

CARLSBAD
ARMY
AIRBASE

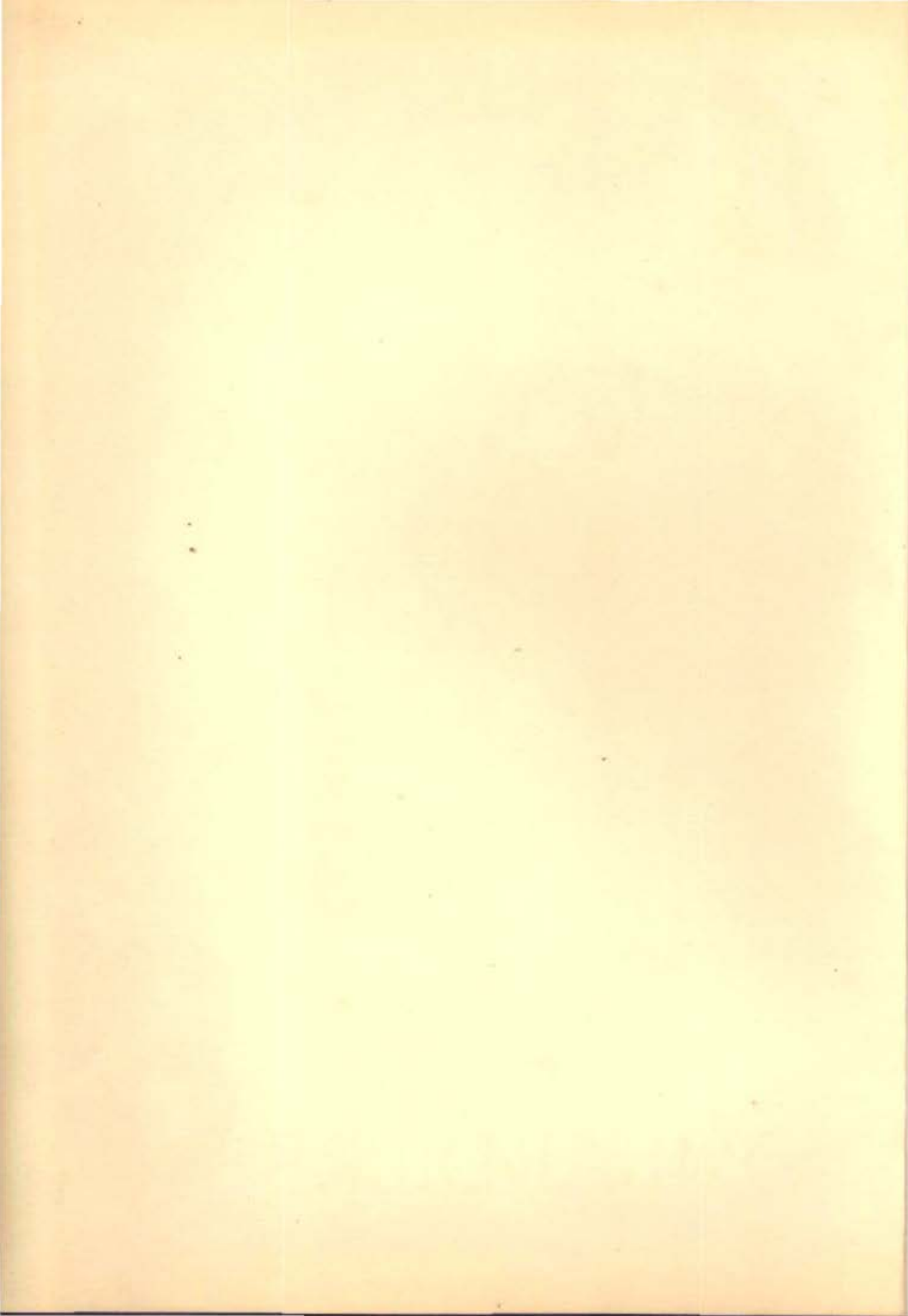


CLASS 43-18
CARLSBAD NEW MEXICO



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BOMBARDIERS

HEADQUARTERS
ARMY AIR FORCES BOMBARDIER SCHOOL
OFFICE OF THE COMMANDANT
CARLSBAD ARMY AIR FIELD, CARLSBAD, NEW MEXICO

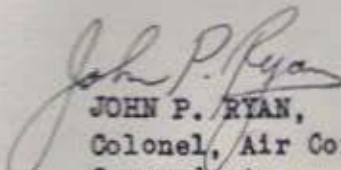
12 DECEMBER 1943

AN OPEN LETTER TO GRADUATES OF CLASS 43-18:

YOU, AS THE FIRST CLASS TO GRADUATE FROM THE BOMBARDIER SCHOOL AT CARLSBAD, HAVE SET AN EXAMPLE FOR ALL SUCCEEDING CLASSES. DURING THE PERIOD OF "GROWING PAINS" IT IS EXCEEDINGLY DIFFICULT TO ASSURE EACH AND EVERY STUDENT OF IDEAL INSTRUCTION. MANY INSTRUCTORS AND PILOTS WERE CHANGED, INSTRUCTORS WERE NOT AVAILABLE TO CARRY ON FROM THE TRAINER THROUGH SUFFICIENT AIR MISSIONS, SOME EQUIPMENT WAS SKETCHY, AND SOME OF THE INSTRUCTORS WERE UNTRIED.

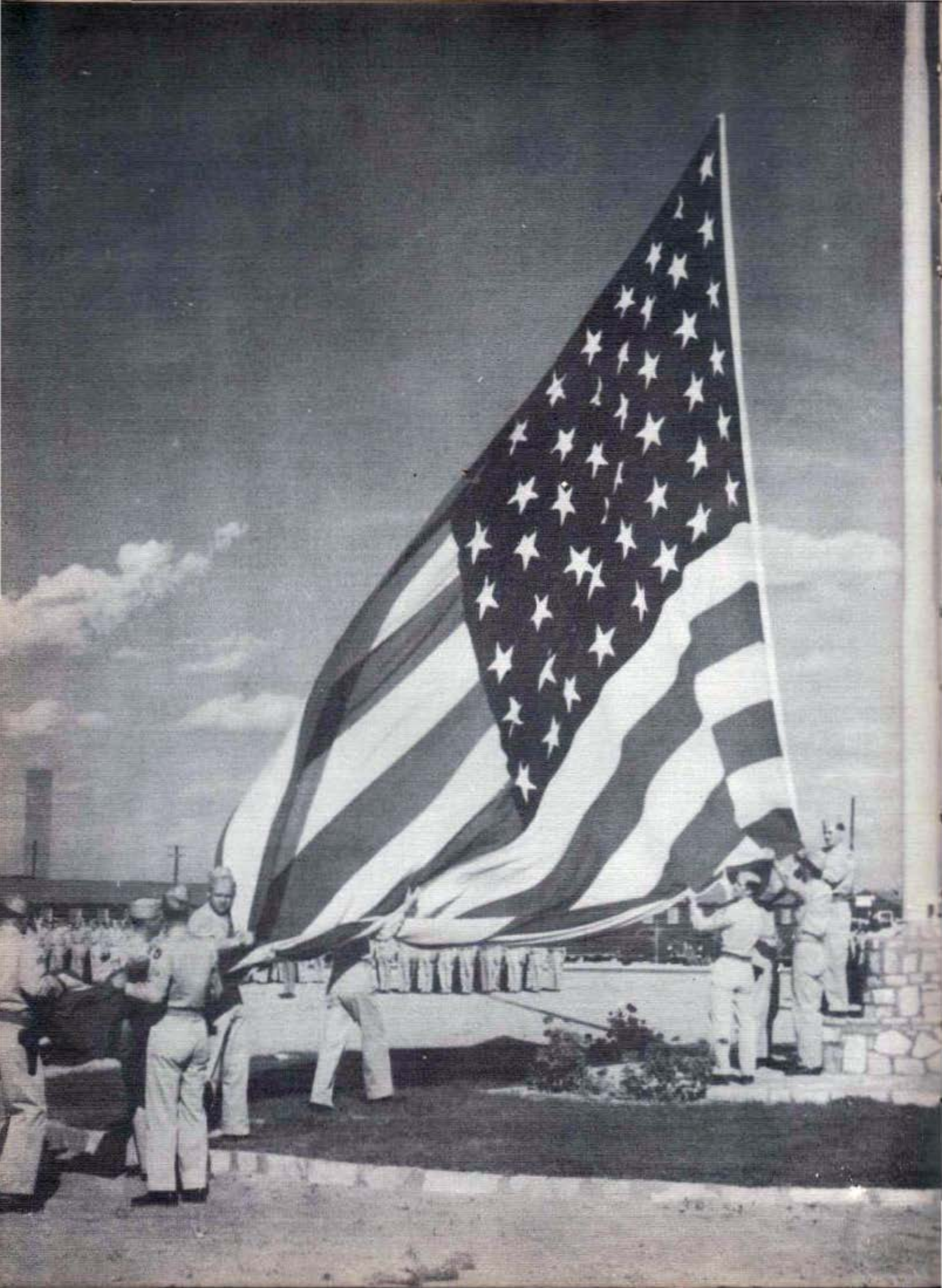
HOWEVER, THROUGH ALL THIS PERIOD EACH AND EVERY MEMBER OF YOUR CLASS HAS DEMONSTRATED A LOYALTY AND DEVOTION TO DUTY WHICH ARE EXCEPTIONAL. DESPITE THE HEAVY SCHEDULE AND SPARTAN LIVING CONDITIONS, "GRIPES" HAVE BEEN FEW AND FAR BETWEEN AND WHEN FORTHCOMING HAVE BEEN IN THE NATURE OF CONSTRUCTIVE CRITICISM AND WELL JUSTIFIED.

