

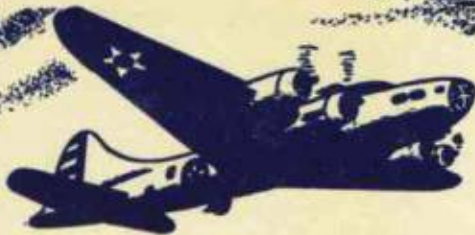
**AAF PILOT SCHOOL**  
(SPECIALIZED TWO-ENGINE)  
**DODGE CITY ARMY AIR FIELD**  
KANSAS

*Army Air Force Training Command*

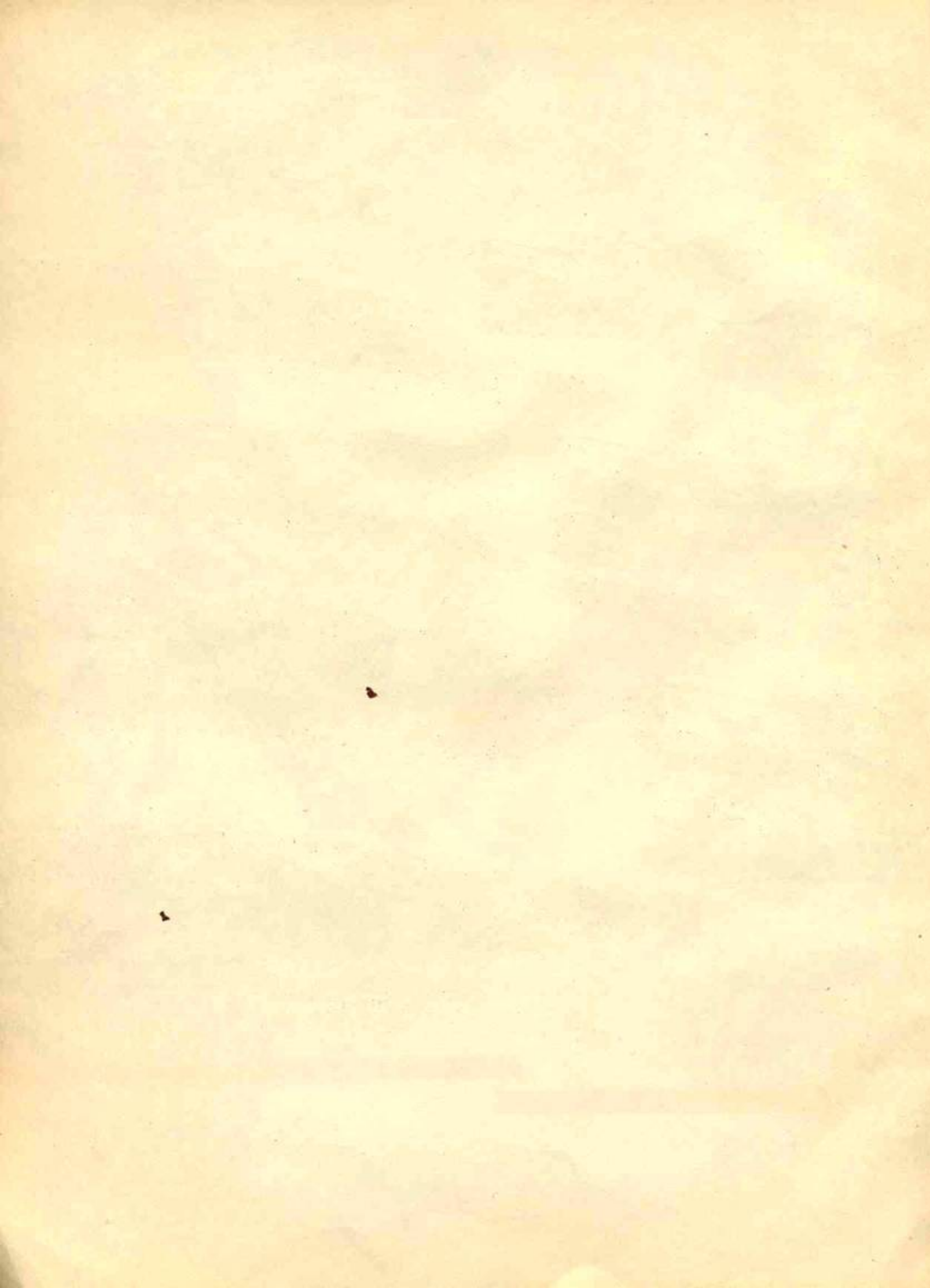




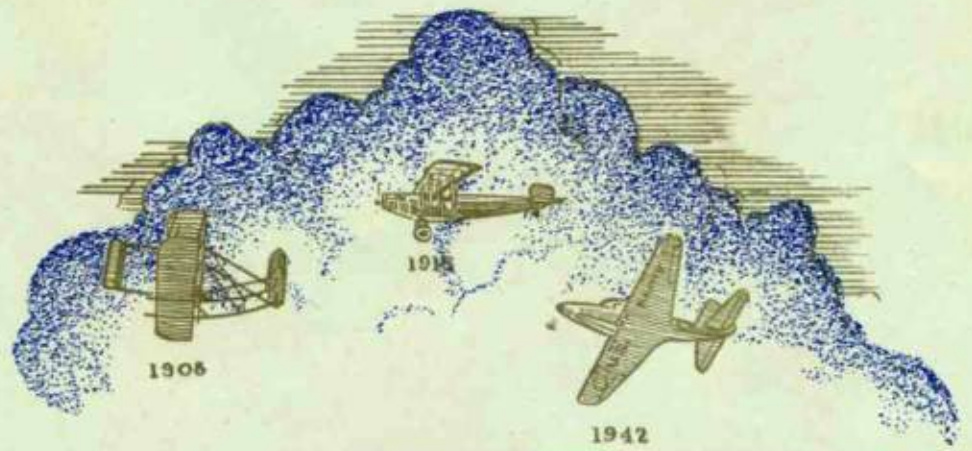








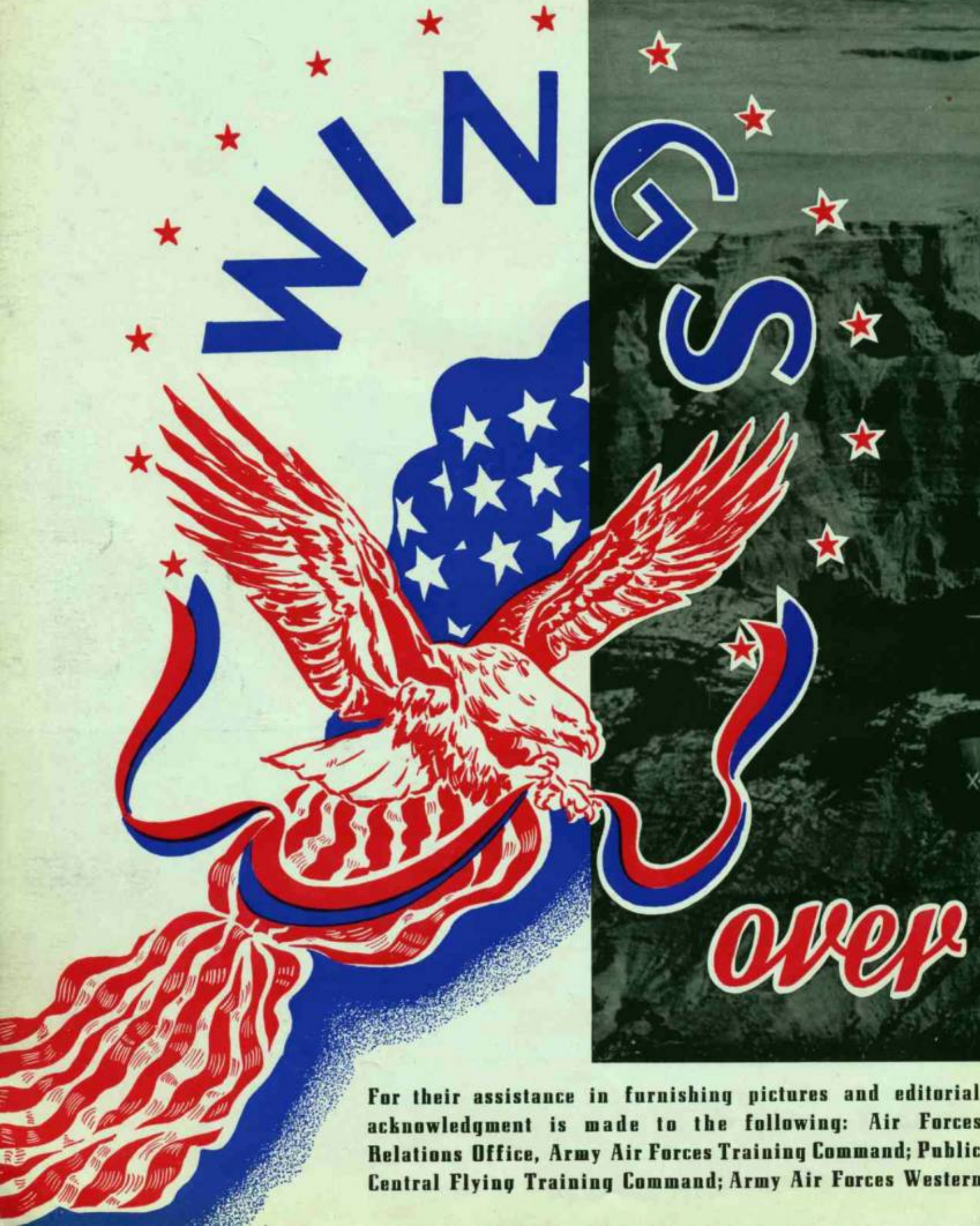




# ARMY AIR FORCES







For their assistance in furnishing pictures and editorial acknowledgment is made to the following: Air Forces Relations Office, Army Air Forces Training Command; Public Central Flying Training Command; Army Air Forces Western





# America

assistance for this volume and their co-operation in numerous other ways, grateful Division, War Department Bureau of Public Relations, Washington, D. C.; Public Relations Offices, Army Air Forces Eastern Flying Training Command; Army Air Forces Flying Training Command.





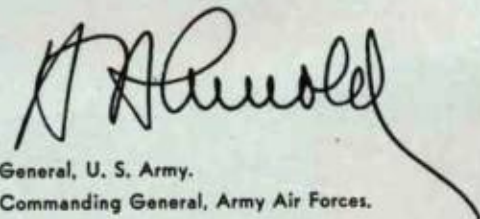
As members of the United States Armed Forces you do not have to be told of the magnitude and importance of the task that lies before you.

At every base, station and training field of the United States Army Air Forces you are preparing yourselves for the great test of arms which will prove that the forces of democracy can destroy the evil power of the totalitarian nations.

Soon you will take your places as Bombardiers, Navigators, Pilots, and Gunners alongside of our allies who have been fighting so valiantly. As mechanics and supply personnel, and in every type of ground duty, you will have the vital responsibility of making sure that our airplanes will be second to none.

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

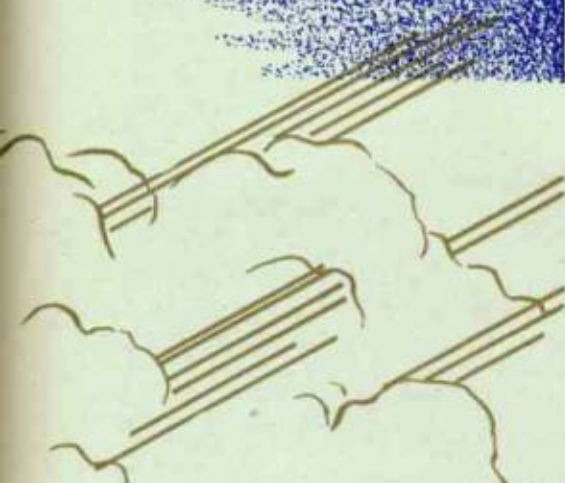
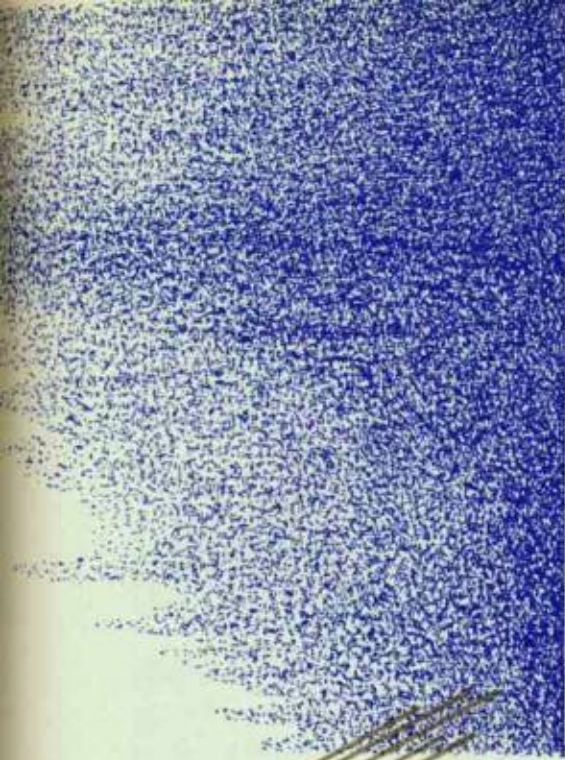
There are trying times ahead, times that will test the mettle of all of us, but I am confident that the personnel of my command will acquit themselves with honor and distinction, no matter where and when we shall meet the enemy.



General, U. S. Army.  
Commanding General, Army Air Forces.

Foreword by





Captain Beck, Lieutenant Arnold, Captain Chandler, Lieutenant Milling, Lieutenant Kirtland.

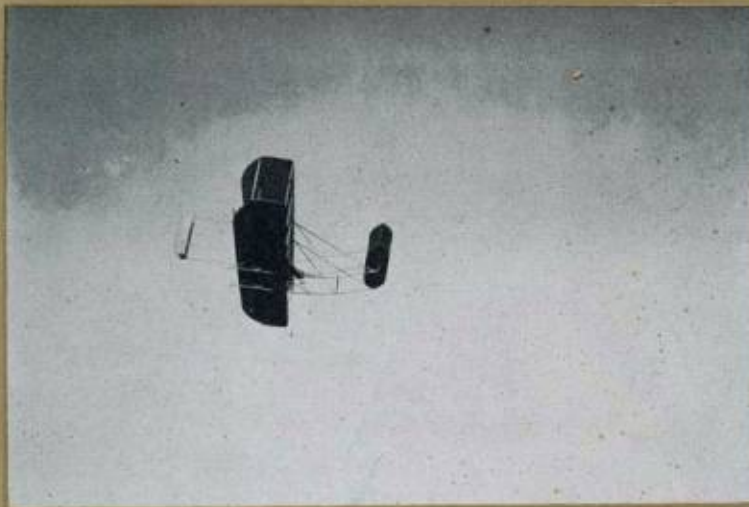


GENERAL HENRY H. ARNOLD



General H.H. Arnold





The

1908

Orville Wright  
First flight September 5, 1908.

With the reorganization of the aviation setup of the United States Army, on March 9, 1942, has come the latest phase of the development of the nation's military aviation from its groping, experimental days to its present status as an autonomous unit within the structure of the Army.

The story of the rapid growth of our nation's military aviation, from an unimportant subdivision of the Signal Corps before the first World War, through the period when it was a corps of its own, the Air Corps, and now to a degree of tremendous importance as the Army Air Forces, co-equal in prominence with all the other Army combat arms combined, is a stirring saga of courage and inspiration, of indomitable will and far-sighted genius, all within the short space of 33 years.

The utilization of aviation by the Army, however, antedates 1909, the official birth year. Civilian aeronauts made observations from captive balloons for the Army of the Potomac during the American Civil War, and later the Army purchased a balloon in France which was used in Cuba during the Spanish-American War.

It was not, however, until the experiments of Langley, Maxim, Lillienthal, Bleriot, the Wrights and others had focused attention on the possibilities of heavier-than-air machines did the Army consider seriously this newest military adjunct. It was not until the Wrights had demonstrated that a heavier-than-air machine was not only feasible, but practical did the Army advertise for bids for the construction of an airplane. An aeronautical division of the Army was created in the Office of the Chief Signal Officer of the Army on July 1, 1907.

The Wright brothers produced an airplane which was delivered to Fort Myer, Virginia, on August 28, 1908. It was a biplane with a wing spread of about 40 feet and a wing area of some 500 square

feet weighing approximately 800 pounds. The lateral controls were affected by warping the wings. The double elevator and the rudder were supported in front of the wings by an outrigger. The landing gear consisted of two runners, or skids, and the plane was launched from a monorail. After a series of disappointing accidents and many tests, the Board of Officers appointed to examine the plane made a favorable recommendation on August 2, 1909, and the Chief Signal Officer approved the recommendation the same day. This date is considered the birthday of the Army Air Forces.

While thus inaugurating the air arm of the service on this date, the value of aircraft in a military way was not immediately apparent, particularly to a nation at peace, and it was not until March, 1911, almost two years later, that Congress for the first time specifically appropriated money for aviation . . . to the tune of \$125,000. By September, 1913, Army aviation had grown slowly until it had 17 planes, with a personnel of 23 officers and 91 enlisted men.

Inasmuch as the original conception of the role of aircraft in warfare was purely that of observation the control of military aviation was left in the hands of the Signal Corps, and indeed aviation remained in this branch until 1918, when it was divorced from the Signal Corps and expanded into two departments—the Bureau of Military Aeronautics and the Bureau of Aircraft Production. Upon the termination of the war these two departments were consolidated into the Air Service.

The first actual use of aircraft by the Army began in March, 1916, when the First Aero Squadron, composed of 16 officers, 77 enlisted men and eight airplanes began operations with the Punitive Expedition in Mexico.

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

Wilbur Wright at Fort Myer, July 27, 1909.



Orville Wright in flight, Maxwell Field, 1910.





# DEVELOPMENT OF THE ARMY AIR FORCES



upon air power, was responsible for the rapid expansion of the American aviation. By the time of our declaration of war upon Germany in April of 1917, Army aviation consisted of 65 officers (35 of whom were flyers), 1,087 enlisted men and 55 airplanes. No better commentary can be made upon the changing role of air power at the beginning of the World War and of the present conflict than to compare this number with the 10,697 officers, 126,660 enlisted men and 8,707 aviation cadets which we had on June 30, 1941, with the number constantly increasing under the impetus of the greatest expansion program in history.

During the first eight years of its existence, 1909-1916—a total of 142 airplanes had been delivered to Army Aviation. Congress, in July of 1917, appropriated \$640,000,000 for Army Aviation, the largest appropriation which had ever been made up until that time for any single purpose. Working as rapidly as possible, the country began the gigantic task of catching up in production with countries long at war. The first task was to train American flyers and for this purpose flying schools and ground schools were set up at a number of schools and colleges. Nearly 15,000 flying cadets received training in this country, and about 1,800 in Europe. By March, 1918, our Army Aviation strength was 11,000 officers and 120,000 enlisted men.

At the time of the Armistice we had 757 pilots, 481 observers, with 740 planes and 77 balloons at the front, and 1,402 pilots, 769 airplanes and 252 balloon observers had entered the Zone of Advance.

While at the time of the Armistice less than 25 per cent of the planes flown by American pilots were of American manufacture, we were already beginning to swing into large scale production, principally of British designed DeHavillands and Handley-Page's equipped with the American Liberty motor, the greatest contribution of American manufacturers to the war effort.

American aviators were officially credited with the destruction of 491 enemy airplanes, of which 462 were accounted for by 63 aviators. We had 43 squadrons at the front at the time of the Armistice.

Following the conclusion of the war, our air strength was allowed to dwindle to 1,000 officers and 10,000 men.

The Army Reorganization Act of 1920 provided for 1,516 officers and 10,300 enlisted men for the Air Service, and the Air Corps Act of 1926 authorized a "Five Year Program" which contemplated at its

conclusion a personnel strength of 1,650 officers and 15,000 enlisted men with 500 cadets, and equipment consisting of 1,800 serviceable planes.

On March 1, 1935, the famous GHQ Air Force was established, embracing all tactical Air Corps Units within the Continental United States. Prior to its formation combat squadrons were trained under widely different methods, depending upon the conception of the Group Commanders. The purpose, which was accomplished, of the GHQ Air Force, was to coordinate the systems of training so as to produce uniformity and the ability to operate together as a team. Another accomplishment was the later development of the combat crew as a fighting team. In practice, the same officers and men were assigned to the same airplane, and each team, through constant cooperation and practice, was able to attain a high degree of efficiency.

Even more important than all these innovations, however, was the fact that the Air Corps, as it was known then, was, for the first time, under a unified command, and under an air officer, Major General Frank M. Andrews (now a Lieutenant General in command of the Caribbean Defense Command). Here was another notable step toward the fullest development of our Army Air arm as an independently-functioning entity, complete within itself.

This organization of air power into a highly mobile striking force of great unified power had, as its backbone, the function of Bombardment. The GHQ Air Force was divided into three Wings.

The First Wing, with headquarters at March Field, California, comprised two Bombardment Groups, one Attack Group, and two Reconnaissance Squadrons.

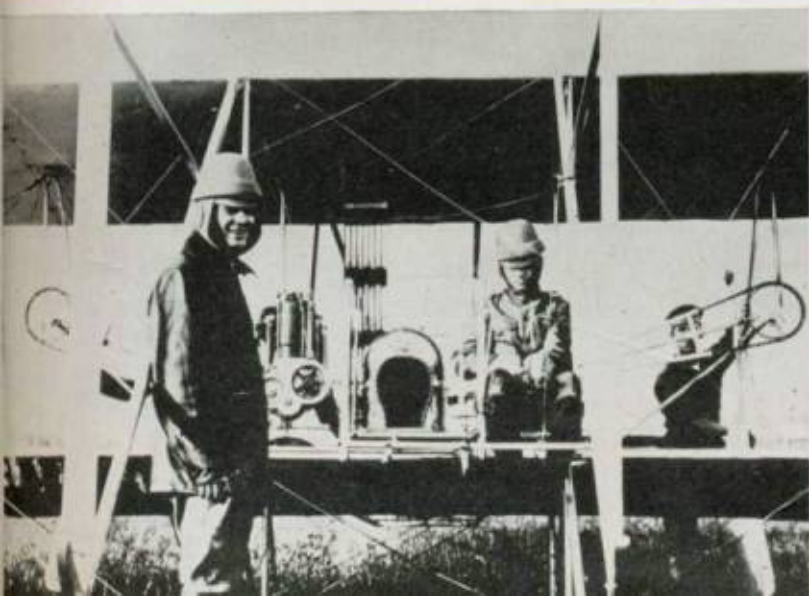
The Second Wing, with headquarters at Langley Field, Virginia, comprised two Bombardment and two Pursuit Groups, and two Reconnaissance Squadrons.

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

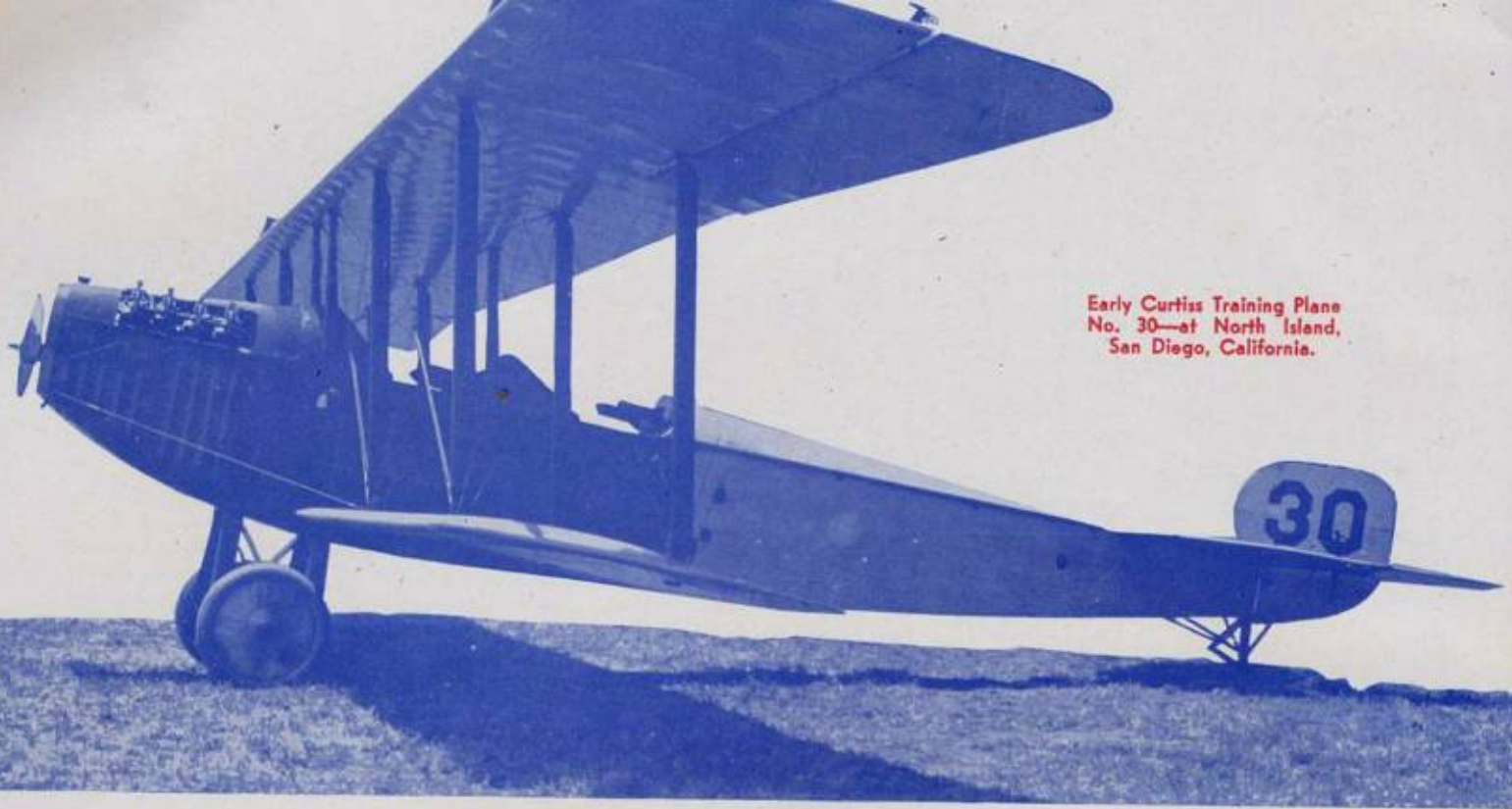
But even this organization was to be changed soon by the pressure of ever-increasing expansion of our Army Aviation. On June 23, 1941, the Army Air Forces was established. These included the Headquarters, Army Air Forces, the Air Force Combat Command (which superseded the GHQ Air Force), the Air Corps and all other air

They Flew Them When.—Major H. H. Arnold, Major Thomas Dewitt Milling, pioneer military aviators, and Army planes of 30 years ago—taken in 1912 when Army air strength consisted of two planes.

Burgess Tractor—1914.







Early Curtiss Training Plane  
No. 30—at North Island,  
San Diego, California.

## WORLD WAR NO. 1 AND OUR



units. At the same time an Air Council was created to review and coordinate major Army aviation projects. The Air Council included Assistant Secretary of War for Air, Robert A. Lovett (ex-officio), Lieutenant General H. H. Arnold, president of the council, Lieutenant General Delos C. Emmons, Major General George A. Brett, and the Chief of the War Plans Division of the War Department General Staff.

In addition to his duties as Deputy Chief of Staff (Air), General Arnold became Chief of the Army Air Forces. General Emmons was made Chief of the Air Force Combat Command, and General Brett, Chief of the Air Corps.

At the end of May, 1941, the Ferrying Command was organized to speed up the process of getting bombers to our English allies. Originally under the command of Colonel Robert Olds (now a Brigadier General in command of the Second Air Force at Spokane, Washington), it is now commanded by Brigadier General Harold L. George, and designated Air Transport Command. Since Pearl Harbor its activities have been vastly expanded into a huge world-wide organization engaged in the transport of all types of aircraft, plus supplies, equipment, and personnel to all the fighting fronts.

By the final reorganization, or "streamlining," which took place last March, the Air Corps ceased to exist, even as a purely administrative organization, and the Combat Command was eliminated, as well. The various combat Air Forces, which are complete units of themselves, are now directly under the command of overall field commanders such as General MacArthur, another step forward in unified command. It is interesting to note that many of these field commanders, whose commands comprise all arms of the service, are themselves air officers, such as General Andrews, in the Caribbean. Each Air Force is, of course, commanded by an Air Force Officer, of general grade, whether within the continental United States or overseas.

These combat forces include all units of military aviation such as bombardment, interception (fighter squadrons), Observation, and ground-air support, together with the necessary maintenance service.

As a result of the March 9 change, the Air Forces are recognized as one of the three elements of the Army, together with Ground Forces

and Supply. This new organization, designed to simplify and speed up the chain of command, and to provide the flexibility and efficiency of operation necessary to accomplish the enormous task that lies ahead, designates Lieutenant General H. H. Arnold as Commanding General, Army Air Forces, and also as Deputy Chief of Staff for Air on the Army General Staff. By the same reorganization, Lieutenant General Joseph T. McNarney, one of the ablest American air strategists, was made Deputy Chief of Staff.

In addition to these two officers, however, the Air Forces have a far greater representation than ever on the General Staff. As a matter of fact, the General Staff, as now constituted, is about one-half composed of officers from the Air Staff.

The Air Staff, which is rather like a Staff within a Staff, and which is a purely Air Forces organization, is similar in general outline to the General Staff, but on a slightly smaller scale, with designations such as A-1, A-2, etc.

The complexity and extension of Army aviation from its simple Signal Corps days until the present is no better illustrated than by a brief review of the various branches of the Air Forces. The overall picture of the Army Air Forces organization may be summed up under four key words: Policy, Forces, Operations, and Commands.

The Policy function has already been discussed at the start of this article. It is handled by the Commanding General of the Army Air Forces and the Air Staff, plus the Air Forces participation in the Army General Staff. In addition to the Assistant Chiefs of the Air Staff (A-1, A-2, A-3, and A-4), there is an Air Inspector.

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

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

Now for the fourth element of the organization of the Army Air Forces: operating directly under the Commanding General of the



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

1. The MATERIAL COMMAND. Experimental aviation activities, which were carried on at Washington by a few technicians prior to the World War, were concentrated at Dayton, Ohio, on November 5, 1917, under the command of Colonel V. E. Clark, Signal Corps. The laboratories, located at McCook Field, were supplemented by offices in Dayton. In 1926 the Air Service became the Air Corps and the functions of supply, procurement and maintenance of aircraft were added to this division, and the name changed to "Materiel Division."

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

The Materiel Division has figured directly or indirectly in nearly all important aircraft developments, commercial as well as military. It is the great experimental and testing branch of the Air Force and includes among its many accomplishments superchargers, the "Whirlwind" engine, use of ethylene glycol for high temperature cooling, high octane gasoline, vibration control, metal propellers, night and instrument flying, haze penetrating film for aerial photography, night and color photography, and many other developments.

2. The FLYING TRAINING COMMAND. While the Headquarters of the Air Corps Training Center began to function at Duncan Field, San Antonio, Texas, in 1936, flying training in the Army has been continuous almost since the purchase of the first Wright airplane in 1909.

The first Army flying school was established at College Park, Maryland, in October, 1909. Lieutenant Frank P. Lahm and Frederick E. Humphreys were the first students of the Wright brothers. Lieutenant Lahm later became a Brigadier General and commanded the Training Center from its inception in September, 1926, until August 31, 1930. This veteran flyer is now Air Officer of the Second Corps Area at Governors Island, New York. Among the first five Army aviators were Lieutenant H. H. Arnold, now Lieutenant General. Among them also was Lieutenant Benjamin D. Foulois, now Major General, retired. General Foulois became a Brigadier General at the age of 38 as Chief of the Air Service of the First Army, American Expeditionary Force. He became a Major General and Chief of the Air Corps on December 20, 1931.

