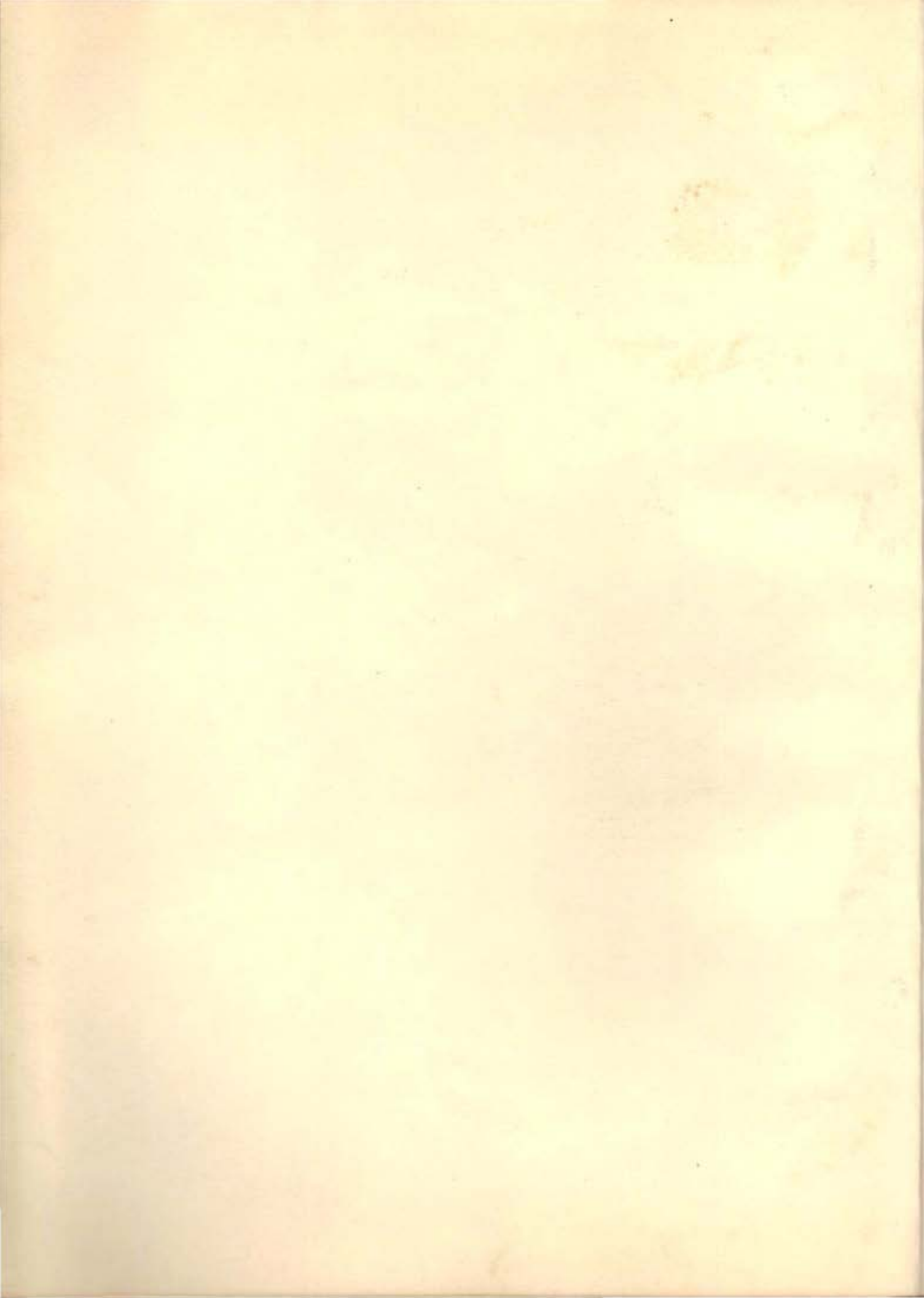


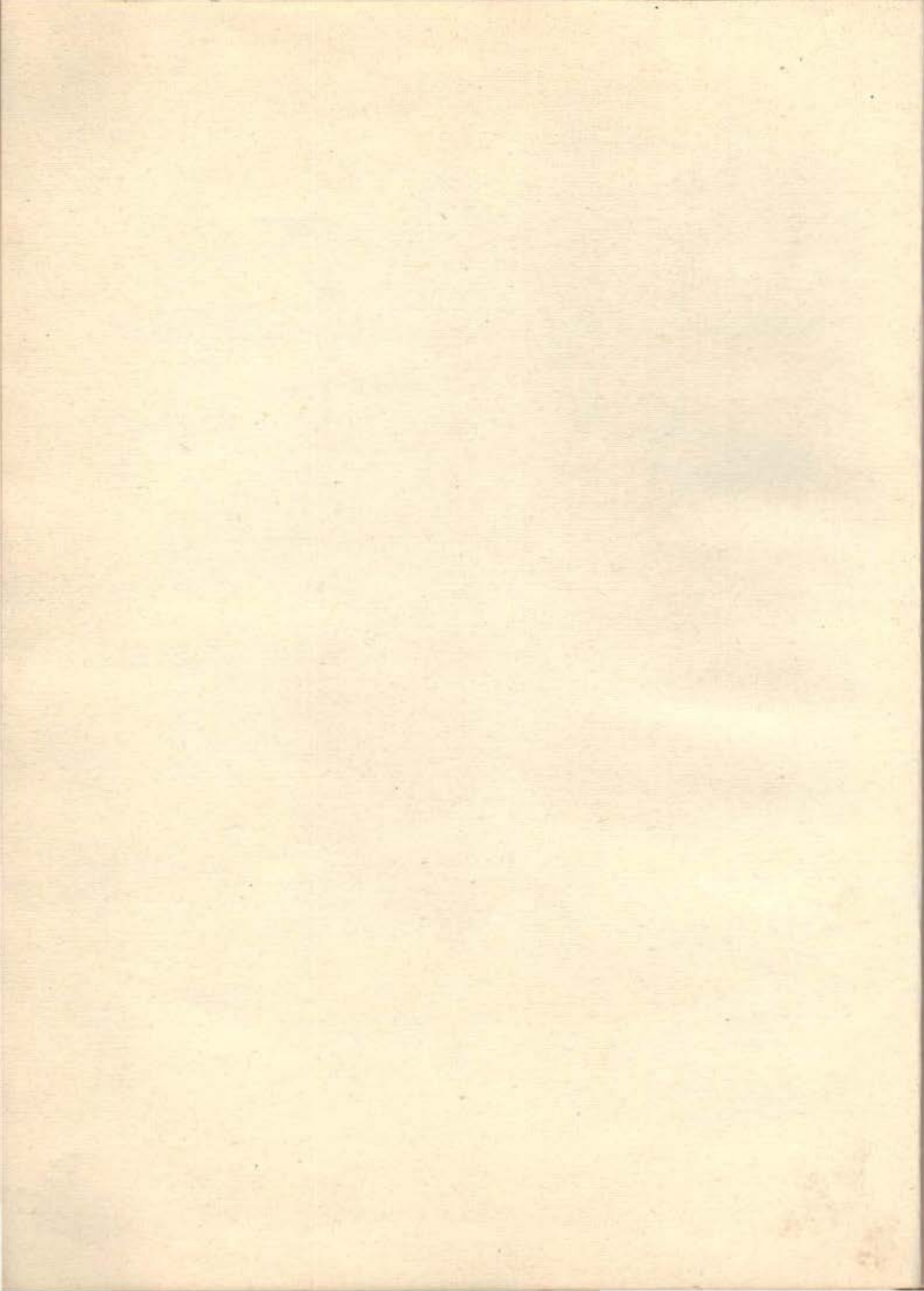
BOMBS AWAY





CAAF

CARLSBAD ARMY AIR FIELD, CARLSBAD, NEW MEXICO, CLASS 44-9





Class of 44-9:

In the days when fighting was still a matter of man against man, a famous English King adopted a motto,—"God and My Right."

That is a credo which is applicable here. For today, it is you who are the strong right arm. It is you who will strike the first paralyzing blows which will give our sister services the advantage they need for final, complete annihilation of our enemies.

We have attempted to give muscle and endurance and skill to that strong right arm. We believe we have succeeded. But on you and on us there still rests a great responsibility.

One day, a day not too far in the future, some of you will look down on the smoking ruins of Berlin and Tokyo. Then, secure in the knowledge of a job well done, you will say to your pilot: "Okay to turn."

That is our goal. For that last turn will take you—and all of us—back to the days of freedom and peace.

Godspeed!

A handwritten signature in cursive script that reads "John P. Ryan".

An oval-shaped black and white photograph showing a control tower or observation post situated on a hillside. The tower is a simple wooden structure with a flat roof. The background consists of a sky filled with large, fluffy clouds.

JOHN P. RYAN,
Colonel, Air Corps,
Commanding Officer.