THE FACULTY AND, AS A MATTER OF FACT, THE ENTIRE PERSONNEL OF THIS BASE -- OFFICERS, ENLISTED, AND CIVILIAN -- WILL FOLLOW YOUR CAREERS WITH GREAT PRIDE AND INTEREST. YOU HAVE DONE A GOOD JOB HERE AND IN YOUR FUTURE ASSIGNMENTS WE ALL KNOW THAT YOU WILL CONTINUE THE GOOD WORK AND WILL ALWAYS BE ABLE TO SAY WITH PRIDE, "HE WAS A MEMBER OF OUR FIRST CLASS, 43-18." IT GIVES ME GREAT PLEASURE TO EXTEND TO EACH INDIVIDUAL OF THIS CLASS MY PERSONAL CONGRATULATIONS AND BEST WISHES.


JOHN P. RYAN,
Colonel, Air Corps,
Commandant.



COLONEL JOHN P. RYAN



BOMBARDIER GROUP STAFF



MAJOR WALTER W. WILLIAMSON
Former Director of Training



MAJOR HERBERT ROSENTHAL
Present Director of Training



CAPT. LEHMAN L. ROSENHEIMER
Director of Flying



CAPT. DAVID D. McCALL
Deputy Director of Training



CAPT. GEORGE W. SIGAFOSS
OIC Bombardier Trainer Instruction



1ST LT. JOHN J. COSTELLO
School Secretary

GROUND SCHOOL



CAPT. EUGENE D. HART, SENIOR INSTR., C-1 PILOT

CAPT. C. L. DERMOTT
Dir. of Ground Training



1ST LT. S. M. CORL
Chief Instructor



1ST LT. J. A. BRIGHAM
Chief Instructor



1ST LT. T. B. GIST
Senior Instr. Theory



1ST LT. J. E. DUNAWAY
Senior Instr. Armament



1ST LT. F. C. SICKLES
Senior Instr. M-Series



1ST LT. E. E. KAFFER
Senior Instr. Instruments



1ST LT. L. J. FULLER
Senior Instr. Training Tech.



2ND LT. C. G. FISHER
Senior Instr. Meteorology

COMMANDANT OF CADETS AND STAFF



MAJOR DONALD A. LIND
Commandant of Cadets



1ST LT. RALPH F. IVES, JR.
Adjutant



CAPT. WILLIAM K. GRAHAM
Tactical Officer



CAPT. WILLIAM P. VILES
Asst. Commandant of Cadets



1ST LT. HALL S. KING
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TACK OFFICERS



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LT. SAUL SCHNEIDER



LT. ANSON D. LONGAKER

F
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A MORNING MISSION

At approximately 0600 each morning a flight of embryonic bombardiers makes its appearance in one of the various ready rooms to be briefed for the morning mission. Depending wholly upon the individual, these morning flights are either a bane or a blessing. Most of us welcome a morning mission because of the smooth flying conditions, but the uneager lads, of whom there very few, mumble and grumble because they are losing one precious hour of sleep. Still, the same general conditions prevail each morning.

In the locker room, you'll hear a babble of voices as flying partners vis with each other as to who will take down the data, who will preflight the sight and who will take care of the innumerable little tasks to be performed before take-off. A happy medium is usually struck and then the Cadets after assembling all their paraphernalia, are ready for their briefing. Into the ready-room they march and eagerly scan the board for information. Sibilant whispers are exchanged as students see their favorite pilots, ships, or altitudes posted. An occasional moan is heard though, as a few observe that they are to be only photographers or that they are to bomb from their "jinx" altitude. Every cadet claims that there is a certain altitude at which he can't even hit the ground. This, of course, is only another fallacy that exists solely in the student's mind and gives him a pre-flight alibi in case he does come down with a C. E. that is too high for the day. Then comes the command "At ease," and everyone becomes quiet and sits in rigid expectancy. Briefing is short and complete, all orders and data are recorded, and pandemonium reigns again as the group splits up into pairs and races to the assigned planes. All memories of the warm bed left behind are forgotten and the only thought in each cadet's mind is to take off first, lead the procession, and return with a low C. E. that will warrant words of praise from the instructor and the flight commander who examines each and every student's record.





In the air, one student busily records temperatures and figures true altitudes and air speed so that the sight will function perfectly, while his buddy examines the racks, removes the pins, and prepares his camera for action. Each has his assigned duties and the success of the whole mission depends upon how harmoniously the two work. This is where combat teamwork is born, thus everyone does his best and holds up his end. Over the target, the duo becomes a trio and the pilot enters into the scene. The pilot works as hard as the bombardier to get good bombs and his suggestions and compliments are gratefully accepted. After one student finishes bombing he changes places with the photographer and the procedure is repeated.

Upon completion of the mission everything is checked and rechecked to prevent later errors and then the students trudge back to the locker-room and anecdotes of the morning are exchanged, each man eager to tell his story. Here, in this impromptu symposium, details are discussed and each one profits by his own and other's mistakes as suggestions come forth and causes of errors are hacked over.

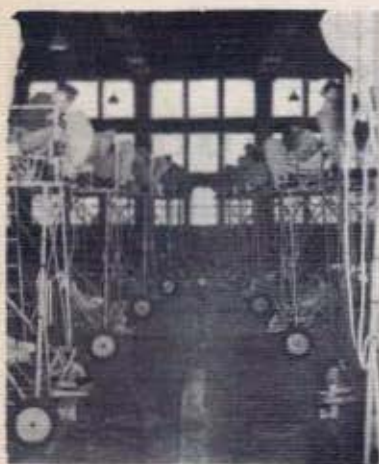
Then, back to the briefing-room, and forms and mission reports are turned in as we settle down for a much needed "coke" and smoke. Quiet again descends over the room as the flight commander speaks, "Men, the majority of you did a fine job, had a good mission—keep it up and pretty soon you'll be wearing these: (as he taps his covered wings). See you all tomorrow. Dismissed!" Conversation runs rampant again and out we file to a warm, much-welcomed lunch and a further discussion of today's missions and plans for a better one tomorrow.

