

Aeronaut



43-B

ARMY ADVANCED FLYING SCHOOL - DOUGLAS, ARIZONA

High Flight

Oh! I have slipped the surly bonds of
earth
And danced the skies on laughter-silvered
wings;
Sunward I've climbed, and joined the
tumbling mirth
Of sun-split clouds—and done a hundred
things
You have not dreamed of—wheeled and
soared and swung
High in the sunlit silence. Hov'ring there
I've chased the shouting wind along, and
flung
My eager craft through footless halls of
air.
Up, up the long delirious, burning blue
I've topped the wind-swept heights with
easy grace
Where never lark, nor even eagle flew—
And, while with silent lifting mind I've
trod
The high untrampled sanctity of space,
Put out my hand and touched the face of
God.

—Pilot Officer J. G. Magee

Dedication



COLONEL JOHN F. WALDMAN

TO AN OFFICER AND A GENTLEMAN, COLONEL JOHN F. WALDMAN, WHOSE DEVOTION TO HIS COUNTRY AND TO THE AIR FORCES HAS MADE IT POSSIBLE TO ACTIVATE THE DOUGLAS ADVANCED FLYING SCHOOL, WE PROUDLY DEDICATE THIS BOOK.



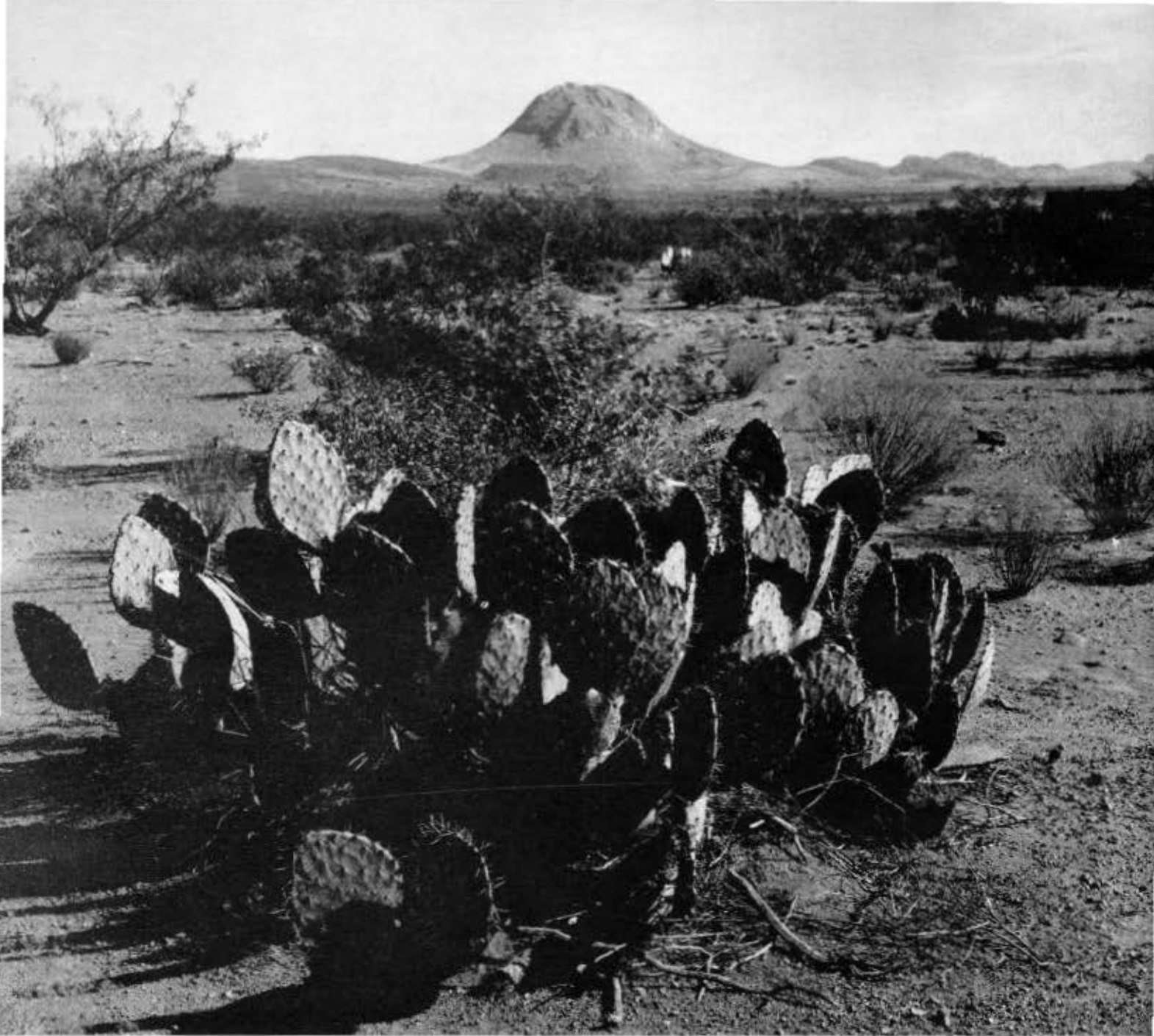
Colonel Waldman was born in Bridge, Oregon, May 29th, 1905.

