Barracks, Idaho. During this period, July to September 1907, he attended the School of Musketry at the Presidio of Monterey, California. He returned to the Presidio of San Francisco early in February 1908 but was transferred later in the month to Fort Myer, Virginia, for duty with the 13th Cavalry, where he remained for a year. After another tour of duty in the Philippine Islands, being stationed at Camp McGrath, he was assigned to the 14th Cavalry at Fort McDowell, Colorado, commanding the 8th Recruit Company until February 1913. He was then transferred with his regiment to Eagle Pass, Texas, where he served on border patrol duty until May 1914 and at various other posts in Texas until December 1916. During this time, 28 May-10 July 1916, he participated in Colonel F. W. Sibley's expedition into Mexico. Colonel Fisher served with the 17th Cavalry at Douglas, Arizona, until July 1917. He then went to Fort Sill, Oklahoma, as an instructor at the School of Fire until October 1917. During this period, he also graduated from the Field Artillery School. Thereafter, Colonel Fisher was posted to the 20th Cavalry at Fort Riley, Kansas, and at Camp Logan, Texas. From November 1917 to May 1918, he served with the 307th Field Artillery at Camp Dix, New Jersey. Colonel Fisher went with the 307th Field Artillery to France on 1 June 1918, serving as a brigadier adjutant and as a commanding officer. He participated in the St. Mihiel and Meuse-Argonne offensives. Later, he commanded troops at Base Section No. 9, Antwerp, Belgium, until August 1919. From August until November 1919, he served as the assistant district military inspector of Reserve Officers Training Corps San Francisco district. His next assignments were with the 13th Cavalry at Fort Clark, Texas, until January 1920 and as inspector-instructor with the Texas Cavalry National Guard at Dallas, Texas, until October 1920. Thereafter, Colonel Fisher was detailed to the Air Service. He attended the Balloon School at Ross Field, California, and the Airship School at Langley Field, Virginia, in 1921. Stationed at Langley Field until June 1922, he performed the duties of commanding officer, commanding officer of troops, school commandant, and assistant commandant of the the Airship School. Following a period of duty at Brooks Field, Texas, Colonel Fisher was assigned to rigid airship training at the Lakehurst New Jersey Air Station. Returning to Langley Field in August 1924, he attended the Air Service Tactical School until June 1925. He received the rating of airplane observer in September 1925. Another year was spent at the Command and General Staff School at Fort Leavenworth, Kansas. Assigned to France Field, Panama, he commanded in succession the field, the 6th Composite Group, and the Panama Air Depot. After his foreign service tour, he went to the Army War College, graduating in June 1930. From August 1930 until November 1931, Colonel Fisher served as the air officer of the 8th Camp Area, Texas. For the next 2½ years, he commanded the San Antonio Air Depot, Duncan Field, Texas. After a year as the chief of the plans division in the Office of the Air Corps, he became successively the commander of Maxwell Field, Alabama, and Scott Field, Illinois. Colonel Fisher, originally from Denton, Maryland, retired on 30 November 1941, a few days after his 64th birthday.

Brigadier General Wolcott P. Hayes
8 July 1940 - 13 February 1944

Brigadier General Hayes was born on 17 December 1894, the son of Dr. and Mrs. Charles Willard Hayes. His father, chief of the U.S. Geological Survey from 1902 to 1911, made the first geological expedition into Alaska. In college, Brigadier General Hayes majored in chemistry and minored in geology, but World War I interrupted his plans to follow in the career of his distinguished father. He received his commission as a second lieutenant in 1917 while on duty with the U.S. Geological Survey along the Mexican border. After completing the Field Artillery course at Fort Leavenworth, Kansas, he joined the 82nd Field Artillery near Houston, Texas, but was later transferred to the Cavalry. In August 1919, then Captain Hayes was assigned to the 19th Cavalry and sent to the Philippines. While in the Philippines, he learned of his transfer to the Air Service and reported in 1920 to March Field, California, for primary training. He graduated from the Air Corps Pilots' School in 1921; the Air Service Bombardment School in 1921; and the Air Service Technical School in 1924. Thereafter, he went to Yale University for postgraduate work in radio engineering. After serving for a time at Mitchel Field, New York, he was assigned to Selfridge Field, Michigan, and given command of the 15th Observation Squadron which came to Scott Field in 1930. He remained the commander of the 15th until the fall of 1932. Selected to attend the Air Corps Tactical School at Maxwell Field, Alabama, he graduated in 1933. Assigned to Luke Field, Hawaii, he served as the executive officer and later as the commander. In 1935, prior to coming to Scott Field, Brigadier General Hayes received orders for Kelly Field, Texas, where he briefly commanded the field from 6-27 June 1936.

Colonel John P. Temple
13 February 1944 - 14 March 1944

Prior to being commissioned as a first lieutenant in the Aviation Section of the Signal Officer's Reserve Corps in November 1917, Colonel Temple began his military career in 1913 as an enlisted member of the Pennsylvania National Guard. During World War I, from 1917 until 1919, Colonel Temple served overseas. Although he took his discharge after the war, he returned to active service as a second lieutenant with the Air Service in 1920 and learned to fly in 1921. Colonel Temple graduated from the Air Service Balloon School in 1921 and the Air Service Balloon and Airship School at Scott Field in 1923. He was also the commanding officer of Scott's 12th Airship Company in 1923. He held the ratings of balloon pilot and balloon and combat observer. From 1941-1943, Colonel Temple commanded Fort Logan, Colorado. For a short time in 1943, he commanded the Army Air Forces Technical Training Command's radio schools in Chicago. In August 1943, Colonel Temple returned to Scott Field as the station air inspector and became the commanding officer of the Provisional School Wing in October 1943. In early February 1944, Colonel Temple left Scott Field to take command of Truax Field, Wisconsin, but had no more than arrived when he was ordered to return to Scott Field as the commander. Colonel Temple was born on 13 June 1893, a native of Washington, Pennsylvania.

Brigadier General Sheplar W. FitzGerald
14 March 1944 - 12 July 1944

Brigadier General FitzGerald was born in Burden, Kansas, on 11 November 1884 to William T. and Emma Belle FitzGerald. He graduated from George Washington University in 1907 and entered the Coast Artillery Corps as a second lieutenant on 20 December 1911. He married Adeline Kellogg on 8 December 1915. Brigadier General FitzGerald learned to fly in the U.S. Army in 1914 at North Island, California, and served as a pilot in World War I. He was rated as a command pilot and combat observer. His military schools include the Army Industrial College, Air Corps Tactical School, and Army War College. Brigadier General FitzGerald organized the headquarters for an African-Middle East wing of the Army Air Forces Transport Command and also commanded all American forces in Central Africa. In the summer of 1943, he returned to the United States and assumed command of Truax Field, Wisconsin, in August. In January 1944, he succeeded Major General Frederick L. Martin as the commander of the Army Air Forces Central Technical Training Command (AAFCTTC). The inactivation of AAFCTTC on 1 March resulted in Brigadier General FitzGerald's reassignment to Scott Field.

Colonel John M. Davies
12 July 1944 - 3 August 1944

Colonel Davies enlisted in the Army for flying training on 2 July 1917 at Essington, Pennsylvania, and he graduated from the eighth class at the University of Texas ground school on 1 September 1917. That same month, Colonel Davies departed for overseas, receiving his pilot training from the Italian Army. Thereafter, he went to England and flew with the Royal Air Force. Colonel Davies later became a command pilot and combat observer. In 1923, he graduated from the Air Corps Tactical School. When World War II began, Colonel Davies was assigned to the office of the chief of the Air Corps. Before coming to Scott Field in August 1943, he was the senior air instructor at the Command and General Staff School, Fort Leavenworth, Kansas. Before assuming command of Scott Field, he served as the field's station air inspector. His service record is as follows: private in the Aviation Section, Signal Enlisted Reserve Corps, 1917; first lieutenant, 1918; captain, 1933; major, 1936; lieutenant colonel 1941; colonel, 1942. Colonel Davies was born on 4 August 1894 in Pennsylvania.

Colonel Thomas W. Hastey
3 August 1944 - 12 January 1945

Colonel Hastey was born on 15 March 1893 in Georgia. He attended Georgia A. & M. College for two years before enlisting in the 2nd Field Artillery on 2 February 1912 at Columbus, Ohio. His first assignment was to Vancouver Barracks, Washington. From July 1913 to December 1914, he served with the 2nd Field Artillery in the Philippines. In January 1915, he re-enlisted in the 5th Field Artillery and was stationed at Fort Sill, Oklahoma, and later at Fort Bliss, Texas. He rose to the rank of sergeant. On 30 June 1917, Colonel Hastey received a commission as a second lieutenant in the Field Artillery. In July, he became an instructor at the first Officer Training Camp at Fort Myer, Virginia. On 15 August 1917, he advanced to first lieutenant in the National Army. In June 1918, he graduated from the aerial observer course at Post Field, Oklahoma, and in July from the aerial gunnery school at Selfridge Field, Michigan. Colonel Hastey completed pilot training in 1919 at Ellington Field, Texas, passing his final test at Fort Bliss. On 1 July 1920, he became a second lieutenant in the Regular Army and due to his prior service was promoted to captain the same day. Colonel Hastey helped to set up the Air Corps Training Center at Randolph Field, Texas, in 1931 and served as its first post adjutant until 1934. He became a major on 15 March 1935. His next assignment took him to the

Philippines, where he served as the commander of Nichols Field until 1936. He obtained his next promotion, lieutenant colonel, on 26 August 1936. Until 1940, he served as the executive officer of the Air Corps Training Center at Randolph Field which included responsibilities for civilian contract schools. From July 1940 until October 1941, Colonel Hastey performed the duties of the air officer at Headquarters 4th Corps Area, Atlanta, Georgia. He was promoted to the rank of colonel on 16 October 1940. From November 1941 to May 1943, he commanded the Puerto Rican Area Air Service Command in the Caribbean. In May 1943, Colonel Hastey became the commander of Bolling Field, Washington, D.C. And in June 1944, shortly before coming to Scott Field, he was assigned to Headquarters Western Flying Training Command at Santa Ana, California. In January 1945, Colonel Hastey departed Scott Field on a classified assignment.