A/C JOHN F. FLAHERTY
43-18



TRAINERS

TRAINING SECTION NO. I CAPT. JAMES F. DOYLE, SECTION CHIEF



1ST LTS.

FRAZIN, N. W.
HENRY, P. H.
CALLAHAN, J. L.
KARR, WM.
CARR, W. L., JR.
KOSTUKOWICH, WM.
MASON, C. E.

THEESFIELD, F. H.
GIFFIN, H. C., JR.
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STEVENS, ROBT.
JEFFERIES, J. L.
WEBB, V. H.
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STONE, W. E.
SKINNER, A. A.
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WRIGHT, F. F.
ORMAN, G. B.
LUDACKA, J. L.
HAMMER, O. E.
HUGHES, J. L.
HOLLISTER, D. L.
FROST, S. D.
MACIOCI, D. A.
ANGERS, D. R.
EDMONDS, W. B.
GARDEN, J. O.
RICCI, J. S.
BURINK, JOHN
COOPER, L. J.

2ND LTS.

ACKER, D. W.
BEACH, D. W.
BYARS, V. W.
BAKER, M. T.
BLEDSE, S. C.
HAMMER, O. E.
HUGHES, J. L.
HOLLISTER, D. L.
FROST, S. D.
MACIOCI, D. A.
ANGERS, D. R.
EDMONDS, W. B.
GARDEN, J. O.
RICCI, J. S.
BURINK, JOHN
COOPER, L. J.

FLIGHT OFFICERS
KISH, J. J.
JENKINS, J. W.

TRAINING SECTION NO. II

MAJOR HENRY A. HARPER, SECTION CHIEF

1ST LTS.

MORRISON, Z. R.
BIGELOW, F. H.
BRUBAKER, R. B.
FEIGENSON, T. W.
IORIO, F. L.
OGDEN, J. A., JR.
CHESLER, E. R.
ELLZEY, L. L.

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PAIGE, L. M.
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PERRIN, A. C., JR.
PLESKO, PAUL
SIMENSEN, K. L.
STOWELL, C. R.
MILLER, I. J.

2ND LTS.

ASH, J. C.
BANKS, H. D.
CHAMBERS, R. P.
HABLINSKI, B. R.
HAMLIN, E. W.

TRAINING SECTION NO. IV

CAPT. HERMAN R. GREEN, SECTION CHIEF

1ST LTS.

CROCKETT, W. M.
ELLIS, J. E., JR.

2ND LTS.

ABBOTT, E. H.
BAILEY, J. L., JR.
CARROLL, J. L.
SPRINGER, MAX
DYE, J. J.
McLAUGHLIN, H. T.
REMME, C. H.
TIPPE, L. E.
MURDOCK, M. K.
RADFORD, F. L.
BARRY, T. C.
WEBB, V. H.

GAY, A. C.

HAYES, LEO
LeGALLEE, A. B.
MILLER, T. C., JR.
PEARSON, H. P.
SCHROER, R. A.
WEBSTER, W. H.
PELLETIER, M. F.
ZDROJEWSKI, T. A.
MONGOLD, A.
KANE, T. T.
DRYER, R. L.
PLESKO, PAUL
BANGER, R. E.
KUNZ, F. R.
BRODY, A. M.
BROMAN, S. E.

GROUND SCHOOL INSTRUCTORS CLASS 43-18

CAPTAINS

DERMOTT, CHARLES L.
WHITE, WADE W.

1ST LTS.

BRIGHAM, JAMES A.
BARKLEY, BERNARD W.
CORL, STANLEY M.
DUNAWAY, JAMES E.
ELLZEY, LYMAN L.
FRASS, LEOPOLD J.
GIST, THOMAS B.
KAFFER, ERNEST E.
KAHMANN, GEORGE H.
SICKLES, FRED C.

2ND LTS.

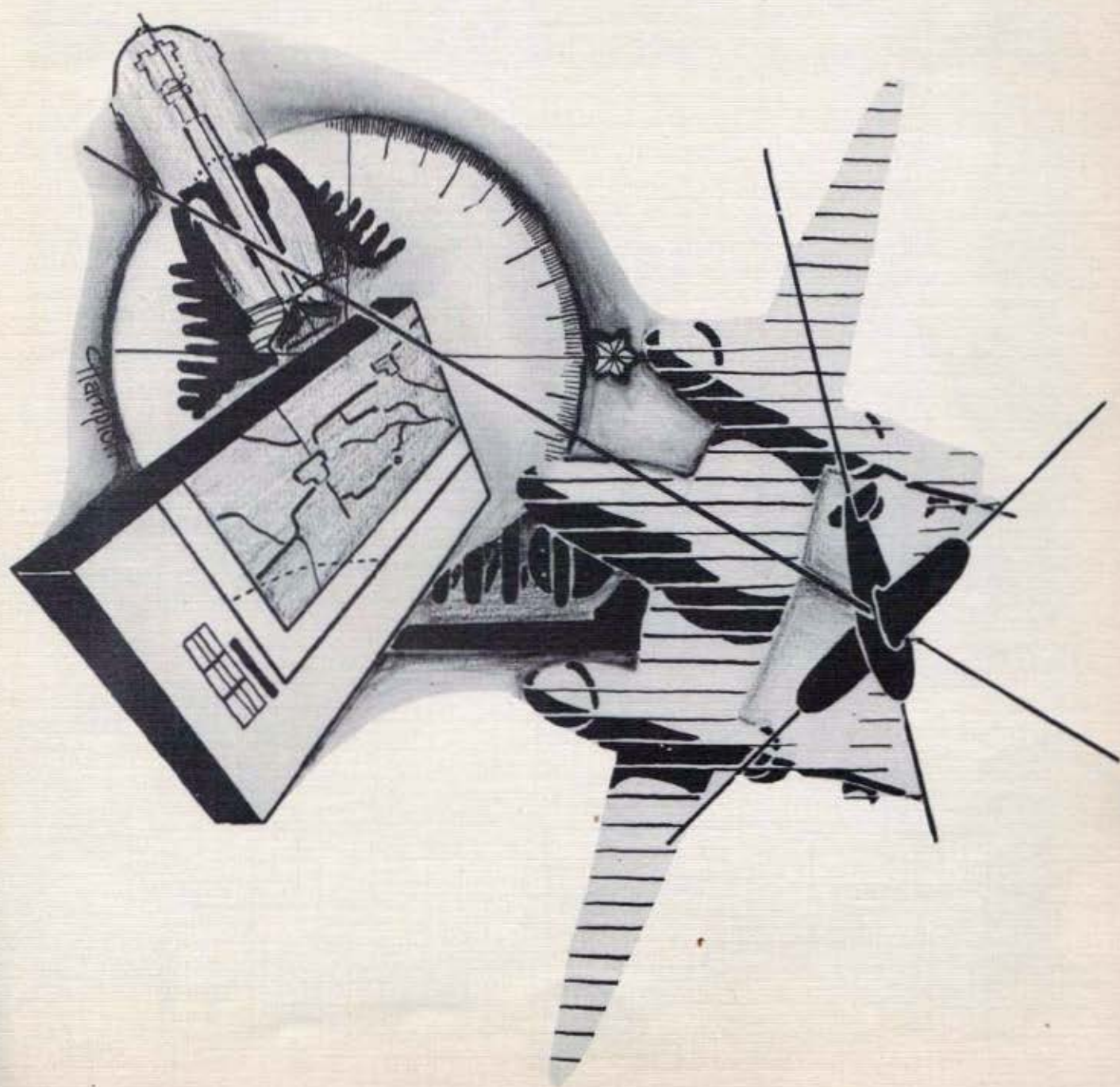
BURINK, JOHN
COVINGTON, DUANE M.
CRAWFORD, THOMAS M.
DALLINGER, FRED H.
EARL, JOHN P.
ELLIS, CLYDE M.
FIELDER, LESLIE
FISHER, CHARLES
FOREMAN, WILLARD
FOSTER, JETT
FOX, STANLEY
GREENE, EDWARD
HOLMES, MERVIN T.
MAHAN, BOYD
RESNICK, WILLIAM
SMITH, HUGH F.
STOKES, FREDERICK

Due to the limited space we were, unfortunately, unable to show photographs of all our instructors.

