

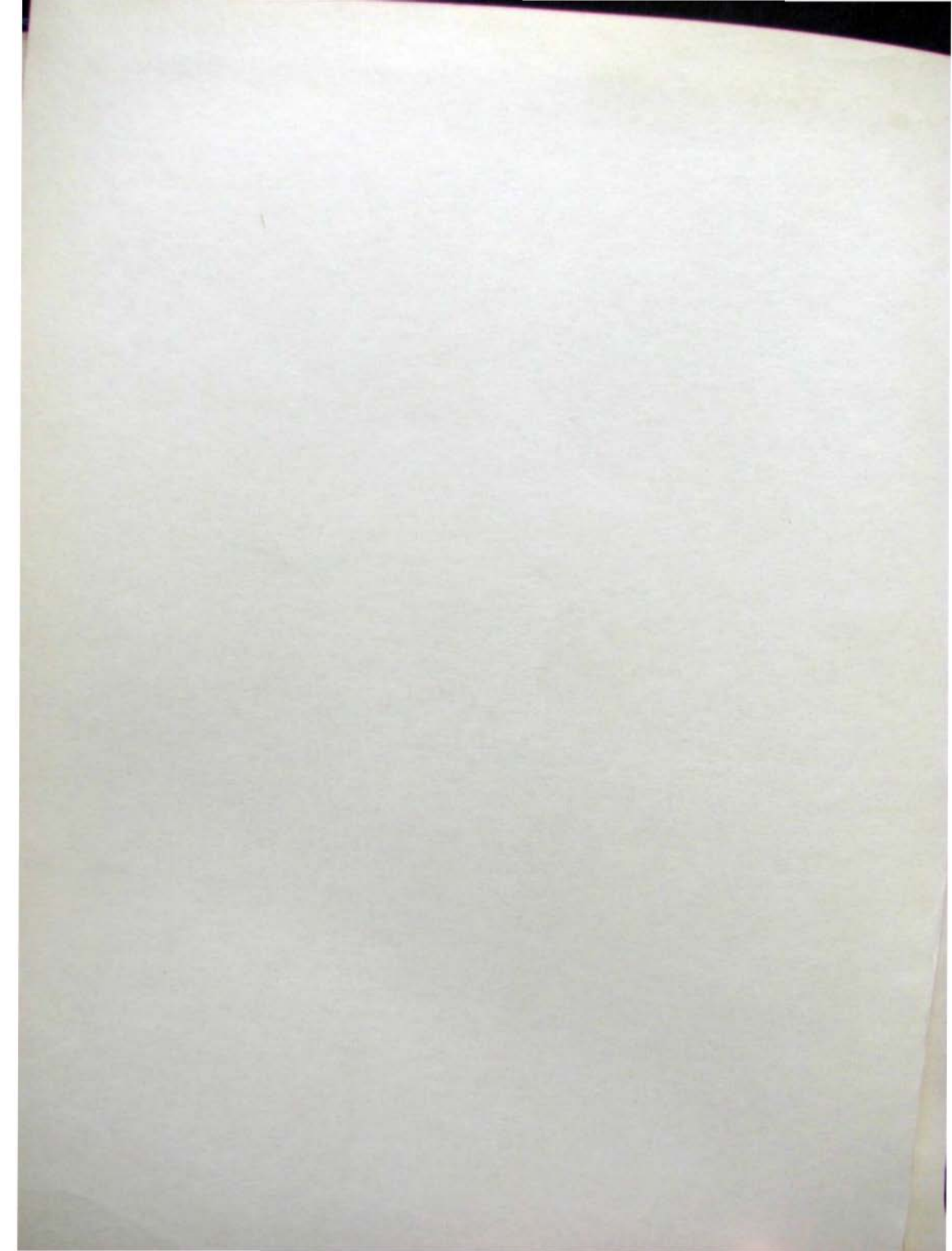
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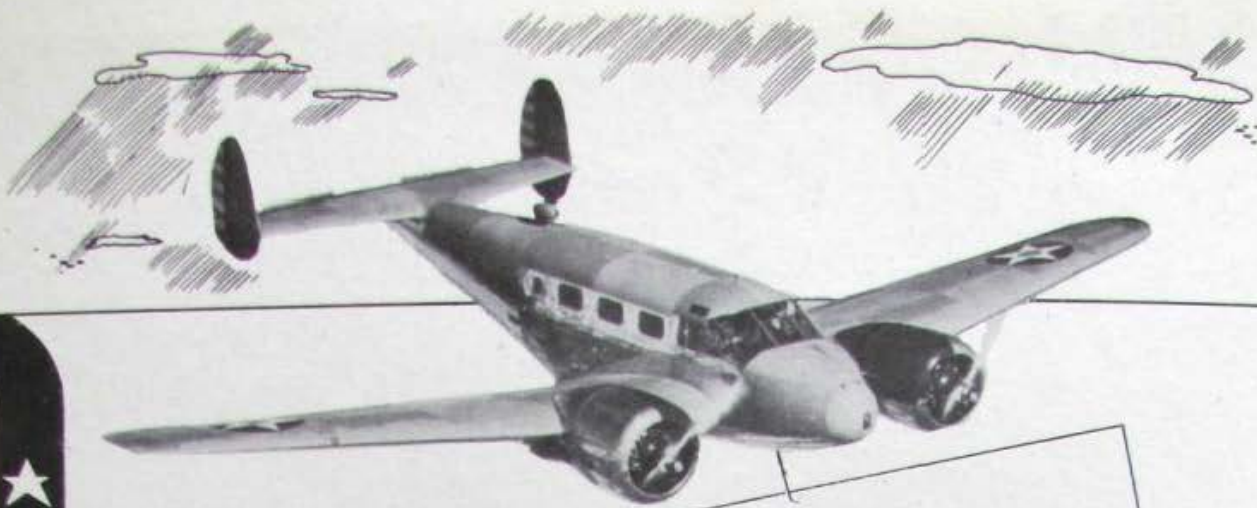
San Antonio

