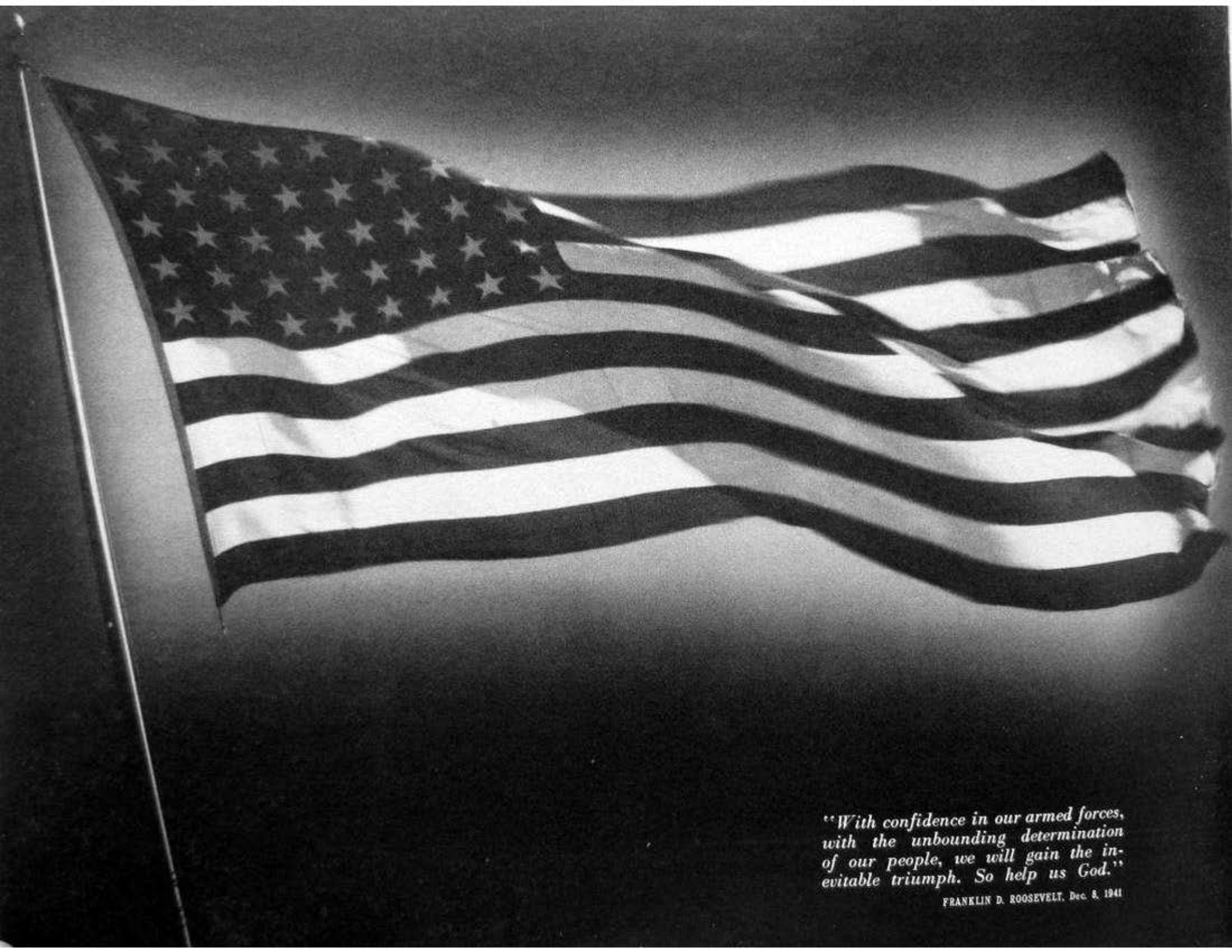


Ed. E. M. Stewart Jr.