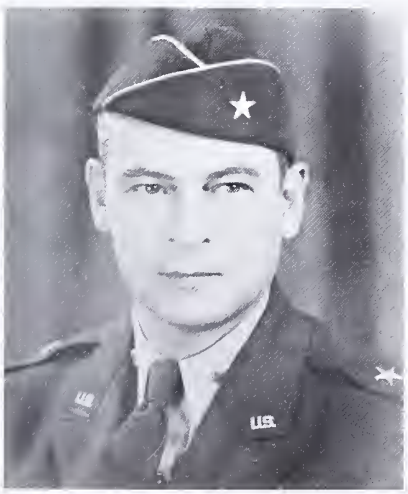
Colonel Joseph E. Barzynski
12 January 1945 - 22 January 1945, acting

Colonel Barzynski graduated from the United States Military Academy in 1934 as a second lieutenant in the Infantry. He became a pilot on 16 June 1938. In December 1944, Colonel Barzynski came to Scott Field and served as the base air inspector until he was named acting commander. Colonel Barzynski's father, Brigadier General J. E. Barzynski commanded the Chicago Quartermaster Depot.

Colonel Neal Creighton
22 January 1945 - 3 December 1946

Colonel Creighton was born on 4 July 1894 in Los Angeles, California. He began his military career as an enlisted man on 16 June 1917, serving as a sergeant in the Aviation Section until 21 October 1917. He first learned to fly in 1917. He was then stationed with air units assigned to the Coast Artillery at Fort Monroe, Virginia, and with the Infantry School at Fort Benning, Georgia, until 1919. From 1920 until 1922, he served in the Philippines at Corregidor. From 1925 until 1936, he was assigned to Scott Field, working as the school's secretary and chief of operations and training and commanding the 9th Airship Squadron from 1934-1936. He also had temporary duty assignments with the Field Artillery at Fort Sill, Oklahoma. In 1936, Colonel Creighton was stationed at Fort Bragg, North Carolina. In October 1944, he returned to the United States after 27 months in the European theater of operations. While overseas, he served as commandant of the Eighth Air Force headquarters under Lieutenant Generals Carl A. Spaatz and Ira C. Eaker. Prior to his Scott assignment, Colonel Creighton worked with the War Department Army Air Forces Board at Orlando, Florida. He retired from active service after commanding Scott Field. Colonel Creighton held the ratings of combat observer, senior balloon pilot, airship pilot, balloon observer, and technical observer. He advanced to first lieutenant in the reserves, 1917; first lieutenant in the Regular Army, 1920; captain, 1928; major, 1935; lieutenant colonel, 1940; and to colonel, 1941. Known military schools attended include: the Special Observer Course, 1925; the Air Service Balloon and Airship School, 1925; and the Air Corps Advanced Flying School, 1929.

Brigadier General Donald F. Fritch
3 December 1946 - 1 October 1947



Born on 10 September 1900 in Massachusetts, Brigadier General Fritch entered military service as an officer after graduating from Northwestern University in 1921. He became a command pilot and combat observer. Notable military schools General Fritch attended include: Air Service Primary and Advanced Flying Schools, 1925-1926; Air Corps Tactical School, 1937; and Command and General Staff School, 1938. He returned to the United States in early 1946 after serving as the commander of the Air Service Command in the Mediterranean theater. Before assuming command of Scott Field, he was the deputy commander of the Technical Division, Technical Training Command. Selected for a classified assignment, Brigadier General Fritch left Scott for Fort Richardson, Alaska, in October 1947.

Brigadier General Emil C. Kiel
1 October 1947 - 18 July 1949

Brigadier General Kiel was born on 25 September 1895 in Wisconsin. In 1917, he began his military career as a private in the Signal Corps. While assigned to Mather Field, California, in 1919, he distinguished himself in the Transcontinental Reliability Air Race. He obtained the ratings of command pilot and combat observer. During his career, he graduated from the Air Corps Advanced Flying School in 1927, Air Corps Tactical School in 1932, Command and General Staff School in 1937, Army War College in 1940, and General Staff Corps in 1941. From November 1944 to July 1945, Brigadier General Kiel served as the deputy commander for administration with the Eighth Air Force. For exceptional war service, the Belgian government conferred upon him the *Croix de Guerre 1940 avec Palme* and the British appointed him an honorary commander of the military division of the Most Excellent Order of the British Empire. His next assignment after serving as the commander of Scott Field was to Sheppard AFB, Texas.

Brigadier General John F. McBlain
19 July 1949 - October 1950

Brigadier General McBlain graduated from West Point at the age of nineteen on 2 July 1920. One of the youngest graduates in the history of West Point, he also had the honor of being commissioned a first lieutenant. After attending cavalry, flying, and observation schools, Brigadier General McBlain served as an engineering officer at Post Field, Oklahoma. In October 1924, he was transferred to Brooks Field, Texas, as a flying instructor at the Air Service Primary Flying School. Assigned to Wheeler Field, Hawaii, in February 1925, Brigadier General McBlain assumed the duties of the assistant operations officer for the 4th Observation Squadron. Returning to the United States in March 1928, he became the adjutant and operations officer for the 8th Attack Squadron at Fort Crockett, Texas. From 1929-1936, he served primarily as an instructor/flight commander with the Air Corps flying schools. After graduating from the Air Corps Tactical School in June 1937, he remained at Maxwell Field, Alabama, as the commanding officer of the headquarters squadron. In August 1937, he served as the assistant to the chief of the Air Corps' training and operations division in Washington, D.C. In September 1941, Brigadier General McBlain became the assistant to the executive officer of the same division. Transferred to Maxwell Field in February 1942, he became the assistant chief of staff for the center. In March 1943, he was named the commanding general of the 30th Flying Training Wing at Jackson Army Air Base, Mississippi. In December 1943, he was assigned to the staff of the Southeast Asia Command, and in 1944, he served as the commanding general of the 3rd Tactical Command at Barksdale Field, Louisiana. Brigadier General McBlain assumed duties as the chief of staff of the Army Air Forces Eastern Flying Training Command at Maxwell Field in March 1945. In July of the same year, he was assigned to the office of the assistant chief of staff for operations on the War Department General Staff. In December 1945, Brigadier General McBlain was named the deputy commander of the Army Air Forces Technical Training Command, St. Louis, Missouri. In June 1946, he went overseas, assigned to the headquarters staff of the U.S. Air Forces in Europe (USAFE), Wiesbaden, Germany. He became the chief of staff of the 12th Tactical Air Command in Europe in October 1946; two months later, he returned to USAFE headquarters in Wiesbaden, where he was appointed assistant chief of staff for operations. He returned to the United States in May 1949 to command Scott Field. Brigadier General McBlain received training as follows: Cavalry School, Fort Riley, Kansas, 1921; Air Service Pilot School, Carlstrom Field, Florida, 1921; Air Service Observation School, Post Field, 1922; Flying Instructors School, Kelly Field, Texas, 1929; Air Corps Tactical School, Maxwell Field, 1937; and Command and General Staff School, Fort Leavenworth, Kansas, 1938. Brigadier General McBlain was born in Washington, D.C. on 14 November 1900.

Colonel Alban B. Ogden, Jr.
October 1950 - 28 October 1950, acting

Colonel Ogden, the 3310th Technical Training Wing executive officer, served as the acting commander when Brigadier General McBlain departed Scott, probably in early October 1950, to become the inspector general of the Strategic Air Command. After the arrival of the new base commander, Colonel Ogden continued his duties as the wing executive until 13 December 1950 when he was transferred to Headquarters Air Training Command.

Colonel George W. Pardy
28 October 1950 - 25 April 1952

Born in 1897, Colonel Pardy was originally from San Francisco, California. He entered military service in 1917 and served as a pilot in World War I. From 1921 to 1922, Colonel Pardy was stationed overseas in the Philippines. Resuming his business career in 1922, he founded his own savings and loan institute in San Diego, following his grandfather in banking and finance. Colonel Pardy returned to the Army Air Corps in 1940, first serving with the intelligence division, where he made statistical control an important part of management. Early in World War II, he went to England with the 8th Air Force and was put in charge of combat training for the bomber command. Returning to the United States in 1943, Colonel Pardy organized the Air Force Staff School and served as its first director. Later in 1943, he became the chief of the training aids division at Headquarters Air Force and served in that position until the end of the war. While on an inspection tour of the Pacific theater, Colonel Pardy flew on several bombing missions against Japan. In 1949, he joined Headquarters Air Training Command and later became the commanding officer of Barksdale AFB, Louisiana. Prior to his assignment to Scott AFB, he commanded Reese AFB, Texas. Colonel Pardy left Scott for Korea in the spring of 1952. Colonel Pardy died on 20 May 1966, LaJolla, California.

Colonel Robert F. Fulton
25 April 1952 - 2 May 1952, acting

Colonel Fulton, the executive officer for the 3310th Technical Training Wing, served as the acting commander after the departure of Colonel Pardy. Previously, he had commanded the 3310th Maintenance and Supply Group. Colonel Fulton first came to Scott the end of 1950 from an assignment with the 3615th Pilot Training Wing at Craig AFB, Alabama. In May 1952, Colonel Fulton received orders to the Alaskan Air Command.