Appointed to the United States Military Academy from the State of Oregon, and after 4 years at West Point was graduated and commissioned a Second Lieutenant in the U.S. Infantry. His first tour of duty was at the Vancouver Barracks, Washington, later he was transferred to the 21st Infantry, Schofield Barracks, Hawaii, serving both posts with honor and distinction.

Colonel Waldman began his Army Flying career when he was assigned to Air Corps Flight Training February,

1933 at Randolph Field, Texas. He completed pursuit training at Kelly Field, Texas in 1934. The Commanding Officer of this field, received his rating of Senior pilot graduating from the Air Corps Tactical School at Maxwell Field in Montgomery, Alabama.

He has served as an officer at March Field, Stockton Field, and Gardener Field, California, and at Kelly Field, Texas. At present time he is the commanding officer of the AAFAPS, Douglas, Arizona, the newest of the twin engine schools of the army Air Forces.



... Between two mountain ranges in the deep desert region of Arizona there lies a valley ... a spacious valley ...



. . . now the drone of whirling propellers breaks the peaceful silence of the valley . . . the azure sky is filled with the wings of aircraft piloted by flying men . . .



In this valley there is a little town . . . a town like most other towns, now engulfed in supplying the needs of fighting men . . . and a town now alive with men and pilots of the Army Air Forces . . .

Cadet Officers



A/C W. C. Brophy



A/C H. M. Brockett



A/C W. A. Edgar



A/C R. C. Flournoy



A/C J. W. Hinkle



A/C S. A. Robinson



A/C A. R. Peterson

Director of Training



LT. COL. F. P. STURDIVANT
Director of Training

MAJOR T. H. HOLBROOK
Director of Flying



Commandant of Cadets



CAPTAIN R. A. KESNER
Commandant

Tactical



LT. T. F. MCHUGH, JR.



LT. F. E. MEEK, JR.



R.V. MITCHELL
TABLETOPPER



With the passing of the friendly Primary Trainer, the Basic Trainer appeared to be (and was) a sizeable and intricate mechanism to master. Peculiarly, the painfully incessant demands for precision created a psychological heat which melted with ostensible ease a preacquired cockiness. Pressure and precision, decisive coordinates of the Basic Training graph, had their effect; something infinitely more valuable than cockiness, resulted-initiative, and ability.

The veil of glamour dissolved; our sights were aligned with calculating coolness upon a definite objective. Our lives seemed to become the confusing surging and ebbing of sweat and worry, laughter and perfection. More drama, more tragedy, new friendships. The nucleus of our existence truly became the constant change and strain we had anticipated. Consecutive demands bred a sort of furious concentration.

