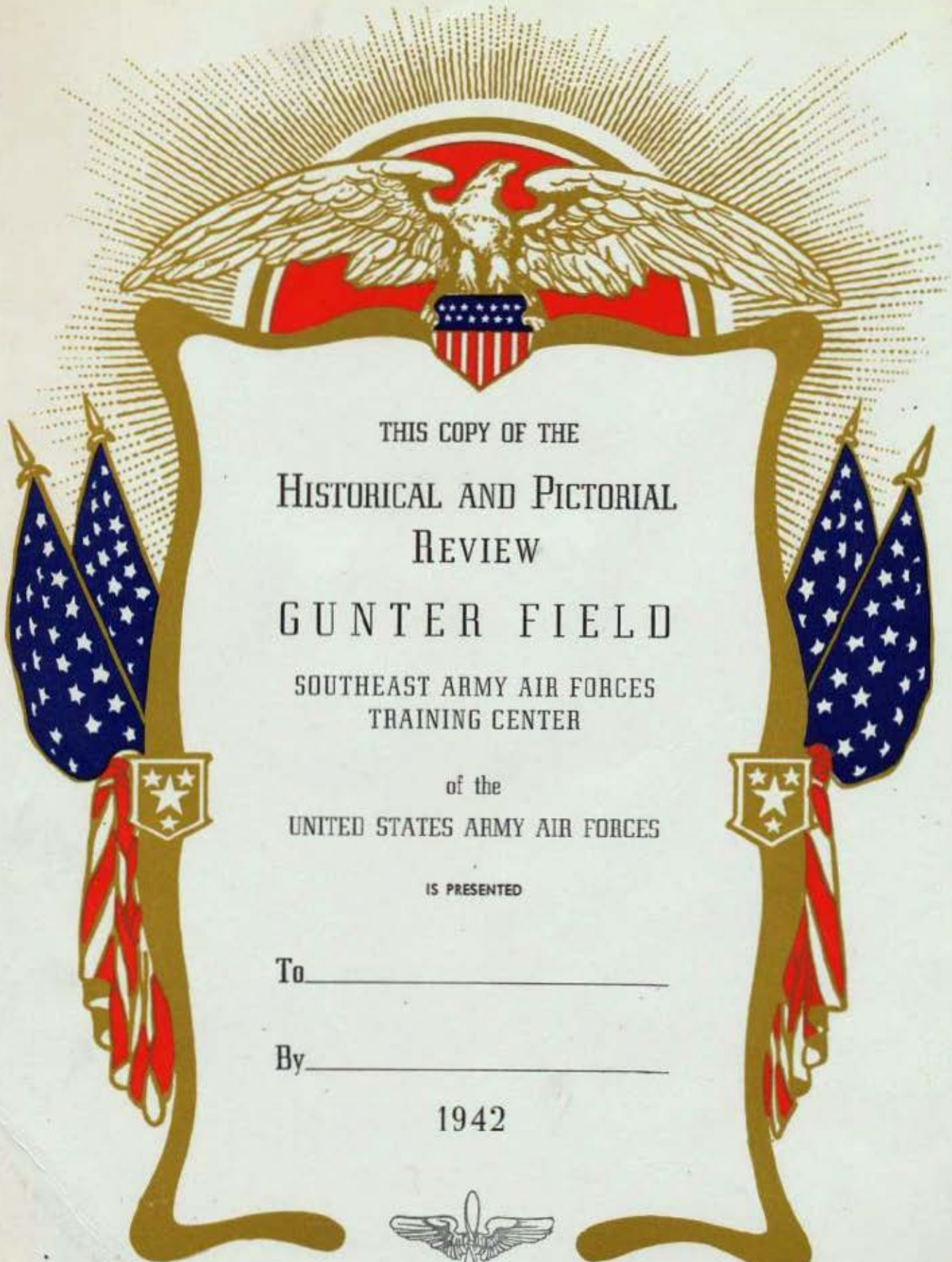




GUNTER FIELD

Southeast Army Air Force Training Center





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HISTORICAL AND PICTORIAL
REVIEW
GUNTER FIELD
SOUTHEAST ARMY AIR FORCES
TRAINING CENTER