The function of the flying Training Command, is, of course, to coordinate and direct the immense job of providing officers and men for the vastly expanding Air Forces. In order to accomplish this with the greatest efficiency and to eliminate the possibility of administrative bottlenecks, General Arnold set up the Flying Training Command, as it now exists, under the command of Major General Barton K. Yount, with headquarters at Fort Worth, Texas. This command is divided in three great regional training areas, one in the Southeast, one in the Gulf Coast region, and one in the Southwest. All of these regional training areas are complete within themselves, providing their own Reception Centers, Replacement Centers, Primary, Basic, and Advanced Schools (for pilot trainees), and Navigator Schools. Bombardier trainees, however, are all sent to schools located in the Southwestern part of the country, where weather conditions are best

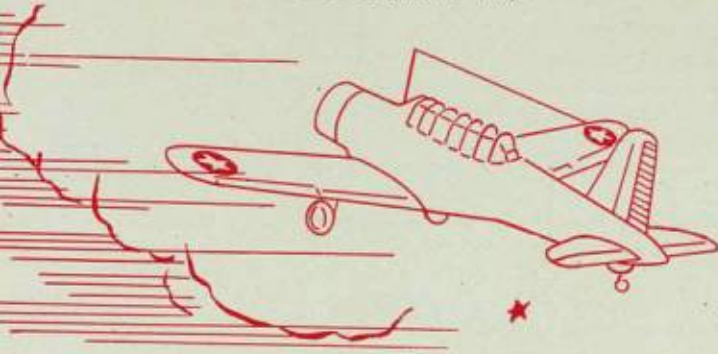
# AIR FORCE STRENGTH GROWS

Top Picture: 213th Aero Squadron, Second Army—Enlisted Men. Bottom Picture: Officers and Planes—N 13 Pursuit Squadron, Third Pursuit Group.





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



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

3. The TECHNICAL TRAINING COMMAND. The first effort to train Army aviation mechanics systematically was during the early days of the World War, utilizing state universities and civil technical schools. The system was a failure, due to the large costs involved as well as other reasons. Therefore, the Aviation Section, Signal Corps, established schools at St. Paul, Minnesota, and at Kelly Field, Texas. The Kelly Field school was discontinued after the Armistice.

In 1921 the school was moved to Chanute Field, Illinois, and in 1922 the Photographic School, at Langley Field and the Communications School, at Fort Sill, were consolidated with it.

The school outgrew its area and in 1935 another site was sought for a second school, and a second school was established at Lowry Field, near Denver, Colorado.

The present expansion program of Army Aviation has necessitated the further expansion of the mechanic training program in order to provide the ever increasing Air Forces with an adequate supply of trained mechanics, particularly in view of the fact that engines and equipment are constantly becoming more complex as well as progressively more modern.

The Technical Training Command provides technical training for Army Air Forces personnel not trained by the Flying Training Command. Under this category came not only ground crew personnel,

Lieutenant Henry H. Arnold in Wright B airplane, College Park, Maryland, 1911.





such as mechanics, but also such aircrew members as the aerial engineer and communications officer.

4. The AIR TRANSPORT COMMAND, as discussed previously, is concerned with air transport, for military use all over the world.

5. The AIR SERVICE COMMAND operates air depots, repairs aircraft, and distributes aircraft, equipment, and supplies to air units in the United States.

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

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

### AIR COMBAT

It is quite probable that it is entirely too soon to attempt to define the role of the airplane in relation to the other combat forces of a nation. In spite of that fact there has been raging, and indeed still goes on, a debate between those who feel that air power has to a large extent superseded sea power and even land power as the deciding element in modern warfare, and those who feel that this extreme theory has yet to be supported by actual facts. There are extremists who argue, like the Russian designer Seversky and the Italian General Douhet, that the day of the surface fleet is over, and that the future wars will be decided by the relative merits of the air forces of the combatants. On the other hand, we have the sure evidence of the failure of bombing alone either to permanently disrupt the war effort of a country or to terrorize its civilians into demands that its government surrender. In neither the Spanish Civil War nor in this war, up until the present, has it been possible for the advocates of air power alone to prove their contentions.

At the same time it must be granted that no nation has as yet been able to mount the type of air attack envisioned by those who hold that it will be air power that will decide the war. It seems likely, however, that this theory will be given a thorough test before the war is done.

Certainly it is true that the conception of the airplane has already undergone a remarkable series of changes since the beginning of the World War, when it was regarded not in the light of a combat weapon at all. Indeed the first airplanes used in the World War were almost always of one type, a two-seater designed for reconnaissance work. As the war progressed specialization appeared and a class of air-

planes designed first for air fighting then for bombing appeared. Several nations, prior to the war, had experimented with the arming of aircraft with machine guns, but on the outbreak of the war no plane on the front was so armed. Rifles, carbines, pistols, and hand grenades were carried by the pilot and observer. The tactics of air fighting were rudimentary. The pilots simply flew close to the enemy and when within range the pilot and the observer blazed away with any weapon they happened to have handy.

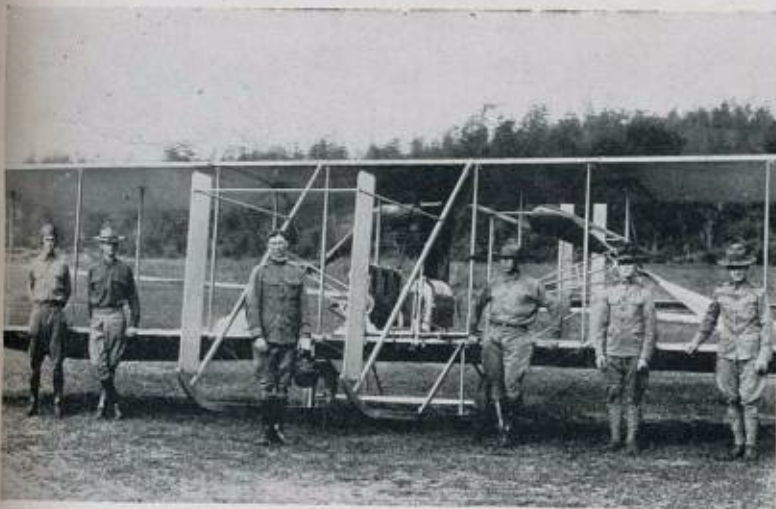
In the summer of 1915, belligerents began to mount machine guns in the planes, usually on a swivel bar at the back of the observer's seat. The observer could only fire the gun backwards toward the tail of the plane, firing over the pilot's head, which made for a very restricted zone of fire. This necessitated that in order to fire on an opponent, the plane had to fly away from the enemy, thus making it very difficult to be effective. The British experimented with a type of plane in which the gun was mounted in the front and the motors faced the rear. This type gave the advantage of frontal firing, but was so slow on climbing and flight that it was abandoned within a short time.

The first real fighting aircraft to make its appearance was the German Fokker monoplane. Fast, maneuverable, and of the tractor type, the plane had a machine gun mounted in such a fashion as to synchronize with the revolutions of the propeller, thus allowing it to be fired straight ahead. The pilot aimed the gun by aiming the airplane. This plane was so obviously superior to those of the Allies that command of the air passed to the Germans throughout the rest of the year. In 1916, however, the British were able to challenge the Germans by producing their own type of front-firing plane, although it was not until near the end of 1916 that the Allies were able to produce machine gun mounted planes of the Fokker type.

The success of the Fokker airplane was responsible for the advent of formation flying. Casualties among the French and British had grown so heavily that individual flights were discontinued and flights of three or more planes took their place. The Germans retaliated and by the end of the war patrols were the accepted form of air tactics.

It early became apparent to air-minded officers that great damage could be inflicted upon the enemy by dropping bombs from aircraft on his troops, ammunition dumps, factories and other military installations. Indeed, many of the early fighters attempted some rudimentary bombing flights, using hand grenades. These were usually

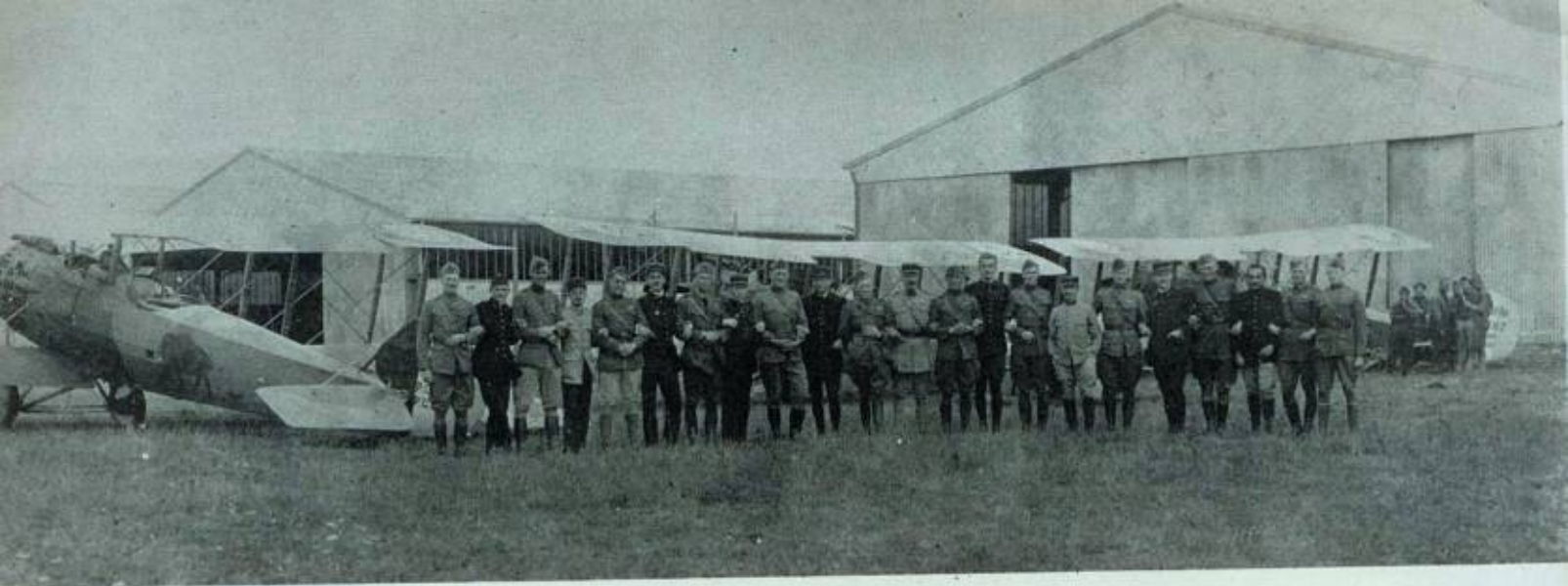
Wright airplane—First plane in Philippine Islands at Fort McKinley, 1912—Lieutenant Frank P. Lahm, pilot.



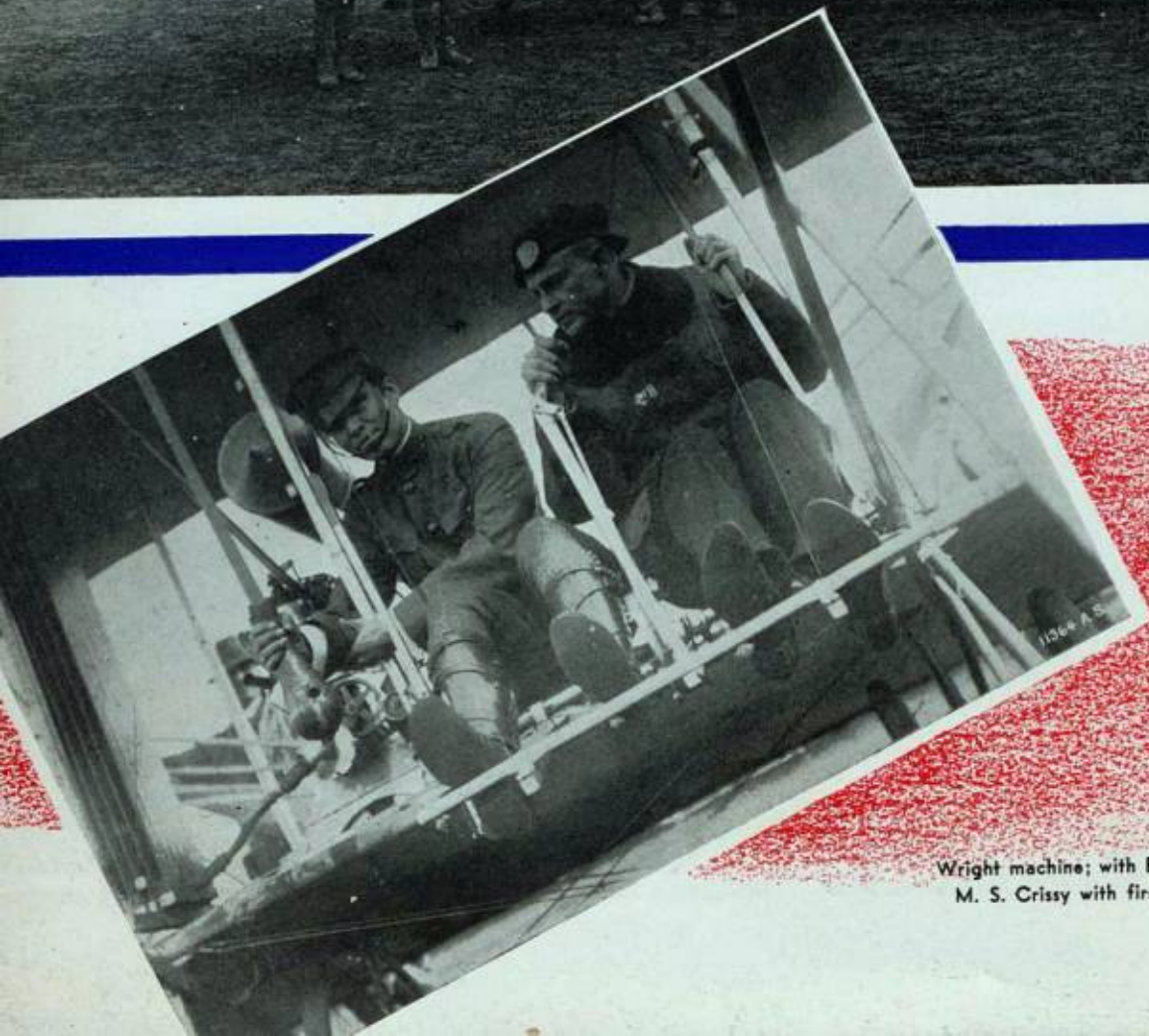
First plane used by American aviators in France during World War (1918), Morane Roulier airplane.







99th Aero Squadron officers in front of planes.  
Salinsen plane, 91st Squadron.



Wright machine; with P. Parmalee and Lieutenant  
M. S. Crissy with first explosive aerial bomb.



ineffective except in rare instances. Bombs were then devised which could be dropped from the plane. In early bombing raids the bombs were carried in the cockpit of ordinary fighter planes and heaved over the side by the observer whenever he judged himself to be in a position to hit his target. This was a clumsy, inaccurate system, however, that soon led to the design of an entirely different craft made for bombing alone, and equipped with machine guns for protection. These planes, which were growing larger and larger as the war progressed, were equipped with bomb racks controlled by mechanisms within the bomber, and carried crews of from three to six men. They were utilized at first as lone raiders, depending on stealth and surprise to accomplish their tasks, but by 1917 there had evolved the system of formation attacks by squadrons of bombers escorted by fighter planes as a protective screen. The Germans used this system first to great advantage, and by concentrating very large flights were able not only to concentrate the power of the bombing assault, but have enough fighters to sweep the skies of the opposition.

In addition to the duties of Reconnaissance, the original role of the airplane, had been added the duty of patrol, straffing and bombing, with the Bombardment arm always tending to become more and more important.

After the war the Air Services of all countries began to experiment more and more with the development of bombing planes of increased power and destructive ability. It was realized that it was increasingly possible for planes to inflict very heavy damage on the enemy from the air.

The development of bombsights by all the major powers was to a large degree responsible for this. The American bombsight was recognized as being probably the most accurate of any developed in this period. Accuracy in hitting a predetermined target was coupled with increased altitude which made the planes more safe from enemy fighters and antiaircraft attack. Increased speed and range of the planes has developed down until the present time, when every belligerent possesses bombers capable of flying immense distances with heavy bomb loads.

The United States was among the first to develop the art of dive bombing, wherein the plane is pointed downward at the target and releases its bomb very low, depending upon the tremendous speed of the dive for protection. The dive bomber is very accurate inasmuch as the pilot has the target before him on the way down and does not release his bombs until just above it. It remained for the Germans to develop this to the highest, and it was employed with great success in the battle of France. Many military experts say that the Stuka dive bomber is the greatest single contribution of the war to air combat. The Germans also experimented with and developed the use of air-

borne soldiers, utilizing the parachute, originally a safety device, as an instrument for the dropping of offensive men behind the enemy lines. The Russians also have used this extensively, and paratroops are now a part of every belligerent Army. Troop transports capable of carrying many men, supplies and equipment have also been developed, and in the battle of Crete the Germans used air-borne troops to carry the brunt of the battle.

The Japanese and the British have both added chapters to the development of air combat by the use of the torpedo-carrying planes as an effective weapon with which to attack enemy warcraft which are not heavily protected by fighter planes. The English at Taranto and the Japanese at Pearl Harbor and off Malaya demonstrated that unprotected warships can be sunk with relative ease by planes of this type unless they are in turn protected by fighter planes based either on land or on accompanying aircraft carriers.

The day of the spectacular individual air "ace" has apparently closed, as pilots are taught more and more to fly and to fight in absolute formation. Formations are increasing in size as the strength of the warring nations in the air continues to grow.

There has been a growing belief on the part of military men that the day of air power in combat is only begun, and that this war will produce innovations and changes equally as great as those produced in the World War. It is certain that each day, all over America, more and more fighters, bombardiers, navigators, observers, gunners, mechanics and technicians are being trained for whatever role shall be assigned them in America's growing air armada.

### CHIEFS OF THE AIR CORPS (Now Army Air Forces)

During the World War, Army Aviation was divided into the Bureau of Military Aeronautics, directed by Major General William L. Kenly, and the Bureau of Aircraft Production, directed by Mr. John D. Ryan, the copper magnate. With the advent of peace, these bureaus were consolidated under one title—Air Service—under the command of Major General Charles T. Menoher, who had commanded the 42nd (Rainbow) Division overseas.

On October 4, 1921, General Menoher was succeeded by Major General Mason M. Patrick. He remained in command until his retirement on December 13, 1927, and was succeeded by Major General James E. Fechet, who served until his retirement in 1931.

Major General Benjamin D. Foulois served for four years, until December, 1935, when he was succeeded by Major General Oscar Westover, who served until his death in a flying accident in 1938. At that time Major General (now Lieutenant General) H. H. Arnold took over and to him has fallen the immense task of directing the Air Forces through the present period of war.

96th Aero Squadron officers (Lieutenant Samuel Lunt, fourth from right).







GEORGE H. BRET  
Lieutenant General



IRA C. EAKER  
Lieutenant General



DELOS C. EMMONS  
Lieutenant General



MILLARD F. HARMON  
Lieutenant General



GEORGE C. KENNEY  
Lieutenant General

# Leaders ARMY AIR FORCES



LEWIS H. BRERETON  
Major General



GERALD C. BRANT  
Major General



JOHN F. CURRY  
Major General



JAMES A. DOOLITTLE  
Major General



MUIR S. FAIRCHILD  
Major General



JACOB E. FICKEL  
Major General



WALTER H. FRANK  
Major General



RUSH B. LINCOLN  
Major General



FREDERICK L. MARTIN  
Major General



HENRY J. F. MILLER  
Major General



HENRY C. PRATT  
Major General



RALPH ROYCE  
Major General





JOSEPH T. McNARNEY  
Lieutenant General

CARL SPAATZ  
Lieutenant General

BARTON K. YOUNT  
Lieutenant General

CLAYTON L. BISSELL  
Major General

FOLLETT BRADLEY  
Major General



JOHN B. BROOKS  
Major General

WILLIAM O. BUTLER  
Major General

JAMES E. CHANEY  
Major General

CLAIRE L. CHENNAULT  
Major General

RALPH P. COUSINS  
Major General



HAROLD L. GEORGE  
Major General

BARNEY McK. GILES  
Major General

WILLIS H. HALE  
Major General

HUBERT R. HARMON  
Major General

DAVENPORT JOHNSON  
Major General



GEORGE E. STRATEMEYER  
Major General

ST. CLAIR STREET  
Major General

NATHAN F. TWINING  
Major General

WALTER R. WEAVER  
Major General

ENNIS G. WHITEHEAD  
Major General



# ARMY AIR FORCES ACCOMPLISHMENTS



From the end of the World War to the present time, the Air Forces have pioneered in numerous aviation activities. A few of these flights and activities, chronologically arranged, are as follows:

1920—February 27. Major Rudolph W. Schroeder established a world's altitude record of 33,000 feet.

1921—February 12. The Army Air Service successfully completed a total flight from Washington, D. C., to Dayton, Ohio.

1921—September 1. The Army Air Service successfully completed a total of 396 forestry patrol flights in the Northwest.

1922—October 6. Lieutenants Oakley G. Kelly and John A. Macready established a world's endurance record of 35 hours, 18 1-4 minutes.

1922—October 18. Brigadier General William Mitchell established a world's record for speed over a measured 3-kilometer course of 224.38 m.p.h.

1922—November 4. Lieutenants Kelly and Macready established a world's record for distance with a flight of 2,060 miles, from San Diego, California, to Fort Benjamin Harrison, Indiana.

1923—April 3. Six Army land planes completed a flight to Porto Rico and return.

1923—April 19. Marooned inhabitants of South Fox Island, off the Coast of Michigan, were afforded relief through the dropping from Army planes of food and clothing.

1924—March 17. Four Army Douglas World Cruisers departed on an aerial journey around the world. Two of the planes successfully completed the flight of 27,550 miles in 175 days.

1925—November 20. Lieutenant George W. Goddard, Air Corps, made the first successful night aerial photograph.

1926—April 19. The first maneuvers involving the entire Air Service were held at Fairfield, Ohio, in which a total of 45 officers and 87 enlisted men participated, utilizing 44 airplanes.

1927—May 2. The "Good Will" flight returned from South America, after covering a distance exceeding 20,000 miles since December 21, 1926.

1927—May 4. Captain Hawthorne C. Gray, Air Corps, in a free balloon, reached 42,470 feet, the highest altitude ever attained by man up to that time.

1927—June 29. Lieutenants Lester J. Maitland and Albert F. Hegenberger, Air Corps, landed at Honolulu, Hawaii, after having spanned 2,400 miles over the Pacific Ocean from Oakland, California.

1928—June 30. Captain William E. Kepner and Lieutenant William O. Eareckson, Air Corps, representing the Air Corps in the International Free Balloon Race, won first honors, giving the United States permanent possession of the Gordon Bennett Trophy, since it marked the third consecutive time American aeronauts won this trophy.

1929—August 31. Captain Albert W. Stevens, Air Corps, photographed Mt. Rainier from an airplane which was at a distance of 227 miles from this mountain, exceeding by 50 miles any previous record in long-distance aerial photography.

1929—September 24. Lieutenant James H. Doolittle, Air Corps, in a public demonstration of "instrument flying," accomplished a take-off and a landing solely through use of instruments, for which he received the International League of Aviators Trophy.

1930—June 20-21. Randolph, San Antonio, Texas, Headquarters of the Air Corps Training Center, was dedicated.

1931—May 18-30. The annual Air Corps Field Exercises began at Dayton, Ohio, and ended at Washington, D. C. The Atlantic seaboard from Maine to Virginia was covered. The First Air Division participated, comprising 692 officers, 69 flying cadets and 643 enlisted men. A total of 467 airplanes of all types was utilized in these exercises.

1932—May 9. Captain Albert F. Hegenberger accomplished the first solo flight entirely by instruments.

1933—Master Sergeant Ralph W. Bottrill, of Kelly Field, Texas, presented the Distinguished Flying Cross for having made the first jump from an Army airplane with the free type parachute, in May, 1919. It was as a result of Sergeant Bottrill's pioneering that the Air Corps developed the present type of parachute.

1934—December 27. The Secretary of War approved the GHQ Air Force organization, and Lieutenant Colonel Frank M. Andrews, designated as its first Commander, was appointed a Major General.

1935—March 1. The GHQ Air Force was officially organized.

1935—August 29. Air Corps engineers made the first flight using the radio compass to control the automatic pilot and thus providing automatic radio navigation.

1935—November 11. Captains Albert W. Stevens and Orvil A. Anderson, Air Corps, reached 72,395 feet in the stratosphere balloon.

1935—December 27. Army bombers scored direct hits on the lava flow from the Mauna Loa volcano in Hawaii which was menacing the city of Hilo. The bombing tended to divert the lava flow to other channels.

1936—March. The Second Bombardment Group of Langley Field, Virginia, dropped 8,000 pounds of food and medical supplies to communities in Pennsylvania isolated by flood waters. A total of 45 officers and 100 enlisted men participated in these relief missions, utilizing 30 airplanes.

1936—February 10. Major Barney M. Giles, Air Corps; Second Lieutenant J. H. Patrick, Air Reserve; Staff Sergeant D. E. Hamilton and Corporal Frank B. Connor, Air Corps, took off from Concord, New Hampshire, about midnight and located seven CCC youths marooned on drifting ice in Cape Cod Bay.

1936—June 29. Major General Frank M. Andrews made a non-stop distance record for amphibian planes by piloting the Douglas OA-5, 1,425 miles from Porto Rico to Langley Field, Virginia, in 11 hours and 9 minutes.

1937—August 5. The Air Corps stratosphere plane, the Lockheed XC-35, made its initial performance flights at Wright Field, Ohio. Being equipped with a supercharged cabin, oxygen equipment was unnecessary.

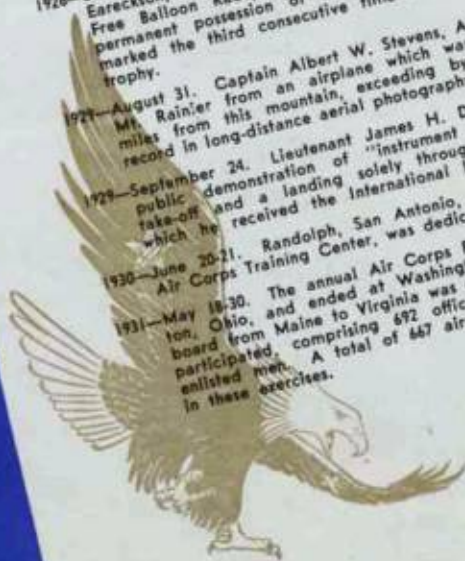
1937—August 23. Captains Carl J. Crane and George V. Holloman, Air Corps, and Mr. Raymond K. Stout, Project Engineer, all of Wright Field, made two entirely automatic landings under adverse wind conditions.

1938—April 20. Four officers and five enlisted men began instruction at Patterson Field, Fairfield, made two entirely automatic landings under adverse wind conditions.

1938—February 15-27. Six B-17 bombers flew from Langley Field, Virginia, to Buenos Aires, Argentina, and return. The trip south, involving landings at Miami, Florida, Lima, Peru, and Buenos Aires. Returning, landings were made at Santiago, Chile, Lima, and Albrook Field, Panama Canal Zone.

1938—April 14. During a period of four days, all food, grain and supplies necessary for a Cavalry detachment of 30 men and 30 horses were dropped from an airplane in the mountains of the Big Bend District in Texas.

1939—February 4-6. Major C. V. Haynes, Air Corps, with a crew of 10 officers and men, flew the XB-15 bombardment plane from Langley Field, Virginia, to Santiago, Chile, with a load of vaccines and other medical supplies, totaling over 3,000 pounds, needed for earthquake sufferers. The distance of about 5,000 miles between Langley Field and Santiago was accomplished in 49 hours, 18 minutes elapsed time, and in a flying time of 29 hours and 53 minutes.







*Army Air Forces*  
TRAINING COMMAND



# A. A. F. TRAINING COMMAND

The top nine floors of the Texas and Pacific Railway station in Fort Worth, Texas, comprise the headquarters of the Army Air Forces Training Command. From their offices in this building Lieutenant General Barton K. Yount and his immediate family of some 225 staff officers direct the nationwide program for the individual flying and technical training of all air and ground crew members of the Army Air Forces.

Coming as the result of the consolidation of flying and technical training activities under one Command, the AAF Training Command is responsible, under a single unified staff, for training every technician, ground crewman, pilot, navigator, bombardier and gunner for the entire Army Air Forces. The organization represents the largest such unit within the Army with headquarters outside Washington, D. C. Its domain comprises hundreds of posts, camps and stations, scattered throughout every state in the nation.

No one realizes the magnitude of the Command's task more keenly than does General Yount. In the trying days of the Air Forces tremendous expansion, General Yount created an axiom: "I don't want to know why it can't be done; tell me how it can be done." "Our task is elemental, our responsibility enormous," he has remarked. The responsibility of which he speaks is simply this: to see that the United States Army Air Forces is equipped with the best trained, most proficient pilots, bombardiers, gunners, navigators and ground technicians in the world. The record of United States airmen in combat who have downed at least four enemy ships to every one of our losses indicates that General Yount is successfully fulfilling his responsibility.

The General, a healthy, active grey-haired man of 59, directs his staff and through it the entire training program, with a certain quiet and constant force. He is tense without being nervous or bombastic, sympathetic and humorous without being soft.

General Yount was born at Troy, Ohio, January 18, 1884, and graduated from West Point on June 14, 1907. His first assignment

was in the Aviation Section of the Signal Corps—grandparent of the Air Forces—as Commandant of the School of Aeronautics at Austin, Texas. He won his wings at Rockwell Field at San Diego, California, in 1919. He has served in China, Cuba, Hawaii and several European countries, as well as at numerous posts within continental United States. While in France General Yount served as Military Attache at the American Embassy.

In July of 1932 General Yount was placed in Command of Bolling Field, District of Columbia, where he served for two years prior to his assignment as a student officer at the Army Industrial College. In 1935 he was detailed as a student at the Army War College from which he graduated in 1936. In January, 1939, he was transferred to duty in the office of the Chief of the Air Forces, Washington, D. C., as chief of the training group. In August, 1941, General Yount took Command of the Army Air Forces, West Coast Training Center, one of three geographical components of the Training Command. From the West Coast Training Center he advanced, on January 28, 1942, to the Command of the Flying Training Command with direction of the entire air crew training effort.

On July 7, 1943, the Flying Training Command and the Technical Training Command were merged into one organization with General Yount in charge.

General Yount is proud of the work the men of his command are doing. He is proud of the instructors, who while they would give their landing brakes and deicers to be in combat realize that the job they are doing is equally as essential as that of the flyers "in action." He is proud of the graduates of his command who are speaking so well for themselves on a dozen battle fronts. General Yount knows as well as anyone that the job is far from complete—that there may be heart-breaking assignments yet to come from Washington. But if there are those who know the General, they know that he will find out "How they CAN be done."

Meeting in Fort Worth to discuss organization plans of the recent merger of flying and technical training into the Army Air Forces Training Command under the direction of Lieutenant (then Major) General Barton K. Yount were six other Major Generals, all command pilots, all sectional or training center commanders. Pictured above at Headquarters of the new Command and around the desk of General Yount, seated, are Major General Thomas J. Hanley, Jr., AAF Eastern Flying Training Command, Maxwell Field, Ala.; Major General Jacob E. Fickel, AAF Eastern Technical Training Command, Greensboro, N. C.; Major General Gerald C. Brant, AAF Central Flying Training Command, Randolph Field, Tex.; Major General John L. Curry, AAF Western Technical Training Command, Denver, Colo.; Major General Ralph P. Cousins, AAF Western Flying Training Command, Santa Ana, Calif.; Major General Frederick Martin, AAF Central Technical Training Command, St. Louis, Mo.