MAJOR J. P. McCRORY
Deputy for Training
and Operations



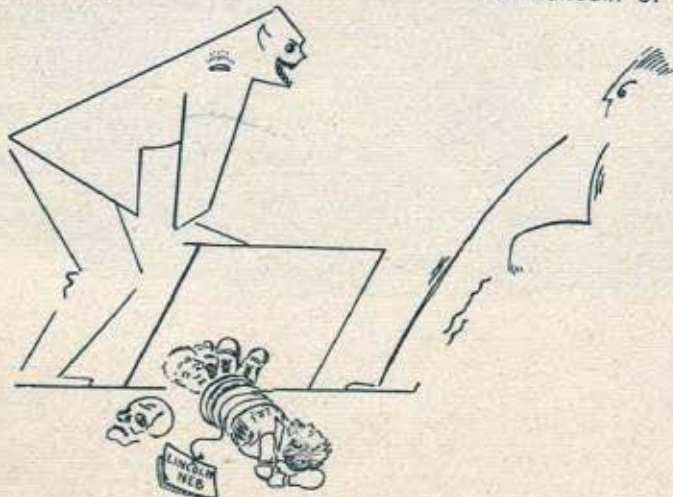
MAJOR L. L. ROSENHIEMER
Director of Flying



MAJOR D. D. McCALI
Director of Training
and Bombardment



MAJOR WILBUR W. WEED
Commandant of Cadets



ADMINISTRATION



LT. JAMES A. BRIGHAM
Chief Instructor Navigation



MAJOR HERMAN R. G...
Director of Ground School



LT. GLUCK
Treasurer



LT. JOHN J. COSTELLO
School Secretary



LT. RALPH F. IVES, JR.
Adjutant

Ground School

IN Air Crew training, perhaps only the Navigator—is more dependent on what he learns in ground school than the Bombardier. Our ground school has been tough and intensive, but every course we have taken is vital to some aspect of our future work as a Bombardier-Officer in the Air Corps.

FOR this reason, no single course can be said to be "the most important course of our ground training," when we look at things over the whole range of our future. But the courses which first commanded our absorbed interest were those which deal directly with the bombsight and bombing. In these we learned, more quickly and thoroughly than we thought we were capable of, all the functions of the various parts of the bombsight. And we learned, which is perhaps even more important, how to recognize and correct if necessary,—malfunctions in the bombsight.

WE learned very rapidly things which could be learned only after a long trial-and-error period up in the air—the effects of the varying conditions of flight on our accuracy. Having learned our lessons, we found we could glance at our crosshairs, bubbles, airspeed indicator and altimeter, predict where our bomb would hit, and make any necessary corrections in our synchronization, thus helping us to drop much better bombs.

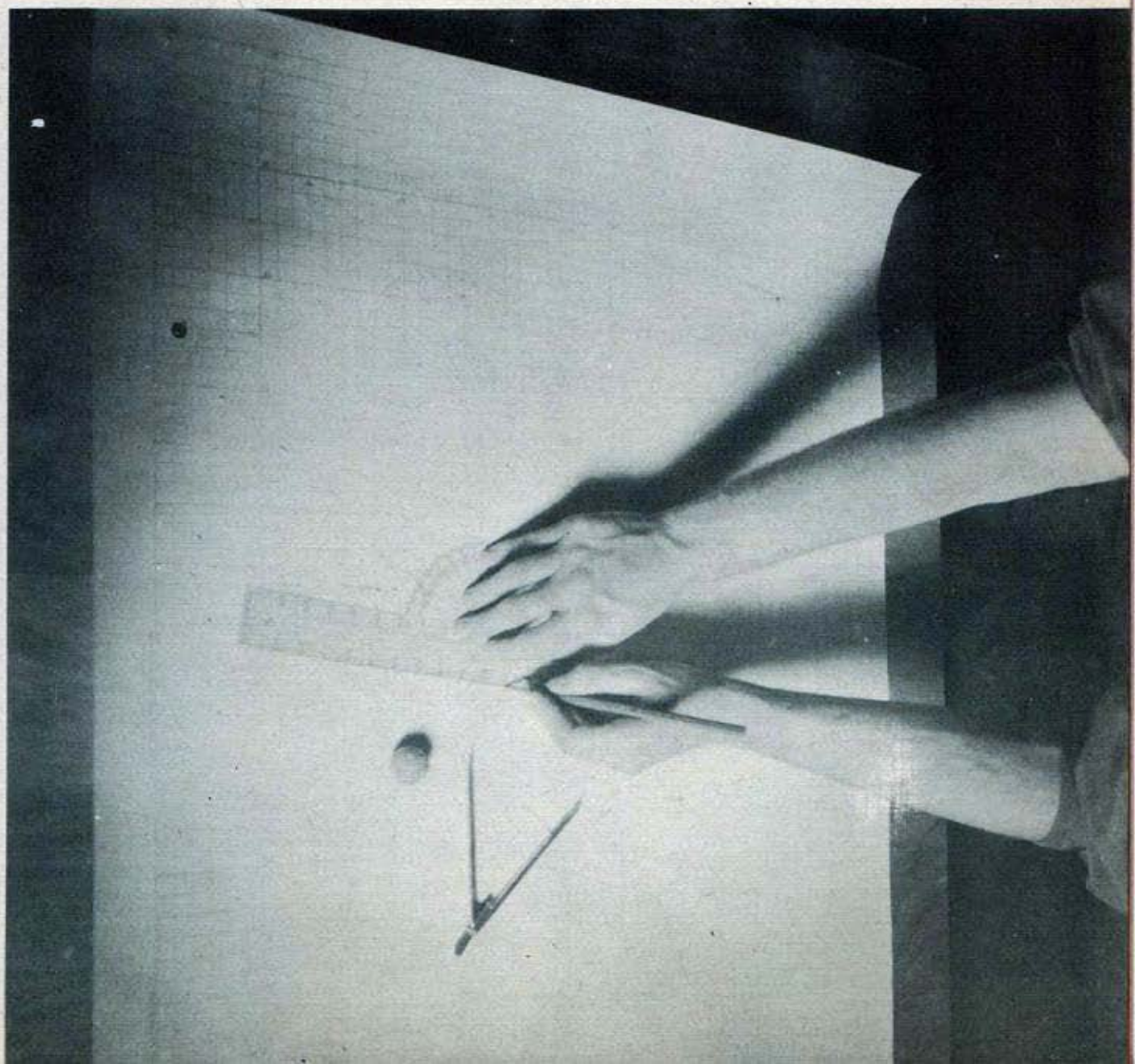
OF the courses in Navigation which we took up, most of our ground school time during the last half of our training period here, it can be said that their importance

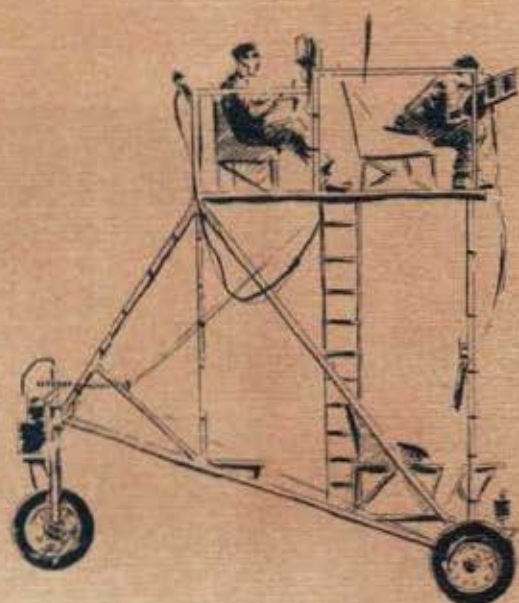
is huge, especially when one wants to (1) find targets, and (2) return from same. The words, told us a thousand times, are still true: our life span is dependent very largely on our skill as a Dead Reckoning Navigator.

OUR other courses, although they were shorter, are nevertheless necessary to us. The hours we spent over objective folders will help us to orient ourselves that much more quickly to the details of the briefing room. Without Shacks and Rackles we could never perform our duties as armament officer of our crews. We found that our aircraft rec was (I said "At Ease") not as strong as we thought.

LASTLY (but not leastly) in our mention here is our study of the C-1 Autopilot, which next to the Bombsight is the most amazing example of American ingenuity that many of us has seen. Although the Autopilot is a complex mechanism, its functions are clear-out and its operation, as presented to us, is readily grasped. Again, good knowledge of it is highly valuable to us, since we shall have to teach our pilots its utility and give them as much confidence in it as we ourselves have gained after constant work with it.

ALL in all our ground school has been very long and very exacting, but we now feel that none of our time was wasted. As much as we have already learned, there is much more we do not know about our profession. But that will come in ground school—at our O.T.U's and OVERSEAS.