of the
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1942





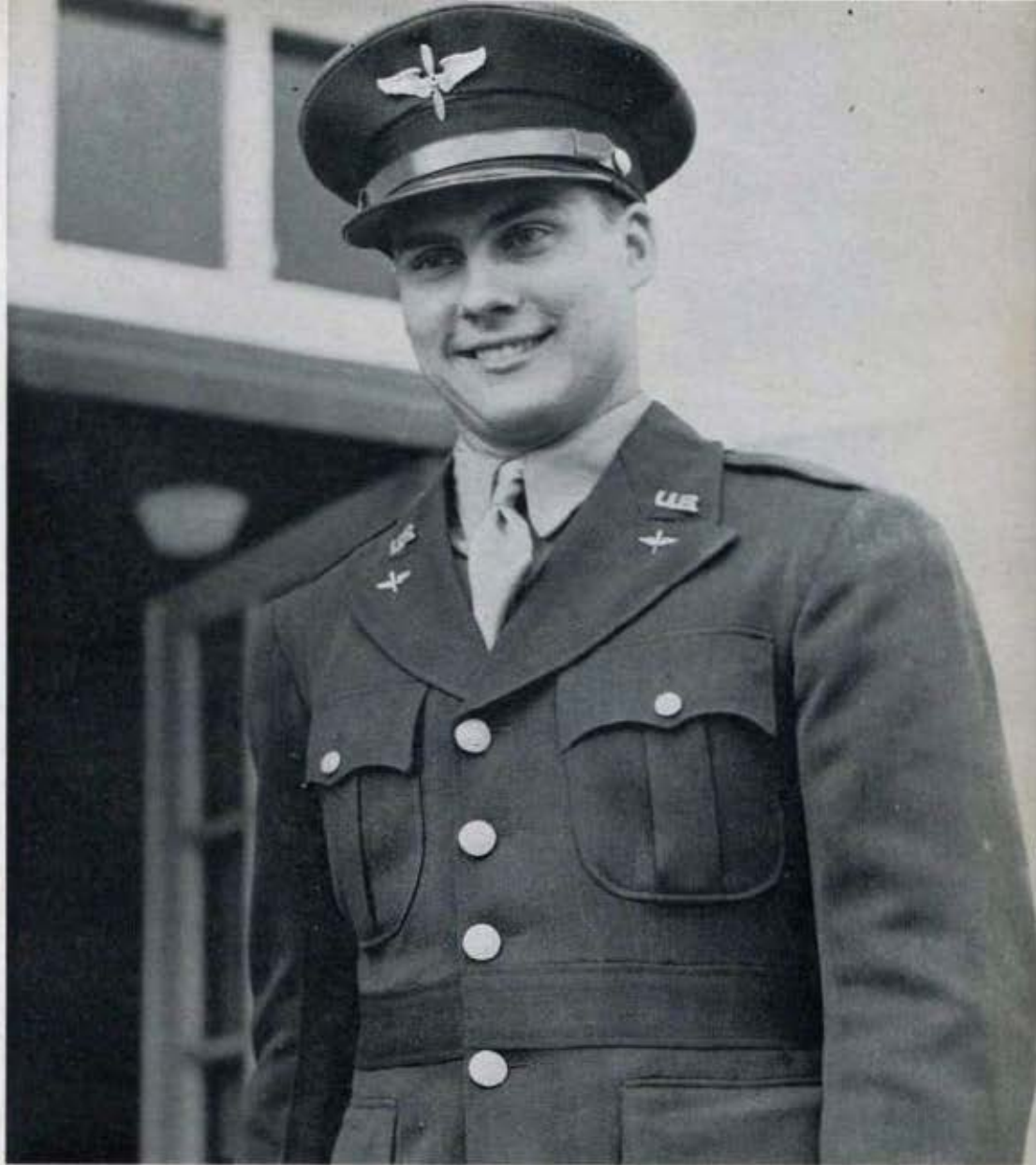
THIS CERTIFIES
THAT

AS OF THIS DATE

IS A MEMBER OF

Commanding Officer





CLASSIFICATION PRE-FLIGHT

Fully equipped and proud of his new uniform an aviation cadet leaves the receiving building, a new man.