FROM earliest times when the Spaniards settled in Texas, San Antonio has been an army center, and as a result this romantic city has seen the progress of the military from the plodding foot-soldier marching out to meet marauding Apaches, to modern motor-transported and air-borne troops speeding to maneuvers hundreds of miles away.

The village that was once called Villa de San Fernando has always been the focal point for military action, and even today is considered one of the country's mainsprings in the National Defense Program. The Alamo City has had a major share in the development of aviation; from a small beginning at Dodd Field, San Antonio now boasts of the greatest aviation training center in the United States . . . and it is here that Brooks Field, Army Air Forces Advanced Flying School (Observation) is situated.

Today, as 200 years ago, San Antonio is sending trained soldiers out to far-flung posts; some go as fighter pilots, while others go as observers and ground crews . . . all with the same inspired purpose, to defend Democracy, even as the defenders of the Alamo fought to the death for Texas Liberty.





DEDICATION

To those Officers who worked as hard to 'get us through' as we worked to get through; to those guys who sweat out our Check Rides with the Squadron Commander right along with us; to the men who showed us the joys of boring through space and clouds of diving at breath-taking speeds at a tiny earth, of zooming over tree tops and then climbing up, up, up into the 'Wild Sky Yonder'; -to those faithful, untiring men behind the men in combat, our instructors, we gratefully and unhesitatingly dedicate this book.

MAY THEY NEVER RUN OUT OF ALTITUDE!







MAJOR GENERAL GERALD C. BRANT
Commanding
Army Air Forces Gulf Coast Training Center



BRIG. GEN. WARREN R. CARTER, G. S. C.
Chief of Staff
Army Air Forces Gulf Coast Training Center





COL. EDWARD H. UNDERHILL

Commanding Officer
Brooks Field

Administrative Officers



LT. COL. E. J. BRADLEY, Jr.
Director of Services



MAJOR T. L. MCKNIGHT
Director of Maintenance and Supply



LT. COL. R. W. LOWRY
Post Surgeon



MAJOR SAMUEL ADAIR
Flight Surgeon



LT. COL. G. M. LASATER
Station Air Inspector



MAJOR A. W. ROBERTSON
Post Adjutant

Training Department

LT. COL. W. W. HOLMES
Director of Flying



COL. HOWELL M. ESTES, Jr.
Director of Training



MAJOR L. J. CLARK
Director of Ground School



CAPT. S. L. MAYES
Secretary

Flight Training

SECTION 1



CAPT. IVANK. MAYS

1st LT. H. R. PENNY 1st LT. B. R. HOON, Jr.



CAPT. J. B. CHRISTIAN



1st LT. W. H. NEWTON



1st LT. W. R. SCHULER



1st LT. J. L. LAUCK



1st LT. G. L. STANTON



1st LT. F. M. WOOD, Jr.