TRAINER

The complexity of the Nordea bombsight is comparable with that of the human body. For some people the bombsight has a character of its own; and for a certain tyro bombardier the bombsight has proven to have life and personality. And the story that led to his reaching this conclusion is wonderful, indeed.

HIS story starts with an accident which horrified him at first. Two delicate bombsights were smashed together on the floor of the trainer building—a ruiner's treasure of labor, brains, and money. But when he talked it over with Henry, his bombsight, he was straightened out on the situation. Henry sighed, all dreamy-lensed, and began this story:

THEY'RE together. That's Max and Genevieve down there. 'Been sweet on each other for months."

HE was in the maintenance waiting room when they first met. Max had an appointment for his fifty-hour physical, and my bubbles were precessing badly, as they always do comes springtime.

MAX has been around for some time, but Genevieve had just graduated up at Remington Rand. She flounced in that morning all sparkling chrome and crackle, and everyone stared, especially Max. He's only three hundred hours, but even an old-timer like me felt a surge of pre-set trail in my rate end.

A kid fresh from the factory has to make a good impression. Genevieve hesitated two steps from the door, looking about and giving her newly-machined beauty a chance to take effect on us—and it did.

THE maintenance room is two flights up and she was breathing deeply. Her fine-featured directional panel, framed in black enamel, glowed a healthy fluorescent and her optics sparkled. Slowly rising and falling, her well-rounded leveling knobs were both sweet and voluptuous. Our optics followed the lovely lines down—lingering at her curved index scale, and passing on through the tapered length of her sight stem. When the audience was completely controlled, Genevieve turned on her terqus motor and paraded to the reception desk, giving all the male sights opportunity to synchronize on her evasive action.

WHEN this fascinater sat down opposite Max, crossing her connecting rod so he could get a glimpse of her isolatec sector. Genevieve picked up a back issue of the NATIONAL GYROGRAPHIC and tilted her optics slowly upward and looked at Max It was love at first sight.

FOR several weeks then. Max and Genevieve had a glorious time, going on long precession runs together in the country. They found they both knew a stabilizer who lived in Elmira. Both enjoyed reading good syllabi, their mutual favorite being the lighter INSTRUMENT CALIBRATION, by E. E. K. and R. W. K. Their relations were reaching the vine-covered A. T.-11' stage when S.O. 202 par. 476 ordered them back to work.

MAX was installed over there on trainer 39, and Jenny was across the way on 40. Don't you see? On opposite sides of the building, they never saw one another except when someone put in extended viscon.

BEING separated like that was stark tragedy in their young love—even heart-breaking to us who had to stand by and watch. In the way of all women, Genevieve bore up rather well. His grief at first bravely disguised, Max gradually went to pieces with erratic disc speeds and his ATF's falling off too rapidly. One night he cracked completely and went off on a tangent. After thirty-one shots of carbon tot, the maintenance men finally quieted him down. He was in sad shape—his gyro was tumbled and he was shouting 'Put me on with the outside knob!'

THE situation was hopeless until this morning. Trainers 39 and 40 started their runs as usual, and there in the center—only one bug! Both sights synchronized on the target. With their crosshairs on the same spot it was like a kiss to the two lovers. They drew closer and closer, their indices leaping higher and higher.

A Cadet shouted, but it was too late. Before the current could be shut off they had crashed. The high trainers weaved and shivered crazily, and then the sights toppled to the cement together. And you know the rest; there they are together."

THE Cadet turned from Henry and looked down again at the now exotic little heap of meshed gears and twisted cables. The exposed gyros were still spinning rapidly, the mass still quivered. Then a badly bent tension spring twanged into the air, its hummed vibration first rising and then falling off to nothingness—dead still, with the finality of complete satisfaction.



FLIGHT LINE

1530—"Jeez, if this wind doesn't die down we may not fly, please God."

"Well, we have to drop them sooner or later, so it might as well be now."

1545—"Fall out for flight line!"

1548—"All right, youse guys, stop milling around! Flight tench-hut! Left hace! Fowuhd, harch!"

1558—"Flight halt! Left hace! Sir, G Flight reports to the flight line all present. Cadet Hyde has been reverted."

"Prepare your men for inspection."

"Open ranks harch! Ready front."

"When did you shave last, mister?"

"This morning, Sir."

"Flight leader, gig this man so he'll remember that we put blades in our razors around here. You, mister, is that a so-called shoe shine?"

"Sorry, Sir, I seem to have fallen asleep after peetee."

"Fall out!"

1616—"Boy, what an inspection! Ed has eight gigs so far this week and it's only

Monday. I'm gonna hope all the luck."

"Yeah, but things ain't rough all over. I sure hope we get all three missions today as long as the wind seems to be dying down. The meters look pretty good."

"Yes, but—but let's stop the noise and get the data down. Lessee, now, altimeter setting is . . ."

"Oh, my aching back, I'm in one ninety-seven again, and it has no autopilot. . .! Why does this always have to happen to me? At least we have Reddle for our pilot. There's a guy who can REALLY hold a level."

1630—"Gimmee yer chute and pick up the camera. I'll go see how the bubbles are treating us today."

"The sight will be okay, if it's the same one that was in there yesterday, except the two-pound spring is fatigued, so either call malfunction now or be prepared for a very delicate calibration job."



"I'll see what gives, and don't worry about it."

1649—"Are you men ready to take off?"

"In just a moment, Sir."

"Well, hurry it up; I haven't eaten for ten hours and am slowly starving to death."

1710—"You're on course, mister."

"On course, Sir."

"Level, please, Sir."

2200—"Well, another day, another two and one-half dollars not including rations, quarters, and free medical care for your wife if she is living in town. Men of seventeen! Manadge! I'm so tired my mind, such as it is, is wandering. Hey, Phil, did you get all my pictures? I need the hits badly."

"Never fear, son, Daddy always comes through. How was the seeing eye of the statistics department working for you?"

I-uh-seem to have missed two of your pictures. Some damned fool almost

killed us on that third approach. Oh, well Kamera Klub saves me from borrowing another fin from you, which makes both of us happy—especially you, you miser!

"A fine way to talk to a guy to whom you owe your very soul, let alone reputation as a gentleman."

"Let's not get cryptic."

"Say, how about that second mission, huh?"

"Yes, for a while there, I thought you actually were a bomber pilot, nice chucking, really."

2230—"Well, men, are the 12-C's filled out yet? Good. Now look, Davis, is that the way I taught you to take a level? On the mission report I wrote all sorts of nasty things about your procedure. When you click the pilot, the first thing to do is to center . . ."

BIVOUAC



CHOW





Bivouac

We hiked the 8 miles to the Bivouac area—such a simple sentence and so innocent in appearance. I'll quote Webster for a moment to put a little meaning into it and you can go on from there. "HIKE (*hik*)—to march laboriously (in the peaceful sun . . . temperature 120°).

BIV'OU-AC — An encampment for a very short sojourn, under improvised shelter or none. (mostly none)"

New Mexico! Land of Enchantment! We were further enchanted by the scenery, (of course it had been flattened in some early generation but it was ours to enjoy). Then there were the gentle breezes (40 mph) that distributed most of the landscape through everything and which almost filled our modern (?) sunken latrines. I wish they'd let the pups keep the tents—yes, they are airey and do protect one from the sun (much in the manner of an oven).

Of course it was to be understood that this was to be an enactment of battle conditions and I think we all felt as tho' little was left that might destroy this feeling.

We bombed RR centers disguised as 100-ft. circles with demolition bombs—(they left a lovely hole!) and a few actually bombed roads and other miscellaneous property (worth little or nothing anyway!) We calibrated instruments from low levels and high speeds and completed what was to be done in the shortest time possible.

The food was good and the beer refreshing.—We were entertained by the Special Service troupe and we in turn entertained them with a gas attack, which no one enjoyed. It was a trip to be remembered by all, enjoyed by some and missed by none.



BIVOUAC



For six months we have been in almost daily contact with the personality of our tactical officer Lieutenant Grindley. Throughout this time he has consistently treated all of his men with a fairness that was appreciated at all times. It is seldom indeed that one meets a man who can subject himself to a routine that can be killingly boring and keep his sense of values. Lieutenant Grindley is of this sort. His moderation and his utter justness has earned a respect that will not easily be overthrown or soon forgotten. We of 44-9 take this opportunity to formally thank you, Sir, for all that you have done for us.

Instructors



Lt. J. E. ALLARD

Lt. R. L. BEELER

Lt. CHARLES W. BENNETT

Lt. E. A. BERRIO

Lt. JOHN W. BETHEL

Lt. R. E. BLAKE

Lt. A. B. BLANCHARD



Lt. R. S. BLOSSOM

Lt. S. E. BROMAN

Lt. R. P. CHAMBERS

Lt. R. F. CHLOUPEK

Lt. E. A. COOPER

Lt. J. L. CORRALI

Lt. R. N. COTTRELL



Lt. M. Z. COX

FURSELL DRYER

Lt. F. P. DOUGHERTY

Lt. R. E. DOWDY

Lt. J. F. DOWLE

Lt. R. ELDERT

Lt. B. W. EICKSON



Lt. L. W. FELGENSEN

Lt. VERNARD FITZGERALD

Lt. N. W. FRASIN

Lt. S. F. GARLY

Lt. R. C. GERTZEN

Lt. GOLDBERG

Lt. C. D. HARMAN



Lt. LEO HAYES

F/O C. C. HOYT, JR.