Beginning

CADET TRAINING



The first half hour is the easiest when a young American reports for training in the Army Air Forces. Having been examined, passed and signed up in his home town, he is then sent to the cadet Classification Center for actual induction—the first step on the tough but exciting road to his Army Air Forces Wings. What happens to him immediately on arrival is shown on this page. Having gone through the "first half hour" shown here, the cadet will soon be classified by aptitude tests for bombardier, navigator, or pilot training, and



WHAT NEXT? Is the cheerful attitude of a typical aviation cadet as he plunges into a new life at the receiving building at one of the Classification Centers. In less than half an hour he will be fully transformed from a civilian to a completely outfitted cadet.

Left: BLOCKING THE WAY ON THE "MAIN LINE" through the building is the shower room where the aviation cadets are required to give themselves a good scrubbing and to put civilian clothes in one of two barracks bags handed them. Second bag is for military clothes to be issued them.

Below: In footprints painted on the floor, the aviation cadet stands while experts size him up as to physical development. Expert aligns his backbone with two strings to see if it is perfectly straight. Physical records are kept on cadets throughout the training period with a view toward correcting minor ailments by specialized exercises.



Above: THE COMPLETE CHANGE takes place in one large building. In the first room the aviation cadet is assigned to a squadron. On the next counter he will check in his luggage. Signs make questions unnecessary, and arrows on the floor lead cadets through the transition process from start to finish.





ON PARADE

sent to a specialized school in one of the training centers. Less than a year later he will emerge as one of the best flying officers in the world, ready to join Uncle Sam's mighty air armada in actual combat.

Below, Top Picture: High-flying Army Air Forces fight low-crawling athlete's foot effectively simply by preventing it. Each cadet wears paper sandals from the shower until the time he puts on his shoes. Bottom Picture: Snappy coat and cap are issued cadets at the end of the long clothing line. To transform this outfit to that of an officer if he is commissioned Second Lieutenant at the end of the course, cadet has only to put on Regular Air Forces insignia and remove blue band from his cap.



Above: One for the duration are civilian clothes. This aviation cadet tries on one of two pair of neat Army oxfords issued him. Civies are laid away in duffel bag.





Tug o'war on the athletic area.



On the pistol range.



Over the hurdle on the obstacle course.

PRE-FLIGHT TRAINING

After completing the tests in the Classification Center, the new air corps man is assigned to a pre-flight training school for a training course prior to being sent to a Primary Flight School.

Future pilots who are to receive their pre-flight training are sent to one of several fields, where they undergo nine weeks of intensive training.

The training program for the pre-flight pilot is in three major divisions, stressing athletics, military and academic work. They are given one hour a day in athletics and one hour is devoted to military training. The military training consists of close order drill which tends to improve military carriage and to teach discipline. Each man is drilled in the elements of military courtesy and receives actual practice in firing the 45 caliber pistol.

The academic program includes extensive studies in mathematics, physics, military law, citizenship, national policy, organization of the United States Government, the Air Corps, the Army, current events, types of Air Force equipment and armament, command and administration in small units, the firing of the 45 caliber pistol, and defense against chemical attack.

Each four and one half weeks, a new group is sent in from the Classification Center to the Pre-Flight Pilot School and each class

moves up. The upper class members have their first actual practice in some of their training as they take charge of the new pilot students and get the new group settled. As the new group begins their nine weeks' course, the upper class moves into the final phase of their training before graduating to the Primary School.

The Pre-Flight Navigator is sent from the Classification Center to one of several Navigator Pre-Flight Training Schools, where he undergoes nine weeks of training which is basically the same as the pre-flight pilot. There the work is divided into the same three categories with their academic work placing more stress on mathematics. Their other studies include Morse code, air forces, flags of all nations, ground forces, physics, naval forces, meteorology, photography, maps and charts, communication, procedure, cryptography, and target identification.

They are also taught military discipline and the proper ways of safeguarding military information. They spend five hours each day in these classes with new classes coming in every three weeks. Their military training consists of 45 minutes each day spent in close order drill and inspections each Saturday. During the nine weeks course the men are also given some training in chemical warfare and the use of gas masks and how to recognize the various types of gases.

The ultimate aim of the Navigator School is to give officer training and to give work valuable to them as aircraft observers and to give work

Cadets line up with their ladies.
Cadets arrive from classification center.



At the piano in the cadet recreation building.
A typical room scene in cadet barracks.



Grand march under sabre arch at Cadet Ball.



Rifle inspection.





The Colors.