CAPT. PRODANAVICH

Sections

SECTION 2



CAPT. T. W. DONAHUE

MAJOR JOSEPH E. PAYNE



1st LT. E. L. KITCHENS



1st LT. A. PLEMONS



1st LT. W. C. RICE



1st LT. R. K. PEASE

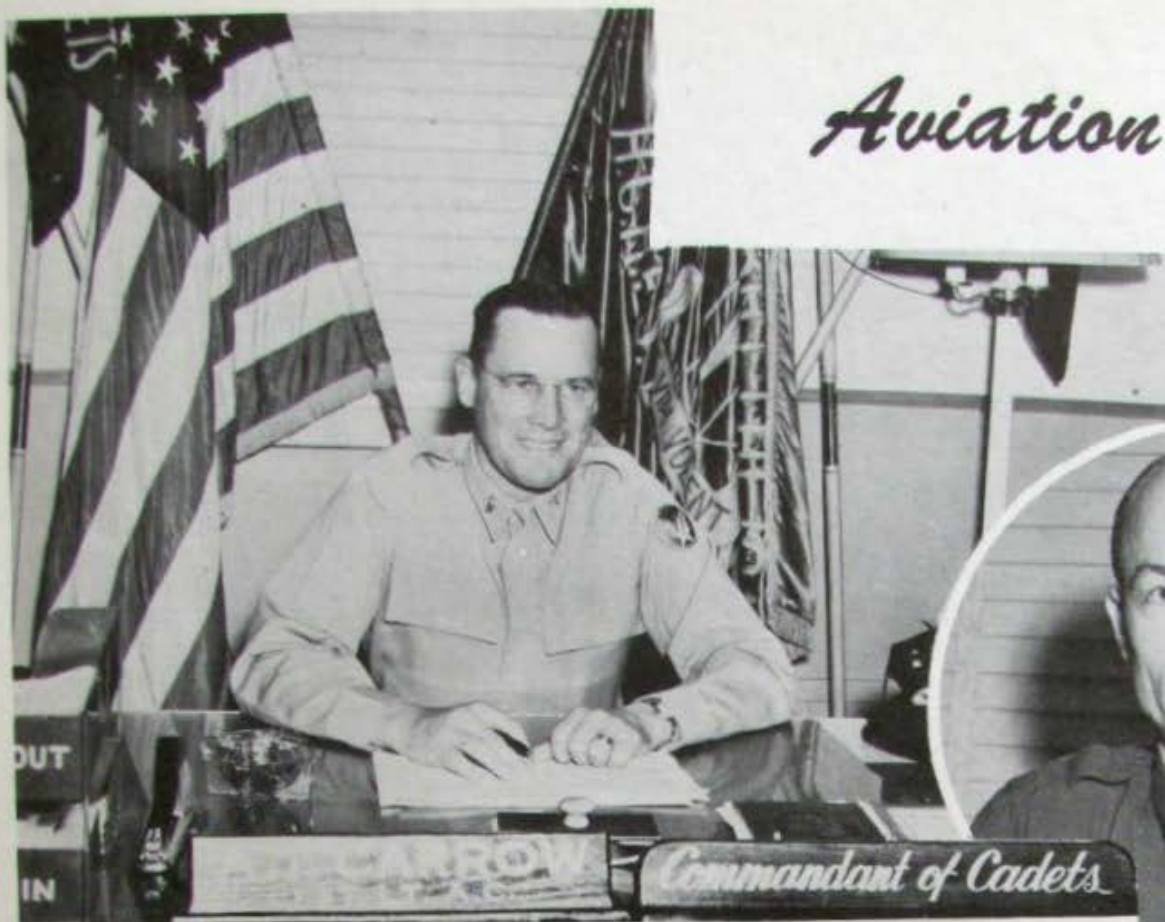


CAPT. V. B. SYMES



1st LT. J. L. CRAWFORD, Jr.

Aviation Cadet



1st LT. ALFRED T. CARROW
C. O. 392 Observation
Training Squadron



1st LT. L. A. HAMILTON
Tactical Officer, Supply Officer



1st LT. H. E. GAGE
Tactical Officer



2nd LT. G. V. BURNS
Adjutant, Mess Officer

Detachment



S-SGT. J. L. WRIGHT



1st SGT. C. R. ADDINGTON



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ELEMENT
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WILLIAM C. ANDERSON

Lajunta, Colorado

★

STANLEY J. ASH

Gilman, Iowa

★

MAURICE G. BALLEW

Eldorado, Kansas

★

HOWARD A. BARTON

Copper Field, Oregon

PERRY T. BANGHART

Milwaukee, Wisconsin

★

GEORGE E. BATTON

Theresa, Florida

HOWARD R. BATHAM

Chico, California

★

RUDOLPH L. BENSON

Worcester, Massachusetts



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Elizabeth, Colorado

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ELVIN V. BISHOP
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Corpus Christi, Texas

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THOMAS H. BROWNING
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Elmwood, Nebraska

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JAMES L. BRUYERE
Rochester, Minnesota

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WALLACE M. BUELL
Seattle Washington



ROBERT W. BURMAN
Tacoma, Washington

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CLEMENCE W. BURNAM
Fort Worth, Texas

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THOMAS G. CAIN
Austin, Texas
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KARUBAH CARNAHAN
Dubberly, Louisiana