Lt. ROBERT HOOD

Lt. FRED HORNBERG

Lt. J. M. JACKSON

F/O J. W. JOHNS

MAJOR W. V. JONES



Lt. THEO. T. KANE

Lt. DAVID KOPLAN

Lt. A. R. KULLMAN

Lt. C. C. LEE

Lt. LE GALLEN

Lt. F. P. LECHOS

Lt. M. P. LONGACIO



Lt. K. B. MANNING

Lt. R. I. MANNING

Lt. S. G. MITCHELL

Lt. MORAN

S/Sgt. MOSCHLER

Lt. D. A. NACIOCI

Lt. WILLIAM HANAK



Lt. LAWRENCE O'KEEFE

Lt. H. P. PEARSON

Lt. J. J. PICCOLI

Lt. SAMUEL POSIN

Lt. P. F. REILLY

Lt. RANCK

F/O I. H. RORER



Lt. GEO. T. RUSKAY

Lt. C. G. ROCKY, JR

Lt. J. E. ROSE

Lt. W. W. SMAN

Lt. D. D. ROYER

Lt. F. F. WINDY

Lt. F. Y. SUTYEA



F/O R. E. SHIFFLY

Lt. GEO. W. SERRAO

Lt. J. R. SMITH

Lt. H. M. SPENCER

Lt. SMITH

Lt. C. S. STEUGARTS

Lt. E. YOUNG

Pilots



FLIGHT A



FLIGHT B



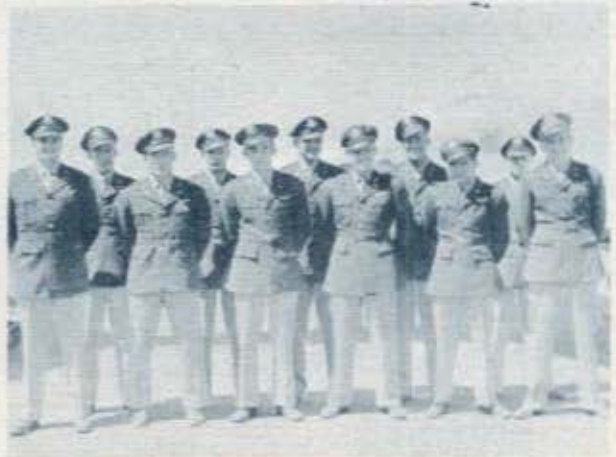
FLIGHT C



FLIGHT D



FLIGHT E



FLIGHT F

..To the boys who "steer the crates" . . . our sincere and heartfelt thanks. "Cooperation means Graduation" and w

Pilots



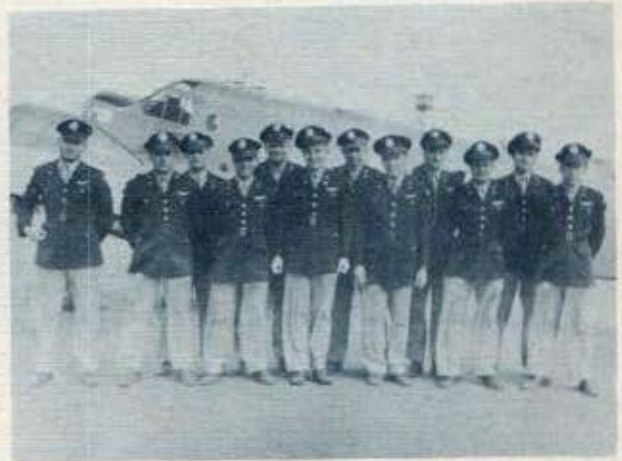
FLIGHT G



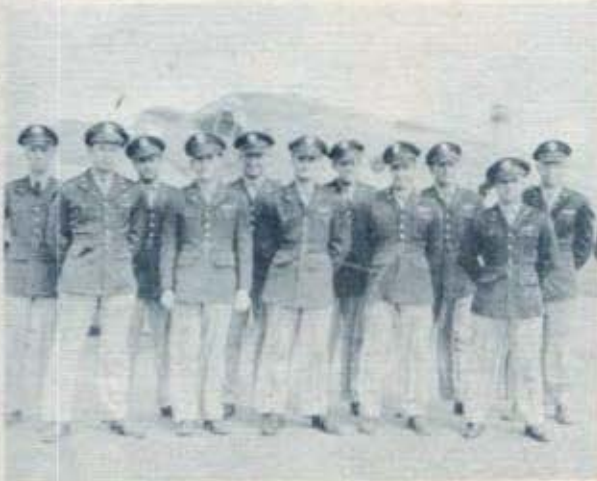
FLIGHT H



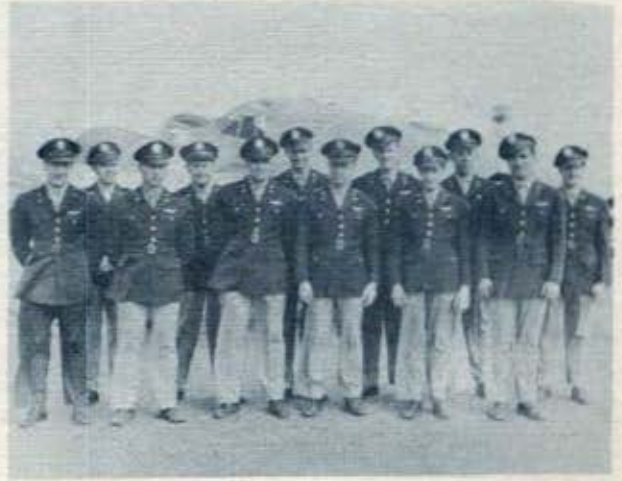
FLIGHT I



FLIGHT J



FLIGHT K



FLIGHT L

could have had no better cooperators. We can pay no greater tribute . . . good Joes, swell pilots and fine officers



CHARLES R. ABBOT



TED O. BADGER



GEO. L. BANSTETTER



HENRY L. BARTNOWSKI



ROBERT J. BIRD



ALVIN BROWDER



FREDERICK L. BRUSHNER



CHARLES E. COOPER



PATRICK J. COSTELLO



FRED B. CREEL



LIBERO T. DEAMICIS



HAROLD A. DOERR



LEO J. DYMERSKI



SAM ELHAI



MARTIN J. ELLERSTEIN



HAROLD F. ELLIOT





CHARLES H. EVANS



ROBERT FEINBERG



RUSSELL C. FINN



WILLIAM N. FITZSIMMONS



FRANK J. FLAGELLA



FRANCIS J. FLAHERTY



JOHN S. FOODY



LARRY FRIEDMAN



RUSSELL W. FRITZSINGER



JAMES J. GARRAHAN



JESSE H. GARRISON



SEYMOUR GELLER



RICHARD E. GHARST



JOSEPH T. GOUGH



JOSEPH A. GRADY



WILLIAM L. GRAHAM



JAMES P. GRANT



CHARLES A. GRAY, JR.



SHELDON GREENBERG



RAY H. GROFF



JOSEPH C. GRUERRIERI



NINO L. GUICIARDI



EDWARD J. HACKETT



WAYNE HAGMAN



JOHN B. HAHN, JR.



W. D. HAMMOCK



ANDREW P. HARBELIS



RALPH W. HARBERT



STEPHEN C. HARWARD



THOMAS F. HASTINGS



VAUGHN D. HEIDENREICH



MAXWELL P. HEILBRON



MESSAGE CENTER



WALTER B. HELLAWELL



FRED A. HELWIG



THOMAS F. HERZOG



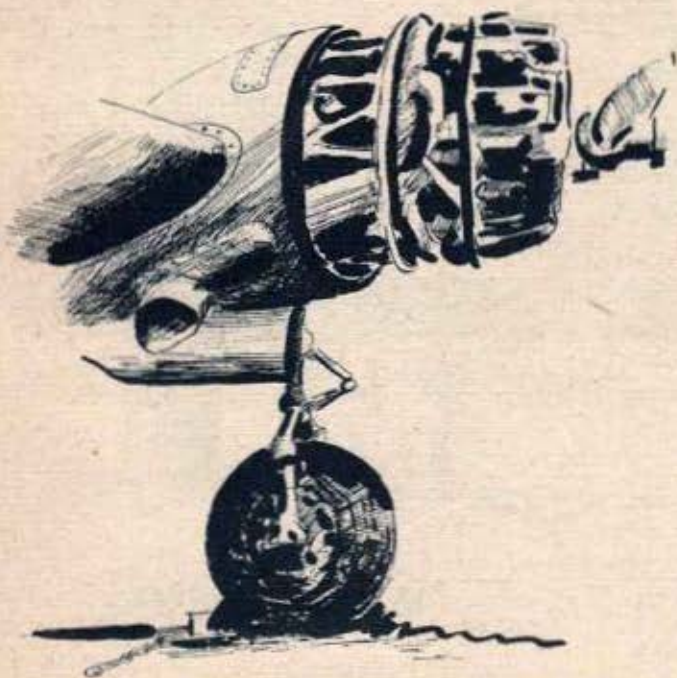
EARL W. HEUER



RICHARD D. HODGE



JOSEPH HORGAN



GEORGE S. HRUSKA



EDWARD J. HUNDT



JAMES R. HURLEY



CHARLES W. IBEY



ROBERT ISCOVICI



PARKS M. KING, JR.