Colonel Kenneth A. Cavenah
2 May 1952 - 10 August 1952, interim

Colonel Cavenah, a rated command pilot, entered military service in October 1933. He received his commission in 1937. Colonel Cavenah served in various positions at the Middletown Air Depot in Pennsylvania. He became the chief of the United States Air Mission at Buenos Aires, Argentina, and was also a group commander, wing personnel officer, and executive officer. His last station before coming to Scott was Lackland AFB, Texas. Colonel Cavenah assumed command of the 3310th Air Base Group on 26 March 1952, and in early May, he became the wing commander. After Colonel Ferris' arrival, Colonel Cavenah served as the wing executive officer.

Colonel Carlisle I. Ferris
11 August 1952 - 11 July 1955

Colonel Ferris was born on 10 October 1903 in San Diego, California. His military career began on 30 August 1925 when he went to Brooks Field, Texas, as a flying cadet, graduating in 1926 from the Advanced Flying School at Kelly Field, Texas. For the next three years, he served in Hawaii, where he received a regular commission as a second lieutenant in April 1927. In 1929, he became a flying instructor at the Advanced Flying School, Kelly Field, remaining there until 1935 when he entered the Air Corps Tactical School at Maxwell Field, Alabama. In 1936, he attended the Command and Staff School at Fort Leavenworth, Kansas, graduating in 1937. His next assignment was with the 19th Bombardment Group at March Field, California. In 1939, Colonel Ferris was named regular Air Force instructor with the California National Guard; one year later, while still an instructor, he organized the Oregon National Guard Air Squadron. Assigned in 1941 to Moore Field, Texas, he served as the executive officer. A few months later, Colonel Ferris established and commanded the basic flying school at Coffeyville, Kansas. Thereafter, he commanded the Liberator Bomber Transition Base at Fort Worth, Texas. In 1943, he attended the Army and Navy Staff College. Thereafter, he joined Admiral Chester W. Nimitz's staff in Hawaii, which soon moved to Guam. Colonel Ferris remained in the Pacific until the end of the war. Upon returning to the United States, he became the assistant chief of staff for personnel with the Flying Training Command at Randolph Field, Texas. In August 1948, Colonel Ferris left to attend the National War College. Completing his training in 1949, Colonel Ferris went to England, where he served for the next two years on the staff of the commander in chief of the Naval Forces Eastern Atlantic and Mediterranean, preparing joint plans. Posted to Naples, Italy, he worked on the staff of Admiral Robert B. Carney. From Italy, he returned to the United States to command Scott AFB and the 3310th Technical Training Wing. In July 1955, Colonel Ferris was reassigned to Parks AFB, California.

Colonel William E. Davis, Jr.
11 July 1955 - 26 July 1955, interim

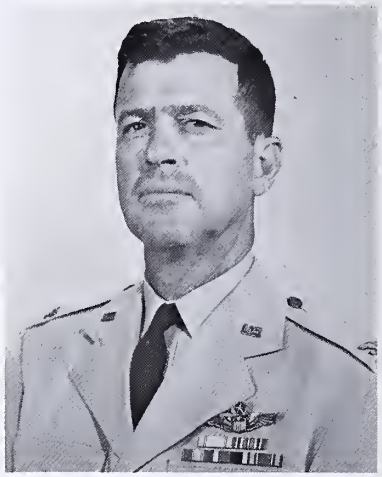
Colonel Davis was the interim commander of Scott AFB until the arrival of Colonel Ferris' replacement after which Colonel Davis served as the deputy commander. Before being assigned to Scott, he worked as the deputy chief of staff for materiel at the Air Training Command. Colonel Davis began his military career in 1934 when he entered flying training at Randolph Field, Texas. Returning to civilian life, he was a Pan American Airways pilot until August 1939 when he received a regular commission. He first went to the Middletown Air Depot at Olmstead, Pennsylvania. During World War II, Colonel Davis served with the Eighth Air Force. Returning to the United States, he was stationed at Wright-Patterson AFB, Ohio, with the Air Materiel Command before going to the Air War College in 1949. Assigned to Japan, he served for the next 18 months as the deputy for materiel, Far East Air Logistics Force at Tachikawa. His next assignment was with the Air Training Command.

Brigadier General Wentworth Goss
26 July 1955 - 31 July 1957

Brigadier General Goss began his military career as a flying cadet in March 1925 and was commissioned as a second lieutenant in the Air Reserve one year later. Called to active duty in July 1927, he was assigned to the 91st Observation Squadron at Crissy Field, California. Previously, he had been one of the pioneer air mail pilots and had established the Los Angeles-Seattle route. In June 1928, he received a regular commission as a second lieutenant in the Air Corps. In September 1929, he became a primary flying instructor at March Field, California. After spending over two years in the Philippines, he joined the 19th Bomb Group at Rockwell and March Fields, California. Brigadier General Goss entered the Air Corps Tactical School in September 1939. After graduating, he commanded the Headquarters and Headquarters Squadron at General Headquarters Air Force, Langley Field, Virginia, and also served as an aide to Brigadier General Delos C. Emmons, the commanding general of General Headquarters Air Force. In March 1942, Brigadier General Goss was named chief of the fighter division in the air defense office at Headquarters Army Air Forces. In November 1942, he became deputy chief of staff of the Seventh Air Force at Hickam Field, Hawaii, and in July 1943, he served as an Air Force plans officer on the staff of Admiral

Chester W. Nimitz, commander in chief of the Pacific Fleet, where he remained until the end of the war. In November 1945, he was named chief of staff of the First Air Force at Mitchel Field, New York. In June 1946, he became deputy commander of Hamilton Field, California, assuming command of the field two months later. Brigadier General Goss then went to the Air Transport Command headquarters in Washington, D.C. in November 1947 as the chief of the manpower board. In May 1948, he became the inspector general of the Air Transport Command, and in August 1949, he was named the Military Air Transport Service's chief of staff. His last assignment before assuming command of Scott AFB was as the commander of the 1602nd Air Transport Wing, Atlantic, at Fuerstenfeldbruck, Germany. Brigadier General Goss retired on 31 July 1957.

Colonel William D. Cairnes
1 August 1957 - 23 May 1958



Colonel Cairnes graduated from the United States Military Academy in 1936. For a time, he was stationed at Fort Sill, Oklahoma. In 1939, he obtained his pilot's wings at Kelly Field, Texas. Colonel Cairnes served in Puerto Rico and the British West Indies until 1943 when he was assigned to Headquarters Army Air Forces. From 1946-1948, he commanded various units in Korea, Japan, and the United States. After graduating from the Air War College, he returned to the Pacific. In June 1955, he entered the Industrial College of the Armed Forces at Fort McNair, Washington. Thereafter he came to Scott AFB and served first as the commander of the 3310th Technical Training Wing and then as the commander of the 1405th Air Base Wing. In May 1958, Colonel Cairnes left Scott to become the vice commander of Headquarters Seventeenth Air Force in Tripoli.

Colonel William C. Armstrong
24 May 1958 - 25 October 1963

A native of Lakewood, Ohio, Colonel Armstrong assumed command of the 1405th Air Base Wing (MATS) in May 1958. Prior to being assigned as Scott's base commander, Colonel Armstrong served as special projects officer in the office of the deputy chief of staff for materiel, Headquarters Military Air Transport Service, also at Scott AFB. Colonel Armstrong came to the Midwest in February 1958 from Goose Bay Air Base, Labrador, where he was deputy commander of the Strategic Air Command's 4082nd Strategic Wing. Before entering the Army Air Corps in 1938, he worked as a commercial pilot. After completing indoctrination courses at Randolph and Kelly AFBs, Texas, Colonel Armstrong went to Selfridge AFB, Michigan. Assigned to the Pacific nearly a year before Pearl Harbor, Colonel Armstrong helped organize fighter squadrons. During World War II, he flew 150 combat missions. Near the end of the war, he commanded Wheeler Field, Hawaii. During the Korean Conflict, he accumulated 72 combat hours on 17 missions. After his tour at Scott AFB, Colonel Armstrong retired from active service.

Colonel William E. Nix
26 October 1963 - 31 May 1964

Colonel Nix attended Baylor University in Waco, Texas, and called Clovis, New Mexico, home. Colonel Nix entered the Army Air Corps in December 1940, serving continuously except for six months. Through the aviation cadet program, he earned his pilot's wings in August 1941. In addition to receiving the Army of Occupation Medal for both Germany and Japan, he participated in the Berlin Airlift. For a time, Colonel Nix served as the chief of the Air Force Section for the Military Advisory and Assistance Group in Saudi Arabia. Prior to assuming command of Scott AFB as the 1405th Air Base Wing commander, his assignments were as follows: commander of the 1708th Ferry Group at Kelly AFB, Texas, and 1401st Operations Group at Andrews AFB, Maryland; staff officer under the deputy chief of staff for materiel in Washington, D.C.; deputy director of materiel for the Sixteenth Air Force at Torrejon Air Base, Spain; and deputy commander of Scott AFB. On 1 June 1964, Colonel Nix became the commander of the 1405th Aeromedical Transport Wing. In August 1966, Colonel Nix was transferred to Headquarters Aerospace Audio-Visual Service at Orlando AFB, Florida, assuming command of the service in June 1968.

Colonel James J. Hayes
1 June 1964 - 27 April 1965

A 1940 graduate of Manhattan College in New York City, Colonel Hayes entered the Army Air Corps as a flying cadet in November 1940 and was commissioned in July 1941. During World War II, he flew B-17 bombers in the southwest Pacific. Colonel Hayes also served with the U.S. Air Force Mission in Ecuador and as a senior Air Force advisor to the Turkish Air War College in Istanbul, Turkey. Colonel Hayes was an instructor for the squadron officer course and the Command and Staff School at the Air University, Maxwell AFB, Alabama. Prior to his assignment to Scott AFB as the assistant chief of the Military Air Transport Service's command and control center, Colonel Hayes was the deputy base commander at McGuire AFB, New Jersey. On 2 December 1963, Colonel Hayes became the deputy wing commander of the 1405th Air Base Wing and subsequently assumed command of the 1405th Air Base Group upon its activation on 1 June 1964. At this time, all air base operations were placed under the group which also made Colonel Hayes the commander of Scott AFB. The group was a subordinate unit of the newly designated 1405th Aeromedical Transport Wing, Scott's host unit. In April 1965, Colonel Hayes received orders to report to Thailand.