Ellington Field

CLASS 43-E



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

FRANKLIN D. ROOSEVELT, Dec. 8, 1941



The President of the United States



COLONEL W. H. REID
Commanding Officer Ellington Field



Col. Walter H. Reid, a 5000-hour pilot, who is the commanding officer of Ellington Field, was born May 17, 1890, at Hatfield, Missouri. After attending the University of Missouri, he entered the Army on September 12, 1917. On November 27 of that same year he was commissioned in the Infantry Reserve.

His distinguished military career has been closely interwoven with Ellington Field for a quarter of a century.

The colonel first came to the post in March, 1918, for bombardment and gunnery training after graduating from World War I flying school at Kelly Field, Texas. After the war, he was sent to Chanute Field, Illinois, for specialized training, thence back to Kelly Field.

In 1920, he returned to Ellington Field, remaining for about two years. Then after serving at several other fields and for three years in Panama, Colonel Reid was again assigned to Ellington in 1926 as an instructor for the old 111th Observation Squadron of the Texas National Guard. He was in command of the field when fire razed the last of its wooden buildings in 1927, and he remained in Houston as commander of the 111th until 1931.

It was early in 1941, after serving at several other fields, that Colonel Reid came "home" once more to Ellington Field as its commanding officer. Under his ceaseless and energetic direction, the field has been transposed from a spot on the map to one of the finest aerial training schools in the world.

The class of 43-E is indebted and grateful that they have had his capable administration during their cadet training.



MAJOR JOHN F. PAYNE
Director of Flying



LT. COL. ROBERT L. JOHNSTON
Director of Training



MAJOR WILLIAM P. BARNEY
Director of Ground Training



LT. HANNIBAL H. SCOTT
Personnel Officer of Aviation Cadet Detachment and Secretary Advanced Flying School



CAPT. HARRY L. LOGAN
Commandant of Cadets



CAPT. RALPH H. MARTIN
Senior Tactical Officer



LT. CHARLES D. FORD
Tactical Officer

Capt. Harry L. Logan resigned an executive post with a Pacific Coast Oil Company to enlist in the army as a private February 28, 1941. Through competitive examination he was selected to attend the Infantry Officers' Candidate School and was commissioned as second lieutenant July 29, 1941.

Three weeks after war was declared, Captain Logan was transferred from the 40th Infantry Division to Ellington Field. In June of 1942 he was assigned to the cadet detachment as adjutant and succeeded Captain Dawsie L. Echols as commandant of cadets.



LT. ALLEN W. BROOKES
Supply Officer



LT. JAMES HOWARD, JR.
Tactical Officer



LT. DAVID D. BEARDSLEY
Tactical Officer



LT. BERNE GLAZENER
Tactical Officer

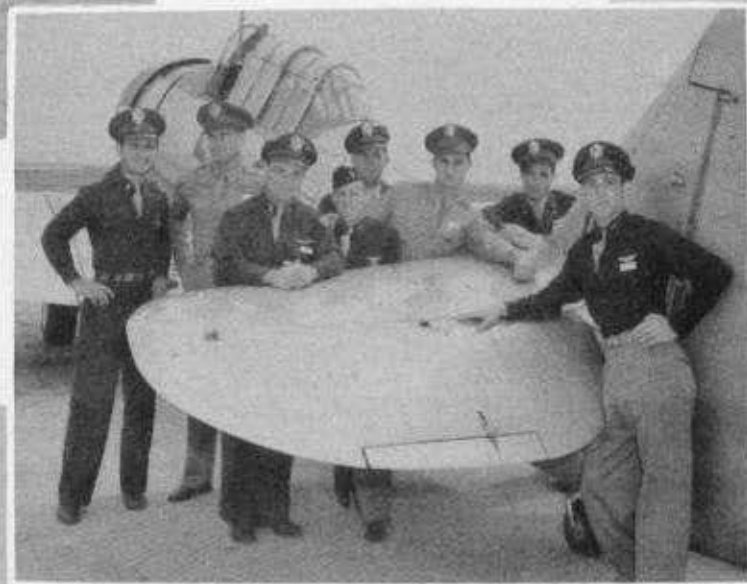
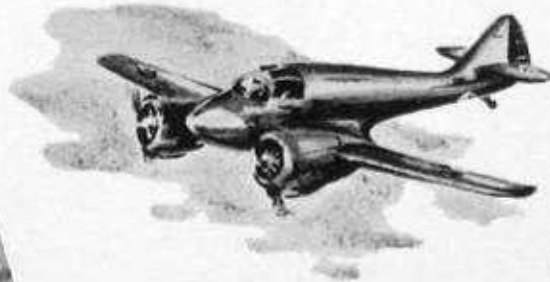