Nevertheless, we, Class 43-18, wish to express our deepest gratitude to these officers for all they gave us. We in turn, no matter where we fight, will do all in our power to make these men proud of their students.

Continue to turn out the world's best bombardiers. Good luck!

ACADEMIC



FLIGHT COMMANDERS



2ND LT. JOHN BURINK
A Flight



2ND LT. LYMAN L. ELLZEY
B Flight



2ND LT. WILLIAM RESNICK
C Flight



2ND LT. CLYDE M. ELLIS
D Flight



2ND LT. FRED H. DALLINGER
E Flight



1ST LT. BERNARD W. BARKLEY
F Flight

FROM THE FLIGHT COMMANDERS—

Although it has been impossible for us to stay with your class throughout your course as we started, we want you to know that we have enjoyed the time that we did spend with you very much. The record you made in Ground School has been a credit to your efforts and to ours.

We have known you at work (and at play too) and through our associations we have come to know and respect you and all you stand for, not only as young Americans, but as potential officers and gentlemen, and soldiers.

To you we have tried to impart all of our knowledge, knowing that through you we can and will share a small part of each bombing run and of each mission completed successfully. It is a hard job that you have ahead of you, but we know that Class 43-18 can do it, so get out there and prove that we are right.

It has been a pleasure knowing and working with all of you, and we wish that it might continue, but you have a more important job to do so we wish you God's speed and the very best of luck.

THE CADET



AS MAMA SEES HIM



AS HIS INSTRUCTOR SEES HIM



AS THE MESS HALL SEES HIM



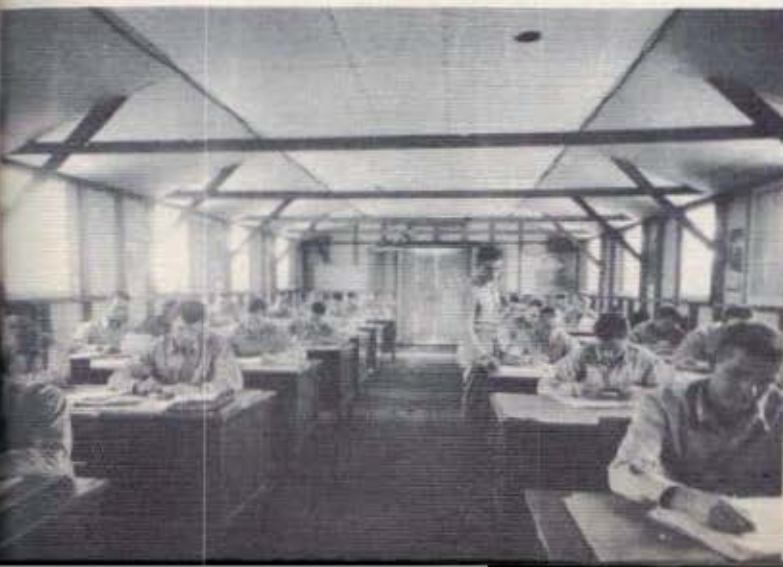
AS THE FLIGHT SURGEON SEES HIM



AS HE SEES HIMSELF



AS THE LOCAL GALS SEE HIM





CADETS



WALTER E. SPETH
815 Sturdevant
Davenport, Iowa
Cadet Captain
(F Flight)



FRED J. HORNKOHL, JR.
205 Stange
Champaign, Illinois
Adjutant
(C Flight)



ROBERT C. SPEVACK
825 So. Sycamore
Los Angeles 36, California
First Sergeant
(F Flight)



HENRY A. SCHWARZ
9 Glenview Drive
Belleville, Illinois
Supply Sergeant
(E Flight)



CHARLES T. APT
24 Shady Lane
Johnstown, Pennsylvania
Flight Lieutenant
(A Flight)



JOSEPH J. BURKHALTER
Route 2
Grayson, Louisiana
Flight Lieutenant
(B Flight)



FORREST E. GROVES JR.
Donna, Texas
Flight Lieutenant
(C Flight)



MILTON A. PERRY
644 Allen Street
Tupelo, Mississippi
Flight Lieutenant
(D Flight)



ROBERT L. RUND
439 E. Pike St.
Martinsville, Indiana
Flight Lieutenant
(E Flight)



M. P. S.
WILLIAM C. STEWART
853 No. Avalon
Memphis, Tennessee
Flight Lieutenant
(F Flight)



RICHARD J. AARVIG
5329 Kimbaris Ave.
Chicago, Ill.



JACK M. ABJAWICH
189-24 44th Ave.
Flushing, N. Y.



DONALD H. ALBERTS
1258 Beacon St.
Brookline, Mass.

ESCAPE



NORMAN E. AMTOWER
203 Arch Street
Cumberland, Maryland



MYRON B. ANDRICKS
2026 Cincinnati Ave.
San Antonio, Texas



ARY C. ARNESON
Spring Valley, Wisconsin



RICHARD B. ASBURY
98 S. Clay St.
Coldwater, Mich.



FRANCIS H. BALBONI
54 Russell Street
West Springfield, Mass.



HARRIS J. BALDWIN
1776 East 93rd St.
Cleveland, Ohio



JOHN R. BALL
25 North Clay St.
Coldwater, Michigan

O.K.



MILTON BATES
6230 West Fort St.
Detroit, Michigan



WILLIAM S. BATES
10 Lincoln Drive, Curtiss Pk.
Philipsburg, Penna.



HAROLD E. BAUER
1565 3rd Street
Rensselaer, N. Y.



ROBERT M. BAULER
322 Grant Place
Aurora, Illinois



ROBERT W. BELD
RFD 1
Grandville, Michigan



RAYMOND J. BENINGO
135 East Main St.
Stratford, Connecticut



JOHN BEYER
RFD 3, Box 222
Greensburg, Pennsylvania



HENRY BIALAS
435 Valley Ave. N. W.
Grand Rapids, Mich.



JACKSON R. BOHANNON
RFD 5, Box 167
Athens, Tennessee



ALLAN D. BOLOTIN
5450 W. Monroe St.
Chicago, Illinois



DANIEL A. BRADLEY
245 Presidents Lane
Quincy, Mass.



JESSE O. BRASWELL
Blue Ridge, Texas



WILLIAM G. BRAZ
4934 So. Keeler Ave.
Chicago, Ill.



HUMPHREY M. BRICKETT
166 Huntington Avenue
Boston, Massachusetts



JOHNNIE B. BRIDWELL
2011 Halliday St.
Santa Ana, California



GEORGE H. BRITTON
650 E. 231st Street
New York, N. Y.



SYLVESTER BROWN, JR.
7 Arlington Street
Cambridge, Massachusetts



EUGENE W. CALISH
4013 West Ave. 42
Los Angeles, California



EARL R. CONN
1077 Raymond St.
Akron, Ohio



JOHN B. CROSBY
152 Prospect Park West
Brooklyn, N. Y.