Colonel Felix G. Brenner
28 April 1965 - 18 July 1965, interim

Colonel Brenner, the vice commander of the 1405th Aeromedical Transport Wing, also served as the base commander during this interim.

Colonel Walter F. Derck
19 July 1965 - 7 August 1967

Colonel Derck, originally from Oakfield, New York, began his military career as an aviation cadet in 1942. Stationed in England from 1943 to 1944, he flew B-17s for the Eighth Air Force. He later served with Headquarters Air Rescue Service at Orlando, Florida, and commanded rescue squadrons in Panama and Puerto Rico. Colonel Derck came to Scott from Hickam AFB, Hawaii, where he commanded the Pacific Air Rescue Center from June 1962 until July 1965. Colonel Derck left Scott for the Eastern Aerospace Rescue and Recovery Center at Robins AFB, Georgia, assuming command of the center on 1 March 1968.

Colonel Gilmer E. Walker, Jr.
7 August 1967 - 1 August 1969

Colonel Walker entered the Air Corps in November 1939 as a flying cadet. He graduated from flying training at Kelly Field, Texas, and was commissioned there in July 1940. Thereafter, he was assigned to the Air Training Command as a flight instructor and in various staff positions until he entered B-29 bomber training at Maxwell Field, Alabama. He later became the director of supply and maintenance at Gunter Field, Alabama, until he left the service in 1946. Recalled to active duty during the Korean War, Colonel Walker held staff positions at Turner AFB, Georgia, in Morocco, and at Headquarters Strategic Air Command, Offutt AFB, Nebraska. He subsequently commanded the 809th Air Base Group and assumed the positions of director of operations and vice commander of the 306th Medium Bomb Wing (B-47s) at MacDill AFB, Florida. Following his assignment as the commander of a Strategic Air Command tanker unit at Dover AFB, Delaware, Colonel Walker attended the Industrial College of the Armed Forces. He earned a master's degree in business administration from George Washington University in 1963. Coming to Scott from Headquarters USAF in Washington, D.C., where he served as the chief of the allocations division, Colonel Walker was initially the commander of the 375th

Air Base Group and became the commander of the 1400th Air Base Wing upon its activation on 1 September 1968. In both of these positions, he was the commander of Scott AFB. Colonel Walker retired on 1 August 1969.

Colonel Geoffrey R. Ford
1 August 1969 - 5 August 1969, interim

Colonel Ford, the 1400th Civil Engineering Squadron commander, served as the interim commander of the 1400th Air Base Wing for only five days. Colonel Ford retired from active service on 15 September 1969.

Colonel Oliver W. Lewis
6 August 1969 - 31 March 1970

Colonel Lewis was born on 12 August 1923 in Knoxville, Alabama. He graduated from Greene County High School in 1941 and attended the University of Alabama until he entered military service in December 1942. He completed his flying training at Altus Army Air Base, Oklahoma, in 1944. During World War II, Colonel Lewis trained in B-17, B-24, and B-29 bomber aircraft. After the war, he was assigned to the South Pacific area as a B-17 and B-29 pilot, aircraft maintenance officer, and staff operations officer. From 1948-1950, Colonel Lewis was an instructor pilot at Perrin AFB, Texas, and Williams AFB, Arizona. He was an instructor pilot in the Air Force's first jet trainer, the F-80 Shooting Star. In 1950, Colonel Lewis was assigned to Headquarters Far East Air Forces and flew 27 combat missions in B-26 light bombers during the Korean Conflict. In 1953, he was assigned to the Pentagon where he worked in research and development. He completed his bachelor's degree from George Washington University in 1958, majoring in business administration and advanced management. Thereafter, Colonel Lewis joined the 96th Air Refueling Squadron at Altus AFB as a KC-135 aircrew commander and later became the squadron commander. Subsequently, Colonel Lewis served as chief of operations in the Altas-F strategic missile unit at Altus. From January 1964 until July 1965, Colonel Lewis commanded the 26th Bomb Squadron. Transferred to Grand Forks AFB, North Dakota, he served as the deputy base commander and base commander. From there, Colonel Lewis went to Southeast Asia and assumed command of the 355th Combat Support Group in April 1967. Prior to becoming the commander of Scott AFB, Colonel Lewis was the base commander of Norton AFB, California.

Colonel Kenneth B. Clark
1 April 1970 - 19 May 1971

Born on 18 November 1923 in Kansas City, Missouri, Colonel Clark enlisted as a private in the 146th Field Artillery Regiment, Washington National Guard in 1939. While in Seattle, Washington, he graduated from Roosevelt High School in 1940. He entered aviation cadet training in December 1942, earning his wings and a commission as a second lieutenant in the Army Air Corps at Luke Field, Arizona, in October 1943. After a period as a flight instructor, Colonel Clark became a P-38 pilot with the 49th Fighter Group, Fifth Air Force. He participated in the Leyte, Luzon, and Okinawan campaigns and, as one of MacArthur's Air Honor Guard, was one of the first American fighter pilots to land on Japanese home soil. Following the war, Colonel Clark became an instructor in the Air University's public information officer and academic instructor courses. In 1950, he was assigned to the University of Washington as an AFROTC assistant professor of air science. At this time, he completed his undergraduate work, majoring in speech. After graduating from the Air Command and Staff College in 1958, Colonel Clark joined the 1503rd Air Transport Wing at Tachikawa, Japan, as a C-124 squadron operations officer and later as the wing's inspector. Assigned to the Military Air Transport Service's Heavy Transport Training Unit at Tinker AFB, Oklahoma, from 1961-1964, he was initially in charge of academic training, then served as wing director of operations, and finally commanded the 1741st Air Transport Squadron which was the first squadron in the Military Air Transport Service to transition to the C-141. In 1964, Colonel Clark attended the United Kingdom Joint Services Staff College in England, and in 1965, he became the USAF advisor to the Royal Air Force Staff College. Colonel Clark came to Scott AFB in 1967 and served as the chief of safety for the Military Airlift Command before assuming command of the 1400th Air Base Wing and Scott AFB. Thereafter, from July 1971 until July 1973, Colonel Clark commanded the 1640th Air Base Wing at Ramey AFB, Puerto Rico.

Colonel Charles E. Shannon
20 May 1971 - 27 April 1973

Colonel Shannon, a graduate of the U.S. Merchant Marine Academy, began his military career as a 25-year-old aviation cadet in April 1949. He earned his wings and commission in May 1950. His first assignment was as a C-97 pilot with the 1266th Air Transport Squadron at Hickam AFB, Hawaii. Other C-97 assignments took him to Westover AFB, Massachusetts, and Travis AFB, California. Upon graduating from the Aircraft Maintenance School in 1956, he became the aircraft maintenance officer for the 1607th Maintenance Group at Dover AFB, Delaware. In 1958, he was assigned as an aircraft maintenance officer with the 1400th Field Maintenance Squadron at Keflavik, Iceland. Thereafter, in 1959, Colonel Shannon served as a special air missions pilot with the 1254th Air Transport Group at Andrews AFB, Maryland. Colonel Shannon subsequently spent another two years at Andrews as the workload control officer and the assistant maintenance control officer with the 1254th Consolidated Aircraft Maintenance Squadron. Colonel Shannon later became an aircraft maintenance staff officer for the 627th Military Airlift Support Squadron at Mildenhall, England. Assigned to McChord AFB, Washington, Colonel Shannon was chief of the airlift command post for the 62nd Military Airlift Wing. Before coming to Scott in February 1970 as the chief of operations for the Military Airlift Command inspector general, Colonel Shannon commanded the 617th Military Airlift Support Squadron at Da Nang Air Base, Vietnam. After his tenure at Scott, Colonel Shannon, as a brigadier general, commanded the 60th Military Airlift Wing at Travis AFB from May until October 1973.

Colonel Sharman R. Stevenson
28 April 1973 - 16 February 1975

Colonel Stevenson, born on 31 May 1929 in Layton, Utah; entered the Air Force on 16 July 1951 through the ROTC program. He graduated from Utah State University. After completing pilot training at Pinecastle AFB, Florida, in October 1952, he attended the gunnery school at Luke AFB, Arizona. Colonel Stevenson then flew fighter bombers in Korea from May through July 1953. He subsequently served, until 1957, as a gunnery instructor and civil engineer at Laughlin AFB, Texas. Thereafter assigned to Taiwan, he was the Military Assistance Advisory Group advisor to the Chinese Air Force on civil engineering matters and also piloted F-86s. From 1959 to 1963, Colonel Stevenson was an instructor at the Institute of Technology at Wright-Patterson AFB, Ohio. He spent his next three years at McChord AFB, Washington, as a C-124 pilot, instructor pilot, and flight examiner. In 1966, he became an operations planner with the 322nd Air Division at High Wycombe, England. From England, Colonel Stevenson went to Norton AFB, California, as the commandant of the Military Airlift Command's NCO Academy. In 1971, he served as the base civil engineer at Scott AFB. On 28 April 1973, Colonel Stevenson assumed command of the 1400th Air Base Wing and of Scott AFB. On 1 June 1973, he became the commander of the 375th Air Base Group upon the inactivation of the 1400th Air Base Wing. On 17 February 1975, Colonel Stevenson became the vice commander of the 375th Aeromedical Airlift Wing. In October 1975, Colonel Stevenson left for Japan to command the 475th Air Base Wing.