Basic instilled a finality of direction and duty that hardened the mental precepts of every graduate, a characteristic which will undoubtedly prove invaluable at a future date.

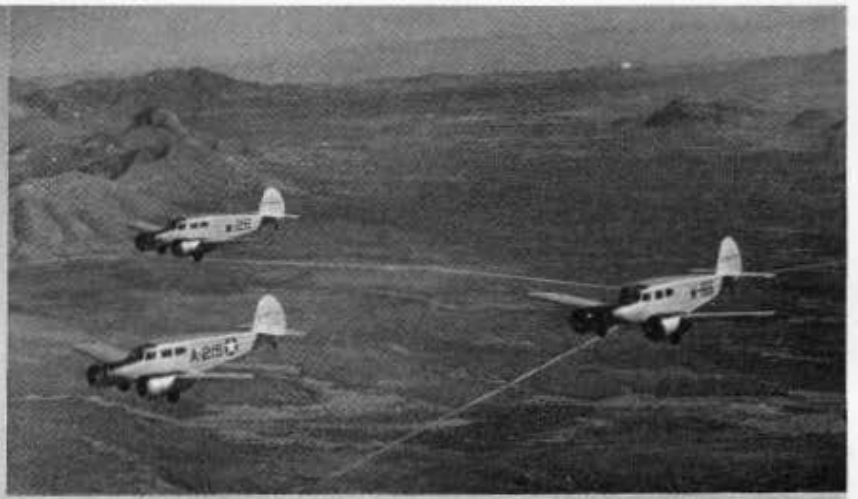
The second act ended, leaving us confident if not infallible pilots, and very, very much dryer around the ears.



Reviewing Advanced is a rather difficult task; since we have been constantly anticipating the future. When looking at a fellow Cadet, we have seen him as an officer and a competent pilot, or one well on his way to competency. We've lived so long in the future, that the present and near past is hard to grasp; and the future, now supposedly tangible, appears to be more elusive than we should care to have it.

As Cadets, a certain broadness of experience has been achieved,

whether in flying, extracurricular activities, or ruminating the complications of a conduct becoming an officer and a gentleman. Ultimately and apparently, the end of our striving for personal gain is to render some of us valuable in the attainment of a much larger victory; to this end we dedicate our training—if necessary, our lives. Proudly rather than morbidly, are remembered the fellow Cadets who have already sacrificed totally. Fundamentally, we are expendable and we