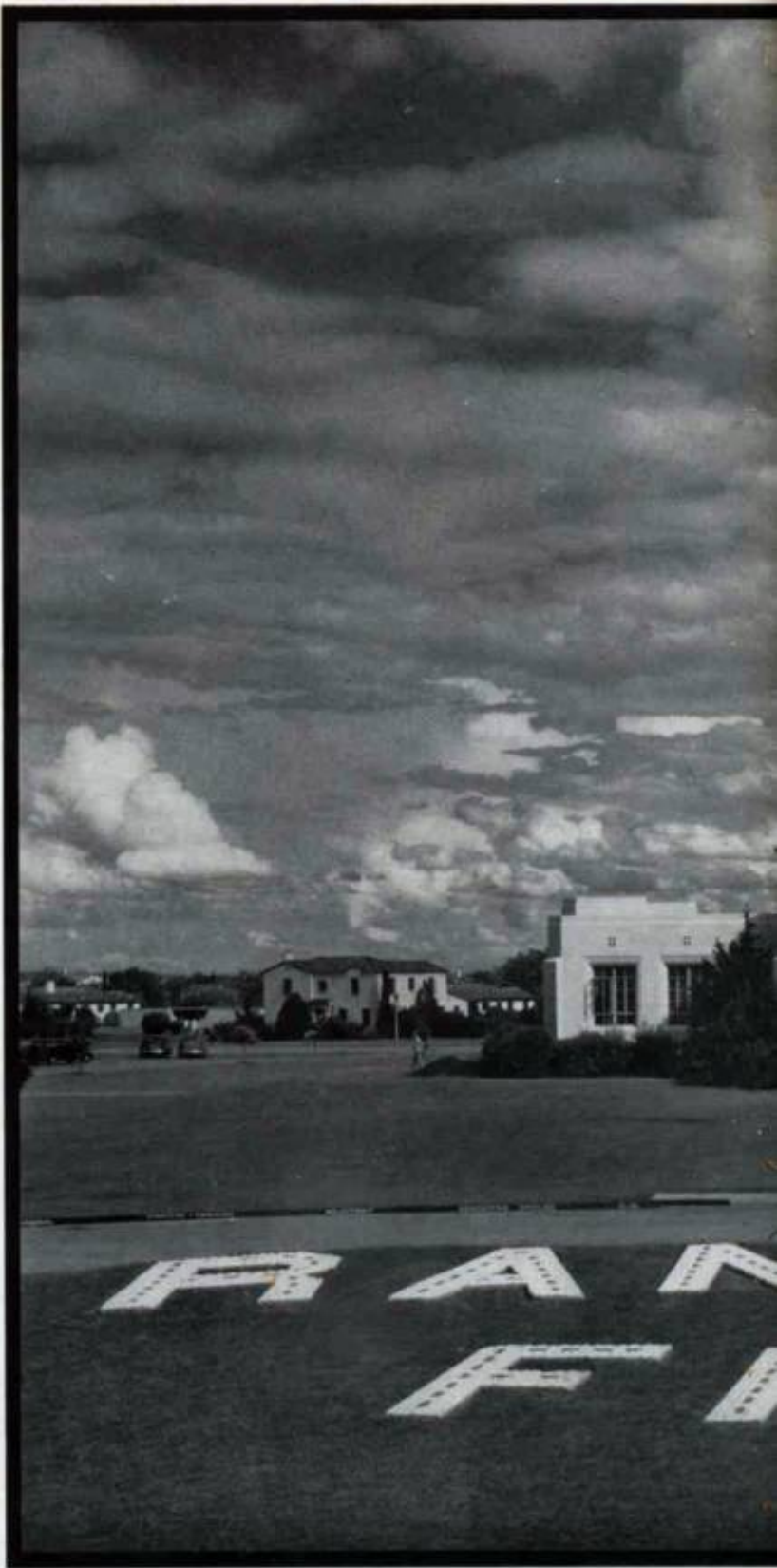


**BARTON K. YOUNT**  
*Lieutenant General*

Commanding General, Army Air Forces Training Command



★  
THE  
ADMINISTRATION  
BUILDING  
★



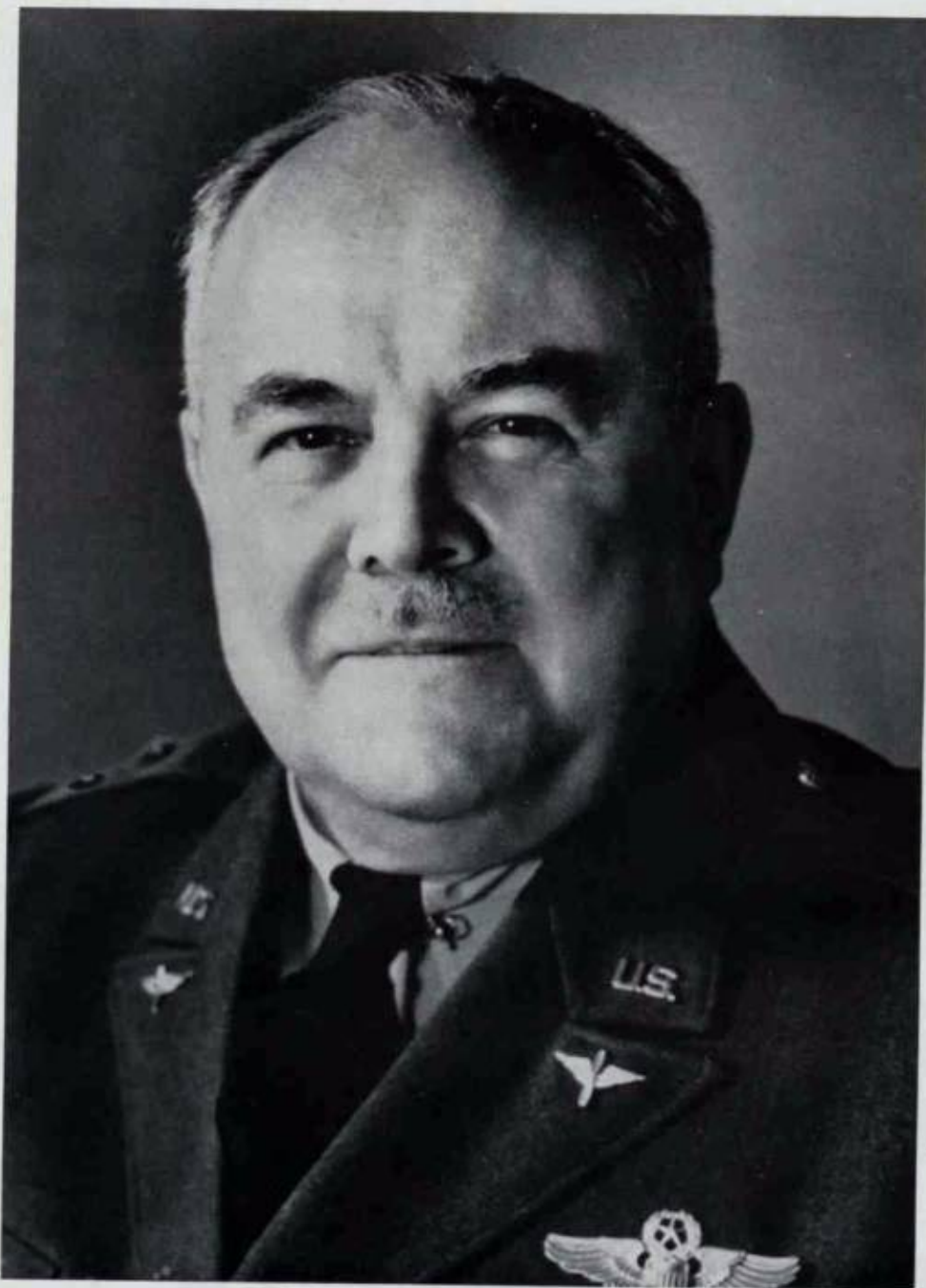
ARMY  
★ ★ CENTRAL





AIR FORCES  
FLYING TRAINING COMMAND





## GERALD C. BRANT

MAJOR GENERAL

Commanding AAF Central Flying Training Command

Major General Gerald C. Brant is Commanding General of the Army Air Forces Central Flying Training Command.

General Brant, who was awarded a Distinguished Service Medal in March, 1943, "for especially meritorious service to the Government in a duty of great responsibility" for his work in organizing and developing the Newfoundland Base Command from July 11, 1941, to January 7, 1943, has been identified with aviation in the Army almost continuously since September, 1917. He was promoted to Major General on July 11, 1941. His present tour of duty as Commanding General of the Central Flying Training Command—his second—began in January, 1943.

A native of Chariton, Iowa, General Brant graduated from West Point in 1904, and served in the Cavalry and Signal Corps before receiving flying training at Kelly Field, San Antonio, Texas, in 1917. He was appointed Commanding Officer of Kelly Field No. 2 in April, 1918. Rated a Junior Military Aviator in November, 1918, he received the rating of Airplane Pilot as of October 5, 1920.

After graduation from the Army School of the Line, the General Staff School and the Army War College, General Brant served as a member of the War Department General Staff, and in 1928, then a Lieutenant Colonel, was placed in command of Crissy Field, California. He subsequently served at Mitchell Field, Long Island, was transferred to the Hawaiian Department, and in August, 1934, was assigned to Brooks Field, San Antonio, Texas, as Commanding Officer of the 12th Observation Group. In February, 1935, he was transferred to Barksdale Field, Shreveport, La., as Commanding Officer of the Third Wing, GHQ Air Force, with the temporary rank of Colonel.

In 1937, General Brant commanded the Second Wing, GHQ Air Forces at Langley Field, Va., and in February, 1938, became Commandant of the Army Air Forces Technical Schools comprising Chanute, Scott and Lowry Fields and 14 civilian schools. Appointed a Brigadier General in October 1, 1940, General Brant originally assumed command of the Army Air Forces Central Flying Training Command on October 24, 1940.





**F**rom the thin whine of a C.A.A. Trainer over Texas Tech at Lubbock, to the staccato chatter of a .50 caliber machine gun firing on the range at Matagorda, the Central Flying Training Command every day goes about its part of the job of creating 2,000,000 men for the Army Air Forces. This command, formerly designated as the AAF Gulf Coast Training Center, embraces the whole of the enormous ranges of Texas; training fields in Arkansas, Oklahoma, Louisiana, Kansas, Missouri and Illinois and detachments scattered over nine Midwestern and Southern states. One of the Training Command's three great Flying Training Commands for America's great air force, it is in reality many widely separated fields under one central administrative set-up which happens to be located at Randolph Field, Texas.

It could as well be Dallas, Fort Worth or Podunk, however, because it is not in the administration halls of Randolph that the work of the Command is done, but in the far reaches of thin air above Midland, where bombardiers learn to set their sights on tiny targets thousands of feet below; in the burning heat of the sandy wastes of the gunnery ranges, where men learn to handle the tail guns in bombers and learn to turn and send a rolling crash of machine gun fire from pursuit ships that twist and arc at terrific speed; at the "desks" in the planes where navigators trace faint lines across their charts and learn to guide bombers across isolated wastes of land and sea to their objectives and home again; in the rollicking primaries where dodos solo and men learn to wear their goggles on their foreheads; in all these places is the work of the Command done, and its sole aim and purpose is to aid in the immense task of making America the greatest air power on earth in order that she may strike and strike hard at the foes who would assail her liberties and destroy her freedoms.

Men to man the thousands of planes that are roaring from the assembly lines of American factories in 1943; that is the task of AAFCTC. It too, uses assembly-line methods. In 60 weeks it can move an average American youth through three flying schools and into the cockpit of a combat plane as a flying Second Lieutenant. In 339 days a lad who probably never destroyed anything more valuable than a greenhouse window in his life can learn to drop a ton of the most destructive bombs ever invented by man upon

a space the size of a baseball diamond from 20,000 feet. A bomber load of fire and brimstone for the Axis is guided 1,000 miles by charts of a navigator schooled in 48 weeks. A boy who never squeezed a trigger before is taught, in six weeks, how to bring down a Zero with a .50 caliber aerial machine gun, and so it goes, mass production for a nation's defense, mass production utilizing the best of American manpower, trained in the best of American ships, and schooled in the best traditions of American democracy.

Every step of the process is in keeping with the American traditions. Borrowing from the personnel practices of our great corporations, each man is assigned to the job for which he is best suited; there is no favoritism. Jim Jones, the butcher lad from a whistle stop on the Norfolk and Southern, is the equal of Jimmie Gotrocks from Park Avenue.

His life in Uncle Sam's Army Air Forces starts off, strange as it may seem, with the boy going back to school; back to college as a matter of fact. The AAF Training Command has launched a revolutionary training program of five months duration in which the future air men receive 700 hours of academic and military instruction prior to entering the Air Forces Classification Center. Students, enrolled in the course as privates, receive instruction in mathematics, physics, current history, geography, English and civil air regulations he gets in addition to military drill, ceremonies and customs plus 10 hours of dual instruction light airplanes.

The placing of the round peg in the round hole begins at the great Classification Centers where Jim gets his first real taste of what his life is to be. Here is that his future as a pilot, navigator, bombardier is decided. Here he is appointed as Aviation Cadet. He gets the works here, new insignia and a new job. He is tested both mentally and physically, by the latest and finest testing apparatus and by competent, trained psychologists.

From Classification, if it is indicated that he is qualified to be a pilot, he goes to a pilot Pre-Flight where he learns Army discipline, brushes up on his rusty mathematics, learns military customs and traditions, and gets a large dose of conditioning exercises designed to toughen his body and sharpen his mind for the grueling tests ahead.



He then goes to one of the many Primary schools, where he is taught the fundamentals of flight by civilian instructors and where he first gets the thrill of soloing, probably an experience he will treasure longer and remember longer than any other experience in his life. He will learn how to land, bank, take off, dive, recover from spins, loop, and other simple maneuvers in the sturdy, safe 175-horsepower P(rietary) T(rainers).

From that it is a step to the B(asic) T(rainer), a more powerful, 450-horsepower trainer. Here, at the greatest basic flying schools on earth he will gradually become more familiar with flying and the intricacies of military flight.

He will then go to one of the advanced fields, either single or twin-engine, perhaps to fly the fast, 160 M.P.H. AT-6 trainers, or perhaps to learn how to fly the twin-engine trainers in preparation for transition school where he will learn to pilot great, multimotored bombers that serve to carry destruction to the Axis. If he is small enough to handle himself in the cramped cockpit of a fighter plane, he will go to a fighter pilot school such as Foster Field for his final "finishing course," where he will learn to fire his multi-gunned craft from all angles, will learn how to strafe an enemy column and how to maneuver and fire so as to protect himself in a dogfight.

If a man's qualifications fit the exacting requirements of Navigation, he will go first to the Bombardier-Navigator Pre-Flight School at Ellington. After his ground course there he will go to Hondo, Childress, San Angelo, San Marcos or Monroe, among the largest navigation schools in the world, where he will learn to chart his course, fly his plane to exact rendezvous with others of his squadron miles above the earth and thousands of miles from his base. He will learn the importance of the "desk," and will feel the responsibility that rests upon him to get his ship home to fight again another day.

If he is destined to be a bombardier he will leave his navigator chum at the end of the preflight period and go to a school such as Midland or Big Spring, where, in the largest schools of their kind in the world, he will master the intricacies of the famous Norden and Sperry bombsights. He will learn to take control of the ship as it approaches its objective, send it straight and true on its "run" and release his bombs with precision. He will learn to bomb from heights so high that he releases his bombs five miles distant from his target; he will learn to bomb from low altitudes where he has only 20 seconds to sight his objective, make his calculations and release his bombs. He will learn to release his bombs in "train" (one at a time) and in "salvos" (altogether). He will

become acquainted with the responsibility for the ultimate success or failure of his mission which rests on him. He will learn, also, the fundamentals of Aerial Navigation.

Or perhaps our man is a rear gunner, picked from the ranks by his squadron commander who says of him, "I would be willing for this man to serve as the gunner of the plane I pilot in combat." He has been schooled in the hard, tough course at Harlingen or Laredo, Texas, in the art of defending his ship against attack by the enemy. He must learn to sight and fire his machine gun quickly and accurately; he must learn that in the solitude and isolation of the gunner's position it is often his skill which will mean the difference between a successful report and the words "lost in action." He is a part of the crew, as important as any, taking his place with his fellow flyers in the task of making America safe.

No matter in what branch he may be placed, his purpose is the same, to destroy the enemy by shooting down his bombers, by blowing up his industrial and military installations, by probing his weaknesses for subsequent land exploitation. He must learn, and must learn quickly and well. It is for this learning that AAFCFTC along with the two other great Flying Training Commands has its being. Every effort, every energy, every sinew, is bent to that task; to turn out airmen who know their job, and who can do it.

Who teaches all of the foregoing? Instructors who are, themselves, taught a standardized method. Randolph Field has ceased the training of aviation cadets to become the Central Instructors School where graduates of Advanced Flying Schools receive a one- or two-months' course in the latest method of flight instruction. Other schools for different types of instructors have also been formed.

In the almost incredible rise of American air power AAFCFTC has already played a large part, and it will play a larger one, as America answers with renewed effort the cry of our Allies for planes and more planes. Already it is expanding, and will expand more. Hardly are plans made than new ones are added. Fields that were Texas mesquite a few months ago resound to the hum of motors and the tramp of feet; boys who a few months ago thought a bank referred to a river are talking in the strange but exciting jargon of the airman. It is a triumph in its way, but the triumph is not complete. The AAF Central Flying Training Command has done a great deal; it will and must do a great deal more



FROM CLASSROOM TO FLYING LINE



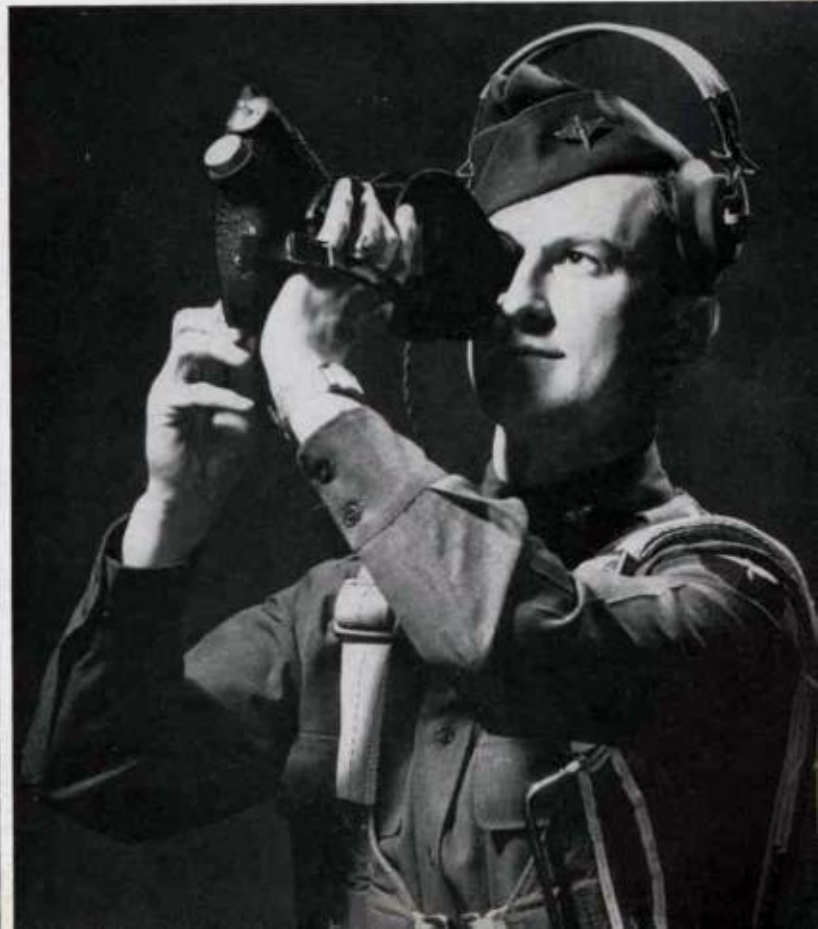


Reading from Left to Right Above: The aviation cadets flying training begins in light primary trainers like this. For nine weeks the embryo birdmen will fly this plane learning the basic fundamentals; Flying high—flexible gunnery training keeps this AT6 in the air; The words "U. S. Army," borne to the sky on the wings of this training glider will appear on thousands of motorless crafts in the near future . . . gliders capable of bearing men and supplies silently into enemy territory; Getting a foretaste of future mass bombing raids over enemy targets, cadets in twin-engine trainers practice accurate formation flying. These are AT-17's.

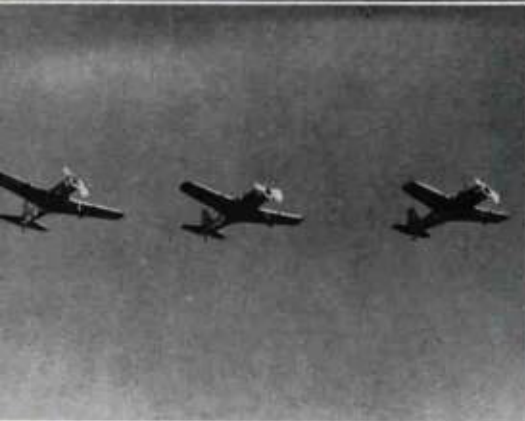
100-lb. practice bombs in place prior to take-off.



The student navigator learns to gun for the heavenly signposts that guide the bomber to its target.



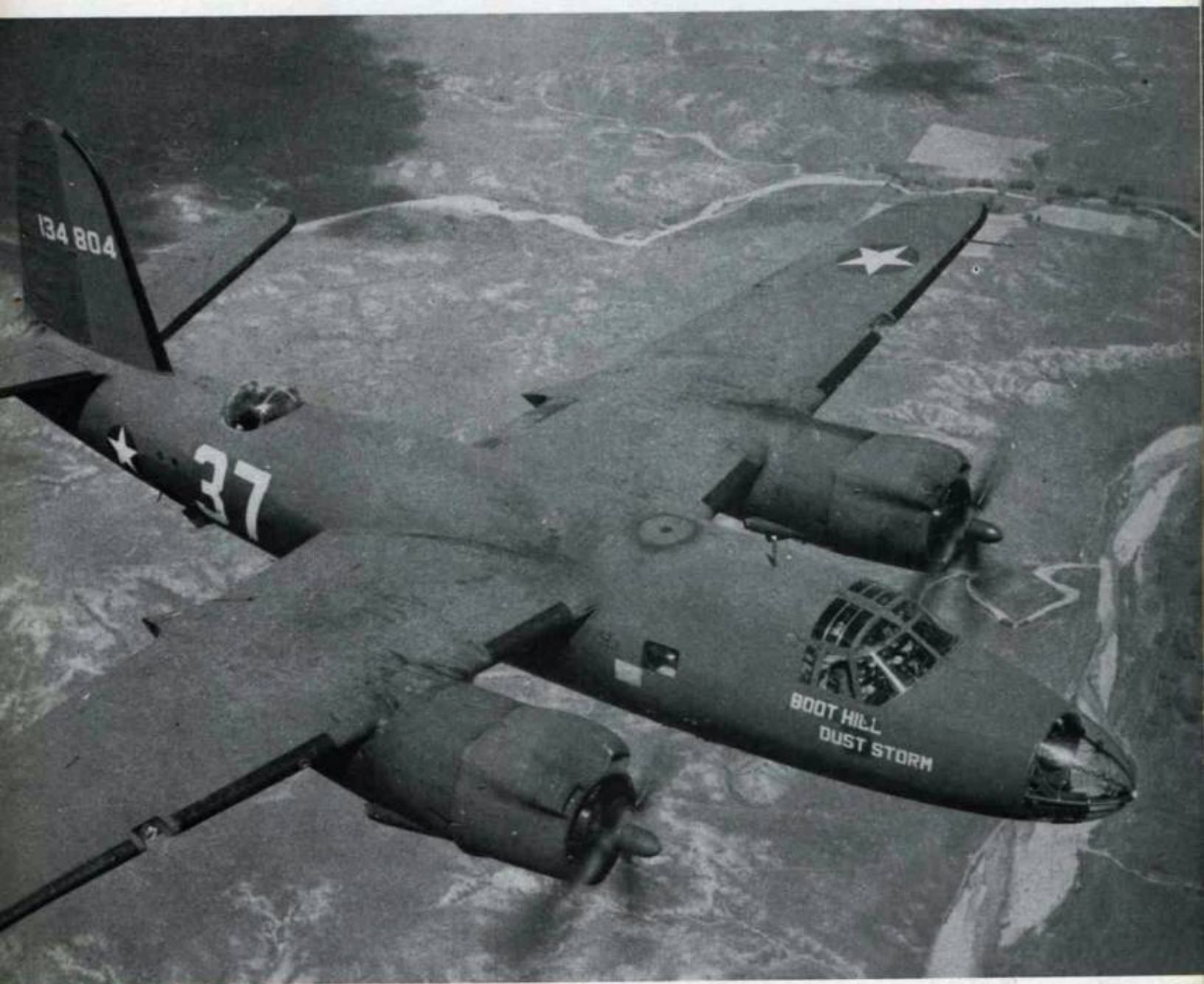






# ARMY AIR FORCES PILOT SCHOOL

(SPECIALIZED TWO ENGINE)



DODGE CITY ARMY AIR FIELD, KANSAS

1943



# HEADQUARTERS ARMY AIR FORCES PILOT SCHOOL

(SPECIALIZED TWO-ENGINE)  
Office of the Commanding Officer  
DODGE CITY, KANSAS



To the Entire Personnel, This Command:

The success formula for any smooth-functioning flight school depends basically upon the harmonious cooperation of all the officers and men whose energies are bent toward the end of producing more and better pilots than any other nation in the world. This school operates on that formula.

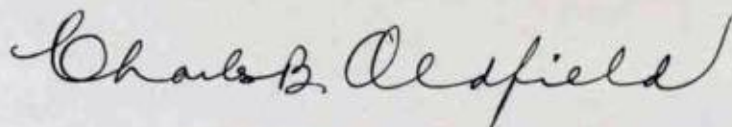
Although this school has been in existence only a short while, I think I can say that we are getting on with the job and that we are doing our part in the vast program of the Army Air Forces.

It has not been possible for me to thank all of you personally for the splendid manner in which you have cooperated, often under difficulties, to get the job done. Upon your cooperation has depended what measure of success we have obtained.

The transition of a peaceful country into a military machine cannot be accomplished without causing a tremendous dislocation in the lives and fortunes of its citizens. The manner in which all of you, both officers and men, have accommodated yourselves to the necessary rigors and disciplines of military life is a reflection of the determination of this country to go "all out" until the enemy is "all in."

We have accomplished much in our progress toward winning the war. We have seen a Specialized Two-Engine School emerge where little more than a year ago were "amber waves of grain." What we have done here typifies what has been done all over the country. Every American has a right to be proud of the men in the Air Forces. Every man, whether officer or private, is proud of the accomplishments which we have made. United, we are determined that nothing shall prevent us from reaching the goals we have set.

Wherever aircraft fly, graduates of this school will fly them. And wherever they go, on whatever field it shall be their lot to meet the enemy, we can be sure that they will acquit themselves with honor.



Colonel, Air Corps  
Commanding





## CHARLES B. OLDFIELD

COLONEL

Commanding

A native of Norfolk, Virginia, he was born April 3, 1891. Colonel Oldfield has been flying for many years. A command pilot, the highest rating given, he has more than 7,000 hours in all types of military aircraft from War I "Jennies" to modern four-engine bombers. He has battled every type of weather from fog to snowstorms.

He learned to fly the Army way after nine years as an Infantryman. The Colonel was graduated from the air service pilots' school in 1921 and the air service observation school in the same year. He is also a graduate of the Air Forces tactical school, completing his work there in 1931.

Colonel Oldfield began his Army career as a Private at Fort Slocum, New York, in 1912. During that year he also served at Fort Jay, Governor's Island, New York, and in the 29th Infantry assigned to guard duty at the military prison, Castle William, Fort Niagara, New York.

In 1913, Private Oldfield annexed the two chevrons of a Corporal and served for two years as a school teacher and property clerk in the Canal Zone. He added a third chevron in 1915, and in the three years from 1915 to 1918 served in virtually every post in the Canal Zone.

It was while serving in the Canal Zone that he gained a commission as a Second Lieutenant in 1916, serving as regimental adjutant.

Colonel Oldfield was transferred to Camp Beauregard, Alexandria, Louisiana, in August, 1918; then to the machine gun school at Camp Hancock, Augusta, Georgia, in October; the Army War College in November and to Camp Benning, Columbus, Georgia, late in November, 1918.

At Camp Benning he served as director of the department of experiment

for nearly two years before transferring to the fledgling Army Air Corps to begin the work that has led him to his present position.

In February, 1925, Colonel Oldfield became executive officer and assistant commandant at the Air Corps Primary Flying School, Brooks Field, San Antonio, Texas. He served at that field for more than five years, leaving in September, 1930, to attend the Air Corps Tactical School at Langley Field, Virginia.

From September, 1931, to June, 1933, he was at the Command and General Staff School, Fort Leavenworth, Kansas, going from there to Brooks Field again, this time as commandant of the 12th Observation Squadron of the 12th Observation Group.

Colonel Oldfield remained there for nearly two years, broken only by detached service at Rockwell Field, Coronado, California, and service from February to May, 1934, as regional commander of Army airmail operations at Salt Lake City, Utah.

In March, 1935, he took over command of the Second Bombardment Group, Langley Field, remaining there until June, when he began a three-year tour of duty as commandant at Gray Field, Fort Lewis, Washington.

In May, 1940, with a second World War enveloping the world and threatening the United States, Colonel Oldfield was returned to the Canal Zone where he had served during much of the first World War as an enlisted man and newly commissioned Second Lieutenant.

He served as executive officer of the Caribbean Air Force Bomber Command at Albrook Field, Canal Zone, until sent to Gowen Field, Idaho, in November, 1941, then to Rapid City Army Air Base. On February 17, 1943, he took command of Dodge City Army Air Field.





EVERETT F. BINGHAM  
Lieutenant Colonel  
Executive Officer



CHARLES M. GRIGG  
First Lieutenant  
Post Adjutant

★ S T A F F ★  
★



CLAUD H. KELLAM  
Captain  
S-1



HARRY B. SOLMSON  
First Lieutenant  
S-2



ALBERT H. MEAD  
Captain  
S-3



HAROLD B. ROHRBACK  
Captain  
S-4



# S P E C I A L S T A F F



★

JOHN G. BARNES  
Major  
Post Engineer

HERBERT L. BARTRAM  
First Lieutenant  
Public Relations Officer

ROBERT J. CARSON  
Major  
Post Quartermaster

SAMUEL T. COUGHLIN  
Major  
Post Surgeon

★



HERBERT W. H. CORY  
Captain  
Post Chaplain

PASQUALE A. GERACI  
First Lieutenant  
Legal and Boards and  
Claims Officer

CHAUNCEY E. HARRIS  
Captain  
Mess Management Officer

ALBERT H. MEAD  
Captain  
Provost Marshal

CHARLES O. PETERSON  
Major  
Post Operations Officer



JOHN T. SMITH  
Major  
Supervisor of Maintenance

LAWRENCE E. STAGE  
Major  
Ordnance Officer

POLK F. STEWART  
First Lieutenant  
Post Signal Officer

LAWRENCE C. THREKELD  
Major  
Accountable Disbursing  
Officer

JOHN T. WHITE  
Captain  
Army Exchange Officer

# A I R I N S P E C T O R S



CLAUDE B. NORTHRUP, JR.  
Major  
Air Inspector

WILLIAM H. TURNER  
Major  
Assistant Air Inspector

ROBERT E. COATES  
Major  
Assistant Air Inspector

ROY C. JENNINGS  
Captain  
Assistant Air Inspector

RALPH E. REBER  
Warrant Officer (iq)  
Assistant Air Inspector



# DEPARTMENT OF TRAINING



**CHARLES B. ROOT**  
Colonel  
Director of Training



**JAMES M. JOHNSON**  
Major  
Director of Flying



**SIDNEY B. AIZMAN**  
First Lieutenant  
School Secretary



**LAURENCE W. DeMUTH**  
Major  
Director of Technical Training



**JOHN D. TODD**  
Major  
Commandant of Student  
Officer Detachment

# FLYING TRAINING

61ST T. E. F. T. S.



**LINTON B. CARNEY, JR.**  
Major  
Commanding Officer



**WILLIAM B. GRANDJEAN**  
Captain  
Assistant Operations Officer



**HOMER W. MORRIS**  
Captain  
Operations Officer



**CARL F. CHAPMAN, JR.**  
First Lieutenant  
Flying Instructor



**ALAN G. LONG**  
First Lieutenant  
Flying Instructor



**LEONARD B. REDD**  
First Lieutenant  
Flying Instructor



**EMMET D. GRIFFIN, JR.**  
Second Lieutenant  
Flying Instructor



**WILLIAM P. JACOBS**  
Second Lieutenant  
Flying Instructor



**THOMAS J. RESCH**  
Second Lieutenant  
Flying Instructor



# FLYING TRAINING

64TH T. E. F. T. S.