Colonel David M. Hall
17 February 1975 - 4 February 1976

Before he became the commander of the 375th Air Base Group and Scott AFB, Colonel Hall served as the deputy base commander. A native of Gary, Indiana, Colonel Hall enlisted in the Air Force in August 1951, after receiving a bachelor's degree in business administration from Howard University in Washington, D.C. In June 1953, he was commissioned through the Officers Candidate School. Colonel Hall held a variety of positions in supply and accounting and finance. While stationed at Oxnard AFB, California, in 1958, Colonel Hall entered the data processing field. From 1962 to 1966, he was an Air Force ROTC instructor at the Agricultural and Technical State University of North Carolina. At this time, he finished his master's degree in educational sociology. Other military schools completed include the Squadron Officer School, Air Command and Staff College, Air War College, and the Industrial College of the Armed Forces. Before coming to Scott AFB, he was the chief of the computer operations division at the Air Force Accounting and Finance Center in Denver, Colorado. Arriving at Scott in April 1971, Colonel Hall first worked as the chief of the computer operations division for the Military Airlift Command. He subsequently became the command's assistant for social actions. In February 1976, Colonel Hall departed Scott to attend the M.I.T. program for senior executives at the Alfred P. Sloan School of Management.

Colonel Maurice C. Padden
4 February 1976 - 1 June 1978

After graduating from Ohio State University with a bachelor's degree in English, Colonel Padden, born on 7 February 1931, entered the Air Force in February 1953. Completing his cadet training as a navigator at Ellington AFB, Texas, he received his commission in 1954. For the next four years, Colonel Padden remained at Ellington as a navigation instructor and then later as the school secre tary of the 3605th Navigation Training Group. After finishing B-47 navigator training in 1958 at Mather AFB, California, Colonel Padden went to Whiteman AFB, Missouri, serving as a B-47 navigator, chief of the reports and analysis branch, and the scheduling officer for the 340th Bomb Wing. In 1964, Colonel Padden graduated from the B-58 navigator course at Carswell AFB, Texas, and subsequently joined the 43rd Bomb Wing at Carswell. Reassigned in 1965 to Headquarters Strategic Air Command at Offutt AFB, Nebraska, he was initially the test director for the automated command and control system in the command post and later served as the executive officer to the deputy chief of staff for operations. After graduating from the Armed Forces Staff College in 1969, Colonel Padden went to Vietnam as a B-52 strike planner at Tan Son Nhut Air Base. Completing the Air War College in 1974, he became the deputy base commander of Norton AFB, California. Transferred to Travis AFB, California, in October 1975, he served as the deputy base commander. His next assignment was as the commander of Scott AFB. In 1978, Colonel Padden left Scott to command the 443rd Military Airlift Wing at Altus AFB, Oklahoma, where he rose to the rank of brigadier general.

Colonel E. Wayne McLamb
1 June 1978 - 31 May 1979

Colonel McLamb was born on 12 January 1932 in Newton Grove, North Carolina. After graduating from East Carolina University in 1954 with a bachelor's degree in mathematics, Colonel McLamb, an AFROTC cadet, went on active duty. Completing pilot training in 1956 at Vance AFB, Oklahoma, Colonel McLamb joined the 1607th Air Transport Wing at Dover AFB, Delaware. Remaining at Dover until 1965, Colonel McLamb served as a C-124 squadron pilot, instructor pilot, pilot flight examiner, squadron training officer, wing training officer, wing ground safety officer, and wing flying safety officer. After graduating from the Air Command and Staff College, he was assigned to the 366th Tactical Fighter Wing at Da Nang Air Base, Vietnam, where he served as a flying safety officer. Returning to Maxwell AFB, Alabama, in 1967, Colonel McLamb was an Air Command and Staff College instructor until 1971. Stationed at Charleston AFB, South Carolina, from August 1971 until February 1974, Colonel McLamb was first the operations officer for the 41st Military Airlift Squadron and then became the chief of current operations for the 437th Military Airlift Wing. In 1974, Colonel McLamb was assigned to Headquarters Military Airlift Command as the chief operations inspector with the inspector general. Prior to becoming the deputy base commander in July 1977, Colonel McLamb was director of assignments for the deputy chief of staff for personnel Headquarters MAC. After his tenure at Scott, Colonel McLamb became the 435th Air Base Group commander at Rhein-Main Air Base, Germany.

Colonel Peter A. Land
31 May 1979 - 5 June 1981

Born on 14 September 1936, Colonel Land graduated in 1958 with a degree in political science from The Citadel in Charleston, South Carolina, and was commissioned through the AFROTC program. After earning his pilot's wings, Colonel Land piloted T-29s on navigation training missions at Harlingen AFB, Texas, until 1962. Thereafter, he flew aeromedical evacuation missions from Rhein-Main Air Base, Germany. After completing his master's degree in systems management, he joined, in 1966, the 13th Aeromedical Airlift Squadron at Travis AFB, California. In November 1967, Colonel Land became an operations officer with the 375th Aeromedical Airlift Wing at Scott. In September 1968, he was reassigned to Headquarters Military Airlift Command as a test manager of the C-9A category III test and evaluation program. In 1970, he became the chief of the test and evaluation division. From August 1970 until January 1971, he attended the Armed Forces Staff College at Norfolk, Virginia. In May 1971, he went to Vietnam as an OV-10 forward air controller. While assigned to the 20th Tactical Air Support Squadron at Da Nang Air Base, Colonel Land was the operations officer and also flew 137 combat missions. Colonel Land then returned to The Citadel as an assistant professor of aerospace studies from mid-1972 until August 1975. After completing the Air War College in May 1976, Colonel Land was assigned to Maxwell AFB, Alabama. And on 1 February 1977, before assuming command of Scott AFB, he became the director of management consultation for the Leadership and Management Development Center.

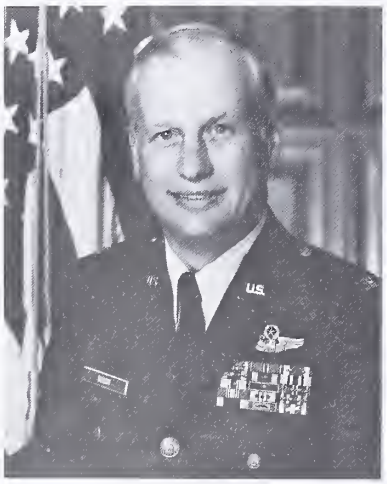
Colonel Gary K. Spencer
5 June 1981 - 25 July 1983

Before entering service, Colonel Spencer attended the University of Utah, graduating in 1962 with a degree in speech and hearing therapy. Colonel Spencer received his commission through the Air National Guard, where he performed the duties of a ground control intercept officer and earned his pilot's wings. His first active duty assignment was to MacDill AFB, Florida, in 1962, where he piloted F-84s. He later transitioned to F-4s. In 1966, Colonel Spencer went to Vietnam, where he flew AC-47 aircraft assigned to the 633rd Aircraft Squadron. Returning to the United States in 1967, Colonel Spencer served as the chief of ground training with the Ogden Air Materiel Area at Hill AFB, Utah. In 1968, Colonel Spencer went to Wiesbaden Air Base, Germany, flying C-118 aircraft engaged in special air missions for two years. He became the chief C-118 pilot for Headquarters United States Air Forces in Europe. In 1971 Colonel Spencer returned to the United States. After graduating from the Air Command and Staff College in 1972, he became a staff officer in the operations directorate at Headquarters United States Air Force in Washington, D.C. Colonel Spencer later became the assistant executive officer to the deputy chief of staff for plans and operations. In September 1975, Colonel Spencer served as an aide to the deputy commander in chief, United States European Command in Stuttgart-Vaihingen, Germany. From 1977 to 1978, he attended the National War College and then returned to Europe as the executive officer to the deputy commander in chief, United States European Command. In July 1979, before assuming command of Scott AFB, Colonel Spencer became the executive officer to the commander in chief, Military Airlift Command. In July 1983, Colonel Spencer was reassigned to Headquarters Military Airlift Command, where he served as the director of administration from January until August 1984. Thereafter, he became a professor of aerospace studies at Brigham Young University. Colonel Spencer was born on 22 September 1936 in Salt Lake City.

Colonel Louis V. Pelini
25 July 1983 - 25 May 1984

A native of Henry, Illinois, Colonel Pelini was born on 14 December 1936. He graduated from Peoria Central High School. While studying political science at Bradley University, he was commissioned through the AFROTC program and went on active duty in 1959. After completing navigator flight training in 1959, Colonel Pelini flew C-124s while assigned to Charleston AFB, South Carolina. Transferred in 1963 to Tachikawa Air Base, Japan, he continued to fly on C-124s and later worked in the Far East Airlift Command Post. Returning to the United States in 1966, he was an AFROTC instructor at Duquesne University. In 1969, Colonel Pelini left for Ching Chang Kuan Air Base, Taiwan, where he flew C-130s and logged over 600 flying hours in Vietnam. In February 1971, Colonel Pelini returned to Charleston AFB, where he flew aboard C-141s and later became the 437th Military Airlift Wing's chief of tactics. From 1974 until 1979, Colonel Pelini served at Headquarters Military Airlift Command as the chief of tactics and later as the commander of the headquarters section. After attending the Army War College, he was assigned as a Military Airlift Command liaison officer to Headquarters United States European Command in Stuttgart, Germany. After his tenure as the 375th Air Base Group commander, Colonel Pelini assumed command of the 375th Aeromedical Airlift Wing on 25 May 1984. In October 1986, Colonel Pelini departed Scott AFB to command the Aerospace Audiovisual Service at Norton AFB, California.