EDWARD C. KLYSZEWSKI



MARTIN A. KOLUCH



STEPHEN KONEK



JOSEPH MARTIN KOSTEK



BENJAMIN KRAMER



HAROLD KRAUTHAMER



MORRIS KREGSTEIN



ROBERT J. KREMER



LINTON A. KUCHLER



ARTHUR L. LARSON, JR.



JOSEPH M. LEAK



FRANK H. LEE



WILLIAM LESSER, II



JOEL LESTER



CHRISTOPHER LINDSLEY, JR.



JAMES R. LISTER



EARL W. LUMPKIN



RUSSELL G. LUNDSTROM



JOHN P. MANEY



JUDSON E. MARSHALL





EUGENE H. MARTENS



PETER MASONIS



ALBERT F. MATTHEWS



LUCIUS O. McCLAMROCK



HARRY G. McMAHON



IRVING MENDLSSOHN



THOMAS L. MENDENHALL



WAITING FOR THE BUS —



DONALD A. MILLER



MACK T. MILLER



WARREN E. MORRISON



HENRY G. MÖSS



JOHN R. MOSS



GERALD MYERS



ROY NIEMEYER



ROBERT L. NORCROSS



ROBERT A. NUFFER



GEORGE E. NULL



HARRY W. OAKES



CARL R. OLSON



HERBERT D. OLSON



EDWARD J. ONDRASIK



LOUIS J. ORSI



WILLARD J. OVERLOCK



SALVATORE PARISI



HAROLD W. PASSOW



HOWARD L. PAUL



LUTHER R. PAULSON



EDGAR W. PEARSON



KENNETH G. PERRY



RUDOLPH A. PERRY



JEROME E. PFALLER



GEORGE A. PHILIPS, JR.



Rx.



WILLIAM K. PHILLIS



ROBERT H. PICCOLO



WILLIAM C. PIGFORD



RICHARD W. PLACE



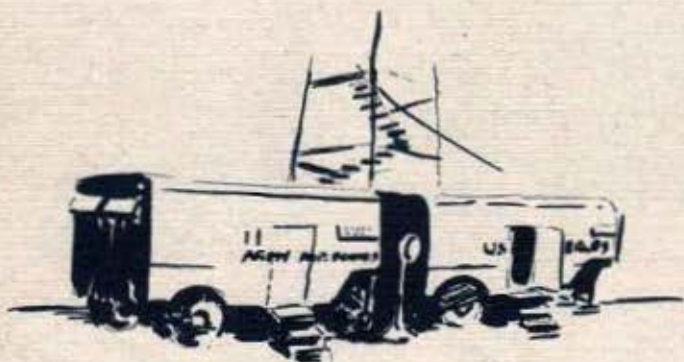
CLEMENT PLASKIEWICZ



W. C. POTTS



FRANCIS A. PRIOR



MAIFUNCTION !!!



MAX J. RAMM



HAROLD RESNICK



ROBERT R. RESOR



JOSEPH MURREY RICHARDS



JAMES F. RIDLEY, JR.



RALPH R. RINALDI



COIT M. ROBINSON, JR.



WALTER S. ROBITZKI



RALPH E. ROSENBERG



JOSEPH H. ROSENSTOCK



JOHN ROSIALA, JR.



ROBERT C. ROSSER



MEYER ROTHCHILD



SHELDON L. ROTHSTEIN



RICHARD B. RUMSEY



HENRY E. RUPPERTSBERGER



PATRICK A. RYAN, JR.



HERMAN H. RYMER



RICHARD W. SAAKE



STEPHEN J. SABATINO



ROBERT B. SADEK



DANIEL A. SALMON



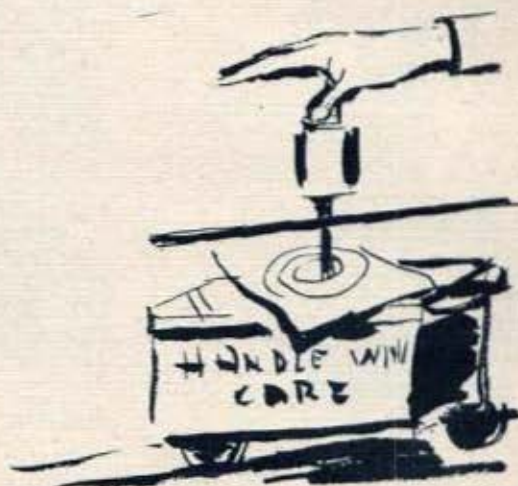
GILBERT SALK



HENRY V. SCHONBERGER



LEWIS M. SALVIN





ELMER SCHRAMM



ALBIN R. SEILIUS



HERBERT SHAPIRO



MURRAY SHAVINSKY



JOHN J. SHIRK



LESTER A. SHAPIRO



MURRAY S. SLIN



FRANK W. SMITH, JR.



THEODORE W. STATHIS



HERBERT S. STOLTZ



EDWIN P. TENGGREN



CHARLES E. THENEBE



JOHN M. THOMAS



CHARLES F. VORDA



PHILIP S. WALTER



IRVING WEINBERG



ARTHUR J. B. WEISS



ALEXANDER WINDSOR



ALBERT E. YELLAND

*Student
Officers*



LT. LEO FRIEDMAN



LT. M. U. FOSTER



LT. PIERYNSKI



LT. SANTELLI



LT. GENAV



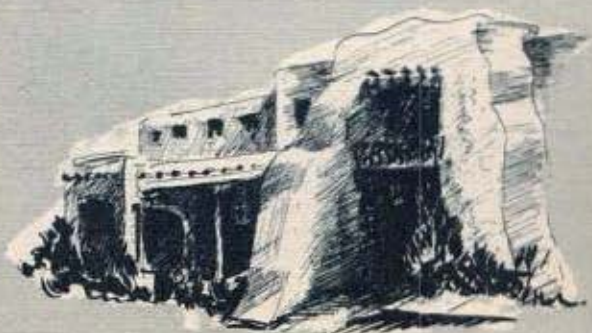
Welcome to Carlsbad



SIDE ENTRANCE - COURT HOUSE



WATER TOWER - 1887





LT. JAMES W. JACKSON
P. T. Director

P.T.

THE physical training department at Carlsbad has given us one of the most well-rounded programs that we have come in contact with as Cadets. After the maddeningly monotonous shuffling at Tyndall Field, the program of games and the rest were actually a joy. There was, of course, the usual amount of gripes from the slobs who jumped the fences and did not do all their situps, but the measure of the program is not the amount of griping but the actual physical improvement of the Cadets here. We feel that our peete has given us the mental alertness that vanishes when the body languishes. It has toned our frequently exhausted muscles; and any system of training which accomplishes this has justified itself. The days when we exercised, ran around the soccer fields, did chins, and then loafed around for nine minutes on the volleyball courts were, however, far from being a pleasure. But taken as a whole more good can be said for peete than bad.