ROBERT E. MURPHY  
Major  
Commanding Officer

WILLIAM D. SINCLAIR  
Captain  
Operations Officer

LAYELLE HELLENSMITH  
First Lieutenant  
Flying Instructor



MORRIS O. DOBIYANSKI  
Second Lieutenant  
Flying Instructor

ROBERT E. DUNN  
Second Lieutenant  
Flying Instructor

ALBERT W. FLOR  
Second Lieutenant  
Flying Instructor

WARREN K. KNOPF  
Second Lieutenant  
Flying Instructor

## HEADQUARTERS AND HEADQUARTERS SQUADRON, 95TH G. T. G.



RAY PETERSON  
Major  
Commanding Officer

ROBERT E. PULFREY  
Major  
Operations Officer

ANTHONY I. ECK  
Captain  
Flight Commander

MATTHEW J. O'HARE  
Captain  
Flight Commander

JOE T. SCEPANSKY  
Captain  
Flight Commander

DONALD H. COCHRANE  
Captain  
Flying Instructor



RYING M. COCHRANE, JR.  
First Lieutenant  
Flying Instructor

JOHN C. DICKEY, JR.  
First Lieutenant  
Flying Instructor

RAYMOND A. JORGENSEN, JR.  
First Lieutenant  
Flying Instructor

WILLIAM C. MATTHEWS  
First Lieutenant  
Flying Instructor

MORRIS N. MYRICK  
First Lieutenant  
Flying Instructor

MELVIN R. SCHULTZ  
First Lieutenant  
Flying Instructor



# F L Y I N G T R A I N I N G

HEADQUARTERS AND HEADQUARTERS SQUADRON, 95TH G. T. G.



OTIS S. SMITH, JR.  
First Lieutenant  
Flying Instructor



RALPH A. WEAVER  
First Lieutenant  
Flying Instructor



HOWARD M. LEE  
Second Lieutenant  
Flying Instructor



EDWARD A. KAYWORTH  
Second Lieutenant  
Flying Instructor



RAY H. QUACKENBUSH  
Second Lieutenant  
Flying Instructor



DONALD N. SHARP  
Second Lieutenant  
Flying Instructor

## HEADQUARTERS AND HEADQUARTERS SQUADRON, 95TH G. T. G.

## 1028TH T. E. F. T. S.



CARL L. STURGEON  
Second Lieutenant  
Flying Instructor



JOHN W. CAMPBELL  
Major  
Commanding Officer



ROBERT A. SHAW  
Captain  
Operations Officer



JAMES B. COLLIER  
Captain  
Flight Commander



WALTER S. POWER  
Captain  
Flight Commander



ROBERT E. STEWART  
Captain  
Flying Instructor



WILLIAM P. SULLIVAN  
Captain  
Flying Instructor



BUFORD W. BARKER  
First Lieutenant  
Flying Instructor



JOSEPH G. BERKELY  
First Lieutenant  
Flying Instructor



WILLIAM D. BERRY  
First Lieutenant  
Flying Instructor



DWIGHT H. BURTON  
Captain  
Flying Instructor



WILLIAM G. EHART  
First Lieutenant  
Flying Instructor



JOHN A. GALLAGHER  
First Lieutenant  
Flying Instructor



STEWART C. FOX  
First Lieutenant  
Flying Instructor



MAHLON H. GIFFIN  
First Lieutenant  
Flying Instructor



CHARLES F. JACKSON, JR.  
First Lieutenant  
Flying Instructor



GLEN E. KNOX  
First Lieutenant  
Flying Instructor



# FLYING TRAINING

1028TH T. E. F. T. S.



JACK E. MCKINSTER  
First Lieutenant  
Flying Instructor



JAMES D. PATTON  
First Lieutenant  
Flying Instructor



JOHN M. PHILLIPS  
First Lieutenant  
Flying Instructor



PAUL H. V. SWANSON  
First Lieutenant  
Flying Instructor



EUGENE R. BLACK  
Second Lieutenant  
Flying Instructor



HOUSTON H. HOLLAND  
Second Lieutenant  
Flying Instructor



WILLIAM B. IRVIN  
First Lieutenant  
Flying Instructor



CHARLES D. MCFETRIDGE, JR.  
Second Lieutenant  
Flying Instructor



JEROME L. MILLER  
Second Lieutenant  
Flying Instructor



RAYMOND RANK  
Second Lieutenant  
Flying Instructor



WILLIAM E. REETER  
Second Lieutenant  
Flying Instructor



GORDON T. WHITHAM  
Second Lieutenant  
Flying Instructor



# INSTRUMENT TRAINING



FLOYD B. WHITLOW, JR.  
Captain  
Instrument Training Officer



ARDEN S. FREER  
Captain  
Instrument Instructor



RAY H. HYNDS  
First Lieutenant  
O/C Link Trainer Section



WENDELL H. JOHNSON  
First Lieutenant  
Instrument Instructor



I. H. YOUNG  
Captain  
Instrument Instructor



# TECHNICAL TRAINING



LAURENCE W. DeMUTH  
Major  
Director of Technical Training



MENZO W. DRISKELL  
Captain  
Assistant Director of  
Technical Training



NOBLE BRYAN  
First Lieutenant  
Instructor



BERNARD FAUST  
First Lieutenant  
Instructor



FELIX J. KAWALKO  
First Lieutenant  
Instructor



EDWIN H. McCLURE  
Second Lieutenant  
Weather Instructor



ROBERT R. RUSSELL  
First Lieutenant  
Instructor



MAX L. SHIPLEY  
First Lieutenant  
Instructor



LOWELL F. BELCHER  
Second Lieutenant  
Instructor



LAWRENCE W. DAHL  
Second Lieutenant  
Instructor



STANLEY J. DERDA  
Second Lieutenant  
Instructor



HOWARD S. KALTENBORN  
Second Lieutenant  
Instructor



EDWARD C. MURK  
Second Lieutenant  
Instructor



WINTON R. REDDING  
Second Lieutenant  
Instructor



BARNEY C. TILLER  
Second Lieutenant  
Instructor



CLYDE A. WHITTLE  
Second Lieutenant  
Instructor



# GROUND AND ADMINISTRATIVE



**WILLIAM D. BAKER**  
Captain  
Civilian Personnel Officer



**STUART M. BRIGGS**  
Captain  
Radio Officer



**LOUIS C. HITE, JR.**  
Captain  
Warehouse Officer



**LEONARD W. WINGET**  
Captain  
Assistant Post Engineering Officer



**FLOYD L. ANTHONY**  
First Lieutenant  
Assistant Operations Officer



**ROGER S. DILDINE**  
First Lieutenant  
Weather Officer



**ROBERT W. DUNCAN**  
First Lieutenant  
Engineering Officer



**ROBERT L. FULLER**  
First Lieutenant  
Assistant Engineering Officer



**JOHN T. HARRIS**  
First Lieutenant  
Personnel Military Officer



**MARCELLUS N. JOSLYN**  
First Lieutenant  
Information Officer



**ALBERT S. KELLY, JR.**  
First Lieutenant  
Post Photographic Officer



**JAMES W. KINCAID**  
First Lieutenant  
Director of Physical Training



**ROY S. MILLER**  
First Lieutenant  
Special Service Officer



**WENDELL H. OSWALT**  
First Lieutenant  
Classification Officer



**EDWARD M. PRATT, JR.**  
First Lieutenant  
Police and Prison Officer



**ROBERT L. STEIBLER**  
First Lieutenant  
Transportation Officer



**CHARLES R. TAAFFE**  
First Lieutenant  
Assistant Post Operations Officer



**ELMER H. WARD**  
First Lieutenant  
Assistant Army Exchange Officer



**RUDOLPH AGANSKI**  
Second Lieutenant  
Assistant Director of Physical Training



**RUTH A. BRIDGES**  
Second Lieutenant  
Post Theater Officer



**JOHN H. CRAWFORD, JR.**  
Second Lieutenant  
Assistant Director of Physical Training



**JAMES J. CSERE**  
Second Lieutenant  
Assistant Personnel Military Officer



# GROUND AND ADMINISTRATIVE



RILEY M. DIXON  
Second Lieutenant  
Chemical Warfare Officer



JOSEPH P. HAUGHNEY  
Second Lieutenant  
Assistant Weather Officer



THOMAS B. JONES  
First Lieutenant  
Assistant O/C Materiel  
Section



JOHN J. MARCUS  
Second Lieutenant  
Assistant Weather Officer



MAURICE E. McNABB  
Second Lieutenant  
Assistant Post Mess  
Management Officer



JOHN F. MESSERLY  
Second Lieutenant  
Assistant Weather Officer



ROLAND E. MILLER  
Second Lieutenant  
Acting Budget and Fiscal  
Officer



JACK H. PETERSON  
Second Lieutenant  
Assistant Finance Officer



CHARLES J. RYAN  
Second Lieutenant  
Assistant Ordnance Officer



MAX SACKS  
Second Lieutenant  
Rail Transportation Officer



MILTON A. SEGNEFF  
Second Lieutenant  
Post Statistical Officer



THOMAS E. SMITH  
Second Lieutenant  
Quartermaster Purchasing and  
Contracting Officer



GERALD B. TERPENING  
Second Lieutenant  
Assistant Commandant,  
Student Officer Detachment



HARVEY A. TYLER  
Second Lieutenant  
Quartermaster Salvage and  
Reclamation Officer



JOSEPH J. WICKES  
Second Lieutenant  
O/C AACs Facilities



JOSEPH J. WHEELER  
Second Lieutenant  
Quartermaster Sales Officer



CLIFTON K. McREYNOLDS  
Chief Warrant Officer  
Assistant Finance Officer



JAMES SEGAL  
Warrant Officer (1g)  
Club Officer



BILLIE WOODRUM  
Warrant Officer (1g)  
Assistant Post Adjutant





# 3 7 4 T H S U B - D E P O T



JOHN L. SHIPMAN  
Captain  
Commanding Officer



SIDNEY L. BONNEMER  
First Lieutenant  
Purchasing Officer



ROBERT P. DEERING  
First Lieutenant  
O. I. C. Signal Section



DALE W. LUEHRING  
First Lieutenant  
Maintenance Officer



ROBERT R. MURPHY  
First Lieutenant  
Supply Officer



WILLIAM A. BURZLANDER  
Second Lieutenant  
Assistant Engineering Officer



STEVE KULESA  
Second Lieutenant  
Assistant Maintenance Officer

## M E D I C A L D E P A R T M E N T

STATION HOSPITAL



SAMUEL T. COUGHLIN  
Major  
Post Surgeon



THOMAS J. HARDMAN  
Major  
Chief of Surgical Service



GREGG B. ATHY  
Captain  
Chief Medical Service



WILLIAM H. BRIDGES  
Captain  
Ward Officer



GEORGE H. CAMP  
Captain  
O/C EENT Clinic



DWIGHT H. PORTER  
Captain  
Executive Officer



GEORGE K. STEPHENS  
Captain  
O/C Dispensary



THOMAS M. HAGGERTY  
Second Lieutenant  
Registrar



JAMES A. YOCUM  
Second Lieutenant  
Medical Supply Officer



# D E N T A L C L I N I C



JOSEPH W. RALSTON  
Major  
Post Dental Surgeon



EDWARD F. COYLE  
Captain  
Assistant Dental Surgeon



ASHER B. CAREY, JR.  
First Lieutenant  
Assistant Dental Officer



JOHN A. HINSHAW  
First Lieutenant  
Assistant Dental Officer



NORRIS F. HIRSCH  
First Lieutenant  
Assistant Dental Officer



ANTHONY P. YABLONS  
First Lieutenant  
Assistant Dental Officer

# V E T E R I N A R Y C O R P S



ROBERT C. JACOBS  
First Lieutenant  
Post Veterinarian

# N U R S E S



ELIZABETH M. McBRIDE  
First Lieutenant  
Chief Nurse



BEATRICE ANGERT  
Second Lieutenant  
Nurse



DOROTHY L. BRUNETTE  
Second Lieutenant  
Nurse



HERMA M. FARIS  
Second Lieutenant  
Nurse



MARJORIE J. EWING  
Second Lieutenant  
Nurse



MARY E. MEYER  
Second Lieutenant  
Nurse



VIVIAN M. NESGODA  
Second Lieutenant  
Nurse



# HISTORY OF THE ARMY AIR FORCES PILOT SCHOOL

(Specialized Two-Engine)

## DODGE CITY ARMY AIR FIELD, KANSAS

First official announcement of location and subsequent construction of Dodge City Army Air Field, six miles northwest of Dodge City, was made the afternoon of Thursday, June 11, 1942, by Captain R. E. De Bolt, U. S. Army engineer. Plans called for purchase of a rich wheat-growing area two miles square, embracing 2,560 acres, for the flight training of British and Canadian aviation cadets.

With an influx of Army engineers and construction workers, Dodge City assumed "boom town" proportions almost overnight. Temporary offices were set up. Preparatory work, including the acquisition of rich wheat land, progressed in advance of letting of construction contracts.

First truck load of material for the airfield arrived August 6. Army jeeps joined other traffic, and more construction workers arrived. Suit for condemnation of 2,560 acres of land was filed in federal court. Soon a mass exodus of farmers from the area was under way. A huge air base was springing up. By the middle of September hundreds of frame buildings with concrete foundations and some of the runways were nearly completed.

Peak of the construction period was reached in October, with the airfield taking shape rapidly. Hourly bus service had been established. In a public speech, Colonel T. E. Powell, project officer, forecast training of Army Air Forces cadets would be under way by January, 1942. At that time it was believed the school would be a two-engine advanced trainer plant, with aviation cadets to be commissioned here on completion of training. This plan was later changed.

Early in November, Captain James Cooper of the quartermaster department arrived to take charge of office buildings and warehouses. It was he who met the first contingent of enlisted men to arrive November 9, 1943. All of the 27 enlisted men of the airfield were invited to be Thanksgiving Day dinner guests in Dodge City homes.

On December 1, Colonel C. B. Root, then a Lieutenant Colonel, arrived to put the new air base into operation. Members of his staff, including technical, administrative, signal corps officers and operational personnel, began arriving daily. It was announced that 500 civilians would be employed at the field.

By December 7, first anniversary of Pearl Harbor, Dodge City had outgrown its residential properties. Thousands of new residents were in trailer houses; others were holed up in apartments that had been bedrooms;

and many exclusive homes had been turned into boarding houses in preparation for the influx of personnel.

Dodge City Army Air Field was officially activated on December 11, when Colonel Root assumed command in the first general order issued from post headquarters. In mid-December a national USO director arrived to survey needs for a USO building and facilities. The same day condemnation proceedings were filed to acquire 970 acres of land in Gray and Hodgeman Counties for three auxiliary fields in connection with flight training at the main base here.

January, 1943, began with the assignment of Captain Claude H. Kellam, as post adjutant, relieving Captain Harold Rohrback.

Major Roy E. Prothro arrived January 8 and was appointed special services officer. First officer promotion was announced January 12 by Colonel Root, when Captain J. T. Frantz, post administrative inspector and provost marshal, was advanced to rank of Major. Lieutenant Colonel Everett F. Bingham, then a Major, arrived and became base headquarters squadron commander and post executive officer.

January 14 marked arrival of 100 enlisted men to fill key positions. They included personnel clerks, airplane mechanics, operations clerks, surgical attendants, laboratory clerks, ambulance drivers, technical clerks and others. On the same day, Robert Welch was named first USO director. The Ritz ballroom, now permanent USO building, was considered for occupancy.

By the end of January the pounding of hammers and the whirring of saws were diminished in sound. The airfield took shape with completion of many buildings. The first crew of enlisted men received promotions. Melvin J. Bush, who was advanced to staff sergeant while serving as crew chief on the China Clipper (dishwasher), laid claim to being the only man in the Army promoted to staff sergeant while serving on K. P. At that time, officers, enlisted men and civilians had chow in one mess hall. Food was excellent.

February was a busy month. The 1095th Guard Squadron was organized, relieving civilian guards. First military inspection was held on the wind-swept ramp in freezing temperatures. The airfield basketball team played its first game under direction of Sergeant T. O. Pifer. The post theater opened February 20, with Lieutenant Roy S. Miller as theater officer. Dodge City and Cimarron civic organizations met with Major Prothro and made plans to furnish day rooms. Eight enlisted men were sent to technical training schools. The post hospital staff



was organized under Major Samuel T. Coughlin. One thousand Chinese elm trees were purchased by Dodge City service clubs for transplanting at the field. Work began on the first of three satellite landing fields near Jetmore, each to cover an area of 320 acres.

Most significant of all February events were announcements that Colonel Charles B. Oldfield had been appointed commanding officer February 17; and the February 23 announcement that Dodge City Army Air Field was to train graduate fliers in the art of flying the Martin B-26 Marauder—one of the world's fastest and hardest hitting medium bombers.

The field was officially designated "Dodge City Army Air Field." Before it had been known as an "air base." Colonel Root became director of training. The Boot Hill Gazette, now the Boot Hill Marauder, made its first appearance February 27, embellished with drawings and snappy news of the field's activities. Private D. H. Mauzy was its first editor. The same day the first retreat ceremony was held at post headquarters.

March 1 blew in with enlisted men taking calisthenics one hour daily, officers three hours a week, with Sergeant Pifer in charge. Eight squadron day rooms were assigned to organizations, and the USO had its formal opening. March 9, Colonel Oldfield made his first public address in Dodge City, speaking before a joint meeting of civic clubs. The air field hospital opened March 10; and 200 enlisted men received diplomas on graduation at the first mechanics school here. Lieutenant Herbert W. Cory held the first religious service at the new chapel March 16.

First B-26 Marauder to land here was flown in March 28 from Del Rio, Texas. The crew was greeted by Major John B. Todd, then post operations officer. Piloting the plane were Captain L. B. Carney, now a Major, and Colonel Root, with Lieutenant Robert W. Duncan as passenger, and Sergeant W. P. Wooldbridge of Pampa, Texas, as aerial engineer.

The Dodge City Globe on April 5 published in tabloid form an Army Day souvenir edition of airfield activities. The information was gathered and prepared by the Public Relations Office staff, with pictures of officers and military equipment furnished by the newly-established photographic laboratory.

Army Day, April 6, the field held its first "open house" for Southwest Kansas. More than 14,000 persons visited the field. On display were B-26 Marauders and many exhibits of military property and facilities.

With the arrival of Major Laurence DeMuth, director, and his staff of instructors, the technical training department began functioning the latter part of April. The first class assembled at 8 o'clock the morning of Wednesday, April 28, and the instructor was Captain William Grandjean. The course dealt with B-26 preflight indoctrination.

The following day, April 29, at 9 a.m., four Marauders hopped off on the first recorded official training flights. The planes were piloted by First Lieutenant Donald H. Cochrane, now a Captain, of the 61st Squadron; Major Ray Peterson, then a Captain, of the 61st Squadron; First Lieutenant L. S. Nickels, of the 64th Squadron, now a Captain overseas; and First Lieutenant William D. Sinclair, of the 61st Squadron, now a Captain. Three maintenance squadrons, the 1028th, 61st and 64th, arrived the latter part of April, preceded by the 876th Glider Training Squadron, later renamed Headquarters and Headquarters Squadron, 95th Glider Training Group.

Jinx Falkenberg, movie actress and radio star, visited the field in May. More Marauders arrived, followed by the first class of instructor-trainees. Actual flying training, both day and night, got under way. The 459th AAF band was organized by Sergeant John D. Schoonover, now Master Sergeant.

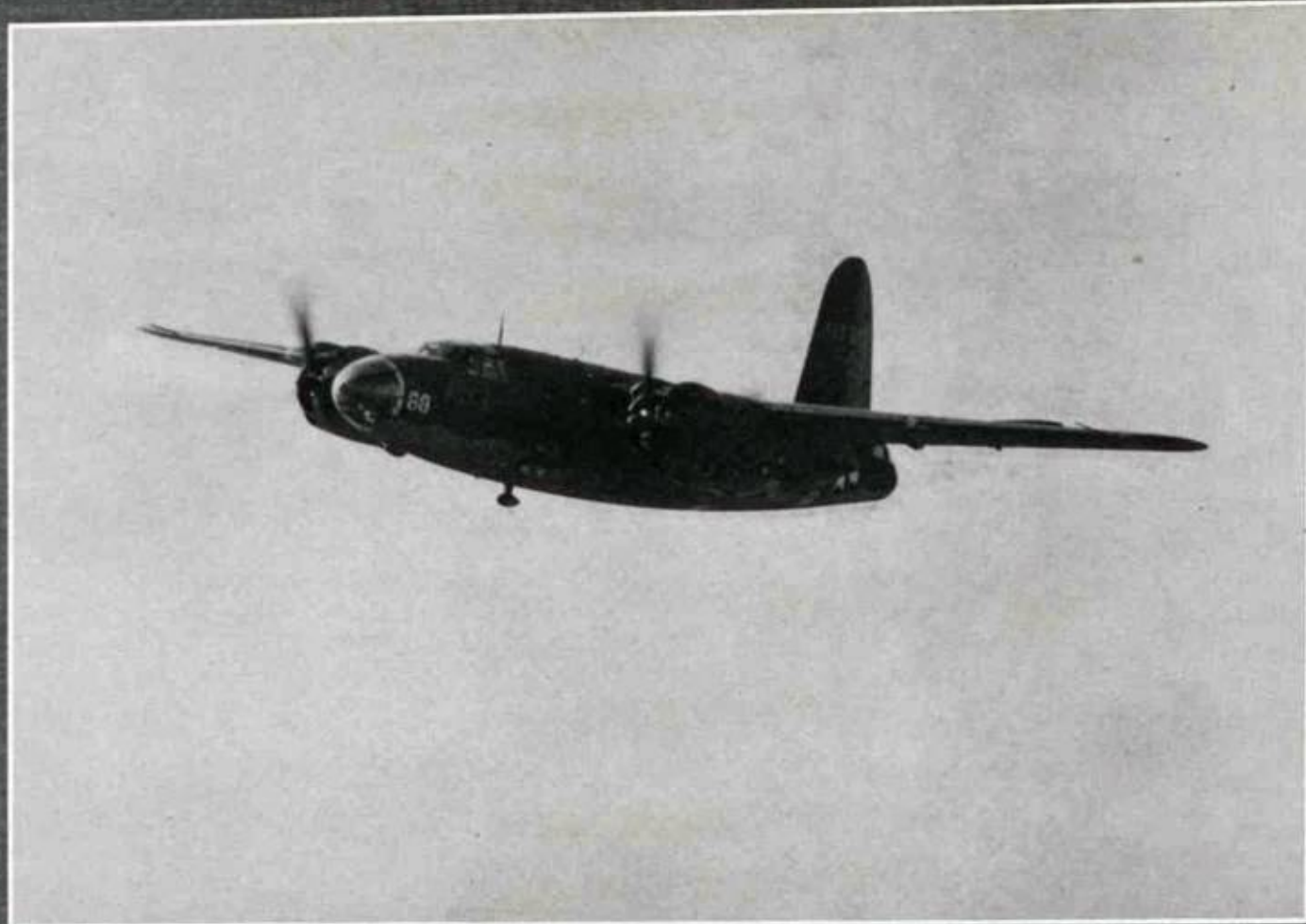
Second "open house" for civilians was July 4th when 17-year-old youths inspected the field in connection with an aviation cadet recruiting program. Appearing on the program was Ham Bell, 90, former mayor and frontier sheriff of Dodge City, who dedicated a Marauder bearing his name. Early July also saw flying officers by the scores arriving from AAF advanced schools to begin flight training, a nine-week course. On the fuselage of Marauders, Wild West names made their appearance. The same month Marauder Music Box program, a nightly radio news broadcast of men in training here, was initiated over station KGNO.

A year had gone by since first announcement of the location of the airfield, and flying training was now well under way. In August, 1943, student pilots flew the Marauders 1,800,000 statute miles, equivalent to almost four round trips to the moon. September marked the appearance of the first WAC officer assigned here, Second Lieutenant Ruth A. Bridges, St. Louis, Missouri, who became assistant theater officer.

The record would not be complete without mention of Kansas weather. The weather office at the air field began functioning April 19, 1943, with Second Lieutenant Kenneth C. Tillotson as weather officer. Highest temperature was recorded August 2 and August 23 when the mercury rose to 106 degrees each day. Highest wind speed was recorded with a 60-mile-an-hour gale June 7, 1943. Greatest amount of rainfall for a single month was recorded in October, 1943, with 3.27 inches of precipitation. Heaviest rainfall for a 24-hour period was October 14, 1943, with 1.19 inches of rain. Lowest temperature during seven months of operation of the weather office was 23 degrees above zero, recorded November 22, 1943.

Since flying training began, hundreds of combat pilots have been produced here. Every nine weeks more Marauder pilots join the ever-growing might of Allied aerial offensive, designed to blast Germany and Japan until the day of unconditional surrender.

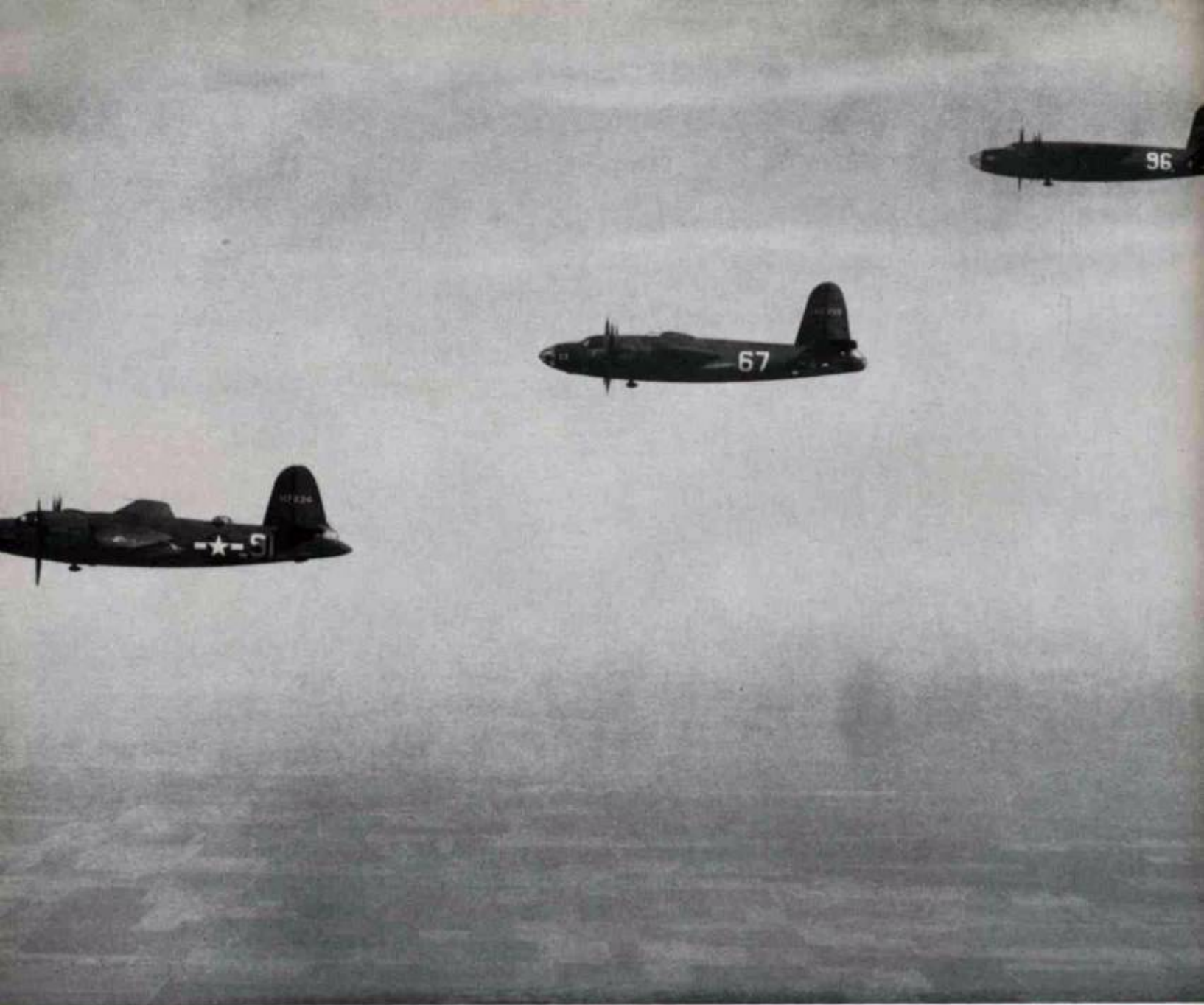




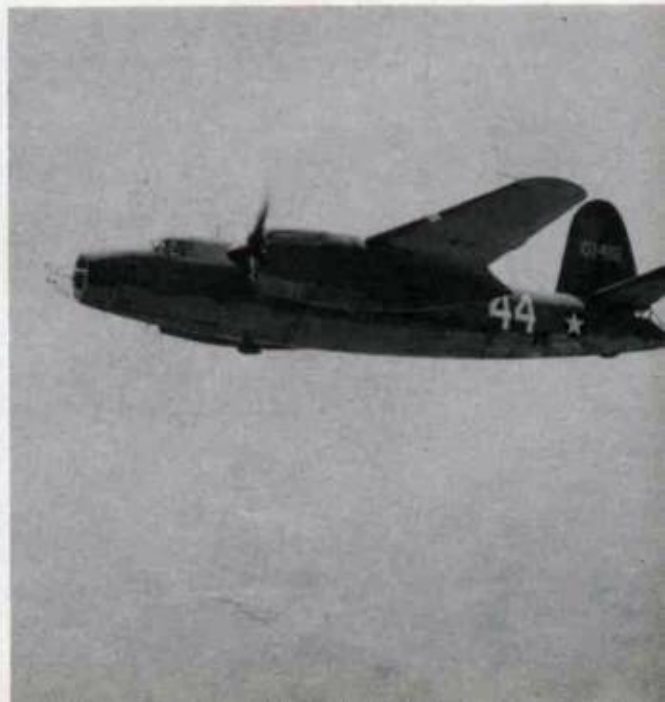
# *Activities*







Long hours of intensive training make U. S. pilots the best in the world. On this page are some of the B-26 Marauders at Dodge City.







POST BAND

PARADE IN DODGE CITY





# HANGING 'ROUND THE HANGAR LINE

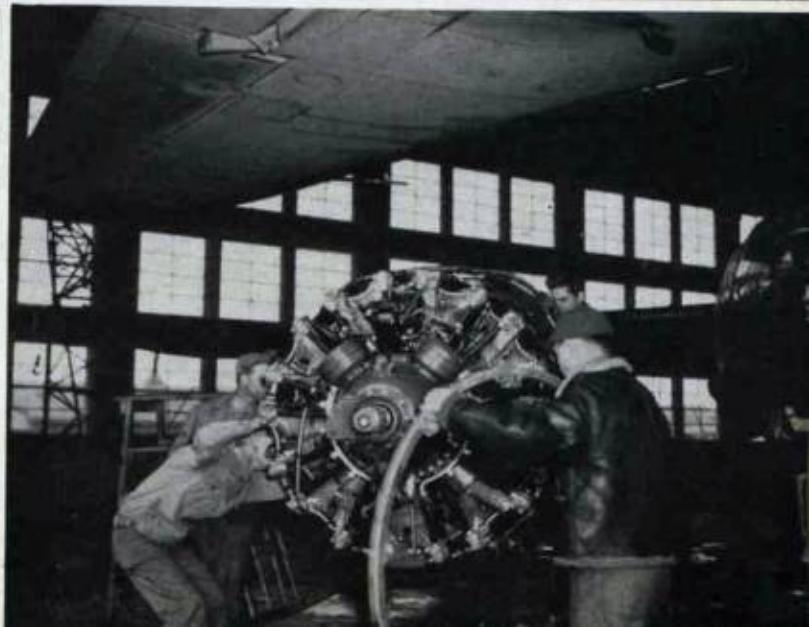
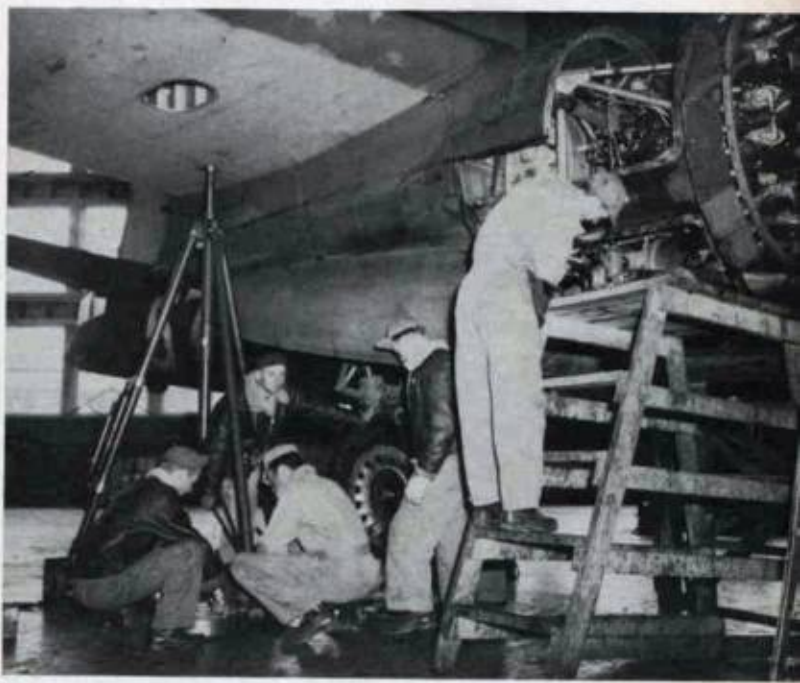




Right: The mechanics must learn to repair and service the planes while wearing gas masks. Preparedness must be the watchword.