... is prerequisites to the advanced schools. The Navigation School ... in conjunction with the advanced schools and at the end of ... nine weeks a new class is ready to begin the advanced work. ... the Pre-Flight bombardier is sent from the Classification Center to ... of the many bombardier schools where he also is subjected to ... nine weeks of basic pre-flight training. His academic training ... particular stress upon work in bombardment aviation and par- ... training in observation from the plane. Other courses are ... ctically the same as those required for a pre-flight navigator. ... throughout the first easy "half hour" at the Classification Center ... the nine weeks of pre-flight training, the would-be pilot, navigator, ... bombardier, all have one thought uppermost . . . to do their best ... to get one step further along the road that leads to . . . WINGS.

PRE-FLIGHT

Preparing for Saturday inspection.



Awarding trophies.



PHYSICAL TRAINING WITH WANDS

Cadets entering the huge mess hall for dinner.





The shrouds on the parachute must be right.

The PRIMARIES

Seasoned and well-drilled, with a fair idea of what military life is about, pilot trainees arrive at one of the Army Air Forces Training Center's elementary flying schools.

These schools are civil airports under contract to the Air Forces. They have lost their indolent look of Sunday afternoon. The leisure is gone out of them. No groups of civilian pilots



Primary trainees.



Classroom instruction.



Do it this way.

roll around in leather jackets. No variety of civilian ships hang around in the afternoon sunlight. The ships now are all blue and yellow trainers—or PT'S. They go up one after another in steady drone. Their motors make a business-like, determined cadence in the air. The atmosphere is calmly serious, for here at elementary school is where the cadet must prove whether or not he has the "stuff" to become a military pilot.

His instructor is a civilian. Before the elementary period is up, this instructor must be able to say to his student:

"You have the inherent ability to fly. You have proved it by soloing within from eight to 12 hours. You have taken your ship up and brought it down countless after countless times. You have done infinitely more than this. You have gone up alone and done acrobatics. You have fought back your uneasiness and done loops and snap rolls. You have put your ship in a bad spin and have brought it out . . . which, as I say, proves nothing at all except—you are ready to go to Basic School . . . and luck go with you."

That is all a cadet can hope to get from elementary school, a solid foundation in flying and a boost into a more difficult curriculum. A considerable number of all who enter elementary school never realize this hope, since they "wash out" for lack of "inherent flying ability."

Thousands, however, do make the grade. From the Primaries every nine weeks pour a new crop of cadets, men assured of only one thing—that they can fly a PT, understand its simple movements, and comprehend its rudimentary instrument board.

They take with them to Air Corps Basic School this experience—and hope.

LEARNING TO FLY PT'S

Flying blithely through the air may be the dream of many a future pilot when he arrives at a primary training school, but the actual art of successful piloting is no fantasy. The cadet finds that it's a combination of hard work, intense concentration, a fear of the "washing machine" and an intangible something that he either has or he hasn't.



Last-minute instruction.



A parachute is better than a rabbit's foot.



Top: Along the obstacle course. Right: Mass athletic drill.



This is what makes it fly.



Ready for the first ride.

He arrives at a primary school and after being quartered and fed, reports early one morning at the flight line for his first ride. With four or five other cadets comprising his group, he is assigned to an instructor. First he has to learn how to do a parachute, which is an art in itself. He then climbs into the rear cockpit and sits down to look it over. A "stick," two rudder bars, a throttle, an altimeter and tachometer are the chief instruments he must learn to use in governing the flight of his ship.

First he hooks on his gosports, which are rubber tubes through which his instructor can talk; and much to the consternation of many a "dodo," he learns there is no way to talk back. Ready to go, he "shoves the coal" to his "crate" and taxis in S curves, for better visibility, out to the runway.

All clear, the cadet, with a slight sinking sensation, inches the throttle forward as the ship gathers speed, gradually applies forward pressure to the stick. Then, just at the right time, he hauls back on the control and pulls the nose up into a long, shallow climb.

"Not so steep . . . take it easy. . . Do you want to stall this crate?" the instructor barks in his ears.

A fleeting glance downward causes the cadet to gulp a couple of times to keep his heart down. The ground drops swiftly away. He circles the field to gain altitude, all the time being careful to conform to the local traffic pattern.

At last he reaches the altitude for straight and level flight.