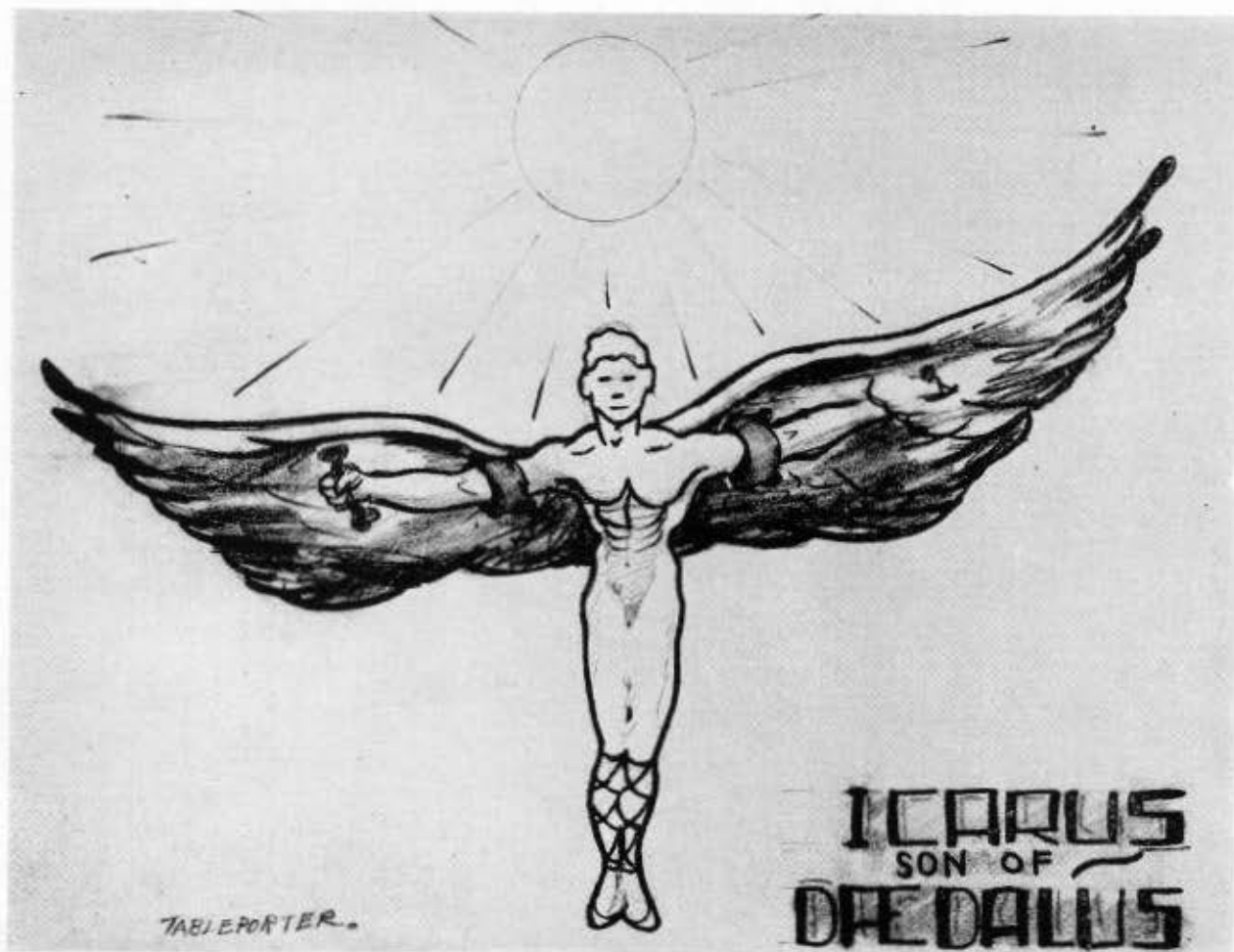
know it. Therefore, in Advanced as shall be in our Training Units, our concern has been with business-like qualities of the profession.

Neither interlude nor myth to minds now steeped in realism, Cadet life will pass without a whit of mourning. Although every phase has passed almost before it began, we must have lived a hundred years to have known this many friends, learned these many things, to have become this tough and tired.

The end of Advanced will mark the beginning of our usefulness. One job, well done, deserves another. This time apparently, the stakes will be a little higher and for obvious reasons we must be successful.

*And when, at last, the fight is won,
God, keep me still unsatisfied.*

Louis Untemeyer, "Prayer"



History of Flying

August 2, 1909, with the merits of aircraft in warfare still rather hazy, the Army Air Force got under way. The embryo of the Signal Corps, the first Army flying school was established in October 1909 at College Park, Maryland, the students consisting entirely and notably of Lieutenants Frank P. Lahm, H. H. Arnold, and three others too numerous to mention.