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THOMAS J. CASSEDY
Philadelphia, Pennsylvania

★
LEONARD J. CERNY
Milwaukee, Wisconsin



HUBERT K. CHADWELL
Purcell, Oklahoma

★
BEAUFORD CHAMBLESS
Houston, Texas



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 Lexington, Kentucky



WESLEY D. CHITTY, JR.
 Denmark, South Carolina

★
 WILLIAM H. CLARK
 Hammond, Indiana

★
 SAMUEL G. CLARKE
 Charlottesville, Virginia

★

HERMAN O. COLEMAN
 Morganton, North Carolina



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 Inglewood, California

★
 CHRIST J. CONTES
 Chicago, Illinois





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Johnstown, Pennsylvania

★
ROBERT P. CORNWELL
Royal Oak, Michigan

★
HOWARD E. COUNSELMAN
Monroe, Wisconsin

★
MAX B. CREER
Salt Lake City, Utah



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McPherson, Kansas
★
BURTON P. R. CULP
Plainview, Texas

HUGH C. CROWGEY
Wytheville, Virginia
★
EARL J. CURLETT
Xenia, Ohio



BENTON L. CURRY, JR.
Tyler, Texas

★
NELSON E. DAMM
Muskegon Heights, Michigan

★
FRANK J. DAMS
Milwaukee, Wisconsin

★
VERNON E. DANIELS
Norfolk, Virginia



DONALD W. DANFORTH
Brewer, Maine

★
GERALD C. DEINLEIN
Milwaukee, Wisconsin



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Alverda, Pennsylvania

★
HERBERT B. DENNY
San Antonio, Texas



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Downers Grove, Illinois

★
WILLIAM H. DUGAN
Mineola, Texas

HARRY M. DEPEW
Memphis, Tennessee

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WAITMAN H. DIXON
Kingston, North Carolina

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Teague, Texas

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EUGENE G. DOMICH
Ely, Minnesota

RUSSELL N. DRESCHER
Milwaukee, Wisconsin

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ALBERT J. DUGAS
Slovan, Pennsylvania



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Lufkin, Texas
★
THOMAS B. ENGRAM
Hinston City, Illinois
★
HARVEY ERBEN
New Braunfels, Texas



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Fargo, North Dakota
★
JAMES C. FOUST
Temple, Texas



JOHN C. FAULKNER, III
Keene, New Hampshire
★
JOHN L. M. FRENCH
Lewistown, Montana



ROBERT L. HALEY
Fargo, North Dakota
★
NEAL D. HALLMARK
Oklahoma City, Oklahoma

MARVIN GASSTER
Brookline, Massachusetts
★
DEAN C. GILBERT
Cherokee, Iowa
★
WILLIAM E. GRAMLEY, JR.
Plano, Illinois
★
CHARLES D. HALL
Willmette, Illinois

CHARLES R. HALL
Harrisburg, Pennsylvania
★
FREDERICK W. HASSETT
Pittsburgh, Pennsylvania





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 Dallas, Texas
 ★
 WILLIAM P. HETTINGER, JR.
 Aurora, Illinois
 ★
 MAURICE R. HOOPER
 Anderson, Indiana



GEORGE C. HORVATH
 Irwin, Pennsylvania
 ★
 JOHN W. KNAUR
 Dennison, Texas



EDMUND C. JOHNSON
 Washington, D. C.
 ★
 JAMES T. LANGSTON, JR.
 Houston, Texas



ERNEST D. MAHAN
Wilburton, Oklahoma



ROY E. McCLEARY
Dixon, Illinois



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Giddings, Texas



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OLIN B. OLIPHANT
Mathews, Georgia

LLOYD R. ORR
Gower, Missouri

VAN D. OLMSTEAD
Flint, Michigan

NEIL M. PALM
Minneapolis, Minnesota





WORD H. PAYNE, JR.
Gainesville, Texas

★
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Rushtown, Ohio

★
JOSEPH M. PEERY
Golden, Colorado



JOHN A. PENNINGTON
Houston, Texas



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Pierre, South Dakota
★
MARVIN W. RATHFELDER
Wilmington, Delaware

CHARLES W. PITTARD, JR.
San Antonio, Texas
★
CHARLES C. READ, JR.
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Rockford, Illinois

★
ROBERT J. REIERSON
Madison, Wisconsin

★
RICHARD W. REINER
San Antonio, Texas

★
THOMAS E. ROCHE
Houston, Texas



ROBERT C. RICHARDSON
Lovell, Wyoming

★
REX E. SANDERS
Liberty, Missouri

HERBERT L. ROSS
Willis, Texas

★
JOHN C. SCHUETT
Woodstock, Illinois





EDWARD O. SEALINE
Stratford, Iowa
★
ROGER W. SIEGWORTH
Hudson, Illinois
★
JAMES W. SIMMS
Hinton, West Virginia