Below: Keeping the planes in perfect working order is a very exacting job, the lives of the pilots depending on the skill and accuracy of the mechanics. Below are some maintenance men at work.





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Capfain Mead, Provost Marshal,  
at desk.

Finance officer at desk.

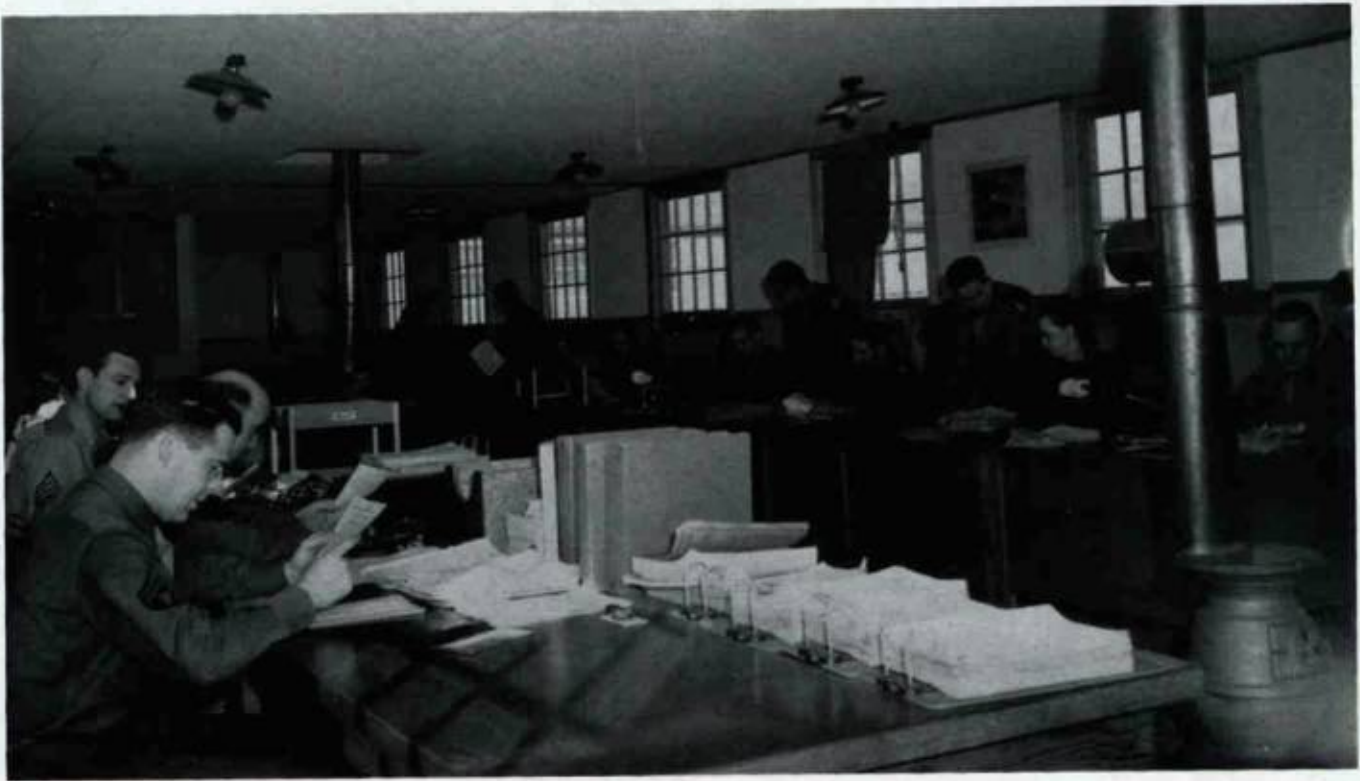


Personnel section.



Sergeant Major's office.





FINANCE OFFICE

MESSAGE CENTER





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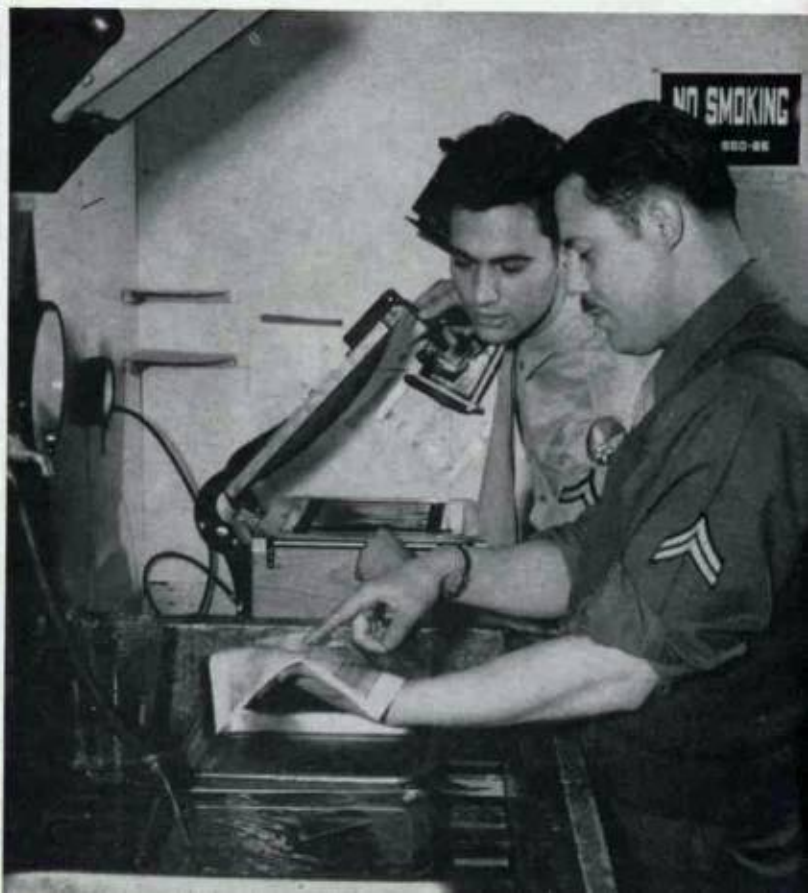


CUTTING PRINTS

Making enlargements in the photo lab.



Contact printing.







The weather here isn't just a topic of conversation. Weather study is an exact science that controls the movements of the planes. At left, checking thermometer; right, sending up balloon.

## *Weather*

## *Parachutes*

In this department errors would become tragedies, so there aren't any. Below: Parachutes are being folded and checked.







Baseball team.

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Physical fitness test.



Basketball team.



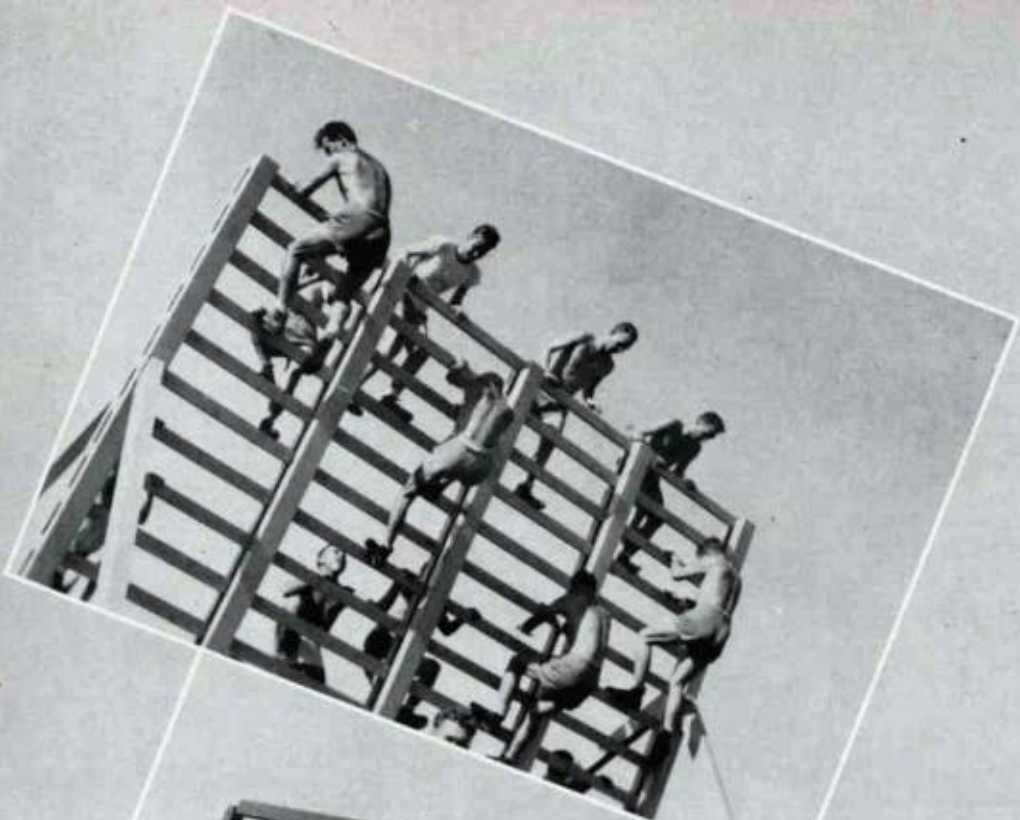
Chinning the bar.



On your mark . . .



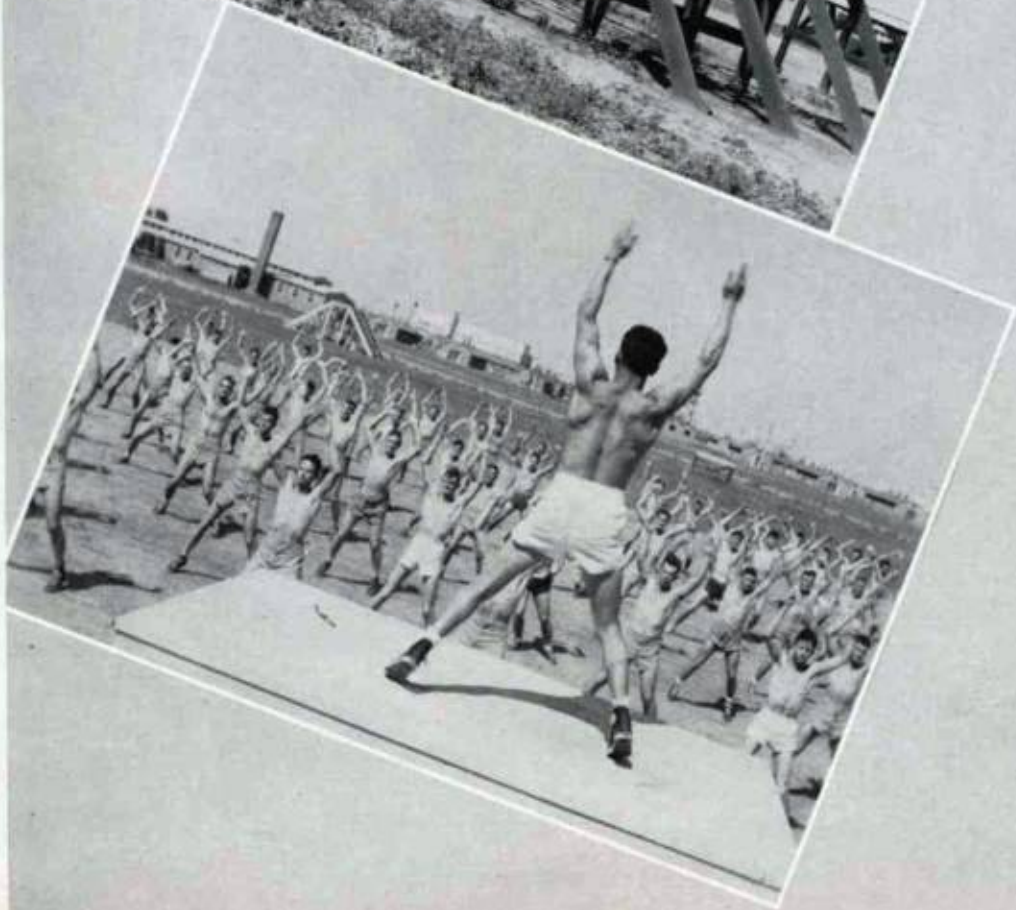
Over the obsta-  
cle course



in record  
time.



Calisthenics.







TAKING IT EASY IN THE HOSPITAL WARD

# DOCTORING AN ARMY



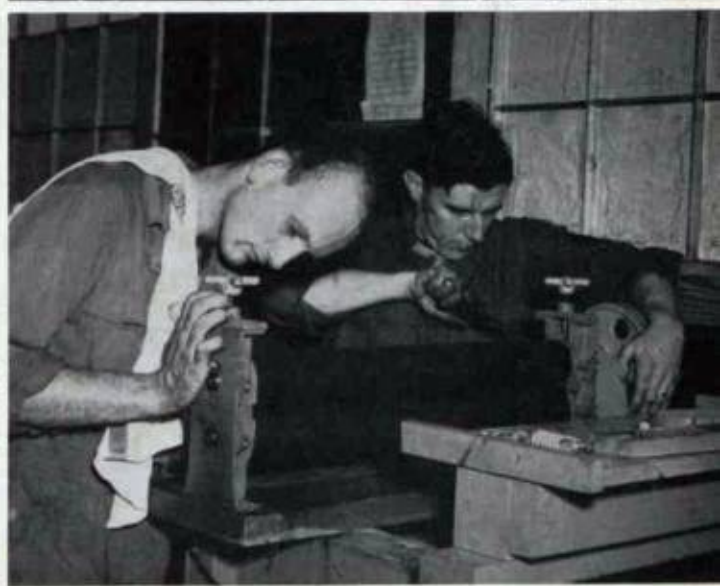
Molar trouble.  
X-ray room.

First aid in the dispensary.





SEEN AROUND THE FIELD







# TIME OUT



Left, Top: Sergeant Jim Galloway and his "Gremlin No. 1" band. Bottom: Sergeant Cliff Hawley and his "Gremlin No. 2" band.



Below: The boys at Dodge City find many ways to amuse themselves during their off-duty hours. Listening to the radio, reading, playing cards or pool are favorite pastimes. Eating or drinking at the P. X. is probably the most popular of all.





# MESS

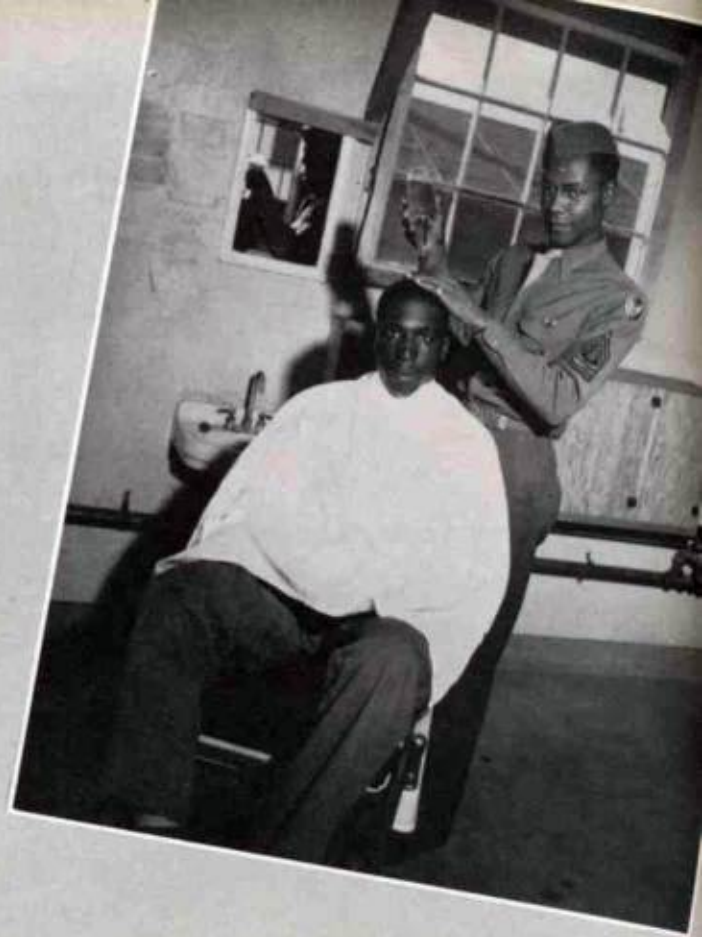


DISHING IT OUT



Above, Top: What will you have? Center: This is not what you might think; it just happened to be gas-mask day when the photographer came around and found these butchers cutting steaks. Bottom: Inspecting the future roasts.









LINTON B. CARNEY, JR.  
Major  
Commanding Officer

FREDERICK G. LAUGHLIN  
Second Lieutenant  
Adjutant

TRUMAN L. BALDRIDGE  
First Lieutenant  
Supply Officer

LEOPOLD A. MADEJCZYK  
First Lieutenant  
Engineering Officer

SIDNEY TRACHTENBERG  
First Lieutenant  
Assistant Maintenance Officer

FRANCIS L. EMERSON  
Chief Warrant Officer  
Assistant Engineering Officer

# 61ST TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

**First Row:** First Sergeant Schicke, Alexander G.; Master Sergeants Brannan, Marion M.; Erwin, Early S.; Huff, William K.; Pearson, William E.; Technical Sergeant Adams, William A.

**Second Row:** Technical Sergeants Broniarczyk, Anton; Carpenter, James; Case, Orval; Fitzsimmons, Orell; Hartlread, Robert O.; Kress, Donald W.

**Third Row:** Technical Sergeants Lieber, Robert L.; Lindy, Ivle K.; Payne, Willard D.; Thompson, Thomas G.; Walker, Lloyd A.; Staff Sergeant Anderson, Albert J.

**Fourth Row:** Staff Sergeants Bellingranger, Jack R.; Bizzle, Jewell O.; Craig, Ellis E.; Derringer, Malcom E.; Di Palma, Albert; Dolph, Howard E.

**Fifth Row:** Staff Sergeants Droemer, William J.; Edenfield, James R.; Fulcher, Stanley P.; Funderburk, Rex; Gens, Dale E.; Gillette, Richard Y.

**Sixth Row:** Staff Sergeants Hine, John M.; Hurley, Frank G.; Imperatore, James J.; Johnson, William H.; Lawson, Jewell J.; Leavengood, Robert C.



# 61ST TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

**First Row:** Staff Sergeants Lebo-  
witz, Dave; Lockman, Clifford V.;  
Logan, Henry K.; Mahoney, Robert  
F.; Marsh, Ernest R.; Mauro, Joseph  
J.

**Second Row:** Staff Sergeants Mc-  
Carty, Roy L.; McIntosh, Kenneth R.;  
Novak, Joseph S.; Peterson, George  
L.; Riblett, Jess W.; Rosas, Pete C.

**Third Row:** Staff Sergeants Rowan,  
James J.; Snow, David W.; Solari,  
Paul P.; Stark, Clayton W.; Thomp-  
son, Charles E.; Tresner, Charlie L.

**Fourth Row:** Staff Sergeants Valley,  
Joseph D.; Vestal, Austin L.; Wan-  
tuck, Leo G.; Wolff, Alfred H.;  
Woolsey, Robert T.; Zininger, James  
T.

**Fifth Row:** Sergeants Anderson,  
Leonard C.; Arthur, Earl D.; Bean,  
Snap F.; Beck, Walter C.; Bennett,  
Herschel; Beyer, Edward W.

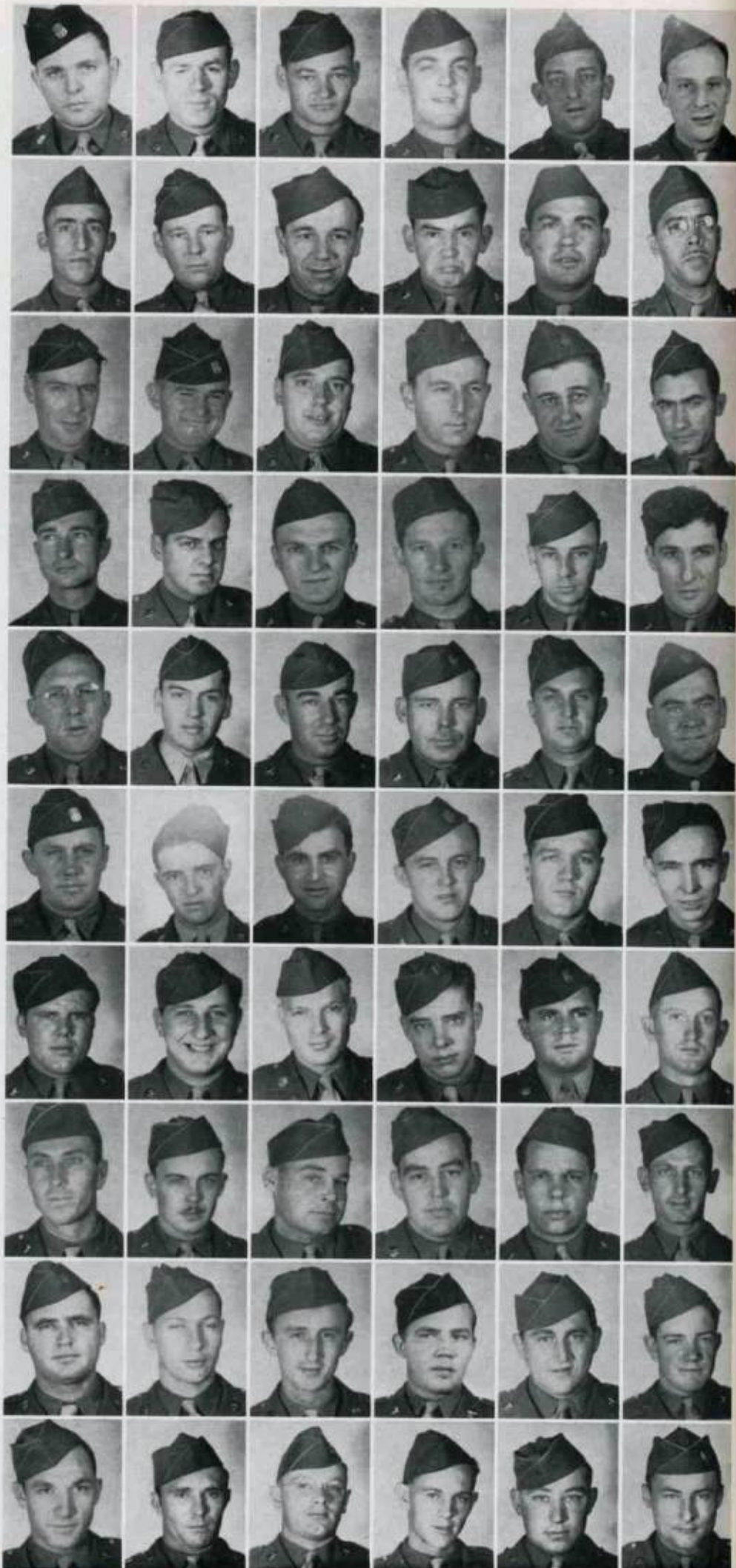
**Sixth Row:** Sergeants Borchert, Ar-  
thur A.; Bronk, Arthur D.; Council,  
Thomas W.; Cramer, Willis D.; Crux-  
ton, Albert P.; Daniel, Arlon V.

**Seventh Row:** Sergeants Darby,  
Peter J.; Delli Santi, Ralph L.; Dick,  
Hartman R.; Dorn, Oliver; Downing,  
Donald R.; Doyle, Leonard C.

**Eighth Row:** Sergeants Eastus, Rob-  
ert C.; Ennenbach, Wayne J.; Fincke,  
Lional; Flocke, Marvin R.; Germe-  
raad, William; Goodwin, James D.

**Ninth Row:** Sergeants Graff,  
George E.; Gregory, Reginald S.;  
Groza, Theodore J.; Gustafson, Lu-  
ther E.; Havlik, Edward J.; Helmick,  
William F.

**Tenth Row:** Sergeants Henry, Roy  
F.; Hollstegge, Frank J.; Hull, De-  
metro; Hyde, Richard; Ison, Tom H.;  
Jendrusch, Vincent C.





# 61ST TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

**First Row:** Sergeants Koch, Ferdinand R.; Lynd, Thomas F.; Mackiewicz, Joseph S.; Maddox, Francis E.; McNeill, James O.; O'Brien, Robert P.

**Second Row:** Sergeants Pickle, George D.; Preston, Donald G.; Rich, Hoyt C.; Rome, Ulysse J.; Ruffner, Harold E.; Sawyer, Phillip M.

**Third Row:** Sergeants Schildkraut, Martin; Schroeder, Charles A.; Smith, George W.; Tschirhart, Claud L.; White, Floyd M.; Corporal Adamsen, William A.

**Fourth Row:** Corporals Allen, Eldridge S.; Baker, Albert S.; Barry, Harold P.; Becker, Jerome M.; Blasingame, Robert W.; Bowlin, Robert L.

**Fifth Row:** Corporals Boyd, Clifton A.; Collier, Clay F.; Dearinger, Maurice A.; Dick, Morris; Drew, John F.; Fletcher, George H.

**Sixth Row:** Corporals Gentile, Emil; Goranson, Gordon W.; Guichard, Edward L.; Green, Larry; Greenleaf, Luther M.; Hand, Harvey L.

**Seventh Row:** Corporals Hartley, Edward M.; Hayes, Joseph M.; Hicklin, Carl L.; Hitt, Paul R.; Hoffman, Gordon D.; Huffman, Clyde V.

**Eighth Row:** Corporals Huggins, Forman W.; Kilpatrick, Frank W.; Kolarik, Lawrence C.; Lowe, Leon J.; Makaus, Mathew A.; Manuel, Gilbert M.

**Ninth Row:** Corporals Marcotte, Paul A.; McGettigan, Robert; McGrath, Francis L.; Meador, Amos C.; Meyer, Bryan F.; Miller, J. L.

**Tenth Row:** Corporals Mode, Melvin A.; Nelson, Bernard E. R.; Newton, Therold H.; Pedraza, Robert; Pee, Joe W.; Perez, Ramon G.



# 61ST TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

**First Row:** Corporals Rangel, Domingo R.; Reeson, Curles P.; Reynolds, Raymond R.; Rietman, Joseph B.; Ross, William N.; Sander, William O.

**Second Row:** Corporals Schetter, Clarence E.; Scott, Ethan A.; Shoffner, Billy G.; Shope, Bill E.; Sims, Jackson W.; Stevens, Albert S.

**Third Row:** Corporals Stone, Marvin C.; Strzelecki, John F.; Trentacosta, Joseph J.; Van Ess, Russell; Weaver, James C.

**Fourth Row:** Corporals Weis, Harold E.; Weyel, Edwin H.; Privates First Class Acker, Richard A.; Andrews, Edward C.; Bartho, Andrew M.; Bates, Stanley F.

**Fifth Row:** Privates First Class Beeson, Norman R.; Blume, Willis L.; Brennan, Delmar C.; Brennan, William J.; Brent, Glenn R.; Brewer, Horace G.

**Sixth Row:** Privates First Class Campbell, Hugh J.; Caswell, Alphonse G.; Cissell, Robert J.; Corbett, James T.; Coulter, Leslie J.; Cramer, Arthur R.

**Seventh Row:** Privates First Class Curry, John W.; DeLuca, Rocco C.; Dickey, John A.; Dolezuchowicz, John B.; Douglas, Jessie H.; Ferguson, Ed O.

**Eighth Row:** Privates First Class Foster, Lowell E.; Fuller, Earl D.; Ganoung, Lawrence H.; Gillen, Clarence A.; Girard, John F.; Glover, John H.

**Ninth Row:** Privates First Class Goldstein, Ben; Goldstein, Martin; Good, Harold R.; Graham, Robert; Hahnich, Alvin B.

**Tenth Row:** Privates First Class Hantman, Irving; Harris, Clyde; Hayes, N. W.; Heath, Lewis D.; Helgason, Kalman H.





# 61ST TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

**First Row:** Privates First Class Herod, Erman E.; Hiller, LeRoy W.; Hufstader, Leland W.; Hughes, John F.; Hughes, Paul B.

**Second Row:** Privates First Class Hurley, William E.; Ide, Deloy V.; Ingvaldson, Melvin H.; Johnson, Curtis D.; Jouvenat, William E.; Karas, Mark S.

**Third Row:** Privates First Class Kellner, Donald C.; Kelsch, Robert W.; Keplinger, Arlen E.; Kinard, Noble C.; Kleine, Wilferd E.; Knepper, Edgar R.

**Fourth Row:** Privates First Class Kollic, John; Koscheck, John J.; Krone, Alfred S.; Kruszenski, Peter P.; Lipp, Burton; Little, Oliver J.

**Fifth Row:** Privates First Class Lorentz, Floyd T.; Loshbough, Linn F.; Lust, Vern H.; Madden, William T.; Manship, Edward H.; Marcotullio, Lewis C.

**Sixth Row:** Privates First Class Markowitz, Leonard; McClung, A. D.; McCuin, Tommy L.; McNeely, Floyd B.; Milam, Bert W.; Milner, Ben W.

**Seventh Row:** Privates First Class Minto, Frank; Moe, Carl G.; Moore, Gene; Staff Sergeant Maxey, Ralph L.; Privates First Class Morter, Charles B.; Naugher, Joseph B.

**Eighth Row:** Privates First Class Niekirk, Rolle O.; Newell, Harmon; Nohrenberg, Peter J.; O'Conner, Maurice J.; Olingy, La Verne E.; Palmer, Travis.

**Ninth Row:** Privates First Class Pappas, Frank J.; Parsons, Jackson H.; Pate, Charles W.; Peacock, Willie R.; Pendergrast, Clayton G.; Perry, Wilbur W.

**Tenth Row:** Privates First Class Phipps, Jesse E.; Plumb, Dallas L.; Points, Gene E.; Pomarico, Angelo.



# 61ST TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

**First Row:** Privates First Class Proulx, Andrew G.; Pruitt, Harlan K.; Purser, Hubert K.; Raether, Gerald A.; Randolph, John S.; Rankin, F. W.

**Second Row:** Privates First Class Reece, John M.; Rhoads, Willie E.; Riley, William H.; Sallee, Justin D.; Schaefer, William G.; Schmidt, Lee G.

**Third Row:** Privates First Class Schonfeld, David I.; Scialla, Louis; Scott, Benjamin L.; Sederocanellis, James; Semlies, Edward M.; Sendlak, Bruno J.

**Fourth Row:** Privates First Class Shaver, John E.; Shipp, Owen H.; Sill, Louis A.; Simpson, Leon F.; Smith, Delmar P.; Smith, Franklyn E.

**Fifth Row:** Privates First Class Snyder, William H.; Stiteler, James D.; Stout, Robert A.; Swart, Alvin D.; Tabako, Clemins A.; Thedford, John T.