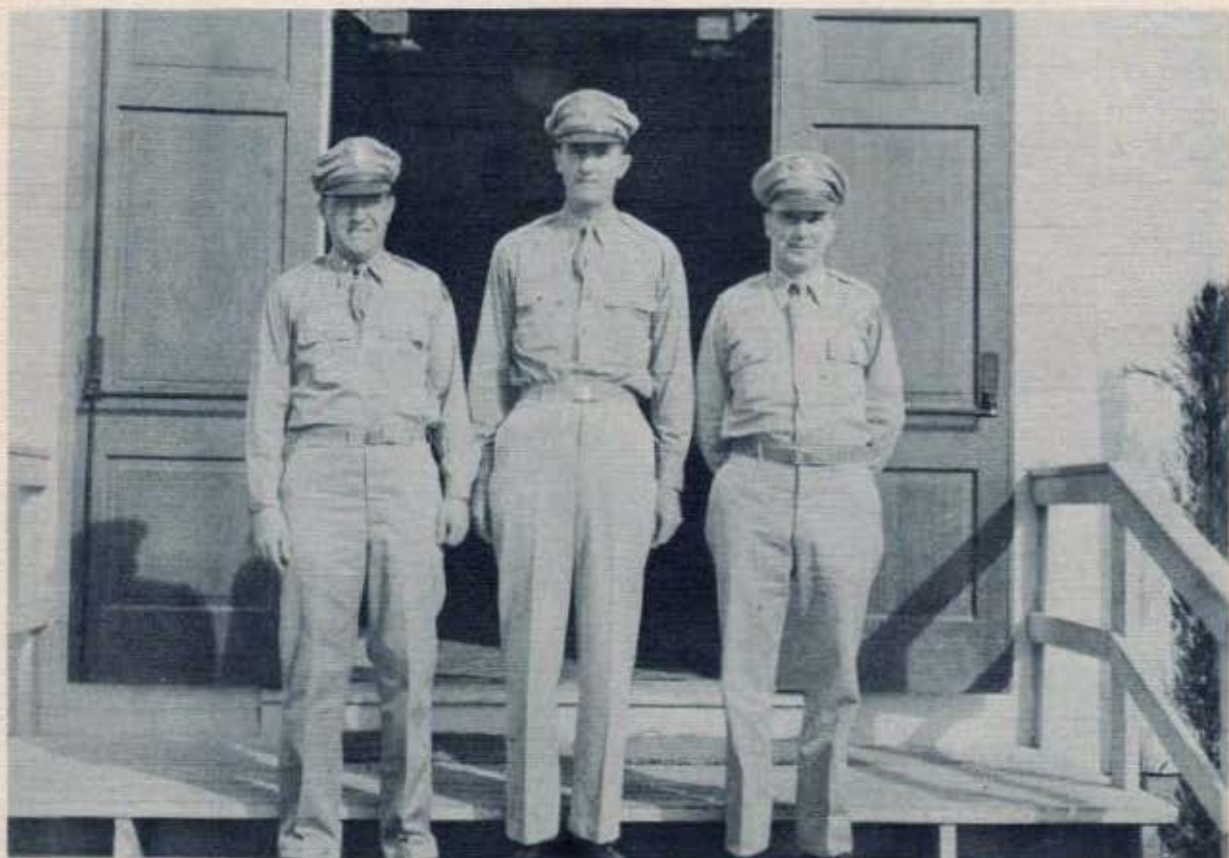




POST CHAPEL

"... Behold, now is the accepted time; now is the day of salvation." It was not someday or sometime, but "now" in that time of long ago when these words were written. Man lives not in some distant future, nor in some fairy land of make believe. His concern must be with the "now" of his life. The future lies in the hands of those who are willing to make any sacrifice that the "day" will be theirs. Men of 44-9, this is your accepted time—now is your day of salvation.

CHAPLAIN MOELLER



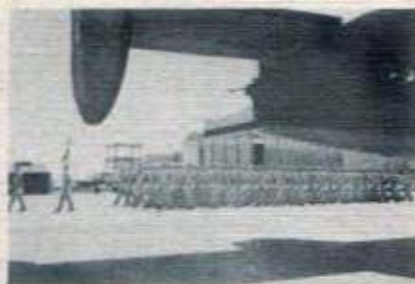
Flight Surgeon--Sick Call--Dental Call





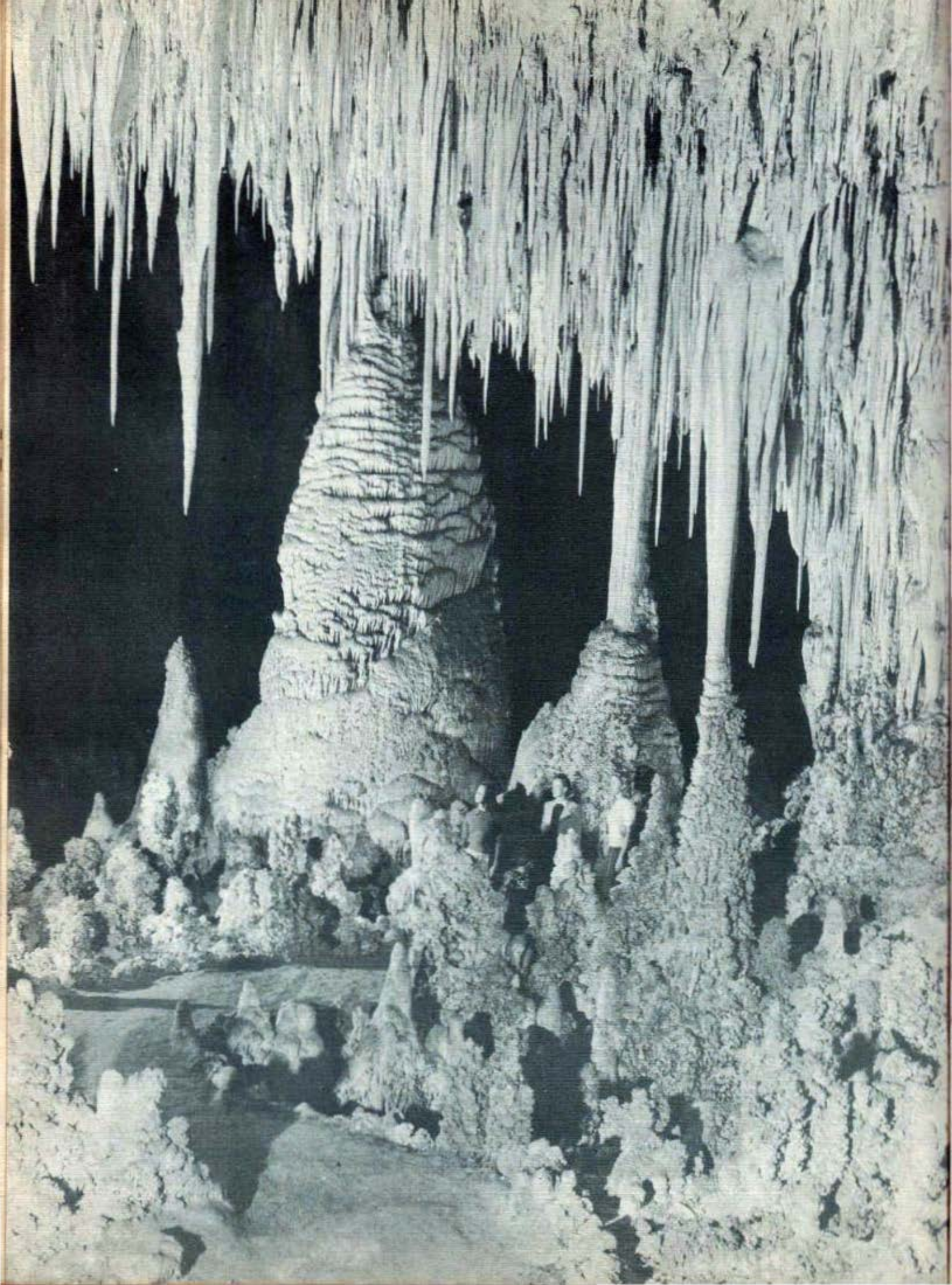
CADET MESS





LOCAL COLOR ON POST





*Flight
Line*





Cadet Club





LIST OF DELINQUENCIES, SQD. "4", CLASS 44-9

FOR July 1 19 44

NAME	D.	DELINQUENCY	REPORTING OFFICER	INITIALS
Weiss, A. J. B.	H	Failure to salute Walter	A/C Walter	A.B.
Thenebe, C.E.	2	Out of uniform (head missing)	Lt. Grindley	C.E.T.
Lesser, W (the second)	1	Excessive brutality toward men	" "	W.L.
Ficcolo, R.H.	H	Refused to eat in mess hall	" "	R.N.P.
Schonberger, H.V.	4	Making noises unbecoming a cadet	Lt. Ellis	N.V.S.
Lt. Foster, M.	A.M.T.	Out of uniform, i.e., wearing playsuit to P.T.	Lt. Jackson	M.F.
Eruska, George	10	Throwing stones at Mess Officer	The Mess Officer	G.H.
Hundt, E.J.	10	" " " " "	" " "	E.J.S.
Flagella, F.J.	1	Taking tray from mess hall (unint.)	" " "	F.F.
*Ibey, Charles		Beating pilot about head and body	Lt. Ivery	A.C.O.
Crsi, L.J.	5	Conduct unbecoming an av. cadet	Lt. Winslow, Ruth	L.J.C.
Lindsley, C.	3	Demaging government property	Lt. Foreman	C.C.
Walter, P.S.	5	Bringing wife and baby to camera class	Sgt. Foster	R.S.W.
Farisi, S. (?)	H	Falling out of plane	Lt. Scawc roft	S.P.
Badger, T.O.	2	Using abusive language to mail clerk	Lt. Ives	T.O.B.
Elhai, S.	2	" " " " " "	" " "	S.E.
Gerrahan, J.	5	Biting cadet officer	A/C Fritzinger	J.G.