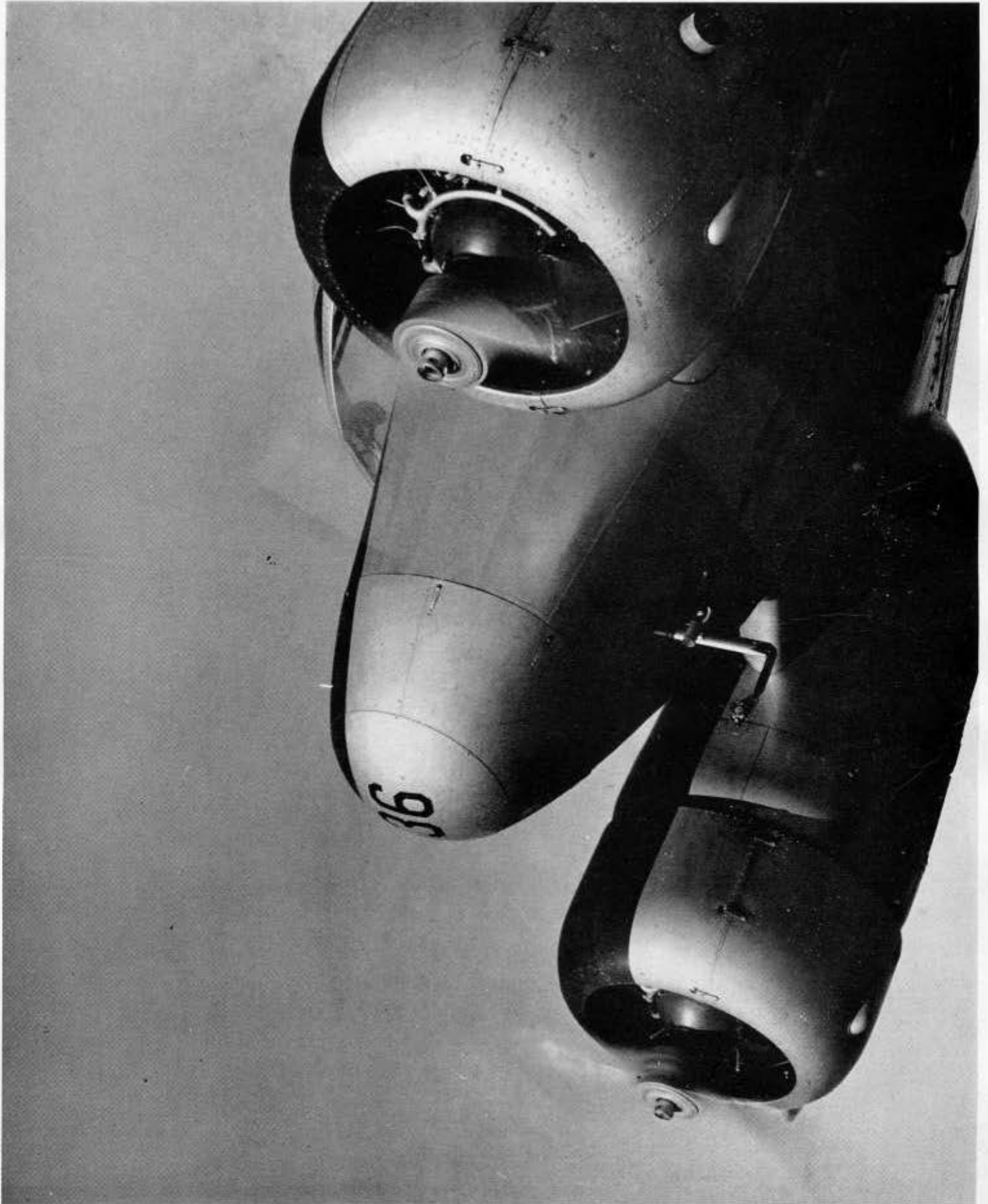
By March, 1911, Congress appropriated \$125,000 for Army aviation; and by September, 1913, the Army had 17 planes and a personnel of 23 officers and 91 enlisted men. When we declared war upon Germany in 1917, Army aviation consisted of 65 officers (35 of whom were flyers), 1,087 enlisted men (and 55 airplanes. At the time of the Armistice we had 757 pilots, 481 observers, 740 planes, 77 balloons, and 491 fewer enemy

airplanes at the front. Four hundred sixty-two of the Boche were accredited to 63 pilots—the rate has lately been increasing.