GROUND TRAINING INSTRUCTORS

Left to right: Pvt. William D. Coons, Lt. B. Still, Sgt. J. J. Valter, Lt. Paul Davis, Pvt. J. F. Galavin, Lt. Thomas V. Campbell, Pvt. E. L. Conaway, Maj. W. P. Barney, Pvt. E. L. Chase, Lt. E. O. Thedinga, Corp. K. G. Martin, Lt. C. J. O'Neil, Pvt. N. S. Gorst, Lt. R. C. Langford. (Abrupt film curtailment has necessitated use of old group picture which omits the following instructors: Capt. C. L. Tillinghast, Lt. A. D. Rippey, Lt. Arthur Nash, Sgt. S. P. Lichty, Sgt. E. J. Fenchak, Sgt. A. C. Pettman, Sgt. T. H. Peterman, Sgt. J. G. Meyers, Corp. H. C. Henry, Corp. W. H. Kirk, Pvt. L. C. Ritchey and Pvt. Durard S. Stewart.)



Gunnery and Flight Instructors of 43-E



LT. ERIC LAMAR ELLINGTON



Portrait of flier for whom Ellington Field is named. A pioneer in military aviation, he died in the crash of a pusher type plane at San Diego, Calif., on November 24, 1913.



"Ellington Field! An airplane glistened in the opalescent rays of a sinking sun. Its wings gleamed — sinister in a suggestion of menace, yet resplendent as an iridescent silhouette against a canopy of clear turquoise.

Awed by the beauty of the scene as the ship droned its flight across the sky, the spectators stood fascinated. Suddenly the plane started to writhe, then like a wounded bird, whirled its way earthward.



As the sun sank into the western horizon, as if in silent tribute to the tragedy, the lifeless form of a boy was lifted from the wreckage of the ship. He was Lieutenant Ellington.

Ellington was among the first army officers to brave the uncertain elements of the air. His fate at that time was inevitable, according to cynics, but for his devotion to flying, an enduring monument has been erected to his memory."

—Written for the 1918 Ellington Class Book by Lieut. Joe Stack, then stationed at Ellington.



History of 43-E

For all things there must be a beginning and 43-E, different though it has been in many ways, was no exception.

On the 8th day of September, 1942, it reared its fledgling head at the San Antonio Aviation Cadet Center. Reared it to the heat of a Texas sun who benignly blessed it with a nine-weeks' course at Pre-flight School. A nine weeks where they separated the men from the boys. A nine weeks where Joe Blotz, the civilian, became a soldier. A period of time where Blotz of Brooklyn learned that to a Tack Officer a parade on Saturday morning meant the same thing as a sight of the Dodgers to Joe. A time when the guys let their hair down to the tune of a GI haircut—How to "Hit a brace," a phrase which has haunted many a dream.

Yes, 43-E learned many a valuable lesson in those nine YEARS. They learned that in the army there is but one answer for everything, "No excuse, Sir." They formed habits that make for future officers and they formed the spirit that made them not just another class, but 43-E.

And then that day in early November when we piled into trucks, buses, and trains for that trip to Primary — for that dreamed-of place which we'd almost given up hope of ever seeing. They bear mention in our history for they were our biggest step on the highway to the sky. Avenger Field, Corsicana, Pine Bluff, Cuero, Coleman and Uvalde, schools where many of us took our first rides and where Joe Blotz blossomed out in a "Hot Pilot" scarf the day after he soloed.