VINCENT W. SOUTER
St. Paul, Minnesota
★
JAMES C. SPRINGER
Rock Island, Illinois



JOHN R. STONE
Duluth, Minnesota
★
RONALD W. STRAW
Flint, Michigan





HAYDEN G. WILCOX
Minneapolis, Minnesota

WILLIAM V. TANNER
Gainesville, Texas

★
LUCIEN W. TATUM
Fort Worth, Texas

★
JACK THORP
Des Moines, Iowa

★
JOSEPH G. WAETZMAN
Philadelphia, Pennsylvania

★
ROBERT R. WAGGENER,
Casper, Wyoming

★
CARL E. WEINERT
Chicago, Illinois



JAMES E. WAKEFIELD





LT. J. ROYDEN STORK 41-E; LT. ROBERT J. MEADER 41-E; LT. KENNETH W. SAXHAUGH 41-G; LT. PHILIP L. WILLIS 41-F; LT. DONALD D. ROBINS 40-H; J.T. HAROLD F. WATSON 40-C; LT. KENNETH M. TAYLOR 41-C; LT. GEORGE S. WELCH 40-F; LT. WILLIAM S. WATSON 41-F



Sorry for him! Woe unto the O. D. who has to serve on Friday, 13th! But is table "13" unlucky . . . Not on your life . . . take a look at that smile.

chow



NO DESCRIPTION of our life here at Brooks would be complete without mention of the mess hall. Shown here are several views of the interior and of the capable staff at work. A staff of seventeen waiters is busy during meals to keep "seconds" flowing from the kitchen to the plates of ravenous cadets. The finest foods obtainable are prepared with skill by long experienced chefs and bakers, and each meal is carefully planned to assure hard working cadets their necessary vitamins, fats and proteins. Without fail, we can depend on some kind of delicious pastry every day from the mixing bowls and oven of Cpl. Surma.

In charge of the mess hall is Sgt. Marr, with Mr. White as his assistant. Among other things, our own Lt. Carrow is also mess officer and deserves a major portion of the credit for making our mess the best on the post.





Stand-by

LEADING the parade of Cadet dislikes is the weekly Stand-By. No other duty brings quite the same feeling of expectancy and dismay as does that call, "Stand-By for personal and barracks inspection."

Preceding the Open Post day, inspection isn't so bad, but when it comes the day after Open Post, the accumulation of a week's dust on ledges, and the helter-skelter foot lockers and wall lockers WOW!

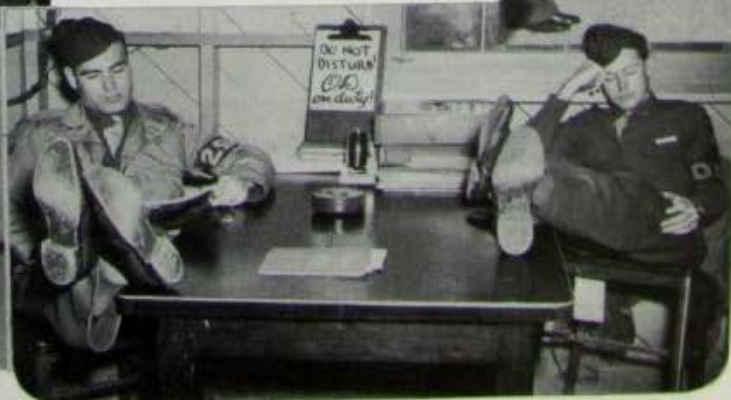
Usually the busy cadet is allowed all of thirty minutes to check the final appearance of his area, which includes mopping his floor, washing ledges, dusting wall and foot lockers, orderly arrangement in a prescribed manner of the contents of both lockers and drawers, buttoning all buttons, making his bed, and shining his extra shoes; also, he must be closely shaven and his personal appearance must be up to regulation standards.

Finally the hour arrives, "Stand By for Military Training," and each cadet moves to the foot of his bed and stands awaiting the appearance of the Tactical Inspecting Officer.

Suddenly the call to attention in the lower floor brings all talking and movement to a halt upstairs, followed by a hurried disposal of half-smoked cigarettes and candy wrappers. These articles are usually stuffed in an empty pocket on the far side of the locker; then with a fervent prayer that no small detail has been over-looked the eager gadget awaits his destiny.