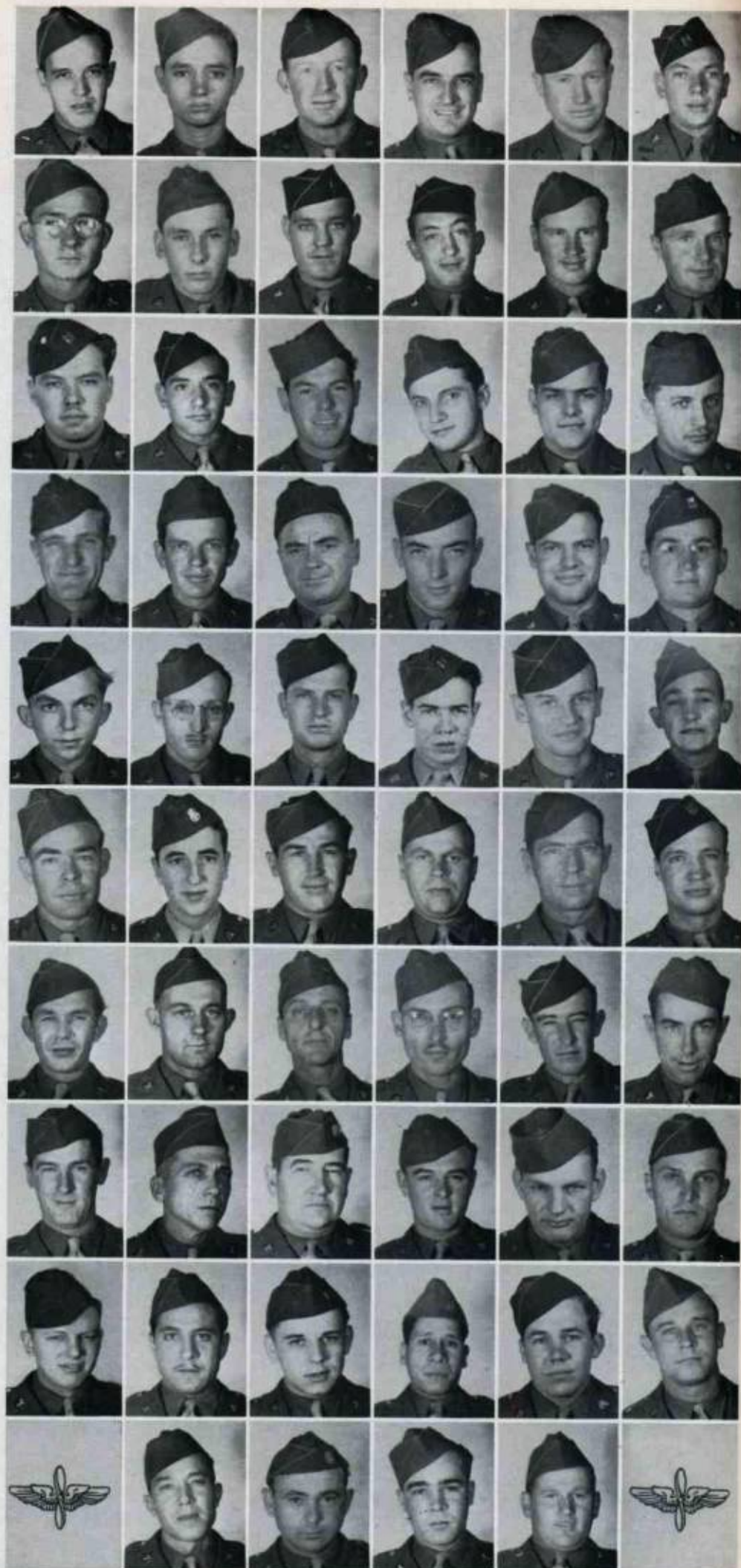
**Sixth Row:** Privates First Class Thomas, Joe B.; Trevino, Richard; Trull, Jeff; Unden, Herbert G.; Van Alstine, Orville; Vermell, Henry T.

**Seventh Row:** Privates First Class Villarreal, Ramon S.; Vinson, Abe Y.; Walker, Edmund J.; Warren, Ira A.; Watkins, Harland J.; Webb, John P.

**Eighth Row:** Privates First Class Werdier, Edwin A.; White, Lora A.; Williams, Luther B.; Wilson, Charles A.; Wither, John R.; Work, Cecil M.

**Ninth Row:** Private First Class Zabek, Ollie; Privates Cinquemani, Roy; Elliott, Glenn M.; Gonzales, Gregorio R.; Hedlund, Arnold R.; Lister, Harold F.

**Tenth Row:** Privates McNabb, Biddle; Miller, Jerry F.; Private First Class Owens, E. N.; Private Thompson, George O.







ROBERT E. MURPHY  
Major  
Commanding Officer



CLAUDE B. MULLINS  
First Lieutenant  
Adjutant



FRIEND O. LOVE, JR.  
First Lieutenant  
Engineering Officer

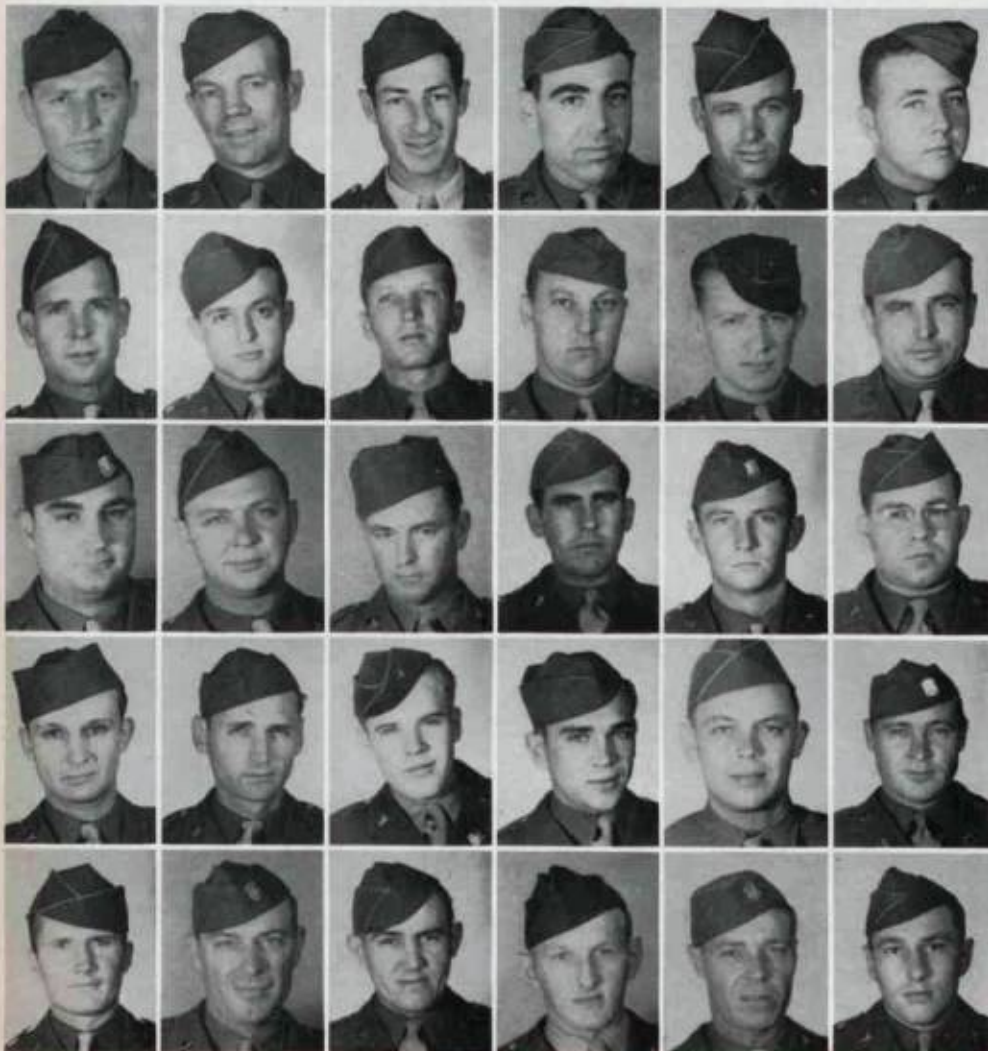


WALTER G. SUTTON  
Second Lieutenant  
Assistant Engineering Officer



RUBIN TEPPER  
Second Lieutenant  
Supply Officer

# 64TH TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

**First Row:** First Sergeant Smith, Donald A.; Master Sergeants Crady, Joseph L.; Schoppe, Leland J.; Turchi, Premo; Technical Sergeants Barnes, Leslie E.; Cheesman, James D.

**Second Row:** Technical Sergeants Chesnutt, Ward A.; Gruver, Delbert L.; King, Clifton A.; McLennan, Warren S.; McVicker, Kelly S.; Melencamp, Leonard J.

**Third Row:** Technical Sergeants Robertson, Neil A.; Tjossem, Russell H.; Staff Sergeants Ash, Howard G.; Barnett, Benjamin F.; Batte, Robert L.; Beeson, Robert S.

**Fourth Row:** Staff Sergeants Biscay, Joseph P.; Brasfield, Henderson; Brooks, William F., Jr.; Burkstaller, Herman F., Jr.; Garrett, Llewallyn E.; Harris, Jesse R.

**Fifth Row:** Staff Sergeants Kidd, Leo H.; Kohr, Harold A.; Konkolewski, Chester E.; Kowaleski, Anthony; Kyger, Russell W.; Landers, Tom W.



# 64TH TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

**First Row:** Staff Sergeants Litzman, Henry J., Jr.; Magee, Thomas L.; Masterson, Carl E.; Matheis, Fred J.; McCracken, Harry K.; McGaughey, Jack C.

**Second Row:** Staff Sergeants McLeod, William A.; McLerran, Frank B.; Megivern, James J.; Miner, George F.; Mowery, Glen L.; Mundwiller, Eugene J.

**Third Row:** Staff Sergeants Patt, Sam; Perkins, Vernon W.; Reinarz, Frederick T.; Reynolds, Herman T.; Schwarz, Milton E. R.; Sorenson, Marion.

**Fourth Row:** Staff Sergeants Thorman, Cloy C.; Treacle, Verner E.; Tretz, Albert L.; Weiss, Clarence A.; Sergeants Baer, George H.; Bennett, Ellis N.

**Fifth Row:** Sergeants Blaylock, William E.; Boldrey, Joseph E.; Brucks, Sterl S.; Carvajal, Anthony N.; Coleman, William A.; Collins, James O.

**Sixth Row:** Sergeants Crow, James B.; Dooms, Samuel W.; Gartrell, Elmer L.; Garven, Wade S.; Gaston, William R.; Goodwin, Lowell C.

**Seventh Row:** Sergeants Graham, Roger G.; Harris, Clifford O.; Hazlett, Harry J.; Julius, Cecil S.; Keith, Roy L.; Magner, David M.

**Eighth Row:** Sergeants McGee, Ray L.; McKenna, John J.; McKerman, James L.; Miles, Raymond H.; Moore, Walter H.; Neining, Carl G.

**Ninth Row:** Sergeants Parker, Leonard W.; Patch, William D.; Prindable, Francis H.; Rahr, Harold W.; Sizer, Joseph C.; Spearman, Roland G., Jr.





# 64TH TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

**First Row:** Sergeants Tippett, Paul C.; Toward, James C.; Van Kuiken, John F.; Veach, Vern M.; Weakley, Elwood T.; Werner, Henry.

**Second Row:** Sergeant Wood, Arthur T.; Corporals Beard, Ralph K.; Beavers, James H.; Berrang, George S.; Boswell, John G.; Bourland, Fred C., Jr.

**Third Row:** Corporals Briscoe, William F.; Byrd, Ernest J.; Cavillo, Arturo; Carr, Gordon B.; Daley, John W.; Davidson, Harold F.

**Fourth Row:** Corporals DiPierro, Michael V.; Dzadony, Rudolph; Elliott, Richard E.; Etter, Edward F.; Ferguson, Cephas L.; Flathouse, Harold.

**Fifth Row:** Corporals Fraquelli, Alfonso F.; Gabel, Marshall E.; Garrett, Donald L.; Harness, Ronald W.; Hinojosa, Zelmo; Hoffmann, Harold H.

**Sixth Row:** Corporals Hollander, Haskell; Hopkins, Warren E.; Hornbeck, John M.; Howell, Clarence A.; John, Ernest M.; Johnson, Frederick C.

**Seventh Row:** Corporals Kaatz, Norman A.; Keebaugh, Walter E.; Kiblinger, Merle E.; Kiefer, Elmer L.; Klein, Bert L.; Komar, Francis J.

**Eighth Row:** Corporals Lail, Kenneth C.; Lewis, Ira F.; Light, Max K.; Lindberg, Kenneth E.; Mann, Benjamin W.; Marciniak, Cyril W.

**Ninth Row:** Corporals McBride, Robert W.; McCoy, George A.; McKee, Edward A.; Meis, Edwin L.; Mendias, Louis; Millison, Jerome E.



# 64TH TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

**First Row:** Corporals Morrison, Buddy J.; Murrey, Harold R.; Nicholson, Russell C.; Niere, Raymond H.; Oates, Vernon O.; O'Daniel, Ronald C.

**Second Row:** Corporals Palecki, Stanley; Pavlak, Alexander; Price, Weldon W.; Raab, Stephen L.; Reese, George D.; Rose, Ray A.

**Third Row:** Corporals Rutledge, James B.; Samuelson, Francis E.; Schober, Victor J.; Snow, Ubie K.; Swendson, Kenneth F.; Tomlin, Daris N.

**Fourth Row:** Privates First Class Alarie, Harry E.; Aldridge, Robert, Jr.; Allen, William J., Jr.; Andreasen, Harold E.; Aycock, William W.; Bacon, Galen L.

**Fifth Row:** Privates First Class Baldwin, Clifton H.; Baltunas, Medard J.; Barnett, Corwine E.; Bennett, Roy B.; Bennington, William C.; Berstler, Delmer L.

**Sixth Row:** Privates First Class Birdsong, George W.; Block, Leonard N.; Boldt, Rudolph E.; Bonn, Joseph P.; Brayer, Joseph H.; Bruton, Robert T.

**Seventh Row:** Privates First Class Buchanan, Joseph J.; Buckalew, Mitchell J.; Byrd, Walter L.; Carswell, Thomas A.; Chumchal, Edwin C.; Crow, John Q.

**Eighth Row:** Privates First Class Dallas, Albert J.; Danielson, Kenneth L.; Davis, J. C.; Delozier, Lawrence S.; Dotson, Wayne W.; Duff, Leonard A., Jr.

**Ninth Row:** Privates First Class Dye, George C.; Emmons, Henry W.; England, Tom G.; Ford, William A., Jr.; Foster, Carl W.; Fox, Frederick W.





# 64TH TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

**First Row:** Privates First Class Fritz, Ralph J.; Fry, Milton S.; Garey, David; Gaworski, Joseph F.; Gesvantner, Joseph; Gilbert, Ray C.

**Second Row:** Privates First Class Gillaspie, Orgie R.; Gleason, William S.; Greathouse, Johnson W.; Griggs, James E.; Hayes, Roy S.; Henderson, Leo F.

**Third Row:** Privates First Class Heskin, Norman L.; Hibdon, Eugene P.; Hogenbirk, Bernard J.; Howell, Osburne K.; Hull, Otto R.; Jackson, Clarence W.

**Fourth Row:** Privates First Class Jenkins, Edward J.; Jennings, Henry P., Jr.; Jircik, Lawrence A.; Johns, Carl F., Jr.; Johnson, Charles G.; Johnson, Harold F.

**Fifth Row:** Privates First Class Jones, Donald E.; Jones, Loy L.; Karkainen, Victor A., Jr.; Keith, Manly V., Jr.; Keller, James C.; Kelley, Lonnie G.

**Sixth Row:** Privates First Class Kerstein, Elliott; Kortas, George J.; Krauter, William P.; Kuehl, Karl E.; Laing, John A.; Lang, Ben S.

**Seventh Row:** Privates First Class Langham, Jessey E.; Latimer, Billie M.; Lemmon, Keith W.; Leonard, Knowles E., Jr.; Leopold, Frederick W.; Liebenson, Morris H.

**Eighth Row:** Privates First Class Liebert, Jack E.; Lindsey, William T.; Longo, Vincent A.; Loveday, Buster W.; Ludwin, Lucian J.; Lumbley, Arthur R.

**Ninth Row:** Privates First Class Macek, Andrew; Maler, Joe J.; Maricle, Preston H.; Marks, Alexander, Jr.





# 64TH TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

**First Row:** Privates First Class Marshall, Russell D.; Martin, Edward W.; McBane, Leo C.; McFarland, Dale G.; McFarland, Roland E.; McFaul, Phillips J.

**Second Row:** Privates First Class McLain, Laurence C.; McMasters, Joe W.; McWilliams, Peavy J.; Mergelkamp, Howard A.; Mix, Oral E.; Moore, Ray C.

**Third Row:** Privates First Class Morin, Donald P.; Morton, Perry L.; Mosely, Clifford C.; Nadler, Leonard; Nethery, Maurice J., Jr.; Newton, Kindred.

**Fourth Row:** Privates First Class Noud, Elmer W.; Olson, Carl B.; O'Rourke, Eugene R.; Peterson, Lyle E.; Plyem, Austin N.; Resweber, Patrick H.

**Fifth Row:** Privates First Class Richardson, Robert N.; Roberts, Richard C.; Rogers, Marvin M.; Satterley, Buddy L.; Scott, Farley W.; Sebesta, Lawrence W.

**Sixth Row:** Privates First Class Simmons, Louis A., Jr.; Skubis, Joseph J.; Spieker, Edward W.; Staton, James M.; Stovall, Deith B.; Strauser, William D.

**Seventh Row:** Privates First Class Susataita, Albert; Teague, Jack C.; Terry, Morris B.; Ung, William P.; Vincens, Edward J.; Walker, Earl E.

**Eighth Row:** Privates First Class Walraven, John L., Jr.; Welch, John R.; Wentzell, Andrew H.; Wren, Herschel A.; Privates Bowker, Warren H.; Fuger, Charles J.

**Ninth Row:** Privates McRill, Melvin B.; Reader, George H., Jr.; Tygett, Floyd L.; Wolfe, John D.







J. RAY PETERSON  
Major  
Commanding Officer



FOREST W. BERRY  
Second Lieutenant  
Adjutant



RICHARD H. LYNN  
First Lieutenant  
Engineering Officer

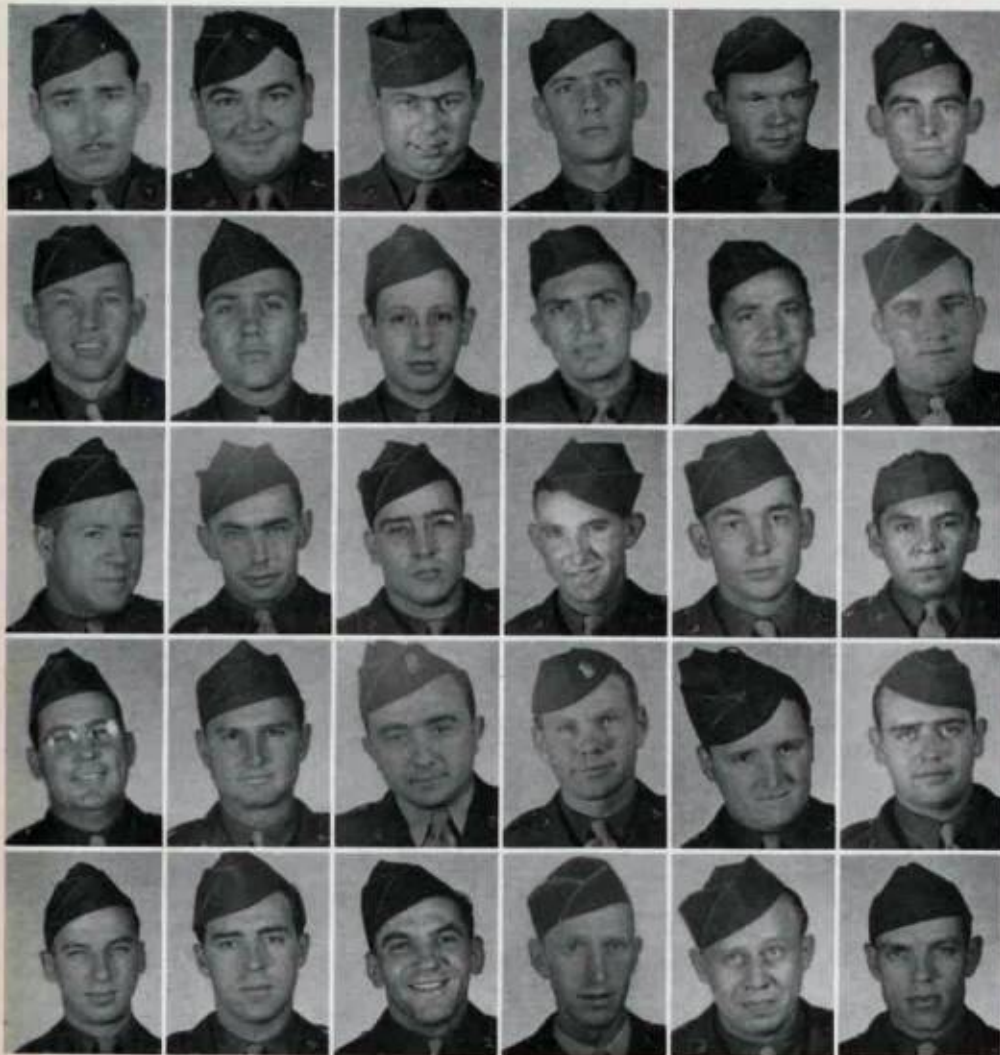


LEONARD L. KLEIN  
Second Lieutenant  
Assistant Engineering Officer



ALFRED LEVENSON  
Second Lieutenant  
Supply Officer

# 95TH GLIDER TRAINING GROUP



(Reading from Left to Right)

**First Row:** Master Sergeants Arndt, James W.; Huebner, Joseph L.; Peters, Willard C.; Technical Sergeants Bryant, Edward J.; Greer, James E.; James William K.

**Second Row:** Technical Sergeants Lux, Werner V.; Miller, Isaac H., Jr.; Nelson, Norman; Ritchie, William H.; Sypherd, Faye G.; Wagner, Ralph M.

**Third Row:** Staff Sergeants Bailey, Burnis; Bailey, James; Baker, Jack F.; Barbee, Vernon L.; Cason, Ramson N.; Cornelius, Lee.

**Fourth Row:** Staff Sergeants Culp, Joel E.; Davis, Woodrow N.; Ferrara, Carmine G.; Fowler, William W.; Gallagher, Carl E.; Harper, Roy L.

**Fifth Row:** Staff Sergeants Hein, Richard C.; Justice, Atlas L.; Kerro, Mike; Layton, Forrest H.; Leopold, Edmund B.; Manley, Donald J.



# 95TH GLIDER TRAINING GROUP



(Reading from Left to Right)

**First Row:** Staff Sergeants Morrison, Frederick L.; Newman, Clinton C.; Nicholson, Arthur L.; Ottenhouse, Henry M.; Paynter, Edward J.; Pepper, Enoch C.

**Second Row:** Staff Sergeants Potter, Henry J.; Pyeatt, Glen O.; Rankin, Roy E.; Rogers, Arthur E.; Ruhl, John H.; Ryan, Thomas H.

**Third Row:** Staff Sergeants Sharp, Robert T.; Skelly, Wilfred J.; Smith, Milton W.; Tatar, Hubert; Thompson, Elwood C.; Sergeant Anderson, Ross C.

**Fourth Row:** Sergeants Ariens, Herschel W.; Beaudry, Marvin L.; Blackwell, James B.; Brenk, Bernard R.; Bridges, Louis W.; Bulko, Stanley J.

**Fifth Row:** Sergeants Crocker, Leslie G.; Duede, Frederick H.; Grames, Lester V.; Hallberg, Chester M.; Harris, Francis S.; Harvey, Robert L.

**Sixth Row:** Sergeants Hobbs, Floyd W., Jr.; Hutchison, Elwood J.; Jones, Earl L.; Jones, Robert W.; Kaemmerling, Willard P.; Keeffer, Ernest H.

**Seventh Row:** Sergeants Keeton, Lowell R.; Kight, Louis M.; Kohout, Maynard L.; Kopka, Worden E.; Lawrence, Thomas R.; Lewis, Carl A.

**Eighth Row:** Sergeants McDowell, William W.; Meisinger, Emmons W.; Murphy, Edgar R.; Nicholson, Newell S.; O'Donnell, James P.; Oliverson, James.





# 95TH GLIDER TRAINING GROUP



(Reading from Left to Right)

**First Row:** Sergeants Owens, Roy L.; Parkhurst, John C.; Patocka, Ignac G.; Phillips, Frank A.; Pirmann, James D.; Ralston, Theodore V.

**Second Row:** Sergeants Searls, Robert W.; Selby, Robert L.; Simmons, Bill A.; Soukup, Earl H.; Spencer, Clarence N.; Tarrant, Claud W.

**Third Row:** Sergeants Tooker, Fred E.; Vergith, Lewis W.; Was, Stephen; Womble, Cecil W.; Corporals Allsup, Emery W.; Barker, Thad L., Jr.

**Fourth Row:** Corporals Barnett, Henry J.; Bucko, Joseph C.; Combs, Ralph L.; Cripliver, Charles R.; Davis, Elmer; Dean, Roland H.

**Fifth Row:** Corporals Felton, James W.; Ferrari, Joseph J.; Flamini, Victor L.; Flory, Donald C.; Foster, Tom W.; Gagnon, Bernard W.

**Sixth Row:** Corporals Garrison, Billy R.; Grass, Anthony E.; Gregorik, Elmore S.; Griffin, William P.; Hansarick, Joseph E.; Henthorn, Kenneth C.

**Seventh Row:** Corporals Higgins, Daniel E.; Hinds, Routh F.; Holt, William M., Jr.; Horton, Jimmie R.; Horton, Warren H.; Jenson, Henry A., Jr.

**Eighth Row:** Corporals Jones, Marvin E.; Jones, Ramon C.; Keith, John T.; Kirkaldy, James C.; Kloosterman, Cornelius A.; Knox, Clarence D.

**Ninth Row:** Corporals Korenek, Alfred J.; Kowalewski, Clifford E.; Krohngold, Jacob L.; Krueger, Norman T.; Lipford, Harold T.; Maurer, David L.



# 95TH GLIDER TRAINING GROUP



(Reading from Left to Right)

**First Row:** Corporals May, Joseph R.; McCarley, Robert R.; McCleary, Grover D.; McNutt, John W.; Midkiff, Robert L.; Morgan, Robert E.

**Second Row:** Corporals Moore, Forrest E.; Mose, Eddie; Murach, John A.; Norton, Jimmie H.; Pearson, Joseph H.; Perino, Ernest M.

**Third Row:** Corporals Recer, Joe D.; Remus, Gordon L.; Rivers, Remer C.; Rosenfield, David; Royston, Wilmer E.; Schmitt, Orval W.

**Fourth Row:** Corporals Schneider, Paul C.; Scholz, Earl E.; Schuler, Neil E.; Shelton, Thomas T.; Sullivan, Francis R.; Tapp, James L.

**Fifth Row:** Corporals Tater, Henry A.; Thomas, Herman E.; Titus, Milton A.; Vincent, Donald E.; Wielgopolan, Stanley E.; Williamson, William A.

**Sixth Row:** Corporal Wonders, Ernest R., Jr.; Privates First Class Adams, Clyde E.; Adcock, George W.; Aldrich, Orville L.; Baim, Harold; Barker, Herbert B., Sr.

**Seventh Row:** Privates First Class Barnes, Verner E.; Bergmann, Andrew J.; Berthold, Lewis M.; Birkos, John S.; Books, Ralph F.; Bowman, Roy J.

**Eighth Row:** Privates First Class Bradford, Claude M.; Brehm, Carl K.; Brobston, Claude G.; Brogden, William A.; Burdine, Sam L.; Campisi, Philip A.

**Ninth Row:** Privates First Class Carow, Charles W.; Cassaday, Roy L., Jr.; Chandler, Byars B.; Cheaney, Robert M.; Clements, Emmett E.; Coad, Donald L.





# 95TH GLIDER TRAINING GROUP



(Reading from Left to Right)

**First Row:** Privates First Class  
Cockrell, Ralph C.; Coco, John F.;  
Coker, John B.; Collins, John E.;  
Crider, Amos A.; Darling, Henry C.

**Second Row:** Privates First Class  
Davis, Fay A.; Davis, John D.; Davis,  
Milton C., Jr.; Deppe, Clarence E.;  
Jr.; Dik, Daniel; Dunn, Alonzo L.

**Third Row:** Privates First Class  
Durecki, Harry F.; Dyer, Wayne F.;  
Eckenrode, Alfred E.; Erskine, James  
W.; Falk, Robert G.; Fanchier, Felix  
H.

**Fourth Row:** Privates First Class  
Featherston, Albert L.; Fett, Philip  
A.; Fewell, Garland M.; Finstad, Cal-  
vin E.; Foral, James J.; Freedman,  
John B.

**Fifth Row:** Privates First Class  
Freeman, Robert E.; Froemming, Wil-  
liam G.; Gainer, James W.; Gardner,  
Harold R.; Gilleland, Lloyd W.;  
Glasscock, Wilford R.

**Sixth Row:** Privates First Class  
Goffar, Michael L.; Green, John M.;  
Haass, John H.; Hafner, Edward B.;  
Haney, Donald W.; Harms, Eugene  
H.

**Seventh Row:** Privates First Class  
Head, Duncan H., Jr.; Hecker, Ash-  
ton J.; Heard, Josephus K.; Henrik-  
sen, Ejvind R.; Herberg, Clair A.;  
Herrick, Frank D.

**Eighth Row:** Privates First Class  
Hickey, Andy C.; Hicks, Martin W.;  
Hirsch, Raymond G.; Hinson, William  
E.; Hoffman, Harold R.; Holloway,  
James M.

**Ninth Row:** Privates First Class  
Holt, Wesley E.; Hulsing, Norbert G.;  
Hunt, James C.; Hunt, Joe D.;  
Hunter, Floyd L.; Irwin, Robert D.



# 95TH GLIDER TRAINING GROUP



(Reading from Left to Right)

**First Row:** Privates First Class Ivie, Wilbourne D.; Jameson, Joe L.; Jelenowski, Bruno A.; Johnson, George W.; Johnson, Olan D.; Johnson, Richard D.

**Second Row:** Privates First Class Jones, James K.; Kalinowski, Leon J.; Keene, George W.; Kelsay, Kenneth E.; Kidd, Samuel V.; Kmak, Leo F.

**Third Row:** Privates First Class Kueckelhan, Herbert S.; Kvarda, Edward; Larson, Fredrick E.; Ledbetter, Kenneth H.; Lemay, Ligouri A.; Le-Noir, John E.

**Fourth Row:** Privates First Class Linker, Theo C.; Livingston, Gerald C.; Longabach, Cleo R.; Luallin, Allen W.; Madsen, Nels C.; Malone, Jack A.

**Fifth Row:** Privates First Class McQueen, Leland J.; Meyer, Alvin J.; Mokler, Kenneth J.; Morrison, Melvin L.; Moxlow, Richard E.; Murphy, Harold N.

**Sixth Row:** Privates First Class Nelson, E. H., Jr.; Nelson, James W.; Neuhaus, Clarence P.; Noalis, Charles J.; Phillips, Delbert C.; Pyrz, Eugene J.

**Seventh Row:** Privates First Class Reale, Francis A.; Reisdorph, Roger W.; Reitz, Dean W.; Renton, George C.; Reynolds, Donald H.; Rhea, Beverly D.

**Eighth Row:** Privates First Class Rice, John M.; Roach, Russell W.; Roberts, Bernard C.; Robinson, Frank, Jr.; Roth, John C.; Schildhorn, Alvin C.

**Ninth Row:** Privates First Class Schmieder, George C.; Schniers, Robert H.; Schol, Francis H.; Schwartz, Seymour; Sheckell, Frank N.; Shipman, Charles B., Jr.





# 95TH GLIDER TRAINING GROUP



(Reading from Left to Right)

**First Row:** Privates First Class Shirley, Dowell; Shuran, Nicholas M.; Siler, Vernon; Simmons, Jerome W.; Simon, Kenneth M.; Sipe, Elbert O.

**Second Row:** Privates First Class Sluder, James R.; Smith, Edward R., Jr.; Smith, Lowell S.; Solinger, Sidney E.; Spencer, Jack L., Jr.; Stanford, Carvel H.