"Left wing too low—Pull 'er nose up—Watch that tachometer, she's revving too high—Ease back on the throttle—Hold a little right rudder," the instructor cautions.

Correction after correction burns up the gosports as the instructor's monologue becomes a steady drumming in the ears of the chagrined cadet.

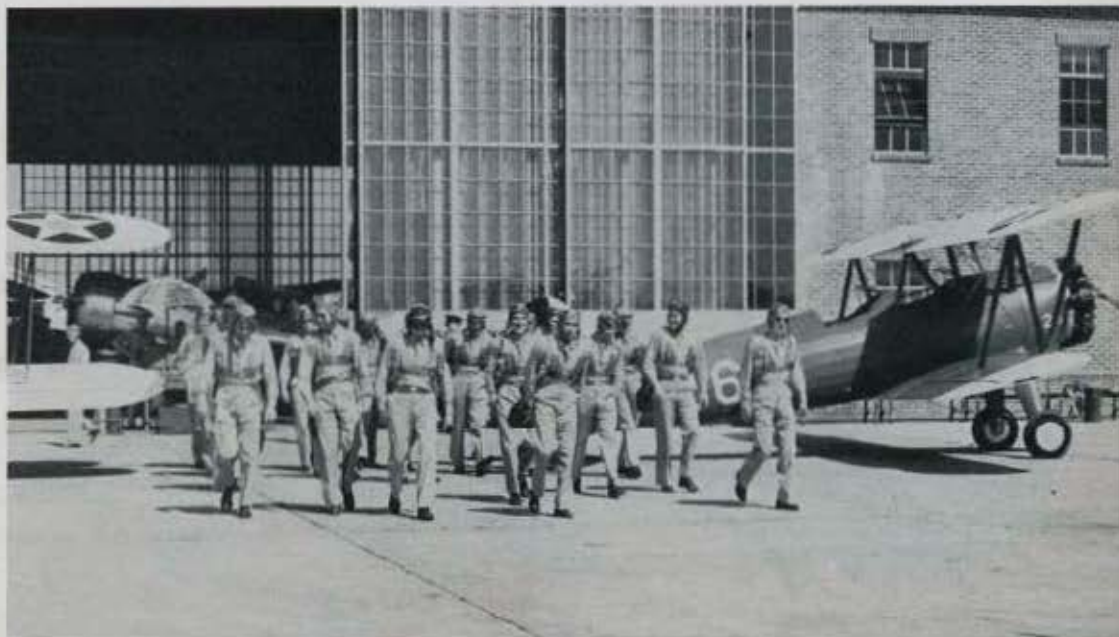
As days go by, the cadet learns the "feel" of the plane, becomes dexterous at the more simple maneuvers of flight and recognizes the various plane altitudes and their relations to maintaining his course. He is now ready for that glorious experience when, for the first time, with high spirits and sinking heart, he takes off, flies and lands, without the comforting companionship of his instructor. He solos.

After the "solo" he becomes familiar with various acrobatic maneuvers. Slow-rolls, snap-rolls, loops, spins, chandelles and lazy eights are part of the concentrated training program.

Then suddenly after weeks of primary training, he gazes upon a new world. A world he dared not even dream of heretofore—the world of Basic Flying School.

He is no longer a "dodo." He rapidly is developing into an Army Air Forces pilot. If he ever had a sinking sensation upon looking at an airplane he probably has lost it by now, and when anyone asks him if he can fly, he can answer "yes, sir" in a low, reserved tone—but with one eye cocked toward days to come.

Leaving the hangar.





BASIC TRAINING

Off we go into the wild blue yonder, climbing high into the sun:

Those first lines of "The Air Corps Song" provide the setting for this photomontage of men and planes. Dominated by that sleek, stub-nosed master of the skies, the advanced trainer at the left, the picture shows (bottom to top) the Corps of Cadets on the march, with the Stars and Stripes of America flying beside the British Union Jack, and the U. S. cadet and the R. A. F. standards billowing next to them. Directly overhead is a scene on the flying line, and above that are the "Three Musketeers" of the air—the combat team of pilot, bombardier and navigator. Surmounting all is an echelon of warbirds, ready to loose their thunder on any enemy who dares to confront them.