Our air power and interest in aeronautics dwindled through 22 years of reorganization until in June, 1941, we had 10,697 officers, 126,660 enlisted men, and 8,707 aviation cadets in a true decadent democratic fashion.

On March 9, 1942 came the latest phase in the development of the nation's military aviation to the position of one of the three elements of the Army, together with Ground Forces and Supply. The new organization has been proven capable of the flexibility and efficiency of operation necessary to accomplish its enormous assigned task.

Training Group II



Group Commander



LT. ROBERT ANDERSON
Operations Officer

CAPTAIN L. C. JOCHIM
Group Commander

Squadron Commanders



LT. D. M. DAVIS
Squadron Commander
Squadron V



LT. J. E. KALTENBACH
Squadron Commander
Squadron VI



LT. J. C. MAYFIELD
Squadron Commander
Squadron VII



LT. W. H. PEARSON
Squadron Commander
Squadron VIII



Lt. R. S. Learn



Lt. R. Rasmussen



Lt. G. A. Leiser



Lt. C. H. Porter

Officers



Lt. W. L. Daniels



Lt. E. A. Hastings



Lt. Delker



Lt. J. C. Reppert



Lt. M. O. Bell



Lt. T. Thompson



Lt. E. V. McGrath



Lt. W. R. Kelley



Lt. F. D. Mock



Lt. R. T. Ross



Lt. R. F. Knipp



A/C R. D. Aaland



A/C F. E. Abbott



A/C J. D. Akers



A/C C. C. Allen



A/C F. W. Allen



A/C J. Anderson



A/C S. Armstead



A/C R. L. Austin



A/C W. T. Averitt



A/C S. V. Badolato



A/C A. R. Barker



A/C E. H. Barlow



A/C J. M. Bates



A/C B. O. Beaudro



A/C A. B. Benfer



A/C F. G. Bennett



A/C R. E. Benson



A/C G. E. Bird



A/C J. L. Black



A/C R. Blewfield



A/C J. L. Blunck



A/C W. A. Bolte



A/C E. E. Bonti



A/C J. R. Bowman



A/C W. C. Bradley



A/C L. Brandhorst



A/C W. Branstetter



A/C H. S. Brixey



A/C H. M. Brockett



A/C W. C. Brophy



A/C G. Brunner



A/C B. H. Bunting



A/C G. K. Bruno



A/C W. D. Busath



A/C F. M. Calkins



A/C L. E. Callahan