**Third Row:** Privates First Class Stapleton, Edward O.; Sullins, Delmer D.; Swayze, Henry W.; Taylor, Berlon S.; Taylor, Dale A.; Thompson, Kenneth H.

**Fourth Row:** Privates First Class Turner, Winston D.; Vaughan, Edward B.; Vigliano, Norman P.; Walden, Allan W.; Walker, Robert G.; Watson, Leo A.

**Fifth Row:** Privates First Class Weisser, Ernest J.; Welch, Cratis A.; White, Donald L.; Willson, Ira D.; Wolschlag, Howard P.; Young, Warren A.

**Sixth Row:** Privates Colvin, Richard F.; Farkas, Frank, Jr.; Field, Loys L.; Graham, John D.; Graves, Lester R.; Hiester, Richard L.

**Seventh Row:** Privates Klitzke, Russell D.; Lentz, Raymond L.; McIntyre, Angus P.; Oldfield, Gilbert L.; Perner, Arthur P.; Pugh, Robert F.; Jr.

**Eighth Row:** Privates Trilck, Donald E.; Webster, William E.; Wolfe, Herbert A., Jr.; **Attached Men:** Technical Sergeants Gill, Lawrence E.; Wingfield, Howard M.; Staff Sergeant Withrow, Ormel W.

**Ninth Row:** Privates First Class Davidson, John W.; Lawrence, Raymond D.; Wills, Harold E.







JOHN W. CAMPBELL  
Major  
Commanding Officer



RAYMOND J. GROBLE  
Second Lieutenant  
Adjutant



LA JORIA J. BUMPASS  
First Lieutenant  
Engineering Officer



EDWARD J. SKRIBA  
Second Lieutenant  
Assistant Engineering Officer



EMERIN I. GOLDBERGER  
Second Lieutenant

# 1028TH TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

**First Row:** First Sergeant Hunt, Frank F.; Master Sergeants Bellmeyer, Albert L.; Byrd, Ernest; Quilling, Lowell E.; Technical Sergeants Davidson, H.; Edwards, C. W.

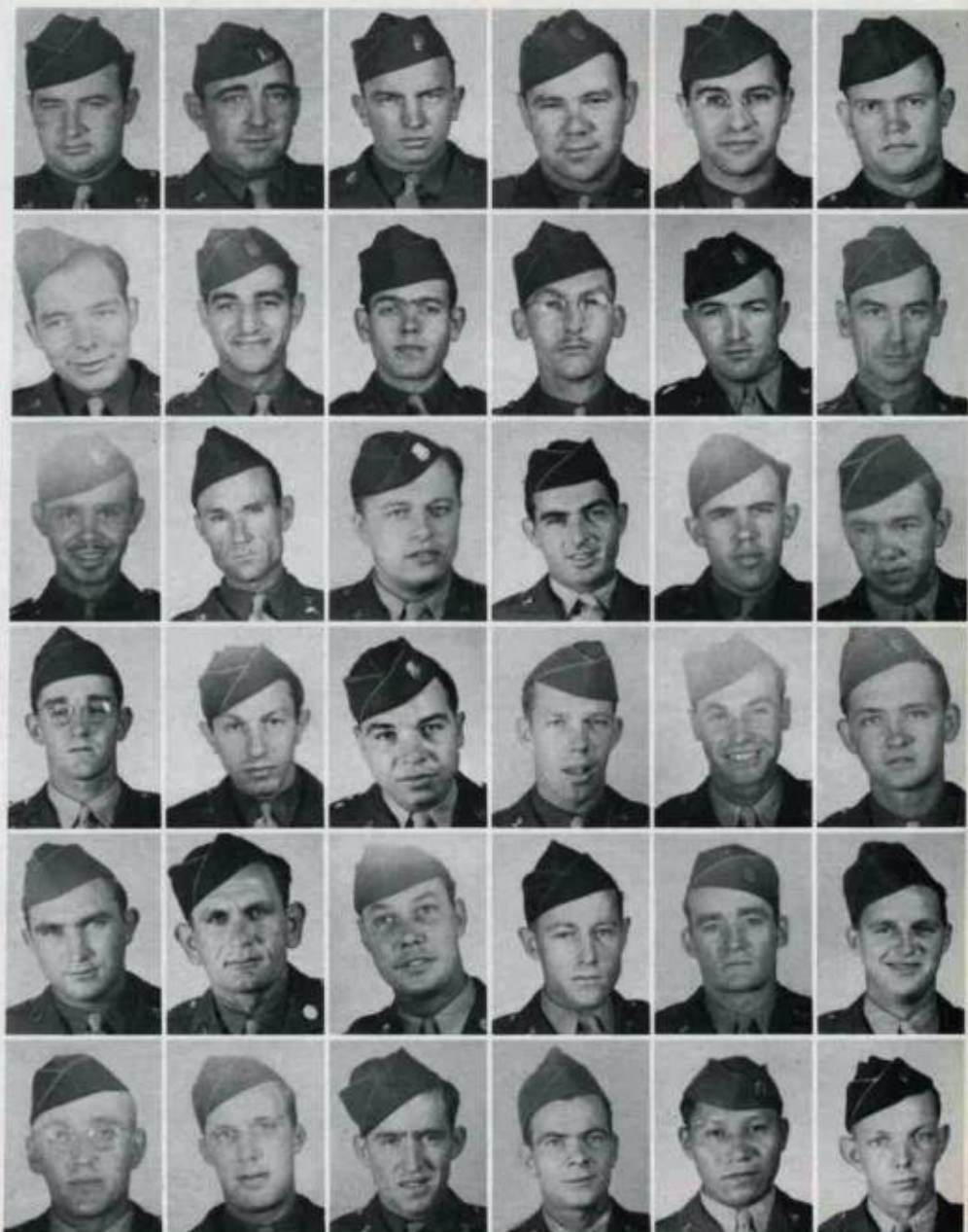
**Second Row:** Technical Sergeants Green, B. V.; Green, L.; Hess, J. D.; McGee, W. H.; Polen, C. R.; Savage, L. P.

**Third Row:** Technical Sergeants Sherwood, E. J.; Son, R. H.; Staff Sergeants Ashel, D. H.; Beard, L. A.; Boyd, F. W.; Brown, C. R.

**Fourth Row:** Staff Sergeants Carle, C. A.; Dreyer, L.; Elipas, S. J.; Hall, M. J.; Hamrick, E. E.; Hegar, A. E.

**Fifth Row:** Staff Sergeants Hellman, A.; Henderson, H. E.; Hunter, G. S.; Kennedy, R. W.; Kern, G. D.; Macking, W. S.

**Sixth Row:** Staff Sergeants Matlotky, O. H.; Meier, H. G.; McClung, O. A.; McGroarty, E. T.; Mousefrail, H.; Osborne, J. N.





# 1028TH TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

**First Row:** Staff Sergeants Pleasant, J. W.; Pumphrey, J. C.; Renfro, O. W.; Secky, C. W.; Simmons, P. J.; Snead, C. W.

**Second Row:** Staff Sergeants Stewart, A. A.; Thielen, D. F.; Underwood, J. C.; Updike, W. T.; White, W. E.; Sergeant Acker, G. H.

**Third Row:** Sergeants Benik, J. M.; Bledsoe, W. L.; Brademan, H.; Castiglione, A.; Castro, A. L.; Collins, J. F.

**Fourth Row:** Sergeants Cravens, J.; Davis, P. L.; DeForge, W. F.; DeVore, F. H.; Dickey, L. C.; Durham, C. H.

**Fifth Row:** Sergeants Essary, A. W.; Garcia, J. G.; Glockel, G. W.; Gunno, J. H.; Hardey, R. J.; Heine-mann, R. A.

**Sixth Row:** Sergeants Hepler, L. F.; Higgins, I.; Hugins, J. R.; Huggins, K. H.; Kay, D. E.; Key, R. E.

**Seventh Row:** Sergeants Kelso, B. J.; Klein, A.; Kutz, V. A.; Lydon, J. P.; Mathis, W. D.; McGuire, T. F.

**Eighth Row:** Sergeants Miner, H. L.; Moore, J. W.; Newman, W. O.; Rapplean, E. A.; Richmond, R. C.; Rickey, H. M.

**Ninth Row:** Sergeants Sandifer, J. W.; Silliman, W. J.; Sklar, H.; Sutton, C. C.; Taylor, A. A.; Tison, E. D.

**Tenth Row:** Sergeants Torrey, W. H.; Walsh, J. J.; Waters, B. F.; West, M. J.; Wynkoop, L. E.; Zalman, W. J.



# 1028TH TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

**First Row:** Corporals Adcock, L. S.; Allen, H. J.; Barr, W. G.; Boegel, L. E.; Bruce, M. H.; Cline, E. A.

**Second Row:** Corporals Cory, F. G.; Creed, C. A.; Desnoyer, J. E.; Epperson, W. F.; Farley, J. F.; Farmer, L. L.

**Third Row:** Corporals Garcis, H. J.; Garza, M. G.; Guy, W. C.; Harrison, S. D.; Hughes, E. C.; Jakubowski, M. J.

**Fourth Row:** Corporals Janoff, M. B.; Langford, M. W.; Lindsey, J. C.; McKay, W. E.; Morrissey, F. T.; Muske, A. W.

**Fifth Row:** Corporals Neutze, O. F.; Nolan, C. M.; O'Brien, C. E.; Owen, C. R.; Owen, M. E.; Owens, A. R.

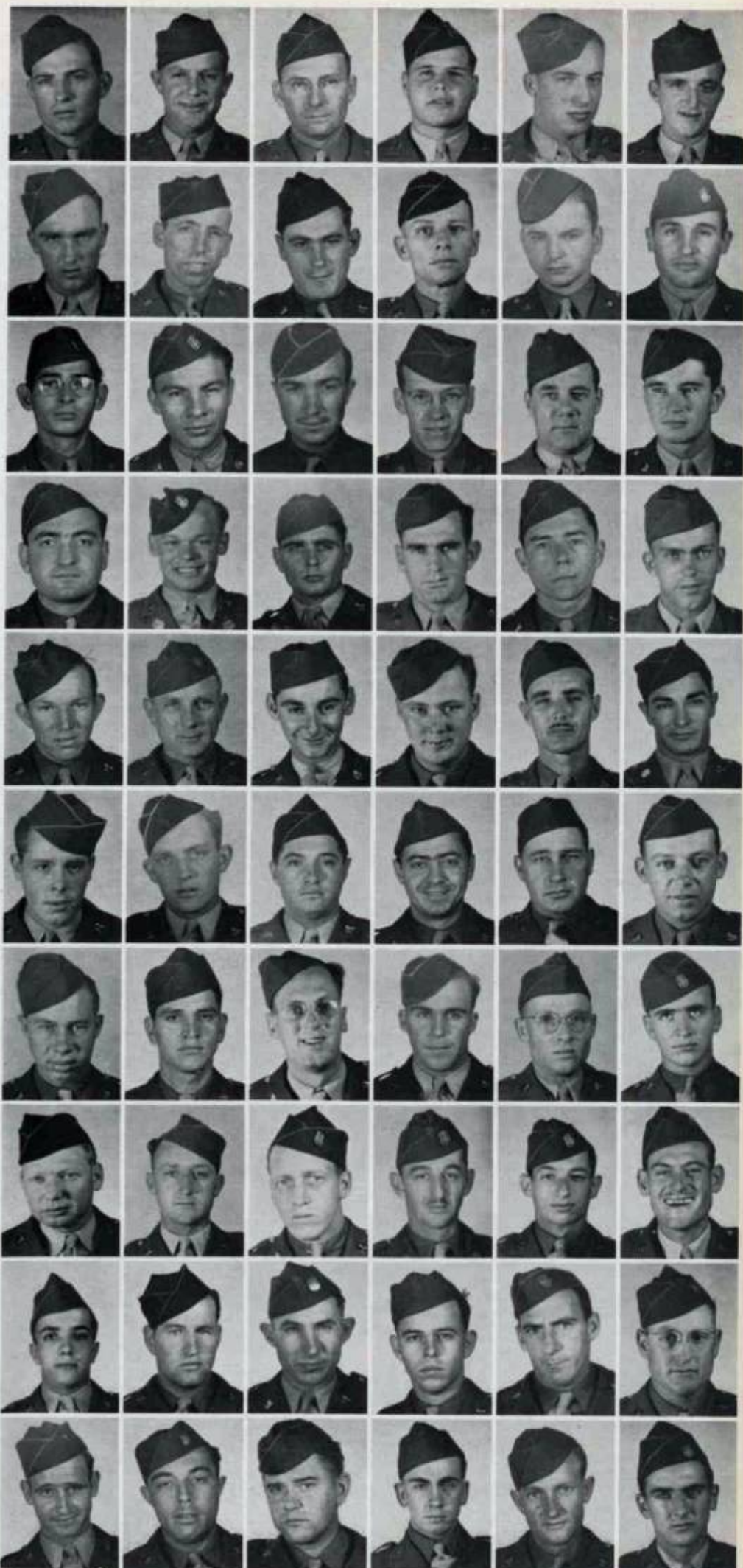
**Sixth Row:** Corporals Palmer, N.; Paul, A. L.; Pearlstein, A.; Peters, P. J.; Peterson, J. S.; Petru, S. A.

**Seventh Row:** Corporals Ripps, L. G.; Small, Russell E.; Sommer, V. B.; Stanford, G. M.; Turbes, G. V.; Wagner, L. J.

**Eighth Row:** Corporals Walden, R. F.; Waldrum, L. G.; Waters, W. H.; Watson, H. S.; Weiner, L. H.; Wilson, H. J.

**Ninth Row:** Corporal Zaelit, T.; Privates First Class Alvord, J. W.; Anderson, J. J.; Archibald, E. H.; Arnold, S.; Atchley, B. T.

**Tenth Row:** Privates First Class Aucoin, J. H.; Beckel, S. W.; Beske, R. B.; Betts, V. O.; Bostic, J. M.; Braungardt G. M.





# 1028TH TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

**First Row:** Privates First Class Brown, J. E.; Brown, J.; Bukaty, D.; Calcote, A. B.; Capps, C. M.; Carey, J. F.

**Second Row:** Privates First Class Cook, W. H.; Covi, R. L.; Crider, C. D.; Crouse, L. J.; Daly, J. P.; Daughtry, B. A.

**Third Row:** Privates First Class Davis, B. M.; Davis, O. D.; Delchiva, J. V.; Devlin, G. M.; Dennis, S. C.; Desilets, S. A.

**Fourth Row:** Privates First Class Dionne, H. S.; Dossman, W. F.; Dullahan, J. E.; Dulock, F. F.; Evans, R. C.; Franks, W. R.

**Fifth Row:** Privates First Class Galdieri, J. F.; Gallo, J. L.; Geribo, V.; Golay, C. E.; Graffam, A. K.; Gregg, J. S.

**Sixth Row:** Privates First Class Grubb, N. M.; Gunderson, L. H.; Harden, J. T.; Harrison, P. W.; Hatcher, B. A.; Haven, H.

**Seventh Row:** Privates First Class Heitman, J. J.; Highsmith, S. N.; Hurst, R.; Jacoby, H. L.; Janicek, S. A.; Johnson, A. E.

**Eighth Row:** Privates First Class Just, L.; Kalfas, N.; Kaplan, I. D.; Katz, J.; Keith, C. E.; Kelly, F. X.

**Ninth Row:** Privates First Class Kessler, A.; Kipperman, B.; Kolding, H. H.; Kuehl, R. F.; Kunsman, R. R.; Lambeth, J. A.

**Tenth Row:** Privates First Class Lavender, J. T.; Leach, W. E.; Lehto, G. E.; Lewis, B. M.; Lucinski, C. I.; Mancari, A. B.



# 1028TH TWO ENGINE FLYING TRAINING SQUADRON



(Reading from Left to Right)

**First Row:** Privates First Class Martin, J. B.; May, H. E.; Mayer, C. F.; McCullough, J. H.; McKinney, W. O.; Medlin, L. H.

**Second Row:** Privates First Class Meehan, C. J.; Miller, G.; Moore, M. E.; Olsen, L. E.; O'Shea, F. W.; Pace, J. T.

**Third Row:** Privates First Class Panarisi, P. C.; Pastel, E.; Peacock, C. M.; Peeler, J. W.; Pels, J. A.; Perkins, P. J.

**Fourth Row:** Privates First Class Perry, W. C.; Peterson, P. C.; Peterson, Ralph L.; Peterson, Robert L.; Pinand, David; Price, J. T.

**Fifth Row:** Privates First Class Ress, E. W.; Rose, E. C.; Runge, C. W.; Schultz, V. H.; Shuman, R. L.; Siebert, R. J.

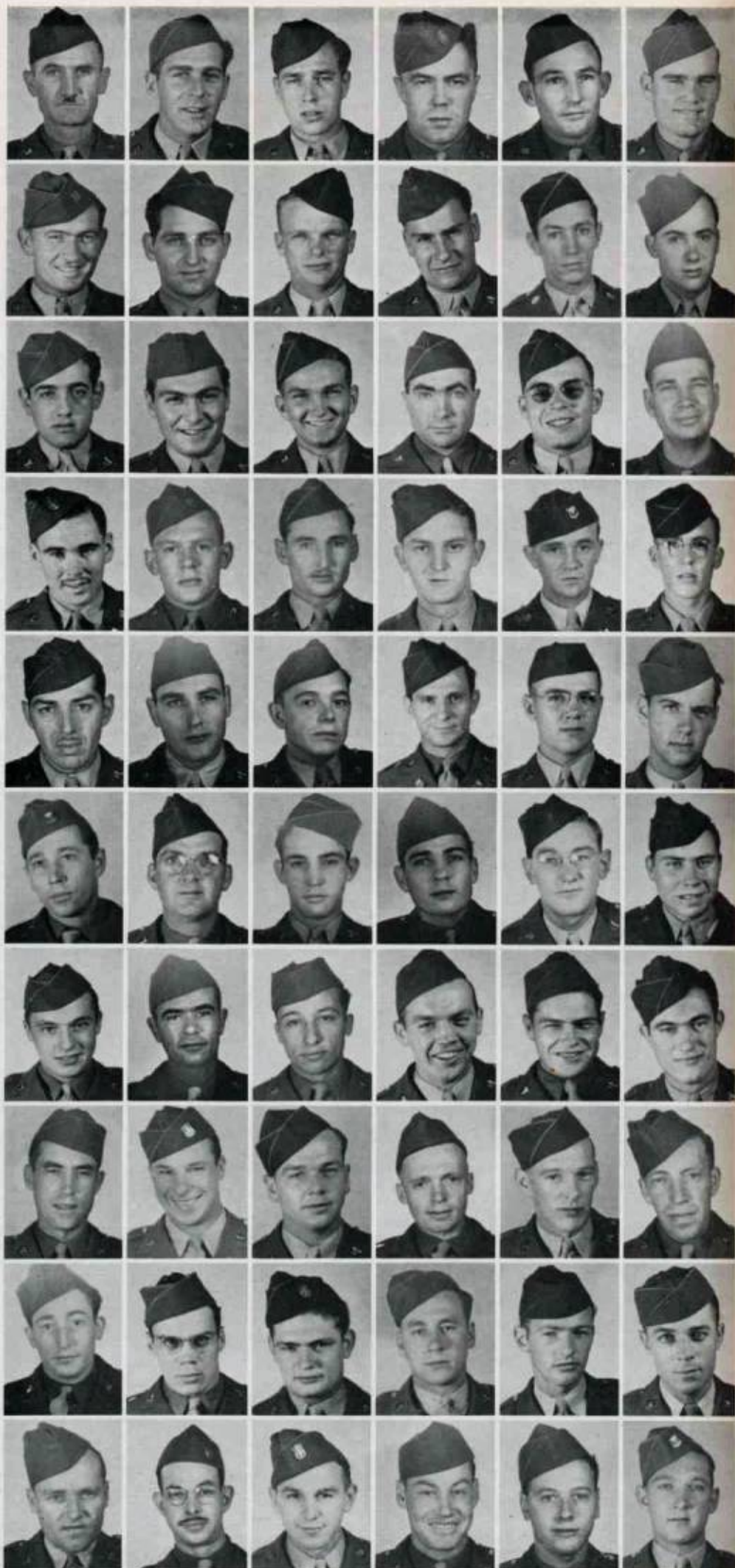
**Sixth Row:** Privates First Class Slovak, E. J.; Spiers, R.; Stanfield, J. V.; Stewart, Q. A.; Strickland, F. N.; Tassin, J. E.

**Seventh Row:** Privates First Class Thompson, B. E.; Vaden, N. B.; Valenti, J. J.; Vanderel, A.; Veres, J.; Vomberg, A.

**Eighth Row:** Privates First Class Wells, U. S.; Wiltrakis, F. J.; Woods, N. E.; Privates Baltzell, L. B.; Beerepoot, J.; Burling, A. L.

**Ninth Row:** Privates Dunn, C. R.; Handley, R. E.; Harber, C. D.; Kline, A. S.; O'Sullivan, J. C.; Stowski, J.

**Tenth Row:** Privates Stuckey, G. W.; Turrentine, J. W.; Vraspir, C. G.; **EM. Air Corps, Unassigned:** Technical Sergeant Wozencraft, M. S.; Corporal Weiss, A.; Private First Class Engelking, F. J.







HAROLD O. HIGHLEY  
Major  
Commanding Officer



ROBERT R. ERICSON  
Second Lieutenant  
Adjutant



# 455TH BASE HEADQUARTERS AND AIR BASE SQUADRON



John T. Allen  
First Sergeant

(Reading from Left to Right)

**First Row:** Master Sergeants Bowles, Robert M.; Jones, Virgil L.; Olson, Charles A.; Watson, Durward B.; Technical Sergeants Busbey, Wilbur D., Jr.; Hunnicutt, William J.

**Second Row:** Technical Sergeants Leaghty, Roy W.; Noone, Frank J.; Rogers, Virgil R.; Sampson, E. D.; Simmons, George E.; Walston, Joe C.

**Third Row:** Technical Sergeants Wilson, Virgil A.; Wilson, Wilbur W.; Staff Sergeants Albert, Charles; Arones, Gerald B.; Berkowitz, Milton; Black, Roy L.

**Fourth Row:** Staff Sergeants Breedlove, James L.; Bush, Melvin L.; Chamberlain, James B.; Ciel, Edmond; Courtney, Robert F.; Creighton, Leslie.

**Fifth Row:** Staff Sergeants Crittenden, Huett L.; Droemer, Roy O.; Florian, Joseph C.; Gaumer, John R.; Hann, Harry; Hudson, Wimberly O.



# 455TH BASE HEADQUARTERS AND AIR BASE SQUADRON



(Reading from Left to Right)

**First Row:** Staff Sergeants Hullett, Joe N.; Koch, Robert E.; Lee, Ralph H.; Mahaffey, Charles G.; Norman, Robert N.; Penney, Hardie W., Jr.

**Second Row:** Staff Sergeants Pokres Leo P.; Poulain, Marcel A.; Proctor, Forrest L.; Roeger, Alfred J.; Russell, Thomas S.; Schneider, Victor.

**Third Row:** Staff Sergeants Sobel, Harold L.; Spikes, Joseph O.; Sterrett, Marvin B.; Westling, Robert A.; Whitechurch, Henry G.; Wood, Russell L.

**Fourth Row:** Staff Sergeant Wood, Wallace R.; Sergeants Bassham, Cecil; Bloomer, Parker E.; Boles, Oscar D.; Braun, Edgar W.; Bravos, George J.

**Fifth Row:** Sergeants Bruner, Audley; Clayton, Harold T.; Cody, Arthur; DeRusha, Eugene H.; Eilers, Edward J.; Farha, Ray R.

**Sixth Row:** Sergeants Faust, Oliver H.; Finkel, Albert; Ford, James P.; Frost, Jack; Gallagher, Edward F.; Harrigan, Paul T.

**Seventh Row:** Sergeants Hester, Mack C.; Hines, Sidney J.; Kapral, Michael; Knorp, William D.; Leissner, Reno W.; Lemons, Thomas.

**Eighth Row:** Sergeants Leonard, Earl M.; Levin, Henry F.; Matan, Peter F.; Mayo, Charles H.; Ponce, John R.; Renshaw, James.

**Ninth Row:** Sergeants Schulson, Hyman A.; Sciandra, Salvatore J.; Simmons, Roy P.; Stewart, Thurman L.; Stracener, Cecil C.; Stroup, Virgil L.





# 455TH BASE HEADQUARTERS AND AIR BASE SQUADRON



(Reading from Left to Right)

**First Row:** Sergeants Swider, Stanley B.; Underwood, Robert J.; Walker, Kenneth L.; Windmiller, Alfred H.; Wooten, Guy N.; Young, Raymond H.

**Second Row:** Corporals Anderson, Jack W.; Bennett, Gordon F.; Bobrytzke, Joseph J.; Bourgeois, Morris J., Jr.; Brill, Donald R.; Cox, Robert G.

**Third Row:** Corporals Crossen, Joseph B.; Dailey, Clifford E.; Dinowitz, Sidney; Duback, Francis A.; Ellington, Elbert J.; Ellis, Leonard F.

**Fourth Row:** Corporals Ferguson, Harold T.; Findley, James W.; Folk, Walter C.; Friedland, Arthur F.; Grynkowski, Chester J.; Hall, James W.

**Fifth Row:** Corporals Harrold, R. A.; Hart, Maurice D.; Hatfield, Richard A.; Knight, Thomas C., Jr.; Kohl, Milbern A.; Lampman, Floyd D.

**Sixth Row:** Corporals Luckey, Roland A.; Mackey, Charles E.; Maeder, Frank E.; Mauk, Henry I.; McKenzie, Lemax E.; Meadows, Joe W.

**Seventh Row:** Corporals Mills, Harry S.; Moore, Joe P.; Morio, Edwin A.; Morrison, Damon W.; Oberlander, Wayne G.; Olson, Robert H.

**Eighth Row:** Corporals Rice, Carl W.; Sachs, Alfred H.; Sauler, George C.; Tortorice, Victor J.; Trawick, Dan G.; Tritsch, Ervan A.

**Ninth Row:** Corporals Watkins, Clayton W.; Wildau, Fred H.; Privates First Class Amis, Otis D., Jr.; Atkinson, Austin D.; Brockman, Beyrl B.; Clede, Marion W.



# 455TH BASE HEADQUARTERS AND AIR BASE SQUADRON



(Reading from Left to Right)

**First Row:** Privates First Class  
Coffman, Merle H.; Davis, Seymour  
I.; Dooley, Walter E.; Firestone, Ar-  
thur.

**Second Row:** Privates First Class  
Fish, Clarence L.; Fisher, Giles J.;  
Fletcher, Willis W.; Funkhouser, Don-  
ald E.; Gorgol, Stanley M.; Groom,  
Martin J.

**Third Row:** Privates First Class  
Harris, Elvin E.; Hirsch, Harvey L.;  
Houston, Fred L.; Hurter, Albert C.;  
Hutto, Roy W.; Keeton, Ray K.

**Fourth Row:** Privates First Class  
Lacy, George H.; Lewis, Eugene G.;  
Mallis, Victor; Pachecano, Ruben W.;  
Peace, James L.; Peterman, Marvin.

**Fifth Row:** Privates First Class  
Petock, Frank D.; Ramsey, Othineal  
B., Jr.; Sims, Weldon H.; Smith, Sam-  
uel D.; Stokely, Charles F.; Thompson,  
Joseph F., Jr.

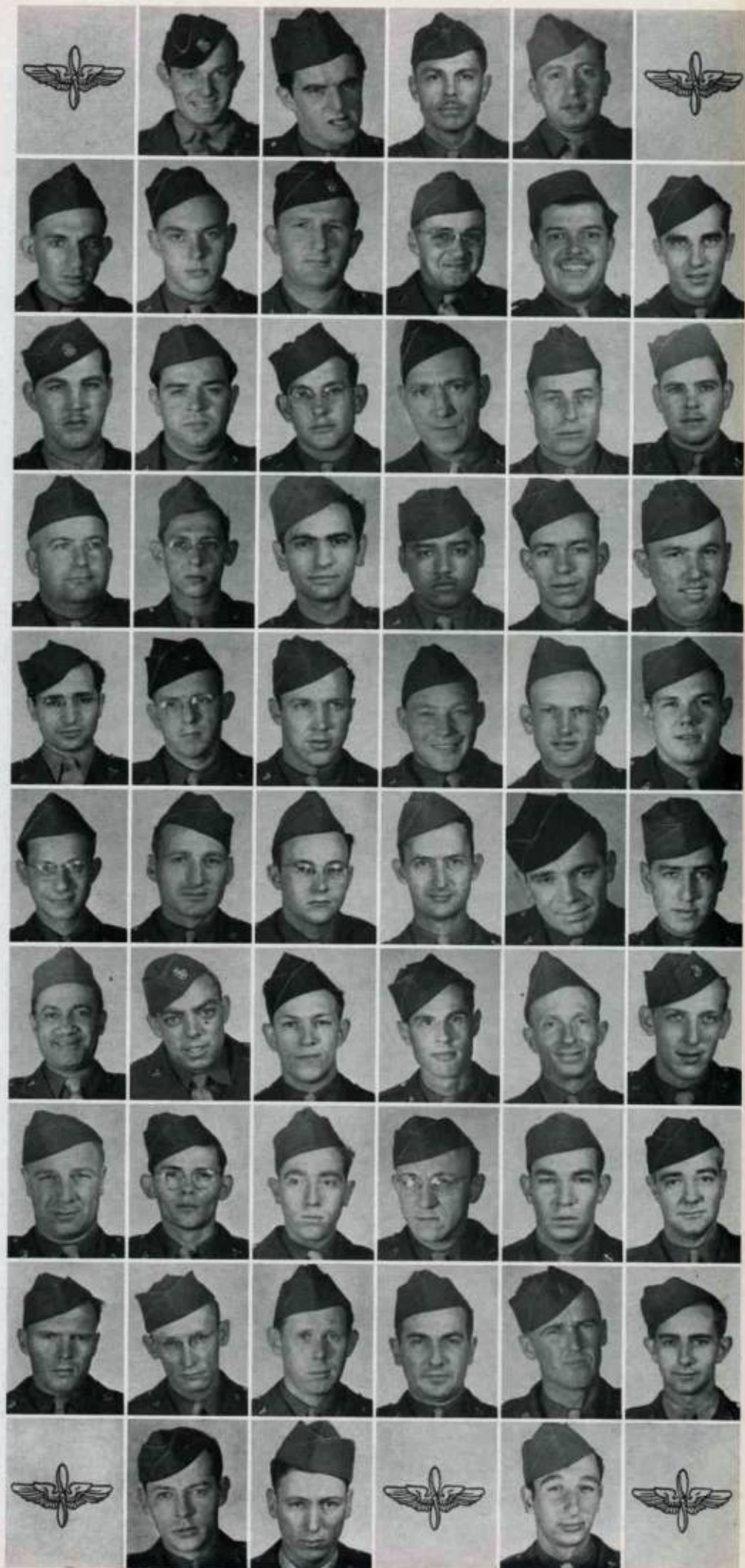
**Sixth Row:** Privates First Class  
Weinberg, Paul; Winning, Albert J.;  
Privates Abrams, Arnold J.; Allen,  
Otha; Beban, Stephen L.; Branum,  
Alfred P.

**Seventh Row:** Privates Brown,  
Peter; Buckle, Julian C.; Davis, Don-  
ald M.; Haggard, Lester R.; Hales,  
Wade O.; Henry, Edward F.

**Eighth Row:** Privates Hunger,  
Charles E.; Killebrew, Howard W.;  
Langley, Woodrow W.; LaPorte,  
Clinton E.; Ledet, Leonard J.;  
Lemons, William E.

**Ninth Row:** Privates Lindstrom,  
Claude B.; Miller, Orin W.; Peugh,  
Hilburn E.; Ross, Edgar A.; Tollerud,  
Ole N.; Van Horn, Charles W.

**Tenth Row:** Privates Wilkey, Harold  
H.; Williams, James L.; **Air Corps**  
**Unassigned:** Private First Class Co-  
burn, Robert G.





# 518TH SERVICE SQUADRON



(Reading from Left to Right)

**First Row:** Technical Sergeant Jones, Curtiss; Staff Sergeants Brady, Edward F.; Corkill, Henry; Cornish, Jack M.

**Second Row:** Staff Sergeant Ross, Martin R.; Sergeants Patton, Charles E.; Rylee, Olan; Snyder, Leo C.; Corporals Daviau, Raymond; Gnacinski, Conrad B.