JAMES E. CUMMINS
45 School St.
London, Ohio



JOHN M. CUSICK
523 W. Wilson St.
Madison, Wisconsin



HORACE B. DENTON
1133 North Cedar
Glendale, California



KILLED



WILLIAM H. DeTHORN
1715 Hyde Park Ave.
Waukegan, Illinois

MIA



WILLIAM F. DREW
16 Oneida St.
Oneonta, New York



ABRAHAM DUBITSKY
671 Clifford Ave.
Rochester, New York

MIA



JENNINGS C. DUMAS, JR.
1000 Magnolia Street
New Smyrna Beach, Fla.



WILLIAM J. FEUERSTEIN
2817 North Marston St.
Philadelphia, Pennsylvania

MIA



HAROLD FILER
65 Cuba Place
Rochester, New York

O.K.



PAUL F. FINN
122 Prospect Ave.
Northampton, Mass.

BAILED OUT
SEARCHED (or)



JOHN J. FLAHERTY
66 Saxton St.
Dorchester Massachusetts



EDWARD R. FLEMING
1217 N. Gilbert St.
Danville, Illinois



JOHN M. GAMBARDELLA
206 Cove Street
New Haven, Connecticut



RICHARD M. GARVER
450 N. College St.
Decatur, Illinois



FEARON J. GLASGOW
Hanon Drive
Rush, New York



COLMAN GOLDBERG
3770 Harper Ave.
Detroit, Michigan



CLYDE D. GRAHAM
1094 Stafford St.
Memphis, Tennessee



CRELLIN GRIFFITH
809 N. Foothill Rd.
Beverly Hills, Calif.



DAVID GROLNIC
19 Fernboro Street
Roxbury, Massachusetts



FREDERICK L. HALL
226 Park Street
Newton, Massachusetts



CHARLES M. HENDRIX, Jr
P. O. Box 117
Swannanoa, North Carolina



JOHN F. HODGES
816 Broadway Ave.
Dyersburg, Tennessee



DANTE R. IANNI
Box 855
Winslow, Arizona



JACK T. INAMORATO
77 Adams St.
Newark, N. J.



JACK W. JAMES
15 Fairfax Rd.
Santa Barbara, California



ADAM E. JANOWSKI
1016 Welfer Street
Pittsburgh, Pennsylvania



ALAN W. JENSEN
1843 North Wisconsin St.
Racine, Wisconsin



RICHARD M. JENSEN
1565 Bruister Street
Mobile, Alabama

MIA

OK



ROBERT M. JONES
Box 314
Hardwick, Vermont



SAMUEL C. JORDAN
1022 Second St.
Macon, Ga.



JAMES M. KERN
777 Dixie Ave. N. E.
Atlanta, Georgia



WALLACE R. KOSELUK
111 West Albany Street
Oswego, New York

OK

KIA



DONALD E. KRAUSS
215 So. Beech St.
St. Marvs, Ohio



ROBERT K. LIDDLE
Delanson, New York



ALFRED LINDSTROM, JR.
Rt. 2
Granger, Washington



DONALD F. LIPPERT
3902 B Avenue
Kenosha, Wisconsin



JAMES D. MAGARGEE
Box 44
Wheatland, Pennsylvania



JOSEPH W. MAGEE
416 South 24th Street
Philadelphia, Pa.



AUGUSTINE A. MANDINO
Loker Street
Framingham, Mass.



KENNETH R. MANNING
719 Wilkerson Avenue
Durham, North Carolina



BRUNO J. MARIOTTI
508 Kennedy St.
Ironwood, Michigan



JOSEPH H. MARSALA
166 Third St.
Rochester, New York



JOHN J. MARSHALL
4647 N. Wolcott Ave.
Chicago, Illinois



ROBT. G. McKISSACK, Jr.
Bolton, Mississippi



ALEXANDER B. MOLNAR
Box 162
Wildwood, Pa.



EDWIN P. MONTEVERDE
901 Wellesley Road
E. E. Pittsburgh, Pa.



FRED D. MOORE
510 Madison St.
Oak Park, Illinois



THOMAS R. MOORE
M. R. 2, Box 150
New Kensington, Pa.



DAVID J. MULLIN
RFD 3
Delphi, Indiana



BERNARD NADEL
1233 E. 123 St.
Cleveland, Ohio



EDWARD J. NAPIOR
12298 Moran St.
Detroit, Michigan



FRANCIS J. NARDI
R. D. 4
Norristown, Pa.



ROGER M. NELSON
14548 Alger Rd.
Cleveland, Ohio



LAWRENCE O'KEEFE, JR.
3855 N. Delaware Street
Indianapolis, Indiana



PATRICK J. O'MALLEY
3227 West 100 St.
Cleveland, Ohio



RAYMOND A. OSTOLSKI
128 Wick Street
Buffalo, New York



HENRY J. PABIAN
1648 Oregon Ave.
Steubenville, Ohio



WESLEY W. PALMER
907 8th Ave. North
Great Falls, Montana



THOMAS PARIS
748 S. Erie Street
Massillon, Ohio



SALVATORE R. PIPITONE
1547 58 Street
Brooklyn, New York



RAYMOND W. PITTMAN
612 SW 1st
Oklahoma City, Oklahoma



FRED. W. PULVER, JR.
805 Comstock Avenue
Syracuse, New York



RICHARD J. PURSLEY
6732 N. Figueroa
Los Angeles, California



FRANK A. REEVES
216 5th St.
Spencer, N. C.



ALBERT C. REYNOLDS
204 N. Gilbert St.
Danville, Illinois



BENJAMIN ROSEN
1643 Clay Ave.
New York City, N. Y.



LESTER A. ROSENTHAL
1543 Brooklyn Ave.
Brooklyn, New York



BENJAMIN F. ROSS
3361 Perlita Ave.
Los Angeles, California



WILLIAM W. ROSS
Cottage Grove, Tenn.



BALFOUR Z. ROUTH
911 Lexington Ave.
Greensboro, N. C.



KENNETH P. RUNDE
90 Caryl Ave.
Yonkers, N. Y.



RICHARD P. SCHAD
946 N. Commerce St.
Gainesville, Texas



A. J. SCHUMACHER
337 N. 60th Ave. West
Duluth, Minnesota



CHARLES A. SCOTT
633 Neff Road
Grosse Pointe, Michigan



AUGUST R. SEEFLUTH
510 West 8th Avenue
Fordyce, Arkansas



FRANK P. SELF
1729 Walnut Avenue
Anniston, Alabama



MARTIN SELINFREUND
Calais Road
Mt. Freedom, New Jersey



JAMES F. SIMPSON
309 North Belmont Street
Glendale, Calif.



RICHARD H. SIMPSON
1637 West Troy Avenue
Ferndale, Michigan



WAYNE L. SIMPSON
207 8th Avenue, Junaith
Altoona, Pa.



BENJAMIN L. SMITH, JR.
5112 Edmondson Ave.
Baltimore, Maryland



FRANKLIN E. SMITH
732 No. 6th St.
Enid, Oklahoma



HARRY SNIEZEK
5896 Chopin Ave.
Detroit, Michigan



WILLIAM A. SPENCER
805 North Fifth Street
Wilmington, North Carolina



THOMAS G. STEELE
716 El Prado Drive
Bakersfield, California



ALLEN R. STEVENS
R. R. 7
Lafayette, Indiana



CARL P. SWADLEY
221 N. W. 2nd St.
Grand Prairie, Texas



DONALD L. TAPIE
139 Hot Springs Rd.
Santa Barbara, California



MATTHEW P. TARASOFF
1016 Sycamore St.
Chico, California



CLAIR E. TERRY
950 South 7th Street
Marshfield, Oregon



THEODORE J. THEODORE
875 Nelson St.
Chicago, Illinois



OK



JAMES B. THOMAS, JR.
106 Cunningham St.
Sunflower, Miss.