Colonel George R. Dixon
25 May 1984 - 15 November 1985



Colonel Dixon entered the Air Force in 1962 and received his regular commission after attending Officer Training School. He completed pilot training at Vance AFB, Oklahoma, and was subsequently assigned to the flight test division of the Rome Air Development Center at Griffiss AFB, New York, where he maintained currency in B-57, T-33, C-123, and C-131 aircraft. In December 1965, Colonel Dixon joined the 4th Air Commando Squadron at Pleiku, Vietnam, where he logged a record-setting 300 plus combat missions in the AC-47. His next assignment was with the 1001st Operations Squadron at Andrews AFB, Maryland, flying the VC-131 in support of Headquarters United States Air Force. After attending Squadron Officer School, Colonel Dixon assumed duties with the joint staff at Headquarters United States European Command. He continued to fly missions supporting United States and Allied VIPs and served as the deputy chief of standardization and evaluation. In January 1974, Colonel Dixon became a standardization and evaluation officer with the Strategic Air Command's 1st Combat Evaluation Group at Barksdale AFB, Louisiana. Transferred to the Military Airlift Command in June 1975, Colonel Dixon served as the chief of the operations plans division and the chief of the operational training division with the 375th Aeromedical Airlift Wing at Scott AFB. In June 1978, Colonel Dixon went to the 20th Aeromedical Airlift Squadron at Clark Air Base, Philippines, as the operations officer and assumed command of the squadron in June 1979. In July 1980, Colonel Dixon became the chief of the foreign clearance section at Headquarters United States Air Force. Returning to Scott AFB in September 1983 as the deputy base commander, Colonel Dixon assumed command of the 375th Air Base Group in May 1984. In November 1985, Colonel Dixon departed Scott for Washington, D.C., serving first as the chief of the plans integration divison on the Joint Chiefs of Staff and subsequently becoming the chief of the the plans concepts and assessments division. In addition to completing Squadron Officer School, Colonel Dixon graduated from the Air Command and Staff College, Industrial College of the Armed Forces, and the Air War College.

Colonel Edward A. Glowatski
15 November 1985 - 31 October 1986

Colonel Glowatski was born on 29 March 1937 in Tarentum, Pennsylvania. Before entering military service, Colonel Glowatski graduated from Edinboro State College with a degree in education. On 11 May 1962, he entered Officer Training School at Lackland AFB, Texas. His first assignment was as an administrative officer at Sheppard AFB, Texas. In September 1964, he became a recruiting officer in the Pittsburgh area and subsequently earned a master's degree in education from Duquesne University in Pittsburgh. In February 1966, Colonel Glowatski worked as a plans and projects officer with the Air Force Recruiting Service at Randolph AFB, Texas. Transferred in July 1967 to the 311th Air Commando Squadron at Da Nang Air Base, Vietnam, Colonel Glowatski served as the administrative officer. In October 1967, he was reassigned as the executive officer of the 315th Air Commando Wing at Phan Rang Air Base, Vietnam. After returning to the United States in July 1968, Colonel Glowatski pursued a second master's degree, this one in geography, at the University of Oklahoma. Thereafter, he taught geography at the Air Force Academy for two years. In May 1971, Colonel Glowatski returned to the University of Oklahoma and earned his Ph.D. in education. Reassigned to the Air Force Academy in June 1973 for another two years, Colonel Glowatski served as an assistant professor in the geography department and later chaired the department. In 1975, he completed the Air Command and Staff College and the Industrial College of the Armed Forces. In June 1977, Colonel Glowatski became the commander of the 3518th Recruiting Squadron in New Cumberland, Pennsylvania. In June 1980, he was assigned to Lackland AFB, Texas, as the deputy commander of the 3504th Recruiting Group. While at Lackland, he became the commander of the 3507th Airman Classification Squadron in August 1981. Transferred to Scott AFB in September 1983, Colonel Glowatski took over as the chief of personnel for the base. On 1 June 1984, Colonel Glowatski became the deputy base commander and subsequently assumed command of Scott AFB on 15 November 1985. On 31 October 1986, Colonel Glowatski retired from active service, becoming the director of special academic programs and an associate professor of education and social sciences at McKendree College in Lebanon, Illinois.

Colonel Reuben T. Dixon, Jr.
31 October 1986 - present

Taking over the reins of Scott AFB, Colonel Dixon assumed command of the 375th Air Base Group on 31 October 1986. A native of Miami, Oklahoma, Colonel Dixon was born on 18 April 1937. He earned an associate's degree in fire protection engineering and a bachelor's degree in military science in May 1960. At this time, he also received his commission through the AFROTC program. Colonel Dixon attended pilot training at Bainbridge AFB, Georgia, and Webb AFB, Texas, graduating in August 1961. His first assignment was as a C-123B and C-130E pilot at Pope AFB, North Carolina. During this period, he made six-month rotations to South Vietnam and participated in the Congo airlift in 1964. Transferred in May 1966 to Fort Benning, Georgia, Colonel Dixon worked as an operations officer, controlling Air Force aircraft for the Airborne School. He also served as an instructor pilot in Army U-9 and T-41B aircraft. Colonel Dixon's next assignment was to Torrejon Air Base, Spain, where he was the operations officer for Detachment 14, 2nd Aircraft Delivery Group from October 1969 until September 1973. Additionally, he flew the T-39A in support of the Sixteenth Air Force. In October 1973, Colonel Dixon joined the 345th Tactical Airlift Squadron at Kadena Air Base, Okinawa, first as the assistant operations officer and then in June 1974 as the operations officer. While assigned to Okinawa, he participated in the Saigon and Phnom Penh evacuations and also served as the acting squadron commander at U Tapao Air Base, Thailand, during the Mayaguez incident in May 1975. He assisted with the 345th's relocation to Yokota Air Base, Japan, in September 1975. Returning to the United States in November 1976, Colonel Dixon first worked as the assistant operations officer for the 772nd Tactical Airlift Squadron at Dyess AFB, Texas. Remaining at Dyess, he spent the next seven years with the 463rd Tactical Airlift Wing, holding the positions of maintenance control officer, organizational maintenance squadron commander, assistant deputy commander for maintenance, and deputy commander for maintenance. During this time, in 1979, Colonel Dixon completed the Air War College. In July 1984, Colonel Dixon went to Torrejon Air Base, serving as the commander of the 625th Military Airlift Support Group until October 1986.

COMMANDERS 1405TH AEROMEDICAL TRANSPORT WING AND 375TH AEROMEDICAL AIRLIFT WING

(Except for the period from 1 September 1968 through 1 June 1973 when the 1400th Air Base Wing was activated to manage Scott AFB, the commanders of first the 1405th Aeromedical Transport Wing and then the 375th Aeromedical Airlift Wing were also responsible for Scott AFB as the parent organizations of their respective air base groups. Although Wing Commanders Moeller, Self, and Jones are listed in order to account for all of the 375th wing commanders since 1966, they did not have responsibilities for base operations.)

Colonel William E. Nix
1 June 1964 - 2 August 1966

See previous listing. With the inactivation of the 1405th Aeromedical Transport Wing, Colonel Nix became the commander of the 375th Aeromedical Airlift Wing on 12 January 1966.

Colonel Felix G. Brenner
3 August 1966 - 6 September 1966, interim

Colonel Brenner, the wing vice commander since 1 July 1964, served in the interim as the commander of the 375th Aeromedical Airlift Wing. On 10 January 1967, Colonel Brenner left Scott to command the 9th Weather Reconnaissance Wing at McClellan AFB, California, a position he held until October 1969 when he retired.

Colonel Harry L. Waesche
6 September 1966 - 30 September 1968

Born on 16 July 1915 in Washington, D.C., Colonel Waesche, a graduate of the Massanutten Military Academy in Virginia, began his military career in February 1939. After completing flying training at Randolph and Kelly Fields, Texas, he served with the 23rd Composite Group at Maxwell Field, Alabama. Prior to taking command of the 375th Aeromedical Airlift Wing, Colonel Waesche served as the commander of the 6200th Materiel Wing at Clark Air Base, Philippines. Colonel Waesche retired from active service on 30 September 1968.

Colonel Robert L. Moeller
1 October 1968 - 30 September 1969

Colonel Moeller entered military life in June 1942, completing his pilot training and receiving his commission in September 1944. Assigned to Germany, Colonel Moeller flew in the Berlin Airlift. Thereafter, from 1949 to 1954, he was stationed in Hawaii. Colonel Moeller participated as a pilot and maintenance officer in the nuclear tests conducted in the Pacific. From March 1955 to September 1958, he served in the maintenance branch at Headquarters Air Weather Service in Washington, D.C. After a year as the chief of maintenance for the 1st Weather Wing at Hickam AFB, Hawaii, Colonel Moeller spent the next two years as a reconnaissance pilot and maintenance officer with the 56th Weather Reconnaissance Squadron at Yokota Air Base, Japan. After attending the Armed Forces Staff College, Colonel Moeller commanded the 1211th Test Squadron at Kirtland AFB, New Mexico, and the 58th Reconnaissance Squadron, also at Kirtland. In 1966, Colonel Moeller assumed command of the 53rd Weather Reconnaissance Squadron at Ramey AFB, Puerto Rico. In August 1968, he reported to Scott AFB, serving first as the vice commander of the 375th and then becoming the wing's commander on 1 October 1968. Reassigned to Headquarters Military Airlift Command,

Colonel Moeller held the position of inspector general from 1 November 1969 until August 1971. Transferred to Charleston AFB, South Carolina, he first served as the vice commander of the 437th Military Airlift Wing and subsequently assumed command of that wing in April 1972. He rose to the rank of brigadier general.

Colonel John W. Self
1 November 1969 - 13 May 1971

Born in Rogersville, Alabama, on 12 February 1920, Colonel Self began his military career in the U.S. Army in 1938. Graduating from naval flight training in 1942, Colonel Self served with the 7th and 10th Fleets in the Pacific between 1944 and 1945 and participated in the Berlin Airlift in 1949. In March 1950, Colonel Self was recalled to active duty in the Air Force with the rank of major. He attended B-29 combat crew training and special weapons training in 1952 and served as an aircraft commander, squadron commander, personnel officer, and wing director of operations until September 1956. Thereafter his duties were: personnel officer with Headquarters Fifteenth Air Force at March AFB, California; student at the Naval War College; Air Force representative to the Naval War College; professor of aerospace studies at the University of Alabama; vice commander and commander of the 388th Combat Support Group at Korat Royal Thailand AFB; and director of personnel programs at Headquarters Military Airlift Command. Before assuming command of the 375th Aeromedical Airlift Wing in November 1969, Colonel Self was the assistant chief of staff at Headquarters Military Airlift Command. Colonel Self departed Scott for Maxwell AFB, Alabama, where he served as the commandant of AFROTC Area A.