Our instructors were our "gods." "Gods" who pleaded and begged and beat our knees with the stick. "Gods" who lost ten pounds and five years off their lives while Joe was dreaming of that H. P. scarf he'd be wearing tomorrow. They were a great bunch of guys and we'll never forget either them or the flying lessons they instilled in us.

Ground school had its real beginning during that period and Joe Blotz learned what made an engine run, how an airplane managed to stay up in the air and how aerodynamically it could recover from a spin Joe didn't like to do anyway. Navigation in thirty easy hours and then that final cram for examination. Aircraft identification and Joe knew something besides a P-38.

But loops and snap rolls came to an end and as H. P.'s who could really fly we left for basic training. To Greenville and Waco, to the "West Point of the Air," Randolph Field. And so began another nine weeks where Joe, who had thought he was hot as a firecracker, began to realize how really cold he was.

A real ship, this time, with a four-fifty horse engine, quite a jump from the one seventy-fives. Our first cross-country hops, night flying and a two-way radio which still tempts many a potential "Crosby." Formation and instruments were introduced and Joe climbed into his first Link trainer. Still feels like a hero when he loses only a thousand feet in a ninety-degree turn.

And then that day the Squadron C. O. asked us to make our choice between pursuit and bombardment. It was an easy choice for the more intelligent — if one engine was good, then two must be better and Joe, well, Joe went to Ellington.

Ellington Field, the last step on the way to those silver wings. Joe will always remember that first ride and landing in an AT-10 and how he bragged that he only bounced her three times. And for the first time Joe was first in command and the co-pilot was another cadet.

Gunnery on the Gulf — Skeet shooting and the fun of missing those elusive birds and then an AT-6, to himself Joe had to admit that pursuit might have had its moments.

The finish of ground school under as fine a bunch of instructors as we ever had. Courses in Air Forces and Bombing, Gunnery and Naval Identification, Joe finds himself missing 'em after the first five weeks.

And then came that day that for some eight and a half months we had been working toward. A day when "Mister" became "LIEUTENANT"!

On the 24th day of May, 1943, the Joe Blotzes of 43-E were appointed officers in the United States Air Forces, their proudest moment, the pinning on of those silver wings.

Like the classes before them, their history is not complete. Like those before them, 43-E shall leave much to be written on the air fronts of the world.

WILLIAM A. HAMILTON



ELLINGTON'S HISTORY . . . 1917-1943

"It is all over. You represent the finest of aerial fighting men, moulded from the flower of American youth. The net result of your work here will be seen every day over the battlefields of this warring world.

"Men of Rantoul, of Belleville, of Dayton, and other aviation cadets, who have come to us from other fields, I am confident you will battle gloriously. I bid you Godspeed."

The prophetic speaker was Lt. Col. John Curry, the first commanding officer of Ellington Field. The time was in January, 1918. The occasion, the graduation exercises of the first detachment of Aviation Cadets ever to be commissioned at Ellington.

A quarter of a century later, the Aviation Cadets of Class 43-E have sprouted their "wings". They, too, after several weeks of "scrimmage" with combat training units, will be prepared to go to work — booting the big B's over enemy targets.

May they acquit themselves as gloriously as that first detachment of Aviation Cadets, many of whom made enviable records overseas! Included among that early day class were Cook, Gilcrest, James, Gelwicks, Mather, Peterson, Searle, Calef, Raiston, Farmer, Davies, Scheffield, Baez, Markel, Nelson, Hollingsworth, Williams, Parson, Tanner, Braun, Parker, Nolan, Hanson, Melick, Mason, Holmes, Bowles, Johnson, Grethen, Collins and Ernst. Their deeds are part of the proud heritage of Ellington Field.

Turning back the pages of history to the disheartening beginnings of Ellington Field, a quarter of a century ago, we are impelled to pay glowing tribute to the vision, courage and ingenuity of its pioneer figures. The field's notable achievements in aviation and its magnificent role in World War I are a constant source of inspiration to Ellington's personnel and fighting men of today.