KARL W. TIETGENS
1619 West Alabama Street
Houston, Texas

WOUNDED



ANDREW TODARO
48 North Main St.
Natick, Mass.



CECIL M. TRENT, JR.
New London, Texas



ALFONSO J. TRIANA
124 Pine Street
Fresno, California



BENNIE W. TROXEL
586 East Fairview Boulevard
Inglewood, California



EMANUEL N. TURANO
502 Greenwood Ave.
Brooklyn, N. Y.

OK



JEFF E. VAVZYCKI
57 Diamond St.
Brooklyn, New York



THOMAS J. WARMAN
96 Main Road
Plymouth, Pennsylvania



GEORGE V. WEISZ
79 Maddox Drive, N. E.
Atlanta, Georgia



N. B. WESTBROOK, JR.
103 South 60th Street
Birmingham, Alabama



CLINTON A. WILEY
605 W. 53rd St.
Los Angeles, California



GEORGE WILKINS
1214 Oakland St.
Hendersonville, N. C.



LOUIS H. WOODRUFF
3530 Josephine Ave.
Lynwood, California



THOMAS D. WORKMAN
Box 281
Rankin, Texas



JOHN M. WYLDER
5555 Sheridan Road
Chicago, Illinois



WILLIAM C. YATES
207 South 12 Street
Gadsden, Alabama



In Memoriam

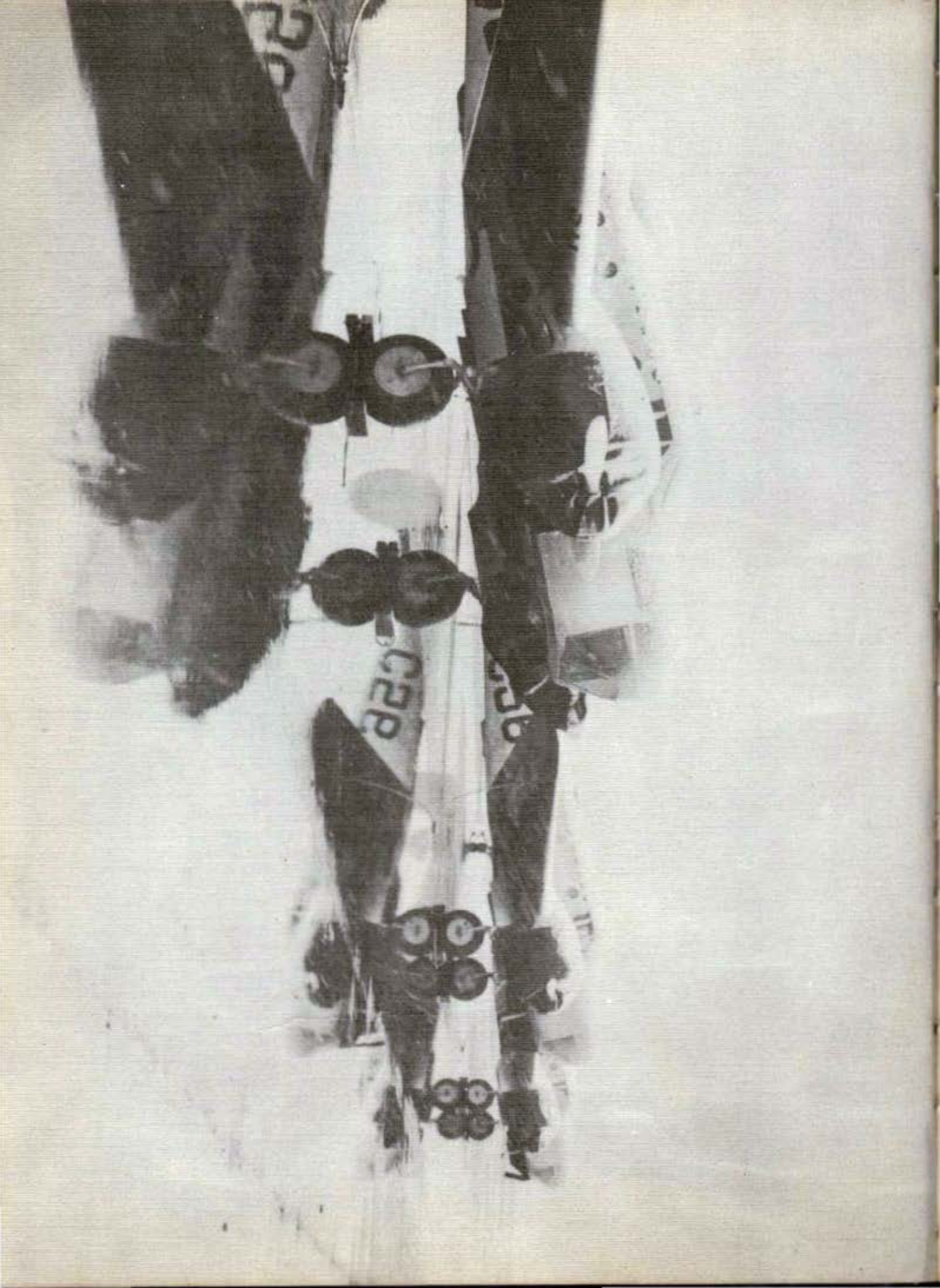
The tragic and accidental death by drowning of Fred L. Grayson of Chattanooga left a deep scar in the memories of all of us—his buddies. We remember Fred as a true friend, a brilliant student and a fine soldier. Our deepest sympathies go to his parents and their sorrow is reflected in the hearts of every one of us who knew Fred. To another airman who has gone to his Valhalla we bow our heads and say, "Rest in peace."

A/C John J. Flaherty

NAMES OF CADETS NOT WITH US

ALTMAN, JOHN F.
BALL, JOHN M.
BAMBERG, HAROLD S.
CAPUTO, JOSEPH A.
CRAWFORD, JOHN B.
DEPKE, JOHN M.
GROLNIC, DAVID
HUDSON, DONALD C.
KLIMACK, EDWARD R.
LONG, ROY V.
MANSON, ROBERT V.
MEADE, FRANCIS G.
MOODY, HALL A., JR.
MOSS, HENRY G.
ORR, JAMES A.
RAWLINS, TRUMAN D., Jr.
SAUL, RICHARD B.
WARMAN, THOMAS J.
WESTBROOK, N. B., JR.
YATES, WILLIAM C.





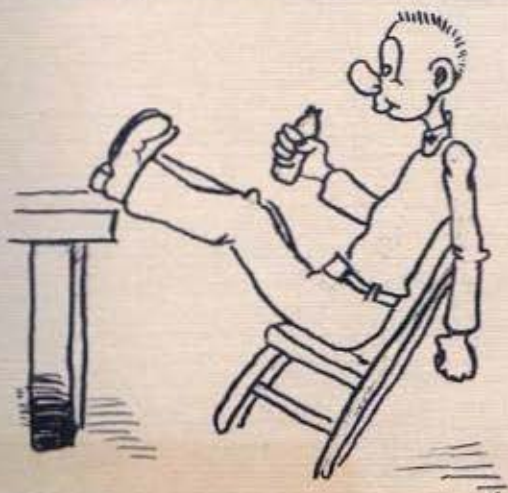
PHYSICAL TRAINING







LT. JAMES W. JACKSON
Director of Physical Training for Cadets



P.T. IS ROUGH

In wicked cadence counts that man
Whose youth was spent, to this I swear,
In Jap'nese cities where they ran
A torture business—prices fair!