A step on the stairs "He's Coming." "'Ten-shun!" And with a click, the subjects freeze. With never a smile never a word, the Boss inspects, looking under the mattress, in barracks bags, under hats, measuring the sheet fold on the bed, rubbing ledges, his eagle eyes miss not the tiniest speck of dust or unauthorized articles. Now, he's stopped by Smith's bed; "What's this in that barracks bag? Can't be dirty shirts Oh, no unshined shoes?" (Smith groans in agony while the first captain writes in the little Black book. "There goes my first class privilege for next week!")

"Rest" comes the command, as the final survey is ended and with a sigh of relief or a groan of dismay, each man sprawls on his bunk either assured of no demerits or resolving never again to hide shoes in his barracks bag.



**Brooks Field Advanced Flying School
Blind Flying Department**

TRUE
MAGNETIC

← 310°

130° →

N

161° →

← 25°

A

THIS H.P.
MUST BE
A MISSING
LINK

BROOKS
FIELD
ELEV. 585'

71° →

A

SAN ANTONIO-254
ZN ----

Diploma

← 341°

Maneuver Manifesto
True Padeout
Close in Padeout
Instrument A

Approved and guaranteed
under CAVIL conditions

Attested and awarded this
clear day of July 1943

Director of Training

Flying Officer

134° →

109°

261°

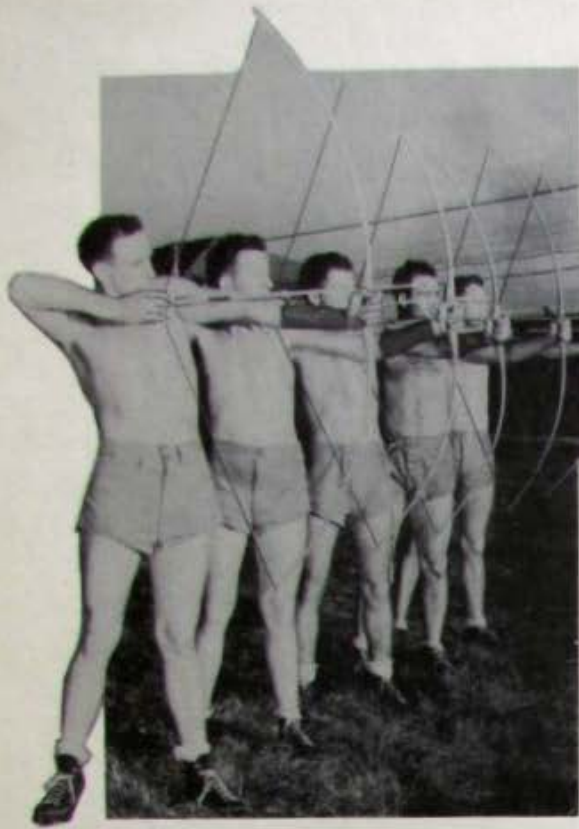




SPEAKING of beams, there is a device called the "hood," which when pulled over the cockpit of an aeroplane removes all the joy of flying. It confines our range of vision to an instrument-cluttered panel.

These instruments go into strange gyrations every time a voice says, "you have it." We are taught to climb, turn and descend merely by watching these instruments. With the aid of radio we then take up flying the beam under the hood. This is simple on one side we get DIT DAH and on the other DAH DIT; right on the beam there is a steady tone. After 15 minutes of DIT DAH and DAH DIT it all sounds the same and we find ourselves bracketing the wrong side.

Usually the altimeter is slighted in our struggles to stay on the beam but it doesn't stand still; what we think are level turns include climbs and dives that would thrill a carnival crowd. The volume builds up to a deafening roar in our ears until it reaches a peak and falls off to nothing, indicating we are in the cone of silence over the station. Happily, we come out from under the hood and head for home.



To those who have not been initiated, and those who in future years may wish to look back upon us, to judge or to praise "those good old days," I wish to draw a word picture of our physical training program during our training period here at Brooks.

For every effort there is a definite reward. You merely present yourself at the gym, a converted hangar, where mechanical conditioning has given way to physical conditioning, and "lo and behold" there stands a good old southern ducky asking "apple or an orange, please." Yes, every individual is given one fruit or the other every day at the beginning of the period. The boys all look forward to this little treat with anxiety. We are then given ample time to enjoy this bit of thoughtfulness. The whistle blows and we fall in on our designated numbers. Immediately and without confusion, we take our places for calisthenics. "The first exercise will be done in this manner," . . . "Position of exercise, move," . . . "In cadence, exercise." And so it goes. "Randolph Shuffle, Knee Cracker, Dive Bombing, Body Bends, etc.," a minute number of the various exercises experienced. While we're here in the gym let us look around and see what we can see. In one corner we find weights. Weight lifting makes old men feel young and young men's biceps to be proud of. The muscles he puts on those biceps may be just the thing he needs to pull "Old Bessie" out of a power dive and the ones he adds to his stomach may eliminate the black out that would have possibly cost him his life. The mats for tumbling, oh yes, they're in the other corner. Tumbling takes off those curves that women so often worry about.