A/C J. M. Carah



A/C D. P. Carlson



A/C H. Chadbourne



A/C J. Champlin



A/C D. R. Chipman



A/C L. Christofero



A/C H. E. Christy



A/C L. T. Clark



A/C C. M. Clore



A/C W. R. Conklin



A/C J. H. Connell



A/C R. A. Conners



A/C R. P. Cooper



A/C R. J. Coursey



A/C C. W. Cox

Squadron VI



YUCCAS FRAMING THE SMELTER



A/C W. Cranston



A/C G. W. Crockett



A/C J. H. Crooks



A/C C. C. Davis



A/C J. B. Dewey



A/C D. Doddington



A/C H. Dougherty



A/C G. Dragosavac



A/C K. G. Drendel



A/C J. F. Duskin



A/C W. A. Edgar



A/C D. E. Edmunds



A/C R. M. Eidson



A/C R.N. Einig



A/C B. W. Elliott



A/C W. E. Ellis



A/C W. E. Emmert



A/C E. L. Feld



A/C K. B. Fess



A/C J. A. Festersen



A/C P. E. Fidler



A/C G. G. Field



A/C T. P. Finch



A/C M. Fishburn



A/C L. L. Fisher



A/C E. B. Fitch



A/C R. Flournoy



A/C W. S. Forbes



A/C F. A. Foss



A/C K. P. Foust



A/C D. Fowler



A/C E. F. Fowles



A/C J. R. Fox



A/C G. R. Francis



A/C J. Franklin



A/C J. C. Frazier



A/C D. J. French



A/C E. E. Frisch



A/C D. M. Fuller



A/C G. E. Furman



A/C J.F. Fyock



A/C J. B. Gaffield



A/C E. H. Gallock



A/C J. Gatewood



A/C W. Gatewood



A/C R. H. Godfrey



A/C A. Goodman



A/C R. H. Grant



A/C R.H. Gravelyn



A/C C. Greenwell



A/C G. B. Hall

Squadron VII





A/C W. D. Hallum



A/C H. Henderson



A/C K. Herman



A/C W. E. Hodder



A/C D. L. Hunter



A/C D. Hutchens



A/C R. J. Ingersoll



A/C C. E. Keenan



A/C N. C. Keister



A/C W. K. Kietzer



A/C D. E. King



A/C R. L. King



A/C Kirkpatrick



A/C Kochendorfer



A/C H. C. Laman



A/C R. C. Lindberg



A/C R. T. Logan



A/C E. Mancinelli



A/C Maryonovich



A/C L. H. Mays



A/C F. E. Miller



A/C B. C. Mitchell



A/C G. L. Moles



A/C R. S. Moore



A/C D. C. Mueller



A/C P. C. Muller



A/C E. McCleary



A/C R. McClintock