**Third Row:** Corporals Latta, William M.; Newberger, Jesse M.; Nicholson, H. J.; Ozier, Charles E.; Routh, Martin; Sielaff, Leonard H.

**Fourth Row:** Corporals Smith, Robert F.; Tannarome, Joseph A.; Terry, Hayman B., Jr.; Viney, Samuel R.; Whitehead, Donald; Private First Class Anderson, Wilbur P.

**Fifth Row:** Privates First Class Bucherie, Joseph S.; Cornelius, Albert C.; Dellapost, John A.; Federici, Otello; Glant, Earl W.; Kozminsky, Hyman S.

**Sixth Row:** Privates First Class Lucky, Harwell L.; Pearson, William K.; Perry, Wesley A.; Peters, William F.; Schultz, Robert R.; Slandzicki, Stephen.

**Seventh Row:** Privates First Class Stone, Willis V.; Wegmann, Carl; Wolf, Ardell M.; Private Menza, Sebastian F.



# THIRD WEATHER SQUADRON

(Reading from Left to Right)

Technical Sergeant McCray, Henry W.; Privates First Class Flick, Robert J.; Nagle, James F.; Ritchie, Jack C.; Wallace, Robert D.



# 23RD ARMY AIRWAYS COMMUNICATIONS SYSTEM

(Reading from Left to Right)

**First Row:** Technical Sergeant O'Hara, Edward C.; Staff Sergeants Darden, Robert B.; Page, Richard B.; Corporals Dirst, Willard L.; Fitze, Henry, Jr.

**Second Row:** Corporals Friedlein, Frank; Meshenberg, Martin W.; Osborne, Joseph A.; Private First Class Sanecki, Frank J.

**Third Row:** Staff Sergeant Glover, George; Sergeant Morenus, Arthur W.; Corporal Lemons, Charles D., Jr.; Private First Class Mims, Harold D.



# FINANCE DETACHMENT

(Reading from Left to Right)

**First Row:** Master Sergeants Horowitz, Sidney; Wolf, Jerome J.; Technical Sergeants Kramer, Lawrence H.; McDermand, Robert W.; Staff Sergeants Glader, Kenneth C.; Tuberville, Harold B.

**Second Row:** Technicians Fourth Grade Arford, Emory H.; Berglund, Roy A.; Keehn, James H.; Technicians Fifth Grade Chmielnicki, Alfred R.; Hanning, Erwin; Nelson, Herbert E.

**Third Row:** Technicians Fourth Grade Oyston, John; Sullivan, Thomas P.; Privates First Class Abbott, Jerry J.; Smith, Lewis P.







# ORDNANCE DEPARTMENT

(Reading from Left to Right)

**First Row:** Technical Sergeant Casey, C. B.; Staff Sergeant Martiny, C. C.; Sergeants Campbell, J. S.; Mauldin, T. M.; O'Connell, Harry L.

**Second Row:** Corporals Brooks, C. L.; Chariott, Victor; Ebel, Eugene J.; Halliburtin, Robert B.; Privates First Class Callender, W. F.; Cosbohn, William.

**Third Row:** Privates First Class Denton, Coy E.; DeWaal, Herbert; Julian, Macey; McDonald, Norman L.; Wright, David A.; Private Duran, Julian.

**Fourth Row:** Privates Fitzgerald, James; McLynn, M. J.; Whitmire, W. W.; Wilmers, Wayne J.; Sergeant Olson, F. L.; Private First Class Fisher, G. J.



# LINK TRAINER DEPARTMENT

(Reading from Left to Right)

**First Row:** Master Sergeant Stanbery, Dallas S.; Staff Sergeant Dolan, John R.; Sergeants Allen, Calvin L.; Brothers, Blandford B.; Hurych, Robert A.

**Second Row:** Corporals Anderson, George E.; Colosi, Anthony L.; Cooperman, Benjamin; Eckel, Frederick W.; Gunning, Marcus E.

**Third Row:** Privates Bigalke, Raymond R.; Duckett, Frederick C.; Gottesman, Bernard H.; Schultz, Thomas J.; Valderas, Harold L.

**Fourth Row:** Staff Sergeant Welch, Thomas M.; Sergeants Bleicher, Morton I.; Boehmler, Alvin C.; Hausse, Alvin L.; Stadler, John L.

**Fifth Row:** Corporals Bailey, Willis C.; Grevel, Willard A.; Slaght, Lowell R.; Wrede, William B.; Private First Class Hotchkiss, William E.





CHAUNCEY E. HARRIS  
Captain  
Commanding Officer



RICHARD H. POINDEXTER, JR.  
First Lieutenant  
Adjutant and Supply Officer



# POST MESS SQUADRON



(Reading from Left to Right)

**First Row:** First Sergeant Wise, Lyle E.; Technical Sergeants Duden, Delbert L.; Jackson, Frank P.; McKelvey, John F.; Staff Sergeant Bennett, Loray U.

**Second Row:** Staff Sergeants Blythe, Arnold J.; Bowlin, Charles A.; Chambers, James E.; Cole, William K.; Coonradt, Clair K.

**Third Row:** Staff Sergeants Crawl, Floyd E.; Duckett, Homer; Futrell, Herschel; Groder, Karl; Hendren, Ralph.

**Fourth Row:** Staff Sergeants Holmes, Raymond S.; Hornor, Charles E.; Jorgensen, Peter O.; Konetsky, Harry S.; Manassiau, James.

**Fifth Row:** Staff Sergeants Nagle, Ora L.; Sanders, J. M.; O'Connor, Ivan R.; Schooley, Arthur; Schultz, Andrew J.

**Sixth Row:** Staff Sergeant Steele, Charles L.; Sergeants Bear, Clarence A.; Bedford, William A.; Benton, Stanley A.; Clapp, Rolley B.





# POST MESS SQUADRON



(Reading from Left to Right)

**First Row:** Sergeants Coon, Arthur W.; Desimone, Carmelo G.; Edwards, Ernest W.; Epstein, Bernard R.; Fader, Harry A.

**Second Row:** Sergeants Fitts, John T.; Fortunato, Thomas V.; Hildenbrand, Fred T.; Judson, John W.; Klaus, Walter W.

**Third Row:** Sergeants Kittleson, Millard; Knight, William E.; Lay, Carl P.; Lynch, Vincent T.; McNeill, Lloyd M.

**Fourth Row:** Sergeants Morton, T. C.; Moser, Charles C.; Putnam, Robert W.; Smith, Grady G.; Solock, Charles H.

**Fifth Row:** Sergeants Wagner, Jacob; Weaver, James E.; Williams, Ervin S.; Corporals Barnett, Harry R.; Beck, Marvin W.

**Sixth Row:** Corporals Behensky, George; Boyer, Theodore S.; Davenport, William; DeVilbiss, Claude; Eisele, John J.

**Seventh Row:** Corporals Emel, Luther R.; Hoover, Harry; Istre, Chester W.; MacKenzie, John R.; Meenan, John W.

**Eighth Row:** Corporals Norris, Wilbur R.; Pack, Jack D.; Patterson, Robert R.; Rejowski, Edward; Rohrbach, William A.

**Ninth Row:** Corporals Slater, Robert J.; Spaulding, Howard L.; Thompson, Dwain R.; Weese, Thomas J.; Westbrook, Harold A.



# POST MESS SQUADRON



(Reading from Left to Right)

**First Row:** Corporals White, Joseph F.; Wilson, John B.; Privates First Class Bazdarich, Joseph G.; Caballero, J. M.; Coffman, Lynn P.

**Second Row:** Privates First Class Conley, Glen H.; Dumas, J. W.; Glasgow, Clayton J.; Gonzalez, Guadalupe S.; Hall, David W.

**Third Row:** Privates First Class Hing, Lock K.; House, Millard W.; Little, Paul D.; Moore, Donald E.; Morrow, J. M.

**Fourth Row:** Privates First Class Muccio, Raymond J.; Myers, Louis; Piper, Jack E.; Scherer, John J.; Sisco, Eugene.

**Fifth Row:** Private First Class Suder, Theodore S.; Privates Buczkowski, Emil; Cormas, Sam V.; Cranston, Edward T.; Dodds, Max B.

**Sixth Row:** Privates Gaskill, Robert E.; Haddock, Hollis G.; Hart, Kelly G.; Holland, Vernon M.; Jerel, Jerry.

**Seventh Row:** Privates Johnson, Walter H.; Jones, T. J.; Lindley, Edward T.; Locke, Edward J.; Martin, Dean.

**Eighth Row:** Privates Nelkin, Toby; New, Charles H.; Reynolds, Earl L.; Smith, Lloyd E.; Willis, Floyd M.

**Ninth Row:** Privates Willis, Jack B.; Wyatt, William H.; **Man on Detached Service:** Sergeant Ross, William.







JAMES W. FOODY  
First Lieutenant  
Commanding Officer



# 1095TH GUARD SQUADRON



(Reading from Left to Right)

**First Row:** First Sergeant Rubin, Hans R.; Master Sergeant Olimb, Guy W.; Technical Sergeants Daldoss, Levio; Di Stefano, Joseph; Wood, Thomas W., Jr.

**Second Row:** Staff Sergeants Aguilar, Jose M.; Carrens, Quincy Z.; Gilson, Harry E.; Hemmah, Rueben O.; Looney, Early B.

**Third Row:** Staff Sergeants Maddox, Curtis G.; Morris, Elwood K.; Turner, Landrum B.; Sergeants Bland, Charles N.; Capaccio, Benjamin.

**Fourth Row:** Sergeants Cole, Henry E.; Connery, Thomas B.; Dudash, James T.; Edgar, Jack; Gibson, Alexander S.

**Fifth Row:** Sergeants Hathaway, Wallace S.; Hefley, Eugene H.; Herr, Orval D.; Herrington, Hillary; Houska, Edward E.

**Sixth Row:** Sergeants Johnson, George A.; McMillian, Carl R.; Pickarts, Lawrence A.; Polk, James C.; Riggert, Henry C.





# 1095TH GUARD SQUADRON



(Reading from Left to Right)

**First Row:** Sergeants Roberts, Egbert; Sassine, Emile J.; Sutherland, Wayne A.; Thompson, Thomas L.; Viles, Jack D.

**Second Row:** Sergeant Wagner, Fred J.; Corporals Elliott, Earl S.; Grimes, Elve B.; Harlan, William W.; Hurd, Andrew C.

**Third Row:** Corporals Martin, Aubrey N.; Mayfield, William E.; McGrew, Robert A.; Michael, Schuyler V.; Newman, Vernon C.

**Fourth Row:** Corporals Platt, Harold H.; Samuelson, Franklin H.; Scheurer, Harold K.; Schneider, Fred D.; Springer, Matthew C.

**Fifth Row:** Corporals Suggs, Lois D.; Vieth, Philip H.; Willcoxon, Billie R.; Privates First Class Apfel, John L.; Blackburn, Charles A.

**Sixth Row:** Privates First Class Bourlon, Frankie; Brogden, Eli, Jr.; Brown, Thomas W.; Burr, John E.; Cain, Thurmon D.

**Seventh Row:** Privates First Class Collier, James A., Jr.; Cramer, Sydney; Demaree, Orville E.; Ditmore, Hubert C.; Gallimore, Kenneth G.

**Eighth Row:** Privates First Class Gilmore, James R.; Gonser, Stanley G.; Harborth, Louis C.; Hesse, Joseph J.; Iverson, Elmer J.

**Ninth Row:** Privates First Class Jones, Ambris H.; Jurgens, Henry F.; Kemp, Golden B., Jr.; Linsteadt, James L.; Lira, Edward M.





# 1095TH GUARD SQUADRON



(Reading from Left to Right)

**First Row:** Privates First Class Madewell, R. B.; Marroquin, Arthur G.; McEntire, Arnold; Moore, Clarence A.; Owen, Alfred L.

**Second Row:** Privates First Class Paatsch, John D.; Palmerio, Raymond V.; Reynolds, William I.; Strawn, Lamar L.; Sweeney, Harry.

**Third Row:** Privates First Class Tomlinson, S. W.; Vivian, Fred W.; Voyles, Kenneth L.; Wiginton, Floyd R.; Private Bierwirth, Ludwig.

**Fourth Row:** Privates Bishop, Henry F.; Brady, John T.; Crowder, Claude L.; Evans, Warren M.; Glover, Henry C.

**Fifth Row:** Privates Higbee, William B.; Hollenback, Delbert E.; Hulihan, Francis E.; Johnson, Chester I.; Johnson, Raymond M.

**Sixth Row:** Privates Keeling, James L.; Kerr, Ewing P.; Kiefer, Charles F.; Kirkpatrick, Kenneth R.; Linn, Thomas N.

**Seventh Row:** Privates Martin, Elvie D.; McFarlin, Clyde L.; Myrick, Leroy J.; Payer, James; Rath, Kenneth H.

**Eighth Row:** Privates Ray, Robert W.; Redding, Robert L.; Rode, Arnold R.; Rother, James L.; Shepherd, Melvin D.

**Ninth Row:** Privates Ward, Russel C.; Wiencke, Robert L.; Wilson, Elbert L.







THOMAS M. CASEY, JR.  
First Lieutenant  
Commanding Officer



CHARLES E. GRAY  
First Lieutenant  
Mess Officer



# M E D I C A L D E P A R T M E N T



(Reading from Left to Right)

**First Row:** First Sergeant Binz, Melvin J.; Master Sergeant Rutherford, Travis A.; Staff Sergeants Boyd, Gerald; Weinberg, Morris M.; Wilson, Lawrence L.; Sergeant Burbank, Clifford H.

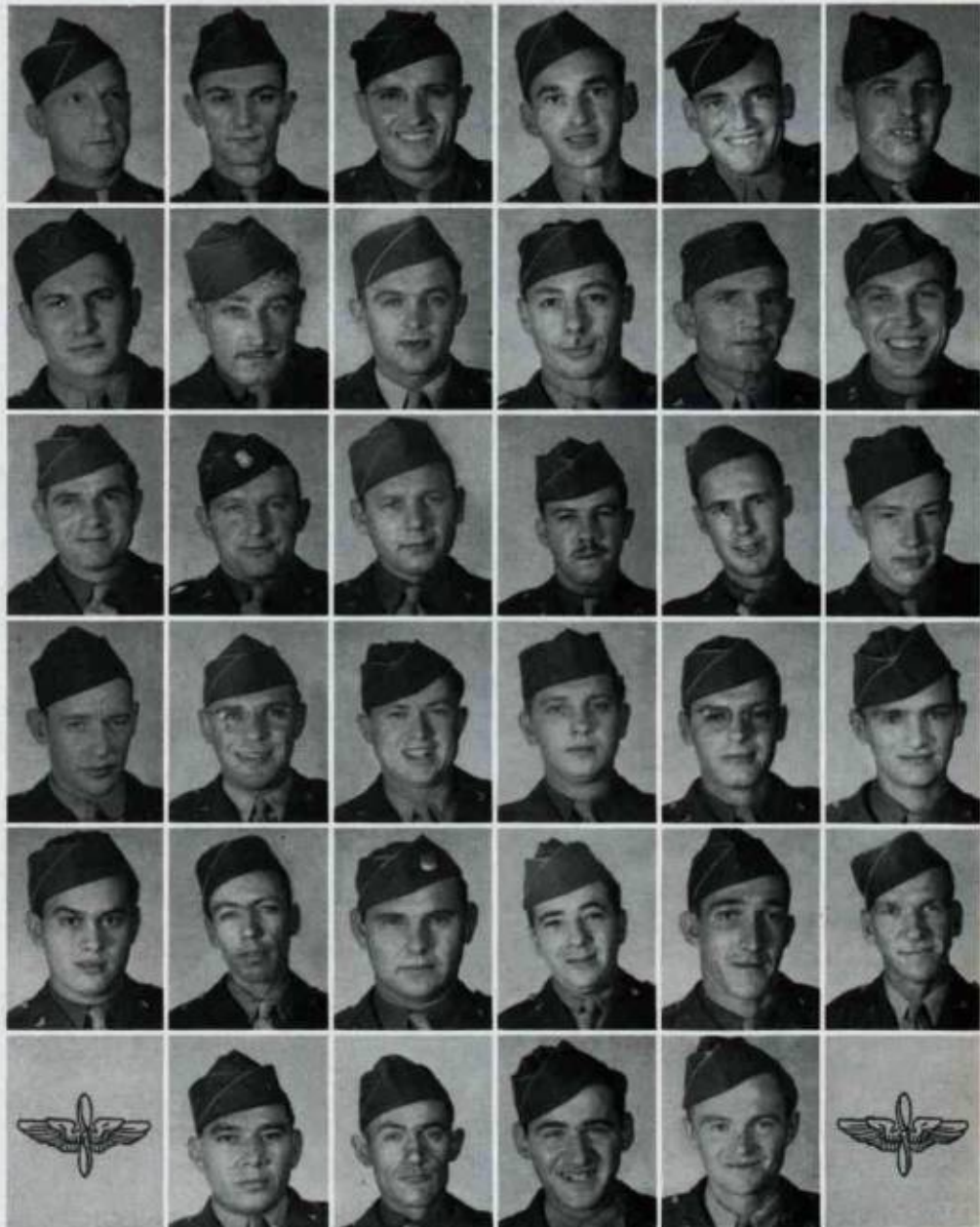
**Second Row:** Sergeants Ehrlich, Grover R.; Frank, Theodore R.; Saye, Rudolph M.; Technicians Fourth Grade Altman, Henry F.; Aubley, Ralph W.; Kazanauskas, Algird F.

**Third Row:** Technicians Fourth Grade Klassen, Jacob H.; Unkart, Lawrence L.; Wirtz, Herman F.; Corporals Burm, George J.; Cates, Valton R.; Kane, Patrick J.

**Fourth Row:** Corporals Kibler, William B.; Mueller, Edward P.; Rawnsley, Richard N.; Rodgers, Donald A.; Rossmeissl, Matt A.; Scholten, Fred V.

**Fifth Row:** Technicians Fifth Grade Arndt, Carl V.; Boster, Rollo O.; Denney, Henry S.; Honigman, Alex; Hardten, Maynard E.; Jones, Clifford O.

**Sixth Row:** Technicians Fifth Grade Martinez, Grady; McDonough, Ralph; Muehlbauer, John; Roehr, Robert J.





# M E D I C A L   D E P A R T M E N T



(Reading from Left to Right)

**First Row:** Technicians Fifth Grade Sbragio, Libero; Schrad, Paul F.; Smith, Frederick D.; Privates First Class Anderson, Wendon V.; Annerino, August T.; Bertolin, Charles H.

**Second Row:** Privates First Class Bowen, Roy J.; Elmer, Louis A.; England, Dolphus A.; Fetter, Carl W.; Frutoz, Manuel S.; Inells, William S.

**Third Row:** Privates First Class Koznatz, Larry S.; Lawrijan, Leo J.; Martinez, Julian; Monroe, Ben D.; Saunders, Chester; Private Benzing, Carl A.

**Fourth Row:** Privates Brodwater, Thomas B.; Bullock, Richard H.; Campbell, Charles R.; Conway, Charles H.; Crandall, Howard V.; Deman, Alvin H.

**Fifth Row:** Privates DeMichele, Armando G.; Fortner, Marvin C.; Graham, Joseph L.; Hayden, Bill B.; Rutherford, William C.; **Veterinary Detachment:** Corporal Wallace, Robert N. A.

**Sixth Row:** Private Perry, James W.; **Colored:** Privates First Class Allen, Mitchell E.; Cannon, Dalles; Carter, Wesley; Edwards, Robert I.; Sharp, J. L.

**Seventh Row:** Private First Class Witten, Clayton; Privates Brown, Matthew O.; Crutcher, John; Gadsden, Herman; Locke, Ernest F.





EARL W. DUNGAN  
Warrant Officer (iq)  
Band Leader

# 459TH ARMY AIR FORCES BAND



(Reading from Left to Right)

**First Row:** Master Sergeant Schoonover, John D.; Technical Sergeant Wylie, Harold R.; Staff Sergeants Barker, Robert K.; Hawley, Clifford E.; Kaminski, Alexander W.

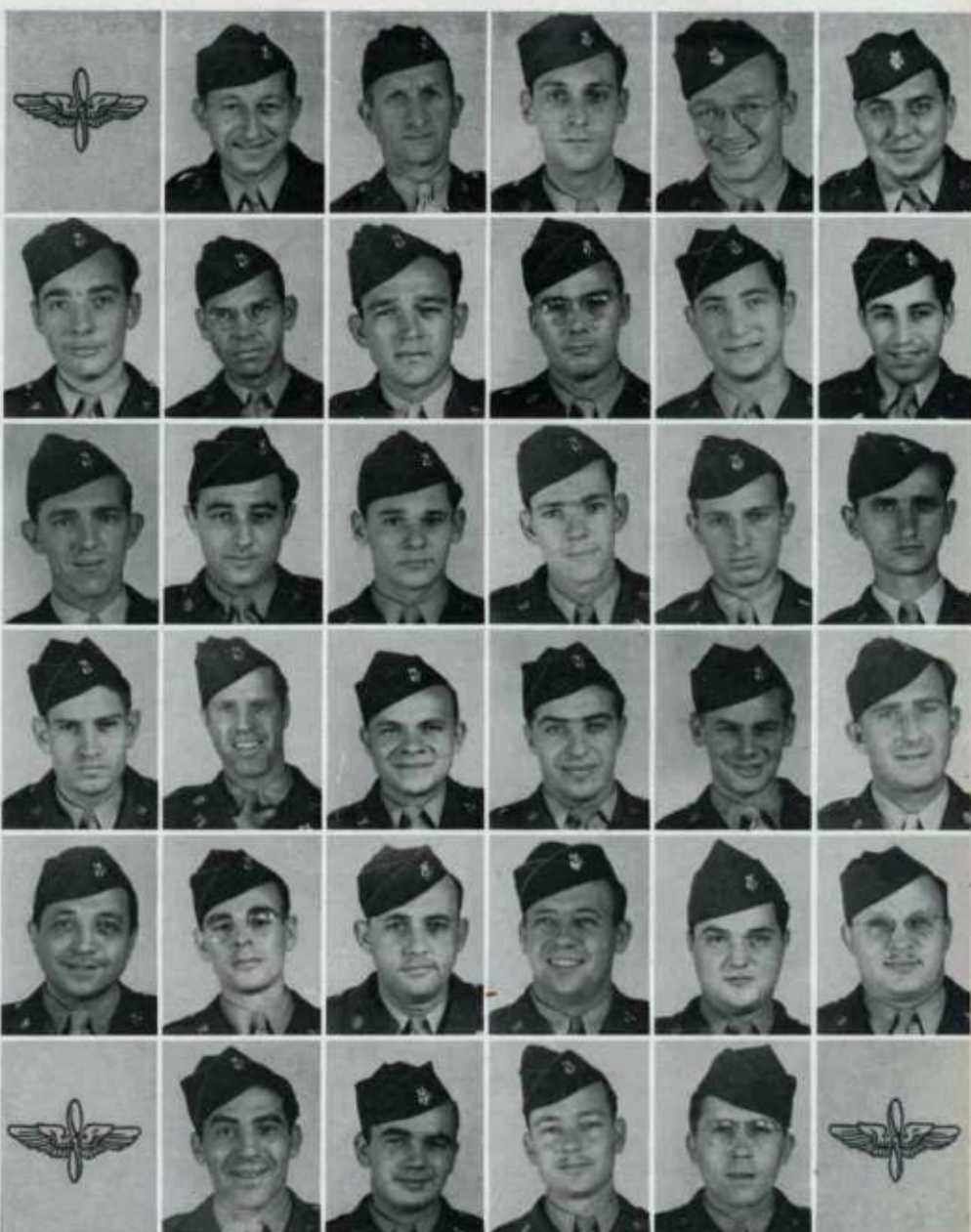
**Second Row:** Sergeants Galloway, James A.; Goodman, Francis L.; Mrazek, Raymond T.; Stone, Russell E.; Corporals Bonner, Harold D.; Campagna, James L.

**Third Row:** Corporals Gresham, Thurman E.; Gustaf, Paul J.; Oshel, Warren H.; Standlee, Herman W.; Zimmermann, R. H., Jr.; Private First Class Benson, H. C.

**Fourth Row:** Privates First Class Cox, Ben D.; Foster, James F.; Hougham, Whitney H.; Martinelli, Patsy F.; Stephenson, Bayard W.; Thomas, Clarence A.

**Fifth Row:** Privates Anasti, Rudolph T.; Chamberlain, Dare B.; Foster, A. T.; Johnston, William L.; Loutzenhiser, Theodore R.; Miller, W. D.

**Sixth Row:** Privates Piazzola, Michael; Reiman, Maurice L.; Standlee, Clarence R.; Taylor, E. A.







LOUIS C. HITE, JR.  
Captain  
Commanding Officer

# 908TH QUARTERMASTER COMPANY



(Reading from Left to Right)

**First Row:** Master Sergeant Rumbaugh, George E.; Technical Sergeants Foreman, David A.; Sutton, Gordon R.; Staff Sergeants Aiguiet, Frank T.; Braeuel, Addison J.; McCarrey, Quentin N.

**Second Row:** Sergeants Baieson, George; Baker, Theodore D.; Matter, Ernest L.; Myshka, Anthony S.; O'Neill, Jack R.; Unger, Robert T.

**Third Row:** Sergeants Wealand, Chauncey H.; Welczyski, Leo F.; Corporals Begovich, John; Bonser, Wilber E.; Evans, Harry F.; Fasano, Rocco R.

**Fourth Row:** Corporals Ferri, Daniel J.; Frederick, Chester P.; Hinck, Bernard W.; Hounshell, Raymond; Jaruzel, Stanley J.; Lobendo, Woodrow L.

**Fifth Row:** Corporals Moritz, Anthony P.; Reed, Raymond L.; Rezac, Stanley F.; Sokol, Cyrus M.; Privates First Class Casuccio, Carmelo; DeLorme, Charles.

**Sixth Row:** Privates First Class Kelly, Robert J.; Lewis, Frank P.; Wise, Edmond L.; Privates Anderson, Lincoln R.; Cobb, Franklin, Jr.; Tintoni, Henry J.





★ ★

MAX MOORE  
First Lieutenant  
Commanding Officer

# 329TH AVIATION SQUADRON



(Reading from Left to Right)

**First Row:** First Sergeant Blackman, Steve H.; Staff Sergeants Banks, Earl A.; Davis, Wallace; Sergeants Fowler, Arthur C.; Gates, Ferguson; Langworthy, Sam J. G.

**Second Row:** Sergeants Lewis, Walter W.; Whitney, Walter; Corporals Douglas, Earnest; Harvey, Wilburn; Harris, Lester; Huey, Leo W.

**Third Row:** Corporals Johnson, Abraham; Mallory, Ceasar; Thomas, Warren; Thornton, Leon; Wallace, Aubrey; Whitehurst, Joseph J.

**Fourth Row:** Corporal Williams, Tommy; Privates First Class Allen, Ajax; Bibbs, Robert R.; Clemons, Otis; Daniel, Charlie B.; Davis, John H.

**Fifth Row:** Privates First Class Dotson, Wylie, Jr.; Grant, Melvin; Glover, Lee; Jones, A. D.; Lawson, Elbert; Lewis, Louis E.





# 329TH AVIATION SQUADRON



(Reading from Left to Right)

**First Row:** Privates First Class Linwood, Joe M.; Pait, Harry; Thomas Mahlon A.; Tipton, William H.

**Second Row:** Privates Blair, Floyd W.; Bright, J. B.; Boyd, Hosey; Campbell, Matthew; Durham, James; Glisper, Earnest J.

**Third Row:** Privates Griffin, Clarence B.; Hannon, A. G.; Jackson, A. B.; Johnson, A. L.; Julks, Albert P.; Marshall, James.

**Fourth Row:** Privates Moore, Robert, Jr.; Murray, Alexander; Patterson, M. P.; Robinson, Ben; Spinola, Andrew; Tanner, James.

**Fifth Row:** Privates Washington, Edward S.; Washington, George; Williams, James; Woods, Elmer.





# ADDITIONAL PERSONNEL

(Reading from Left to Right)

**First Row—61st T. E. F. T. S.:** Master Sergeant Clements Ben H.; Technical Sergeant Sivley, Leo C.; Sergeants Adler, William C.; Reynolds, Lewis F.; Corporal Givando, Joseph M.

**Second Row:** Corporals Justman, Charles A.; Marberry, Fred H.; Walsh, James W.; Privates First Class Ingraham, Gordon M.; Krempler, Ernest C.

**Third Row:** Privates First Class Kuhlman, Herbert F.; Lindquist, Frank N.; Vermillion, Charles E.; **95th Glider Training Group:** Staff Sergeant McKenzie, Howard C.

**Fourth Row:** Corporal Lundie, Edward L.; Privates First Class Bruce, Donald E.; Gill, Thomas H.; Holeman, Charles H.; Larey, James D.

**Fifth Row:** Privates First Class McClaran, Cecil R.; Owens, Fred D.; Private Belfer, Benjamin W.

**Sixth Row—455th Base Headquarters and Air Base Squadron:** Staff Sergeants Bazner, Donald E.; Chaffee, Robert K.; Crawford, Jack L.; Epstein, Bernard R.; Ketterman, Robert.





# ADDITIONAL PERSONNEL



(Reading from Left to Right)

**First Row:** Staff Sergeants Poor, Kingsley F., Jr.; Shisbey, Fred A. L.; Sergeants Batliner, Martin F.; Schaublein, William A.; Schick, Henry S.; Winchester, Fain A.

**Second Row:** Corporals Bender, Francis J.; Robbins, George C.; Von Borstel, Carl W.; Privates First Class Jaquess, Gerald C.; Koponen, Walter O.; Private Schumann, Franklin.

**Third Row—23rd Airways Communications:** Corporal Daniel, Fred; **Finance Department:** Technical Sergeant Grafford, William R.; Staff Sergeant Detert, Milton C.; Technician Fourth Grade Coyle, Nelson J.

**Fourth Row:** Private First Class Vosquanian, Charles; **Post Mess Squadron:** Sergeant Denton, G. W.; Privates First Class Johnson, Orval D.; Read, William.

**Fifth Row—64th T. E. F. T. S.:** Staff Sergeant Compton, Richard H.; Sergeants Berkowitz, Edward; Hicks, Roland S.; Privates First Class Arnett, Byron F.; Bradley, Louis R.; Brock, Milton.

**Sixth Row:** Privates First Class Dunkle, Calvin E., Jr.; England, Tom G.; Fritz, Ralph J.; Hade, Merle D.; Kaplin, Herbert; Moss, Russel R.

**Seventh Row:** Private First Class Schmidt, Eugene F.; Privates Beckwith, William F.; Hankins, Charles L.; Liebsack, Conrad; **1028th T. E. F. T. S.:** Staff Sergeant Frazier, Samuel J.

**Eighth Row:** Sergeants Berger, Henry E.; Glosson, Vaughn L.; Corporal Marianiello, Gennaro L.; Privates First Class Bevard, Raymond C.; Bustamante, Gonzalo G.; McMullen, Robert J.

**Ninth Row:** Private First Class Proctor, Melvin L.; Private Hansen, Olaf P.; **2052nd Ordnance Company:** Staff Sergeant Paley, Herbert; Sergeant Stavy, L. A.; Private Crain, Thomas M., Jr.

**Tenth Row—Detachment Medical Department:** Technician Fifth Grade Foster, Harry J., Jr.; Private Caputi, Emilio A.; **908th Quartermaster Company:** Private First Class Kelly, Robert J.



# ADDITIONAL PERSONNEL

## 455TH BASE HEADQUARTERS AND AIR BASE SQUADRON



M. F. Malley  
Master Sergeant

G. W. Bristow  
Staff Sergeant

Lloyd H. Davis  
Sergeant

W. J. Rundorff  
Corporal

## CHEMICAL WARFARE SECTION



F. E. Gajdosik  
Corporal

Andrew Derita  
Private First Class

## POST MESS SQUADRON



Homer D. Wiley  
Private First Class

## 95TH GLIDER TRAINING GROUP



Henry F. Meschkat, Jr.  
Private First Class

## 1028TH TWO-ENGINE TRAINING SQUADRON



P. P. Watson  
Corporal