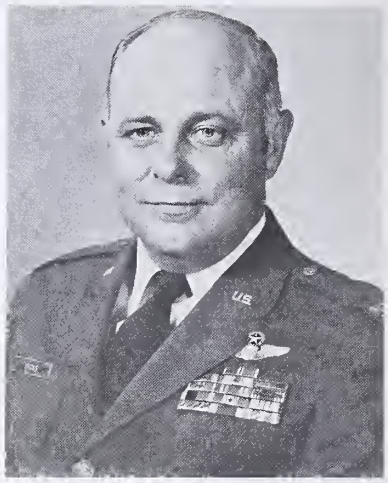
Colonel Muller L. Jones
13 May 1971 - 24 May 1971, acting

Colonel Jones, the vice commander of the 375th Aeromedical Airlift Wing since 15 June 1970, served as the acting commander upon Colonel Self's reassignment. Before becoming the vice commander, Colonel Jones was the wing's deputy commander for operations, a position he held since 21 April 1969. Colonel Jones remained the vice commander until 6 August 1971 when he became the director of training at Headquarters Twenty-Second Air Force, Travis AFB, California. Colonel Jones, a pilot, had flown B-24, B-29, C-54, C-124, and C-9A aircraft.

Colonel Frank W. Contestable
24 May 1971 - 31 May 1974

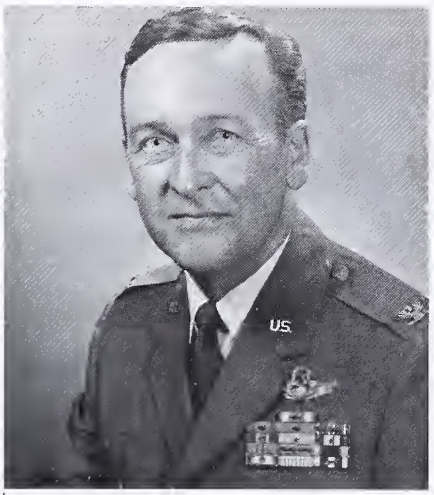
Colonel Contestable's military career began with the Army during World War II, serving three years in the Pacific theater. He also took part in the Ryukyu Islands campaign. After his discharge in March 1946, he returned to his hometown of Rochester, New York, and obtained his civilian pilot's license. In June 1948, Colonel Contestable entered the aviation cadet program and received his commission in July 1949. From 1949 until June 1952, he flew C-54s and C-97s with the 1502nd Air Transport Wing at Hickam AFB, Hawaii. His next assignments were with the 29th Air Transport Squadron at Westover AFB, Massachusetts, and the 1707th Air Transport Wing at Palm Beach AFB, Florida, where he flew C-97s. He was also an instructor pilot and wing field maintenance officer with the 1707th. From November 1957 until July 1960, he was an aircraft commander and maintenance officer for the 56th Weather Reconnaissance Squadron at Yokota Air Base, Japan, flying WB-50s. After completing the Air Command and Staff College, Colonel Contestable received orders assigning him to the Headquarters Command in Washington, D.C. There he served at both Bolling and Andrews AFBs as the senior maintenance officer of the 1002nd Maintenance and Supply Group. Beginning in August 1963, his next assignments included line pilot, assistant operations officer, and wing C-124 aircrew standardization officer for the 60th Military Airlift Wing at Travis AFB, California. From July 1967 to July 1968, he was an aircrew standardization officer for the 61st Military Airlift Wing at Hickam AFB, Hawaii. Following his Hickam assignment, he commanded the 22nd Military Airlift Squadron at Tachikawa Air Base, Japan, until June 1969. From September 1969 until September 1970, he served as the director of operations for Detachment 2, 834th Air Division at Cam Ranh Bay Air Base, Vietnam. Before assuming command of the 375th Aeromedical Airlift Wing, Colonel Contestable was the team chief of the Military Airlift Command's inspection team and was chief of the materiel branch under the inspector general. Colonel Contestable was born on 15 February 1925 and is a graduate of Florida Southern University.

Colonel Charles C. Irions
31 May 1974 - 30 June 1975



Colonel Irions was born on 24 June 1929 in Princeton, Indiana. He entered the Air Force as an enlisted man and attended college under the Bootstrap program. He was commissioned as a second lieutenant in December 1953 and then completed pilot training at Randolph AFB, Texas, in May 1955. From 1955 to 1958, Colonel Irions flew C-119s with the 41st Troop Carrier Squadron at Neubiberg Air Base, West Germany, and at Evreaux Air Base, France. Returning to the United States, he completed Squadron Officers School at Maxwell AFB, Alabama, and then served on the faculty from 1959 until 1962, when he attended Air Command and Staff College. From 1963 to 1967, Colonel Irions flew RC-130s and commanded the Military Airlift Command's aerial survey operations in South America. In July 1967, Colonel Irions assumed command of the 608th Military Airlift Support Squadron at Cam Ranh Bay, Vietnam. He also flew combat support missions with the 12th Tactical Fighter Wing. In August 1968, Colonel Irions became an action officer with the airlift division at Headquarters United States Air Force in Washington, D.C. Remaining in Washington, he was assigned as a staff officer in the European-Middle East division with the Joint Chiefs of Staff. In 1974, he held the position of assistant deputy chief of staff for operations at Headquarters Military Airlift Command. After commanding the 375th Aeromedical Airlift Wing, Colonel Irions, as a brigadier general, served as the Military Airlift Command's deputy chief of staff for operations from September 1975 until July 1977.

Colonel Paul A. Bergerot
30 June 1975 - 29 January 1976



Colonel Bergerot began his military career as an aviation cadet in October 1948. He completed pilot training at Vance AFB, Oklahoma, in September 1949. From 1949 to January 1960, Colonel Bergerot's principal duties were flying C-54 and C-124 aircraft. Thereafter, he was the chief of administration for the 1604th Air Base Wing at Kindley AFB, Bermuda, until June 1962. He next served as the executive officer of the 1604th until August 1962 when he became a C-124 pilot with the 28th Air Transport Squadron at Hill AFB, Utah. In June 1965, Colonel Bergerot became the 28th's executive officer. After receiving a degree in education from the University of Nebraska in January 1966, he went to Vietnam. Colonel Bergerot was one of the initial cadre trained in the Army C-7A. From August until November 1966, Colonel Bergerot was assigned to the 61st Aviation Company (U.S. Army) in charge of the Air Force's C-7A aircrews and personnel at Vung Tau, Vietnam. He completed his Southeast Asia tour as the chief of the airlift support branch in the operations support division, Headquarters Seventh Air Force at Tan Son Nhut Air Base. When he returned to the United States in August 1967, he was assigned as a flight safety officer and later served as the chief of the transport aircraft section, Headquarters Air Force Inspection and Safety Center at Norton AFB, California. From April 1970 to June 1971, Colonel Bergerot was the executive officer to the director of aerospace safety. Coming to Scott in July 1971, he served as the deputy director of assignments under the deputy chief of staff for personnel in Headquarters Military Airlift Command until May 1972. Colonel Bergerot then became the vice commander of the 437th Military Airlift Wing at Charleston AFB, South Carolina. Returning to Scott in May 1973, he was the deputy chief of staff for personnel for the Military Airlift Command before assuming command of the 375th Aeromedical Airlift Wing. Colonel Bergerot departed Scott for an assignment as the chief of staff of the Twenty-Second Air Force at Travis AFB, California. Colonel Bergerot was born on 3 August 1928 in San Francisco, California.

Colonel Hubert S. Diamond
29 January 1976 - 9 June 1978

Colonel Diamond was born on 23 January 1929 in New York City. He earned a business degree from Indiana University in 1950 and entered the Air Force in May 1951. In September 1952, Colonel Diamond graduated from aviation cadet training at Vance AFB, Oklahoma. This was followed by the completion of B-29 combat crew training in February 1953 at Randolph AFB, Texas. His first assignment was with the 93rd Bomb Wing at Castle AFB, California. While at Castle, he was one of the first to receive KC-135 pilot training. In August 1959, he was transferred to the 6th Bomb Wing at Walker AFB, New Mexico, but returned to the 93rd Bomb Wing when the Combat Crew Training School closed at Walker in August 1963. After graduating from the Armed Forces Staff College in January 1967, Colonel Diamond was first assigned as a plans officer and later as the chief of the war plans division with the Fifth Air Force at Fuchu Air Station, Japan. In September 1970, Colonel Diamond joined the 314th Air Division at Osan Air Base, Korea. He initially served as the chief of combat operations and later became the director of operations. Returning to the United States in October 1971, he became the director of operations with the 916th Air Refueling Squadron at Travis AFB, California. In July 1973, he graduated from the Air War College and assumed duties as the deputy commander of operations with the 438th Military Airlift Wing at McGuire AFB, New Jersey. After graduating from the Sloan School of Management for senior executives in May 1975, Colonel Diamond served as the deputy chief of staff for operations with the Twenty-First Air Force at McGuire AFB. His next assignment was as the commander of the 375th Aeromedical Airlift Wing. He left Scott AFB for an assignment at Supreme Headquarters Allied Powers Europe in Brussels, Belgium.