READY TO FLY

Live IN BASIC



Stepping on to the whirligig of basic school, the cadet's first warm glow of enthusiasm soon changes to puzzled bewilderment. The very speed with which he is carried both in his new ship in the air and in the classroom on the ground reminds him of an old phrase he heard quite often in the first week of training: "Wipe that smile off your face, Mister."

In addition to more difficult flying technique, he steps into even harder military routine, and to the casual observer his thrust-out chest is likely to appear as the only visible part of his anatomy. His memory, constantly being polished up on matters of military discipline, begins to shine like the wings he strives for.

The weight of the world is on his shoulders when after four or five hours instruction comes the day when he must take his heavier and faster ship up for "solo." It

is only after this accomplishment that he begins to warm up once more to the possibility that he still may have the makings of the world's hottest pilot. By the day

of his second solo he is getting downright eager.

But always present, outstriding by just one step his rising enthusiasm, are the upperclassmen to keep his "eagerness" at half throttle. Once he is allowed to sit on the "little red stool" or to count himself a member of the "Eager Squadron," he may be convinced that no one is perfect—not even himself—that all is not perfect, and that maybe he is even a "gross" cadet.

WARM HAND OF WELCOME FOR UNCLE SAM'S ENEMIES. Etched against sky, traditional Army .45's are aimed by Army Air cadets. The revolvers may be no match for dive bombers but they are mighty handy in hand-to-hand fighting on the ground.



TRAINING

Instructor's favorite method of demonstrating plane altitudes is with his hands. Below: An instructor explains a formation maneuver while cadets "follow through."



At basic he makes his first sundown trek to the flight line, and, after many anxious moments, and by the light of the moon (if he is lucky) he shoves his plane up toward the constellations and realizes he is making his first night flight.

After that comes instrument training, and more night flights, and cross-country flying and more night flights, the use of the radio, and still more night flights.

By this time also, he has learned that there is such a thing as "flaps," and has learned how to use them. With his hair standing on end he perceives there are times to use flaps and times not to use flaps.

Finally, comes that day when he happily watches the upperclassmen

move on to Advanced Training. A self-satisfied smile spreads across his face, for now HE is an upperclassman.

Immediately, he turns to the new arrival from Primary and barks, "Brace there, Mister . . . Where did you get so gross? What country club did you come from?"

There is little time to "lord it." His time now is taken up sunk in navigation problems to prepare him for cross-country flights. He is quite busy getting a firm hand on his tricky BT.

Basic seems to become very "gross" toward the end. The cadet becomes conscious of a new world, the last to be thoroughly toured before he gets his commission to the world known as Advanced Flying School.

Cadet mess.



Basic trainers on the line.





NIGHT FLIGHT



ADVANCED TRAINING

"Where the pig iron is taken and molded into the finished product." The third and last phase in an aviation cadet's training is at Advanced, and it is here that the polish is applied and the kinks taken out before sending him out as an officer. For the first time, the cadet is considered a pilot—and the instructor, his flight commander. He learns to carry the responsibility which will soon be his—to know that in his hands are the lives of others as well as his own.

Having completed Primary and Basic training, the boys decide they're pilots and that this Advanced "stuff" isn't going to get them. No Sir! After handling those basic trainers, the AT's are going to be easy. All goes well—the cadets report in. No hazing from the upperclass—in fact, no trouble at all as long as they remain "eager."

The first ten hours of flying at Advanced is devoted to transition. During this time the cadet learns to handle the faster and heavier ship with its additional equipment, such as retractable landing gear, hydraulic flaps, and constant speed prop. These are the days of worry, for what cadet wants five stars? However, the time goes quickly, and the cadets say "Goodbye" to the time when they could take up a plane by themselves and fly as they desired, for formation flying walks in the door and remains. Instrument flying is an important part of the training, part of it on the ground in the "Jeep"



Left, Top: THE OLD PUSH-UP is a standard "man killer" in the Training Centers, but cadets, becoming tougher and tougher, refuse to be tired, come back for more. Bottom: Final Exams.

the ADVANCED



Ready for Oxygen Hop.

(Link Trainer) which handles just like the real airplane. In these are taught the procedures which are later practiced in the air on team rides under the hood. Altitude flights are made to accustom cadets to the use of oxygen and the reactions of the plane in the lighter atmosphere. One of the most thrilling of all the cadet missions is the first night cross-country trip. Having flown "night local" at Basic, night flying itself is not so unusual, but to follow the light lines to another city means a new step in training. Flying takes but half of the day—the remainder is spent in the classroom, at athletics, or drilling.