So much he learned that on that day
When Army's ranks acquired him,
A P. T. ogre he became—
By rights they should have fired him.

So now on blistering days, you'll find
A group of Kaydets blind with sweat,
And him all pain, just like a kind
Of "guardian" whom a convict's met.

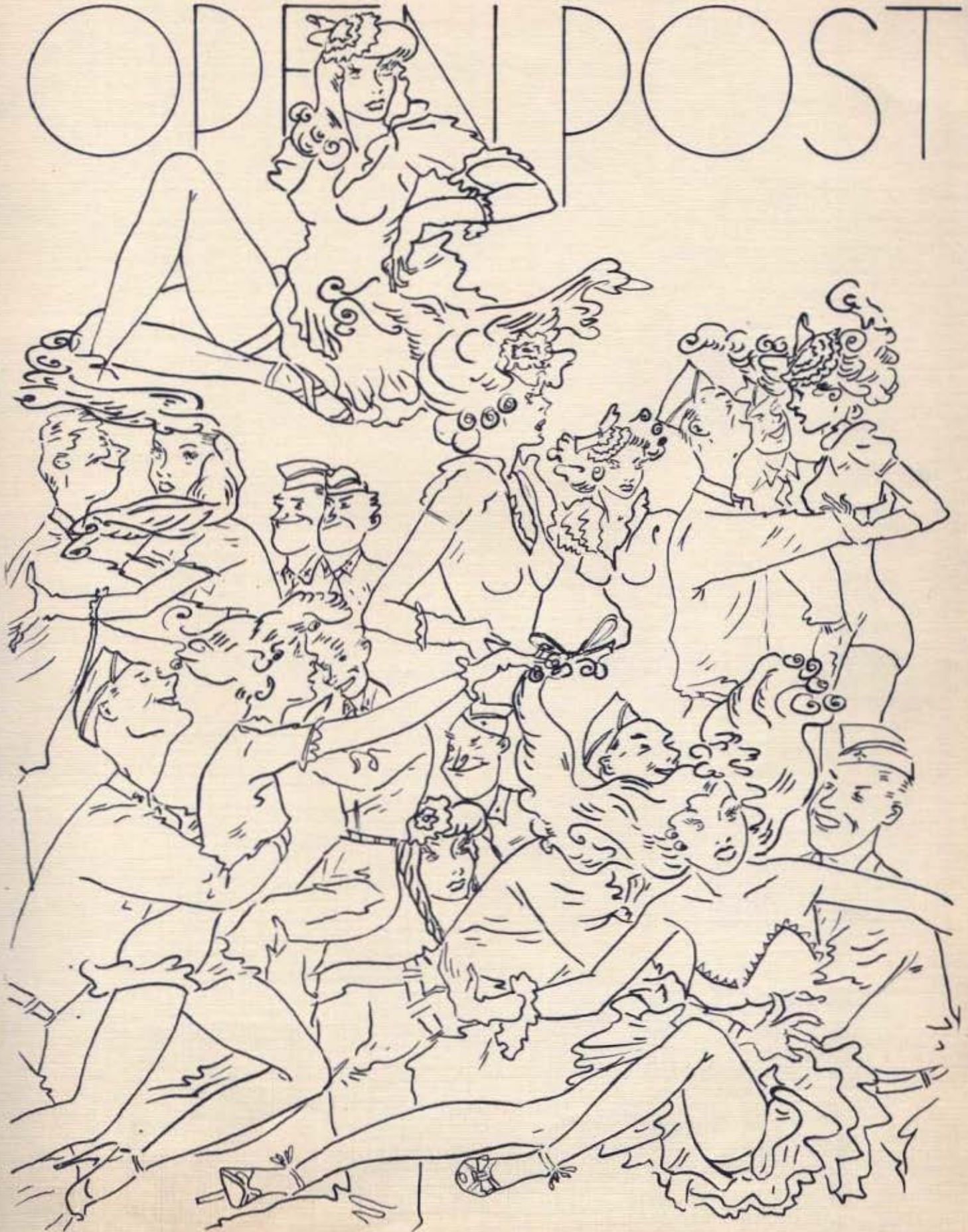
Oh, would that I of iron were,
To take the worst he could provide,
To work *him* out until the cur
Broke down from weakness, sobbed and cried!



AROUND THE POST



POP POST





OPEN POST



All thru the week we sweat and pray
For open post — our one free day.
It finally comes — we shout with glee
And head into town for our weekly spree.

We fill the streets — to the bars we crowd
Our voices in song ring merry and loud,
All thru the night we revel and shout
For it's open post — we're free — we're out!

And then in the cold, grey light of morning,
It comes to us with a sudden dawning
We're due at the post, so homeward we tramp
If we don't get there — we're walking the ramp.

So back in the barracks we sit and think
Of why we took that one last drink,
And then for another week we sweat and pray
For open post - - - OUR ONE FREE DAY.

A/C J. J. Flaherty





SALES - 1000

U. S. O.

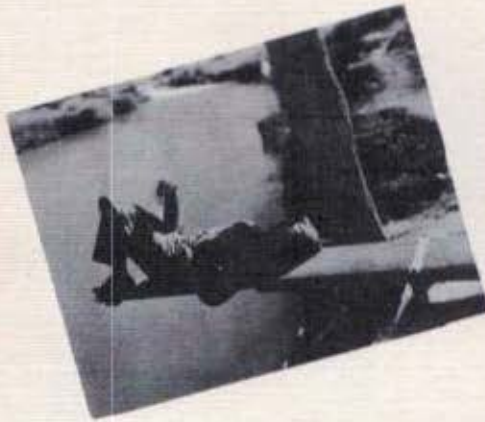
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SNAPSHOTS





BIVOUAC



The "Bombie" (Bombardus Malfunctionae)

To the uninitiated, the "Bombie" has no significance, but to the Bombardier he is fully responsible for all the misfortunes that shower upon the head of the aspiring student. Of course, we all realize that at all times a student is perfectly synchronized upon his target and as a net result he should, without fail, score a shack with each and every bomb, but somehow such is not always the case. We know we have only the best pilots, our planes are in top-notch condition, and maintenance assures us that our sights are perfect—the world's best. Therefore, if we follow thru to a logical conclusion, we will see that if the student, pilot, plane, and sight are all perfect, there must be some hidden insidious force at work that causes our "C. E." to take on the meaning of "Cause of Elimination." Through a process of elimination and logical deduction I have succeeded, at the expense of a decent "C. E.," in tracking down this mysterious force and the "Bombie" has come to light. We have him classified scientifically as "Bombardus Malfunctionae," a family closely akin to the infamous "Gremlins." However, the "Bombie" and the "Gremlin" are not to be confused; the "Gremlin" just causes random troubles while the "Bombie" is a highly specialized malfunction artist.

Every student, when exposed to the bombsight, is immediately adopted by a family of "Bombies" who will carefully watch over him and see to it that his stay is very eventful and decidedly unhappy. They will see to it that the poor "Bumbledier" really "sweats out" his apprenticeship. After this first exposure the student and his "Bombies" are inseparable.

Now to acquaint you with these offensive beings.— Our number one arch-criminal, according to our F.B.I. (Frustrated Bombardiers, Inc.) reports, is "Bubs" Bombie. This fellow persists in running around the top of your gyro, causing precession, and he is forever kicking the bubbles from one end of the tube to the other. The unlucky fellows who have "Bubs" to contend with are known as "Bubble Dancers." They sit in agony during a bombing run and chase the bubbles to and fro as the indices creep closer together. If they do successfully get a level, "Bubs" slyly waits 'til the unwary student has his head back in the sight and then he quickly moves the bubbles up into the extremities of the tubes. Very few students succeed in out-witting "Bubs"—he is the dean of the "Bombies."