Colonel John A. Doglione
9 June 1978 - 22 May 1981

Colonel Doglione enlisted in the Air Force in January 1953. During basic training at Samson AFB, New York, he was selected for aviation cadet training. After graduating as a navigator in June 1954, he remained at Ellington AFB, Texas, as a T-29 navigator instructor until 1958. In January 1959, Colonel Doglione completed his pilot training at Craig AFB, Alabama. From 1959 until 1962, he flew WB-50 weather reconnaissance missions from Yokota Air Base, Japan. Reassigned to McClellan AFB, California, he continued to fly WB-50s until 1964. Transferred to Travis AFB, California, Colonel Doglione was a line pilot for four years, earning C-124 instructor pilot and C-141 standardization flight examiner ratings. In 1969, he graduated from the Armed Forces Staff College. From 1969 to 1970, Colonel Doglione was the tactical airlift liaison officer with the U. S. Army 5th Special Forces (Green Berets) at Pleiku and Nha Trang, South Vietnam. Selected for the initial cadre of C-5 crew members upon returning from overseas duty, he remained at Travis AFB, California, until 1974. His assignments at Travis included C-5 standardization officer with the Twenty-Second Air Force, commander of the 7th Military Airlift Squadron, and chief of the 60th Military Airlift Wing command post. After attending the Air War College and earning his undergraduate degree from Troy State University, Colonel Doglione received orders in December 1975 for Headquarters Military Airlift Command, where he became the deputy director of airlift operations. Thereafter, he assumed command of the 375th Aeromedical Airlift Wing. His next assignment was to the Joint Deployment Agency at MacDill AFB, Florida. Colonel Doglione was born on 8 March 1933 in Newcastle, Delaware.

Colonel Bruce M. Purvine
22 May 1981 - 10 June 1982

Born in Long Beach, California, on 22 January 1932, Colonel Purvine graduated from the University of Oregon in 1955 with a commission through the AFROTC program. Entering active duty in January 1956, he attended pilot training at Bartow AFB, Florida, and Goodfellow AFB, Texas, flying T-6 and B-25 aircraft. In May 1957, he completed helicopter training at Randolph AFB, Texas, and was assigned as a H-19 helicopter pilot with the 57th Air Rescue Squadron at Lajes Field, Azores. Returning to the United States in September 1959, Colonel Purvine joined the 337th Air Base Group stationed at the Portland International Airport as an Air Defense Command helicopter pilot. From January 1962 until July 1963, he commanded Detachment 6, Western Air Rescue Center at Fairchild AFB, Washington. Thereafter, he joined Detachment 16, Western Air Rescue Center at Williams AFB, Arizona. In October 1964, Colonel Purvine went with the initial group of rescue helicopter crews to Da Nang Air Base in Vietnam. Completing his year tour after 360 combat missions in the HH-43F, Colonel Purvine subsequently commanded Detachment 1, Atlantic Aerospace Rescue and Recovery Center, Spangdahlem Air Base, Germany, moving with that unit in 1968 to Royal Air Force Alconbury, England. Returning to the United States in August 1969, Colonel Purvine commanded Detachment 16, Western Aerospace Rescue and Recovery Service at Williams AFB. Assigned overseas in September 1971, he commanded Detachment 12, 3rd Aerospace Rescue and Recovery Group at U Tapao Air Base, Thailand. One year later, he became the chief of aircrew standardization with the 39th Aerospace Rescue and Recovery Wing at Eglin AFB, Florida. In June 1973, he left Florida to command the 48th Aerospace Rescue and Recovery Squadron at Fairchild AFB, Washington. He came to Scott in November 1975 as the director of combat readiness for Headquarters Aerospace Rescue and Recovery Service and then became the director of the Air Force Rescue Coordination Center in April 1977. In July 1978, he departed Scott to assume duties as the vice commander of the 39th Aerospace Rescue and Recovery Wing at Eglin AFB. While at Eglin, he was the mission commander for both the Jonestown, Guyana, recovery operation and the rescue deployment to Turkey in support of the evacuation of Americans from Iran. From March 1979 until May 1981, Colonel Purvine commanded the 1550th Aircrew Training and Test Wing at Kirtland AFB, New Mexico. Thereafter, he assumed command of the 375th Aeromedical Airlift Wing. In 1982, Colonel Purvine became the vice commander of the Aerospace Audiovisual Service at Norton AFB, California.

Colonel John T. Massingale, Jr.
10 June 1982 - 25 May 1984

In October 1959, after earning his business degree from Texas A & M University, Colonel Massingale entered pilot training and received his wings in December 1960. First assigned to Charleston AFB, South Carolina, he served as an aircraft commander standardization pilot in both the C-124 and C-141. After duties as a wing operations staff officer for plans, Colonel Massingale attended the Air Command and Staff College in June 1971. While serving at Tan Son Nhut Air Base in Vietnam, he was assigned to the 834th Airlift Division. Transferred in December 1971 to the Seventh Air Force, he worked as a staff officer. In April 1972, he came to Headquarters Military Airlift Command as a member of the operations staff. In January 1973, he became the executive officer for the deputy chief of staff for operations. Following graduation from the Air War College in January 1976, Colonel Massingale went to Norton AFB, California, where he commanded the 14th Military Airlift Squadron and then served as the assistant deputy chief of staff for operations with the 63rd Military Airlift Wing. In May 1979, he became the assistant chief of staff at Headquarters Military Airlift Command. In 1980, Colonel Massingale assumed duties as the chief of the mobility division at Headquarters United States Air Force and then in 1981 became the chief of the program exercises division and the assistant deputy director for resources under the deputy chief of staff for programs and resources. After his tenure at Scott, Colonel Massingale, in May 1984, assumed command of the Civil Air Patrol at Maxwell AFB, Alabama. Colonel Massingale was born on 24 May 1937 in Sherman, Texas.

Colonel Louis V. Pelini
25 May 1984 - 22 October 1986

See previous listing.

Colonel Richard B. Fowler, II
22 October 1986 - present

A native of Columbia, South Carolina, Colonel Fowler was born on the Fourth of July in 1945. Earning his physics degree from the University of Maryland in 1966, Colonel Fowler was commissioned through the AFROTC program and began his military career that same year as a space object identification analyst at the NORAD Cheyenne Mountain Complex, Colorado Springs, Colorado. Upon completing pilot training at Laredo AFB, Texas, in 1970, Colonel Fowler arrived at Nakhon Phanom Royal Thai AFB, Thailand, where he flew over 170 combat missions as a forward air controller in OV-10As. Assigned to McGuire AFB, New Jersey, in 1971, he served as a C-141 aircraft commander and wing career development advisor. In 1973, Colonel Fowler came to Headquarters Military Airlift Command, where his duties included serving as the chief of the special programs division, chief of the officer career development division, assistant executive to the deputy chief of staff for personnel, and then as the assistant executive to the deputy chief of staff for plans. Departing Scott AFB in 1975 for Travis AFB, California, Colonel Fowler became the aide to the commander of the Twenty-Second Air Force and worked as an airlift operations officer. He received a master's degree in political science from Southern Illinois University in 1977. Arriving at the Pentagon in 1978, Colonel Fowler became the chief of officer force structure plans and assistant executive to the deputy chief of staff for manpower and personnel. He also graduated from the Armed Forces Staff College in 1978 and the National War College in 1981. Transferred to Norton AFB, California, Colonel Fowler became the commander of the 63rd Organizational Maintenance Squadron in 1981 and performed duties as the assistant deputy commander for operations for the 63rd Military Airlift Wing in 1982. Reassigned from Norton to Altus AFB, Oklahoma, in November 1983, Colonel Fowler served as the deputy commander for operations with the 443rd Military Airlift Wing. In 1985, he became the 443rd's vice commander. In October 1986, Colonel Fowler assumed command of the 375th Aeromedical Airlift Wing.

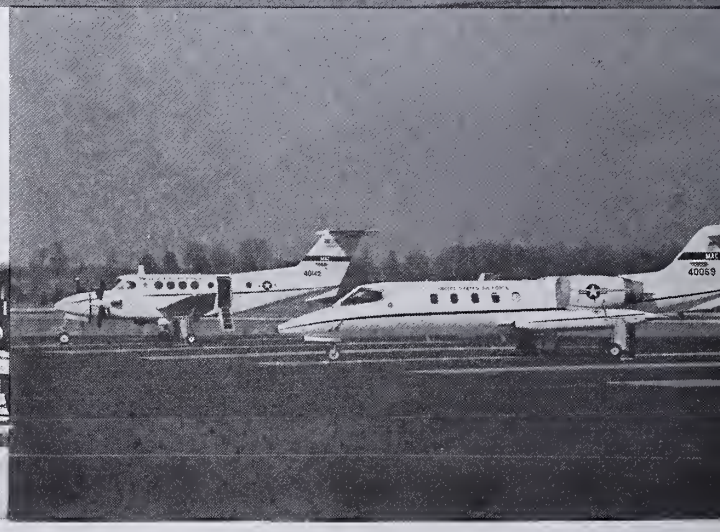
SOURCE: Primarily from official service records and biographies, unit histories, and *Command Post* newspaper articles. *Who's Who in Aviation* and the *Scott Field Year Book, 1918* provided missing information on early Scott Field commanders. The *Military Airlift Command: Historical Handbook, 1941-1984* also served as a source for some duty descriptions and assignment dates.

SCOTT AIR FORCE BASE TODAY


375 AEROMEDICAL AIRLIFT WING
MILITARY AIRLIFT COMMAND
AIR WEATHER SERVICE
AIR FORCE COMMUNICATIONS COMMAND
HQ AFCC 40E
Command Entrance
TWENTY THIRD AIR FORCE
DECCO
BLDG 3189
DEFENSE COMMUNICATIONS AGENCY
MAIN ENTRANCE

Scott Based Aircraft

right, C-9A; left to right, C-140A; C-12F and C-21A, fore; U-8F; UH-1Hs; UH-60; OH-58s

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