Now squatting solidly on what was grazing land outside Houston, Ellington Field was first selected as a flying school in September, 1917. It proudly took its name from Lt. Eric Lamar Ellington, a pioneer in military aviation, who died in the crash of a pusher type plane in San Diego, Calif., on November 24, 1913.

Within a record time of two months the first Ellington was made — a two unit training center of sprawling barracks and flat flying fields on what had been cow pastures — after a siege of bad weather topped off with labor disputes. Then as now, the will of a people to overcome adversity conquered.

The newly recruited mechanics and flyers battled mud and water to get the rickety old OX-5's and DeHaviland bombers into the air — and into history. Planes

and more planes began to arrive and soon the field was keyed to the tempo of a nation at war.

Ellington's progress was unprecedented. Her contribution in trained men and new ideas that blazed the way in successful aviation combat tactics, gave the field a vital role in the war effort.

By the time the Armistice was signed in 1918, it had nearly 300 planes, two dozen hangars and a personnel of nearly 20,000 men. Foreign officers declared it excelled any training school in Europe.

Ellington was the first field to adopt an extended bomb raiding trip, flying in formation. It was the first to take up long distance cross-country flights. Ellington originated night flying with the calcium light and was the first to introduce girl canteen workers at the field. Columns could be written on the many plans and unique ideas launched at Ellington during World War I.

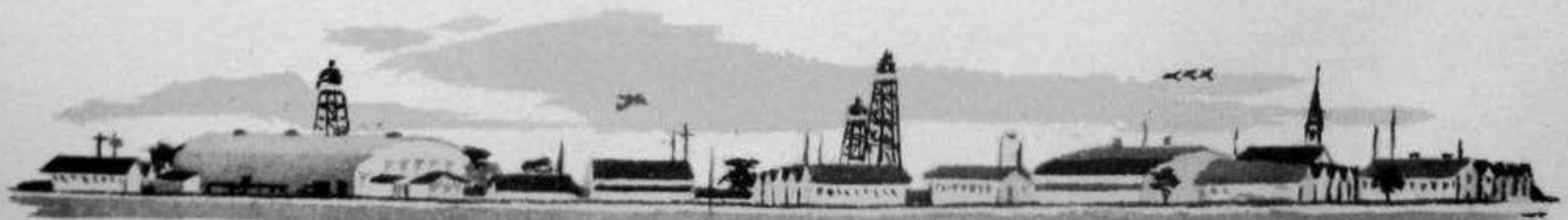
With a world wearied in 1919 and 1920 by a war that was to end all wars, Ellington went the way of many other army camps late in 1920, when it was closed by the War Department. It was reopened for short periods in 1921 and 1923, but wrecking operations were begun in 1925. The government leased the land to ranchers and Ellington reverted to a cow pasture.