D.-Demerits; A. M. T.-Additional Military Training; P. T.-Punishment Tours;
R.-Removed; H.-Held Awaiting Disposition.
Aviation Cadets whose names are preceded with an asterisk (*) will submit written
explanation of that report by 0800, next day. All Aviation Cadets listed hereon
will initial opposite each report to indicate cognizance thereof.

Bombardier's Syllabus



CAGED GYRO



EXTENDED VISION



COMPUTER



CANNON PLUG



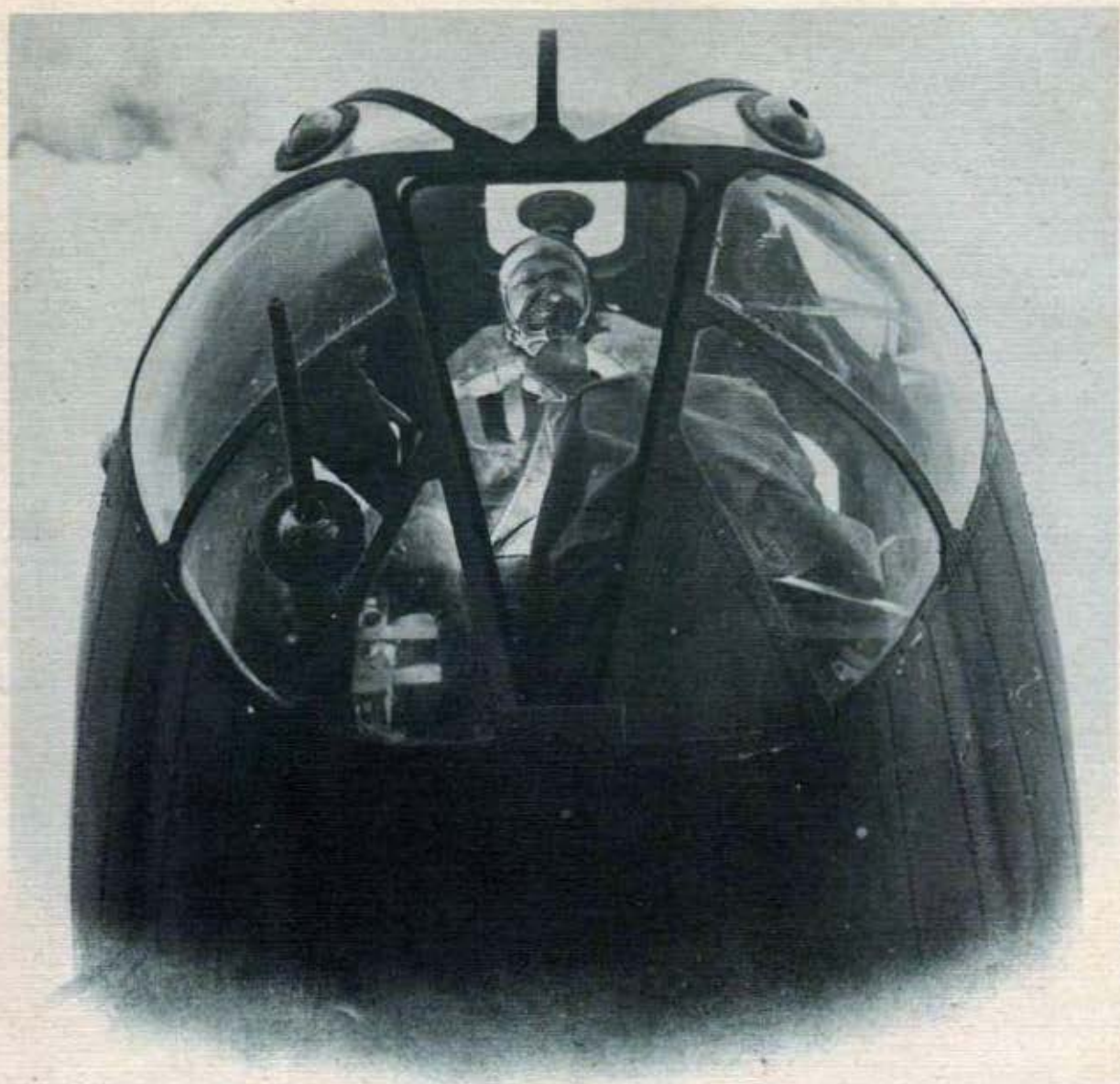
DRIFT METER



TELESCOPE INDEX

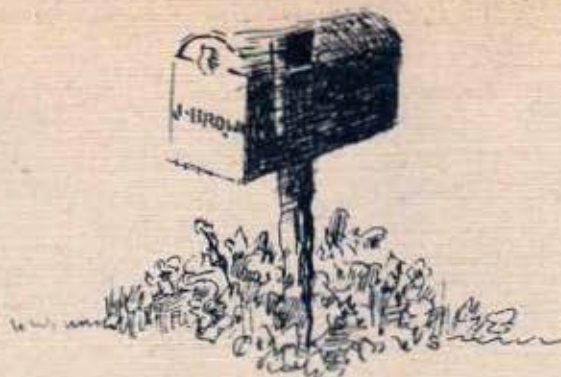


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Abbot, Charles R., 2543 E. Fifth Avenue, Knoxville, Tennessee
Badger, Ted O., 800 Teetishorn Street, Houston, Texas
Bartnowski, Henry L., 40 Cloverdale Road, Clifton, New Jersey
Bird, Robert J., 4135 N. Farwell Avenue, Milwaukee, Wisconsin
Blattner, Edward A., 131 S. Mayfield, Chicago, Illinois
Browder, Alvin, 106 Mono Drive, Modesto, California
Cooper, Charles E., 2703 Darby Road, Upper Darby, Pennsylvania
Costello, Patrick J., 163 E. 122nd Street, New York, New York
Creel, Fred B., 4115 Court Street, Birmingham, Alabama
DeAmicis, Libero T., 1008 First Avenue, Evansville, Indiana
Dennin, John J., 286 Willoughby Avenue, Brooklyn, New York
Doerr, Harold A., 267 Gainsboro Avenue, E. White Plains, New York
Elhai, Sam, 2348 Benson Avenue, Brooklyn, New York
Ellerstein, Martin J., 1565 E. Fourteenth Street, Brooklyn, New York
Elliot, Harold F., Mason, New Hampshire
Evans, Charles H., Box 126, South Coventry, Connecticut
Feinberg, Robert, 1250 N. Kedzie Avenue, Chicago, Illinois
Finn, Russell C., 4034 1/2 N. Keystone Avenue, Chicago, Illinois
Fitzsimmons, William N., 919 Pallister Avenue, Detroit, Michigan
Flagella, Frank J., 215 Beach Street, Westhaven, Connecticut
Foody, John S., 1423 Morris Avenue, Lincoln Park, Michigan
Friedman, Larry, 690 Ocean Parkway, Brooklyn, New York
Garrahan, James J., 27 Barraclough Avenue, Hamden, Connecticut
Garrison, Jesse H., Zillah, Washington
Geller, Seymour, 3400 Wayne Avenue, New York, New York
Ghorat, Richard E., Route 3, Box 194, Terre Haute, Indiana
Gough, Joseph T., Forest Hills, New Jersey
Grady, Joseph A., 68 Boylston Street, Brookline, Massachusetts
Graham, William L., Box 128, Hinton, West Virginia
Grant, James P., 66 Brookside Avenue, Boston, Massachusetts
Gray, Jr., Charles A., Box 744, Trussville, Alabama
Greenberg, Sheldon, 628 E. 36th Street, Brooklyn, New York
Graft, Ray H., 23 4th Street, Perkasie, Pennsylvania
Gruerriert, Joseph C., 500 Monroe Street, Orange, New Jersey
Guicardi, Nino L., 327 Baile's Run Road, Creighton, Pennsylvania
Hackett, Edward J., 52 Nichols Avenue, New York, New York
Hagman, Wayne, Barnesville, Minnesota
Harbellis, Andrew P., 361 Lincoln Street, Gary, Indiana
Harbert, Ralph W. Jr., 207 Fremont Street, Battle Creek, Michigan
Harward, Stephen C., 716 Burch Avenue, Durham, North Carolina
Hastings, Thomas F., 46 Sylvester Street, Rochester, New York
Heidenreich, Vaughn D., 409 Virginia Street, Crystal Springs, Illinois
Heilbron, Maxwell P., 210 S. Hinds, Greenville, Mississippi
Helwig, Fred A., Jr., 114 Ashland Avenue, River Forest, Illinois
Herzog, Thomas F., 50-56 44th Street, Woodside, Long Island
Hodge, Richard D., 1975 E. 6th Avenue, Hialeah, Florida
Horgan, Joseph, 461 E. 8th Street, S., Boston, Massachusetts
Hruska, George S., 16 Terrace Avenue, Newcastle, Pennsylvania
Hundt, Edward J., 104-26 E. 193rd Street, Hollis, Long Island
Hurley, James R., 540 Liberty Avenue, Jersey City, New Jersey
Ibey, Charles W., Box 47, High Street, Enfield, New Hampshire
Iscovici, Robert, 1471 39th Street, Brooklyn, New York
Katz, Lester, 24 Canterbury Street, Hartford, Connecticut
King, Parks M., Jr., 700 Queen's Road, Charlotte, North Carolina
Klyaszewski, Edward C., 1421 W. Chicago Avenue, Chicago, Illinois
Kaizeski, John M. Jr., 74 Nottingham Patchogue, Long Island
Koluch, Martin A., 17 Foundry Street, Central Falls, Rhode Island
Konek, Stephen, 130 Canal Street, Walnutport, Pennsylvania
Kostek, Joseph Martin, 54 Summer Street, Fall River, Massachusetts
Kramer, Benjamin, 404 E. 48th Street, Brooklyn, New York
Krauthamer, Harold, 300 Ocean Parkway, Brooklyn, New York
Kregstein, Morris, 245 Maywood Avenue, Maywood, New Jersey
Kremer, Robert J., 135 Winthrop Street, Brooklyn, New York
Kuchler, Linton A., 3602 N. 38th, Milwaukee, Wisconsin
Larson, Arthur L., Jr., 5708 N. Tolman Avenue, Chicago, Illinois
Leak, Joseph M., 37-34 85th Street, Jackson Heights, New York