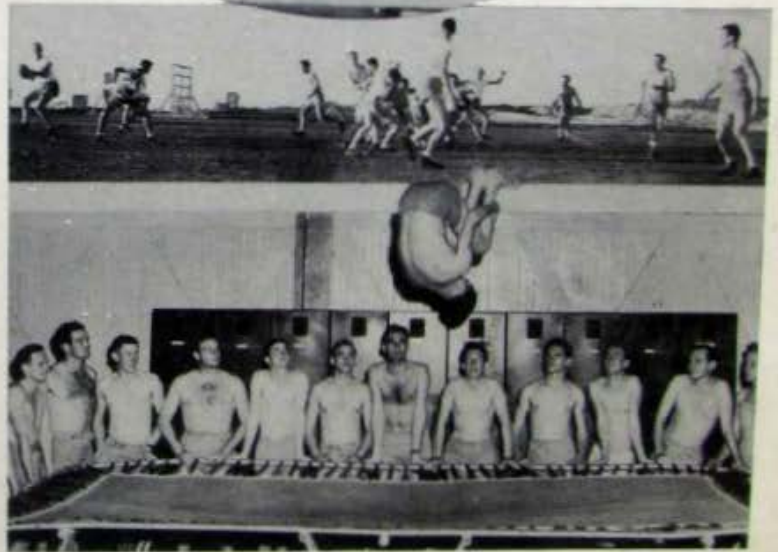


HOLMES
PHYSICAL TRAINING DEPT.





Then we have the chinning bar, the punching bag, the trapeze, the climbing rope and numerous other electives on which one may participate. We have the old art of fencing for the novice who is interested in the different means of defense. For the man that needs a few pounds less here and there and wants a hard and fast game we also have handball. There is nothing better than the trampoline for developing a good sense of balance and timing. For diversion relaxation, we have baseball, football, basketball, volleyball, in which we all must participate. Each one calls upon different muscles working efficiently to carry out their proper execution, therefore neglecting no part of the body. And last, but not least, we have the obstacle course, the one thing any man in any arm of the service can tell you about. When the army developed this "bit of a back-ache" it was truly done by a stroke of genius. I find a failing in words to describe it, just look below and you will see an idea, really a fact (and after you attempt it once it will remain a fact to remember) that all muscles respect, for in conquering those obstacles every one is called upon to do its part. And it still remains that for the individual as for the nation, "it is essential that we combine certain sets of qualities, which separately are common enough, and, alas, useless enough." We must strive to co-operate and to do this we must coordinate efficiently in mind and body, in heart and soul, one for all and all for one. (THE GOOD OLD U. S. A.)



Gideon

"THE LITTLE MAN WHO WASN'T THERE"

"OUR MASCOT"



GIDEON, Brooks Field's own gremlin, is the little man who gets the blame when aviation cadets are careless. Gideon is regularly accused of:

- changing flight plans while cadets are day-dreaming.
- potting out on foot lockers right after they've been dented.
- damaging carefully packed parachutes.
- untying shoestrings of cadets' shoes after they've been properly tied.
- rolling flaps down while cadets taxi.
- putting props in high pitch on the take-off.
- flashing the red light when cadets know they have plenty of gasoline.

..... EN, EN, EN, EN, EN, EN, EN, EN, EN, EN.



Here and There About Brooks Field

1. An efficient M. P. squadron assures public safety on the post.
2. Always on the alert! The guardians against demon fire!
3. H-m-m . . . A little fever once in a while aint bad!
4. Load it on your back, mister, and be on your way.
5. The Chapel is a house of worship for all religions.
6. Not monkey-business, but the serious business of gas mask drill.





THINGS
WE LIKE TO
REMEMBER





THE BOYS WHO *Really* "KEEP 'EM FLYING"

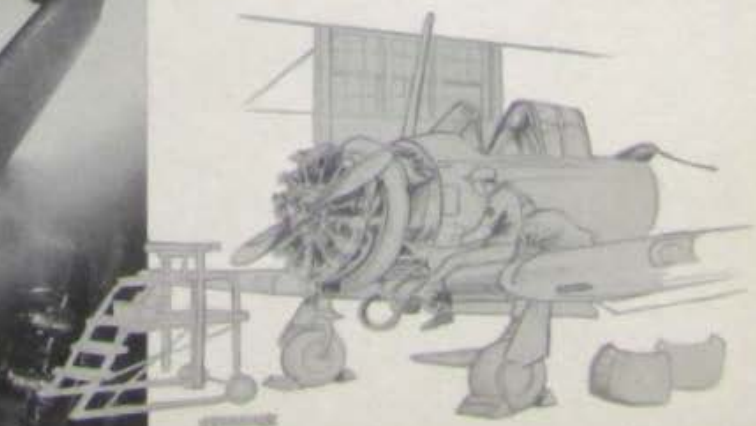
THE importance of the Airforce Mechanics can never be over-estimated. The very backbone of man's supremacy over the air is the endless efforts of the tireless, hardworking, grease monkey.