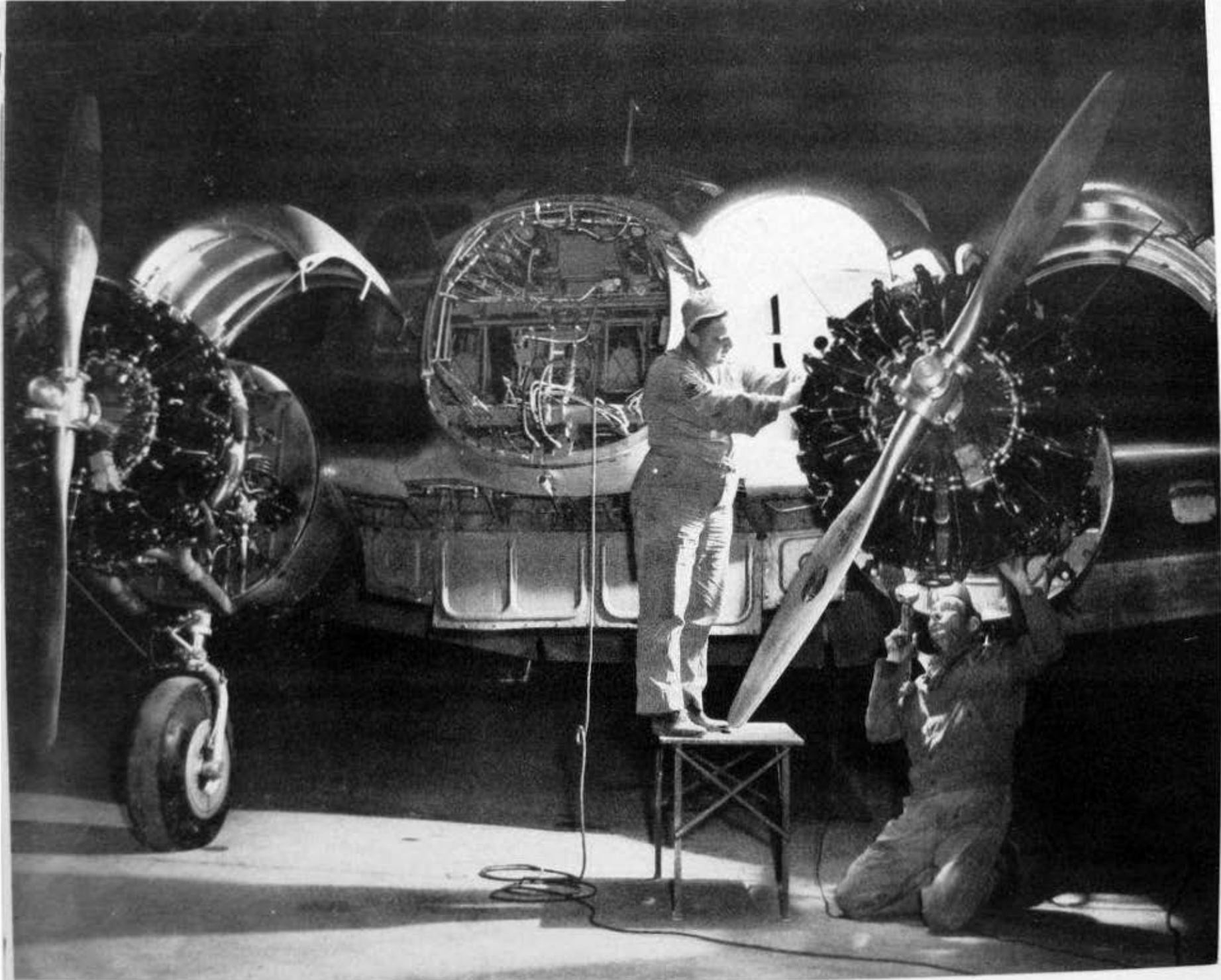
Then new birth came in 1940, when Ellington Field was reopened by Congress. The field sprang to new life and now is a sprawling maze of runways and barracks, a bustling city of thousands of men, busily training in classrooms and in the air for combat duty on the war fronts.

Out of the haze of smoke from oil refineries and war-gearred tool factories, single and twin-engine planes roar through the skies day and night — flying alone, flying in formations, going to and coming from "missions" over enemy targets. The ramp roars around the clock while ground crews tune up the ships. Dull brown Flying Fortresses and medium bombers slip out of the sky for a short visit and are gone again.

Ellington has risen again and with even greater vitality, to answer anew the needs for wartime manpower. Thousands of her brave sons again are answering their country's call for fighting men to make the world safe for peoples who want to be free and live in peace.

A new chapter in which Class 43-E is included with pride is being written in Ellington's great tradition.





They keep them flying . . .

43-E Roster Begins . . .



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*Henry G. Thomas
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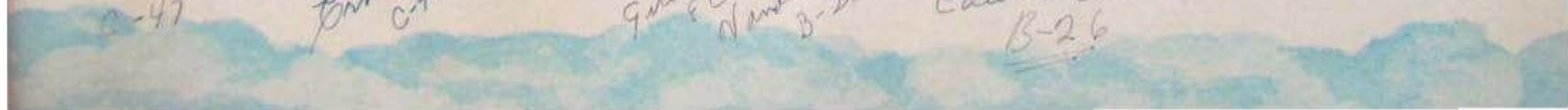
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ARMY AIR CORPS SONG



Off we go into the wild blue yonder,
Climbing high into the sun;
Here they come, zooming to meet our thunder,
At 'em boys, give 'er the gun!
Down we dive, spouting our flame from under,
Off with one helluva roor!
We live in fame, go down in flame—
Nothing'll stop the Army Air Corps!