A/C G. McCormac



A/C J. McMahon



A/C McWilliams



A/C E. Neher



A/C E. A. Nelson



A/C J. L. Newquist



A/C H. I. Novak



A/C H. J. Offers



A/C K. C. Packard



A/C E. Parsonson

STUDENT OFFICERS



Lt. R. C. French



Lt. C.K. Bortell

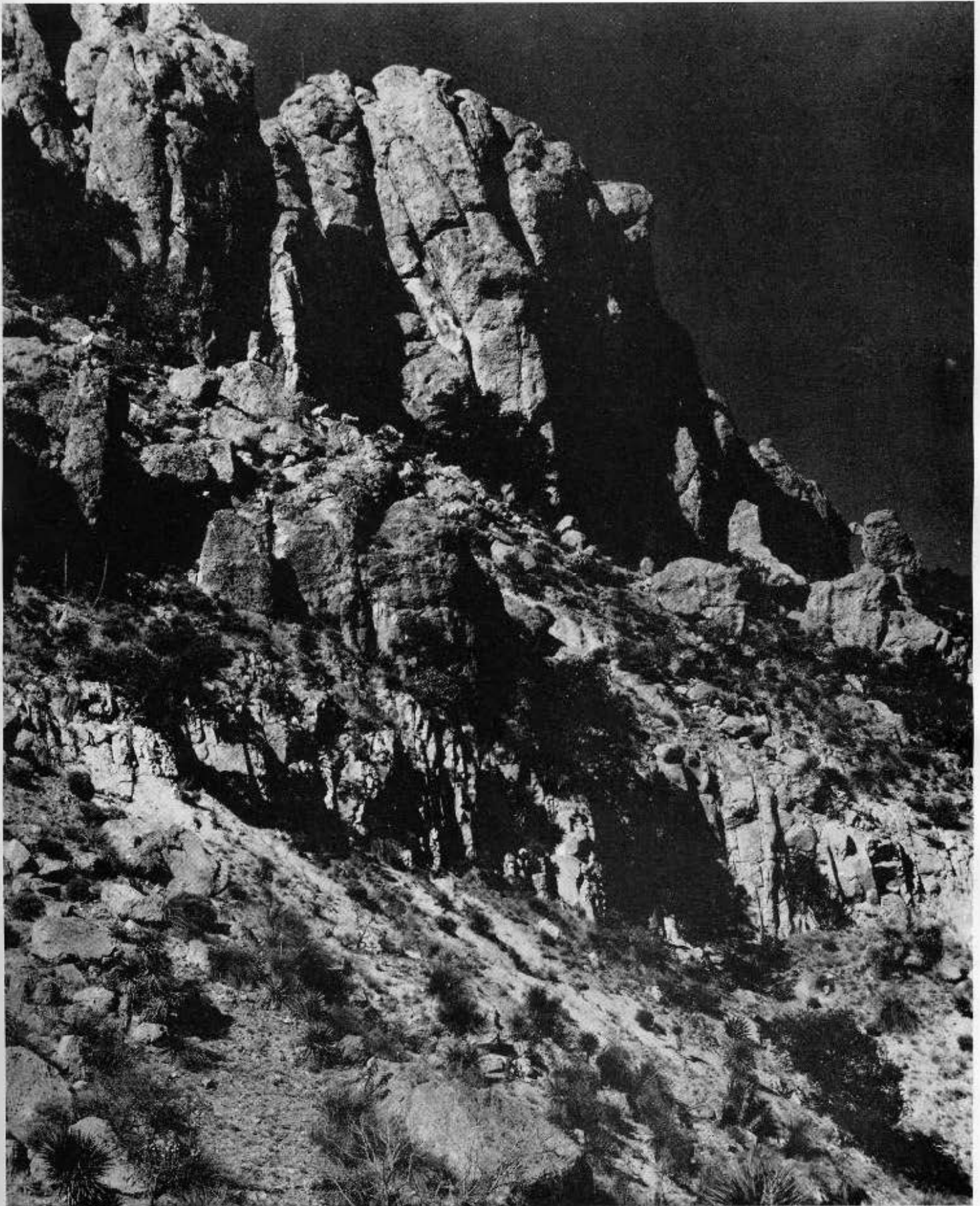


Lt. V. Rosenblum



Lt. F.I. Myers

Squadron VIII





A/C E. Patterson



A/C G. Patterson



A/C J. W. Person



A/C A. Peterson



A/C H. Peterson



A/C E. E. Peyton



A/C B. C. Pinnick



A/C E. F. Popejoy



A/C R. S. Ragsdale



A/C R. F. Regan



A/C E. S. Reno



A/C R. L. Retzlaff



A/C F. O. Revente



A/C S. A. Robinson



A/C R. A. Rohm



A/C G. D. Rosado



A/C A. Rosen



A/C R. K. Ruland



A/C P. R. Salee



A/C E. Samerdyke



A/C A. G. Sanders



A/C N. Shainberg



A/C D. Sherman



A/C H. B. Shields



A/C P. J. Shinnars



A/C J. Shymanski



A/C W. C. Smith



A/C J. W. Smythe



A/C A. Southard



A/C D. Sovereign



A/C H. H. Sperber



A/C S. D. Swanson



A/C G. Swier



A/C J. A. Tilley



A/C E. J. Thor



A/C R. Tolhurst



A/C F. L. Torma



A/C F. Trumbower



A/C R. Turnquist



A/C E. E. Ulrey



A/C H. J. Vammen



A/C K. R. Vandera



A/C B. R. Venable



A/C V. Ventling



A/C P. R. Von Ins



A/C K. W. Voss



A/C M. F. Walker



A/C R. P. Walker



A/C E. A. Wick



A/C J. C. Woolley



A/C C. Zappettini



A/C R. L. Lindsly



"He wears a pair of silver wings."



★
**Cadets
Step
Out**



**With
Stardom**



★
★
★

★
★

Staff



A/C JOHN M. CARAH
Editor



A/C H. M. CHADBOURNE
Features



A/C W. R. CONKLIN
Photos

As the pages of this book draw to an end, the editor wishes to express his sincere gratitude to the Second Mapping squadron of Douglas for the excellent background photographs used throughout the book. . . . To the air base photo section and to Privates Tableporter, Flynn, and Graf of Public Relations office, our wholehearted appreciation is extended . . .