Lee, Frank H., 1616 Robinson Road, Grand Rapids, Michigan
Lesser, William, II, c/o Hugo V. Leowi Inc., 33 Water Street, New York, N. Y.
Lester, Joel, 450 E. 34th Street, Paterson, New Jersey
Leventhal, Robert M., 1351 S. Mansfield Avenue, Los Angeles, California
Lindenbaum, Jerome L., 1560 President Street, Brooklyn, New York
Lindsley, Christopher, Jr., Polson, Montana
Lampkin, Earl W., 508 E. 1st Street, Rome, Georgia
Lundstrom, Russell G., 204 Court G-103 Y. N. V., Bridgeport, Connecticut
Maney, John P., 212 Oak Street, Binghamton, New York
Marshall, Judson E., 2257 Woodward Avenue, Lakewood, Ohio
Martens, Eugene H., 127 Box Avenue, Buffalo, New York
Masonis, Peter, 20 Star Street, New Britain, Connecticut
Matthews, Albert F., 113 DeSoto Street, Clarksdale, Mississippi
McClamrock, Lucius O., Jr., 885 Drewry Street, N. E., Atlanta, Georgia
McMahon, Harry G., 2 James Street, Auburn, New York
Mendelsohn, Irving, 338 E. Lucius Avenue, Youngstown, Ohio
Mendenhall, Thomas L., 1 Caves Place, Rochester, New York
Miller, Donald A., 316 Aurora Street, Buffalo, New York
Miller, Mack T., 807 9th Street, N., Wilksboro, North Carolina
Morrison, Warren E., c/o G. E. Morris Allen, 2704 8th Street, S., Arlington, Va.
Moss, Henry G., 1262 E. 21st Street, Brooklyn, New York
Moss, John R., 434 Wayland Avenue, Providence, Rhode Island
Myers, Gerald, 10 Ackers Avenue, Ossining, New York
Niemeyer, Roy K., 406 W. Sigwalt Street, Arlington Heights, Illinois
Norcross, Robert L., Route 2, Corunna, Michigan
Nuffer, Robert A., 801 Salzburg Avenue, Bay City, Michigan
Null, George E., Route 2, Gettysburg, Pennsylvania
Oakes, Harry W., 34 S. June Street, Dayton, Ohio
Olson, Carl R., 933 Frost Court, Peekskill, New York
Olson, Herbert D., Winfield, Louisiana
Ondrasik, Edward J., 5515 Grant Place, W., New York, New Jersey
Orsi, Louis J., 3215 S. Normal Avenue, Chicago, Illinois
Overlock, Willard J., 1111 Bonny Brae Avenue, River Forest, Illinois
Parisi, Salvatore, 436 N. 8th Street, Fairview, New Jersey
Passow, Harold W., 710 6th Street, Wausau, Wisconsin
Paul, Howard L., 500 68th Street, Cullenberg, New Jersey
Paulson, Luther R., Mount Horeb, Wisconsin
Pearson, Edgar W., 10 Glenn Street, Milford, Connecticut
Perry, Kenneth G., Beacon, New York
Perry, Rudolph A., 109 W. 6th Street, Mansfield, Ohio
Pfaller, Jerome E., 1203 S. 26th Street, Milwaukee, Wisconsin
Phillips, George A., Jr., 42 Orient Street, Malden, Massachusetts
Phillis, William K., Pleasant Mills, Route 1, Hammonton, New Jersey
Piccolo, Robert H., 46 Euclid Avenue, Ridgely Park, New Jersey
Pigford, William C., Jr., 1553 Linden Avenue, Memphis, Tennessee
Place, Richard W., 48 Main Street, Hingham, Massachusetts
Plaskiewicz, Clement, 254 Main Street, Torrington, Connecticut
Prior, Francis A., 176 Kensington Road, Kensington, Connecticut
Ramm, Max J., 847 Beaconfield, Grosse Pointe Michigan
Reardon, Charles W., 50 Hampstead Road, Boston, Massachusetts
Resnick, Harold, 255 E. 176th Street, Bronx, New York
Resor, Robert R., Ridgevue, Ridgely, Connecticut
Richards, Joseph Murrey, 1835 Barcelona Avenue, Fort Myers, Florida
Ridley, James F., Jr., 1200 E. 45th Street, Brooklyn, New York
Rinaldi, Ralph R., 4405 Burlington Place, N. W., Washington, D. C.
Robinson, Coit M., Jr., Lowell, North Carolina
Robitski, Walter S., 348 Pulaski Street, Staten Island, New York
Rosenberg, Ralph E., 1138 Empire Avenue, Camden, New Jersey
Rosenstock, Joseph H., 2201 E. 70th Street, Chicago, Illinois
Rosalia, John Jr., 260 Malleable Street, Sharon, Pennsylvania
Rosser, Robert C., 3685 Warren Road, Cleveland, Ohio
Rothchild, Meyer, 746 S. Crescent Avenue, Cincinnati, Ohio
Rothstein, Sheldon L., 327 Penn Avenue, Scranton, Pennsylvania
Rumsey, Richard B., Mecklenburg Road, Ithica, New York
Ruppertsberger, Henry E., 3514 Elliot Street, Baltimore, Maryland
Ryan, Patrick A., Jr., Russellville, Kentucky
Hymmer, Herman H., Reliance, Tennessee
Saake, Richard W., 826 Putnam Place, Brooklyn, New York
Sabatino, Stephen J., 417 Suydam Street, Brooklyn, New York
Salmon, Daniel A., 225 E. Mosholu Parkway, Bronx, New York
Salk, Gilbert, 12 Wiltshire Road, Brighton, Massachusetts
Schonberger, Henry V., 1414 Walton Avenue, Bronx, New York
Salvin, Lewis M., 118 Trowbridge Street, Cambridge, Massachusetts
Schramm, Elmer, 2844 Spring Street, Pittsburgh, Pennsylvania
Seilius, Albin R., 4 Columbia Street, Worcester, Massachusetts
Shapiro, Herbert, 861 Crotona Park, N., Bronx, New York
Shapiro, Lester A., 62 Warrington Street, Providence, Rhode Island
Shavinsky, Murray, 545 King's Highway, Brooklyn, New York
Shirk, John J., 130 E. Wayne Terrace, Collingswood, New Jersey
Silin, Murray S., 319 Dean Road, Brookline, Massachusetts
Smith, Frank W., Jr., 315 N. Wadill Street, McKinney, Texas
Stathis, Theodore W., 175 179th Street, Rockaway Beach, New York
Stoltz, Herbert S., 36 Deerfield Avenue, Hartford, Connecticut
Tenggren, Edwin P., 28 Delane Street, Revere, Massachusetts
Thenebe, Charles E., 4 Wolbridge Road, West Hartford, Connecticut
Thomas, John M., Johnsville, Arkansas
Varda, Charles F., 3114 Hartzell Street, Evanston, Illinois
Walter, Phillip S., 4913 Midwood Avenue, Baltimore, Maryland
Weinberg, Irving, 7657 S. Phillips Avenue, Chicago, Illinois
Weiss, Arthur J. B., 5649 Lebanon Avenue, Philadelphia, Pennsylvania
Yelland, Albert E., 123 Mainhart Drive, Grass Valley, California

Cadet Officers



P. S. Walters Vaughn D. Heidenreich John Rosiala, Jr. Stephen C. Harward



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Autographs

The Staff

EDITOR

MURRAY S. SILIN

ART AND LAYOUT

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FEATURES

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LITERARY

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