Minds of men fashioned a crate of thunder,
Sent it high into the blue;
Hands of men blasted the world asunder,
How they lived God only knew!

Souls of men dreaming of skies to conquer
Gave us wings, ever to soar!
With scouts before and bombers galore—
Nothing'll stop the Army Air Corps!

Off we go into the wild sky yonder,
Keep the wings level and true;
If you'd live to be a gray-haired wonder
Keep the nose out of the blue!
Flying men, guarding the nation's border,
We'll be there, followed by more!
In echelon we carry on—
Nothing can stop the Army Air Corps!





"Off with One Helluva Roar!"



Picture Parade







G. J. Mechanic











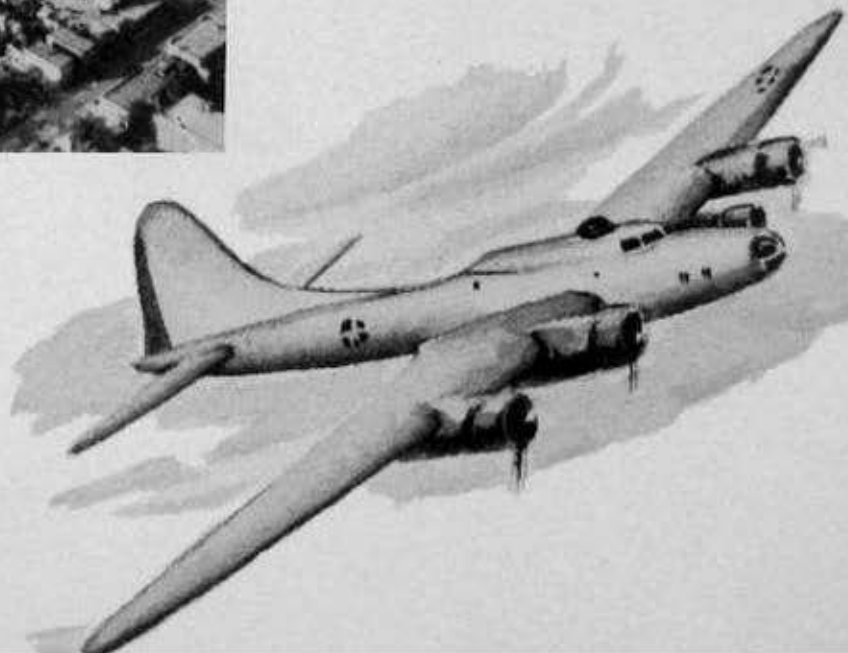
“There shall be no night”



HOUSTON—Mecca of Ellington men, great metropolis of the South, known all over the world for her historic, cultural and progressive atmosphere.



The commanding officer of Ellington Field on an inspection tour.





Code of Honor

The Code of Honor of the United States Corps of Cadets applies in every respect to all phases of life of a Flying Cadet. It is the Code which guides the destiny of each individual, both as a Flying Cadet and later as an Officer of the armed services.

Honor is that natural and inherent standard of distinction or proper conduct in dealing with one's fellow-man, and is that quality which is so essential to him who is, or intends to be, a leader of men in the profession of arms.



MAJ. COLLIS L. JORDAN

"CENSORSHIP . . ." Maj. Collis L. Jordan, Public Relations Officer is well known as a Chicago, Midwest and Florida newspaperman. He was in charge of publicity for the Sixth Corps Area in Chicago before coming to Ellington Field.



LT. LEONARD V. WADE, Photography Officer

Lt. Wade, a graduate of the Army School of Photography, has sixteen years of service to his credit, the first three with the Sixth Infantry, and the subsequent thirteen in army photography. He was assigned to Ellington upon the opening of the field's Photo Department.