Next on our list is "Dumbo"—he is the scourge of the larger, slower moving lads upon whom he usually concentrates. "Dumbo" causes the poor student to hit the wrong switches, push the bar past "select" into "salvo," and to knock off his disc speeds. He is also responsible for the occasional lapses of memory when the hapless student forgets the trigger, doesn't put in trail, has double releases, or just messes up his procedure in general. "Dumbo" can usually be bested by hard, conscientious, diligent work but he is still too prevalent to be taken lightly.

Other "Bombies" of note are: "Herky," a large, powerful fellow who waits until you are perfectly synchronized and then pushes the shack out from under your cross-hairs. If "Herky" proves too much for a student it is advisable to mine each shack with a time bomb or have a cohort set off a blast (within 50 feet of course) each time you pass over a target. This is a sure-fire method of becoming a distinguished bombardier. Then we have "Slick," the smoothie who causes roller slippage, slipping clutches, and erratic disc speeds. His slippery fingers are everywhere, but a careful, meticulous re-flight will usually dispense with "Slick." There are numerous other "Bombies" who usually work in cooperation with the pilot's Gremlins, but we can ignore them since they only cause minor instrument errors, and we are concerned with the major offenders.

"Bombies" will be with us as long as we have bombardiers and bombsights. But by treating them properly, harsh or favorably as the occasion demands, we can get decent results. They will prove too much for a poor bombardier, but a good man is always their master. Recognize these "Bombies" by their actions and treat them accordingly. They are a menace at all times but we believe that our F.B.I. now has them on the run and their dangers will be reduced to a minimum if all bombardiers follow the above directions that have been laid down. These suggestions have been time-proven and remember our slogan:

A good bombardier and a careful pre-flight,
Will drive all the "Bombies" out of the sight.

A/C John J. Flaherty
F.B.I., (Frustrated Bombardiers, Inc.)
Report on "Bombies."





HEADQUARTERS
Office of the Chaplain
ARMY AIR FORCES BOMBARDIER SCHOOL
Carlsbad Army Air Field, Carlsbad, New Mexico

VOL/pja

November 19, 1943

A MESSAGE FROM THE CHAPLAIN

To Air Cadet Class 43-18, Carlsbad Army Air Forces Bombardier School, Carlsbad, New Mexico, your Chaplain offers hearty congratulations upon the successful completion of this period in your training for the defense of our Country; also a hearty wish for your continued success. If and when you are face to face with our common foe, may your courage and valor be felt by the enemy and observed by all.

It is the earnest prayer of your Chaplain that your action in the Theatre of War may be effective and that the God of all may bless and protect you and bring you back safely when victory has been achieved. It is good to have known you. It is my sincere conviction that no finer group of men are to be found anywhere in the armed forces. I salute you comrades one and all and bid you God speed.

Your chaplain,

William O. Lindsey
WILLIAM O. LINDSEY,
Chaplain (1st Lt) USA.



WILLIAM O. LINDSEY
Chaplain 1st Lt.

SICK CALL



LT. COL. HENRY B. LAVERY
Post Surgeon

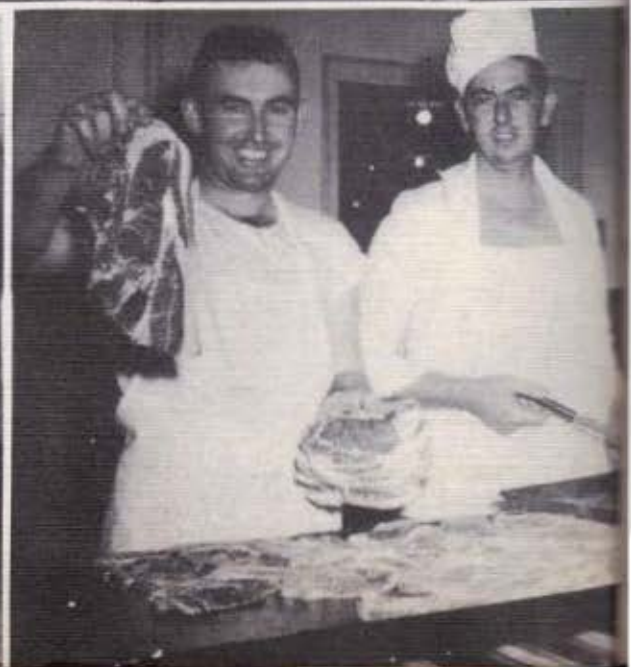






MESS

1ST LT. STYLES
Mess Officer



COL. JOHN P. RYAN

by A. A. Mandino

Upon his desk reposes a pen and ink stand—no different than any other stand except for a tiny brass plate at its base. It reads "To the Father of the World's Greatest Bombardiers from The Boys" and that novel salutation describes Col. "Paddy" Ryan where stories, articles and even a movie has failed.

Not yet knowing about his destiny in the clouds he began his amazing career with medical aspirations. First it was John Hopkins Pre-Med, followed by the University of Maryland Medical School and finally Loyola University. Flying conquered medicine, however, for soon after graduation he began his flying cadet training at Brooks Field, Texas.

After receiving his commission he served at Langley Field, Va., and Chanute Field, Ill. He then went to the Aberdeen Proving Grounds where he spent over four years in obtaining data for the perfection of the Norden Bombsight.

He was sent to the Philipines to organize Nichols Field, now held by the Japanese, and in 1940 was brought back to the States. Because of the war crisis and his experience in aviation and establishing field units, he was authorized to help organize flight training in this country. The original headquarters was at Barksdale, La., which was later moved to Kirtland Field at Albuquerque in Dec. 1941. This school was a basis for all others, and subsequently split-up to form fields at Midland, Victorville, Roswell and our own.

When this post opened over a year ago it was designed as a bombing school but not till just before Col. Ryan's arrival did it begin to be utilized as such.

It was he who fought for the Bombardier's place in the sun and through his constant efforts they now receive commissions upon graduation. He can sit back with pride whenever he hears the phrase "precision bombing" for he was an important party in the small minority who believed that "'tis better to drop one bomb down the chimney than twenty all over the block."

His voice had a note of satisfaction and pride as he spoke his message for Class 43-18.

"I have seen hundreds of cadet classes in the past ten years and I pay great tribute to our modern system of selecting cadets when I say I have never seen a finer, more qualified group of men than your class. They were a great help in organizing this post into what will be the finest Bombardier school in the country. As you were the first class you had to contend with many inconveniences that were eliminated before the following classes arrived. You worked and performed your duties to the best of your ability and my prayer is that on every battle front you will forever be an inspiration for the legion of bombardier cadets who will in the future drop bombs from the same sky you fly through today."



EDITOR
Emanuel N. Turano

ASSOCIATE EDITORS

Patrick M. Tarasoff
Jeffery E. Vavzycki

BUSINESS MANAGER

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WRITERS

Thomas J. Warman
Augustine A. Mandino
John J. Flaherty

ARTISTS

Frank P. Self
Norman B. Westbrook

NOTE OF THANKS

OUR HEARTFELT THANKS TO—

BASE PHOTO—Their cooperation was most essential and without these photographers our book would never have materialized. The burden was thrown upon the shoulders of this section and they produced splendidly with never a grumble or a murmur of dissention. 43-18 salutes these men for a fine job well done.

THE MECHANICS, RADIO MEN AND ASSOCIATED BRANCHES—for their all-out willingness and eagerness to help us attain our goal. All these ground services played a major role in getting us over the long and tortuous road to our place in the sky. We haven't forgotten these men and we won't forget them. Without them our wings are clipped—from every last man in our class we say "Thanks,"—to a grand bunch of men and buddies in need."

A/C John J. Flaherty