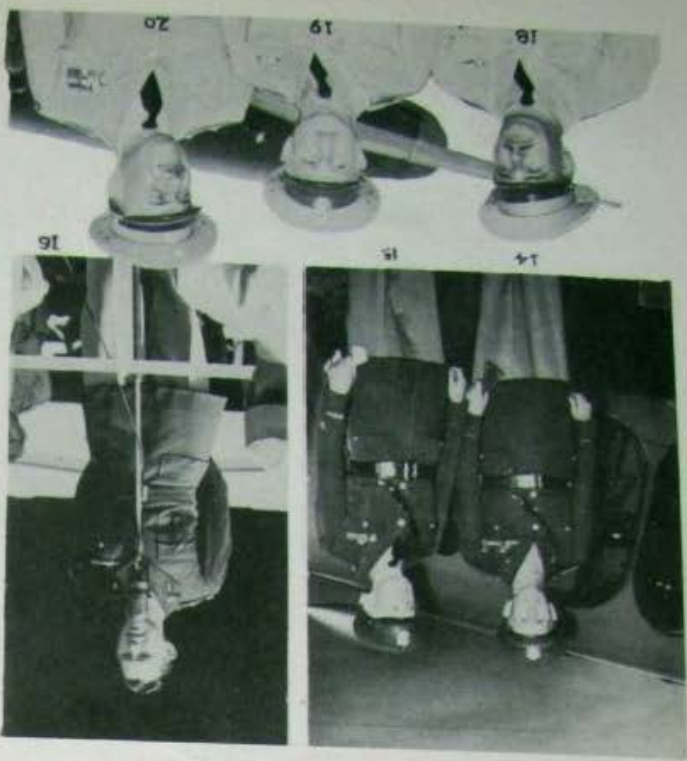
No other single group of men is as indispensable to our cadet training as the Ground Crew. Upon their shoulders, their greasy hands, their well-trained minds and their tireless endeavors rest not only thousands of dollars worth of fine equipment, but the very life of the pilot.

From the preflight inspection, made long before the cadets are awake in the morning, until the daily inspection made after the last weary night flier has gone to sleep, these conscientious soldiers carry on. Every intricate part, from the prop to the tail wheel is personally and carefully examined to assure absolute mechanical safety. Just one careless mistake, just one faulty connection, be it ever so minor, the plane may be lost and with it another of America's finest sons . . . a pilot.

No other endeavor is so intolerant of carelessness as flying; and the Army Air Forces Mechanics realizing this, never slacken, nor relax. An innate love of mechanics, coupled with a desire to be close to the men that fly, is essential in any ground crew. No greater group of immortal heroes, though their praises are seldom sung, their labors always taken for granted, and their rewards intangible, is so deeply concerned with their handiwork, and nothing can make them so happy as a word of appreciation from the cadet when he crawls out of the ship, and finds the crew chief waiting . . . the first man he sees when he returns from a flight.

They don't need rewards and medals. The sweetest satisfaction in the world is theirs when they hear the regular, powerful purring of the engines, and the assurance that the pilot, seeing the crew chief's name on the Form I, is confident that everything humanly possible has been done to keep him flying.





1. GENERAL LESLEY J. McNAIR
2. GENERAL WALTER KRUEGER
3. MRS. DWIGHT D. EISENHOWER
4. IRVIN S. COBB
5. GENERAL PATRICK HURLEY
6. MAJOR FRANK P. BOSTROM
7. GENERAL FRANK P. LAHM
8. COLONEL STANTON T. SMITH
9. GENERAL GERALD C. BRANT
10. GENERAL LESLIE J. McNAIR
11. COLONEL OVETA CULP HOBBY
12. ADMIRAL ANDREW CARL BENNETT
13. SENATOR TOM CONNALLY
14. GENERAL GEORGE C. MARSHALL
15. GENERAL H. J. BRES
16. COLONEL HARRY A. PORTER
18. LT. COL. LUIS RIVAS LOPEZ
19. GENERAL OF DIVISION GILBERTO R. LIMON
20. GENERAL OF DIVISION FRANCISCO L. URQUIZO

(Names Given Below)

*Can you name
these distinguished
Brooks Field Visitors?*



Happy Landing

E. H. Underhill

Col. A. C.