Then for ten days, the class has a break in their advanced training—ten days of gunnery practice at



Above, Top: AT Advance Twin Engine Trainer. Bottom: AT-6's on the line.

another school. Here cadets practice at ground and aerial gunnery. With machine guns mounted on the trainers, each man shoots several hundred rounds every day.

Yes, at any advanced flying school is taught the necessary subjects which any Army Air Forces pilot must know, to prepare him for service in the field as an officer.

Closeup.
Trainer with control unit.



Bank her this way.
Testing their oxygen masks.



Watching the flight.
Ground crew off duty, but still "talking shop."



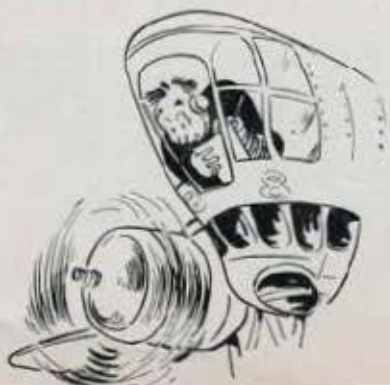


Top Row, Left: Gentlemen with swords once settled their quarrels at dawn. But these gentlemen, aviation cadets in the Training Center, work out with fells in order to develop cat-like quickness and dexterity which will be valuable to them in settling scores in air combat. Center: After a long flight. Right: Cross country preparation.

Middle Row, Left: Back to the barracks after a hard day's work in the air. Center: British cadets fold Old Glory at Retreat. Right: Advanced navigation trainer.

Bottom Row, Left: A sextet of aviation cadets in the air as they are determinedly making a broadjump on the obstacle course used in the physical training program. When the full story of this war is written, there will be a special chapter devoted to the hours of scientific study, the subsequent hours of manpower, perspiration and drudgery now being expended to toughen our combat fliers for the fight. Men were not made to fly at rarefied altitudes of 30,000 feet, nor were they built to be wrenched in the air at speeds of 500 miles an hour. But our enemies are doing it. We must. And the rugged physical conditioning program in the Southeast Training Center is the successful answer to how we can. The keystone in the training program is the development of those muscles and nerves most used in combat flying. Center: Sky Bound. Right: Advanced Trainers.

Left: Like a man from Mars with a "death ray generator" in his hands, this Army Air Forces photographer draws a bead as squadrons of planes roar across the cloud banks of the Southland. Anywhere he may point his finder he will catch the growing flights of aviation cadets doing precision formation flying.





BOMBARDIER TRAINING

The whole striking power of the Air Forces, insofar as destructive power is concerned, is carried at the tips of the Bombardier's fingers. Isolated and alone in the glassed-in "greenhouse" right in the very nose of the powerful bomber, it is his duty to direct his plane to the proper point above his target and release his bombs with such split-second timing as to insure their finding their mark.

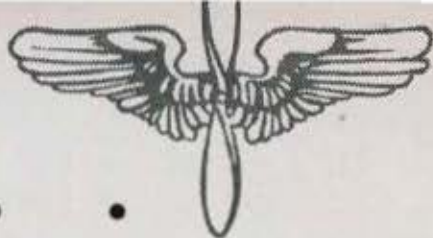
For much of the plane's flight the bombardier is merely a passenger, but as the plane nears its objective it is in his hands, and his alone, that the success of the mission rests.

Aided by the finest instruments for precision bombing owned by any nation in the world, the bombardier must make allowances for such things as plane speed, height, air temperature, weight of the bombs, wind and cross drifts and other factors.

He sets these facts into his bombsight, which is in essence a calculating machine, and at the right moment releases his bombs.

Before he reaches that target, however, the bombardier spends twelve crowded weeks learning the fundamentals and the fine points of his destructive trade. The bombardier is selected for his task at the Classification Section of the Air Forces. He is selected because

IN THE MAKING . . .



This Douglas B-18 bombardier training ship with its bomb racks loaded with practice bombs and manned by aviation cadets en route to target range.

data and release his bombs within 20 seconds of sighting his objective. He learns how to loose his bombs either in a string, which is one at a time, or in a salvo, which is all together.

At the end of his 12 weeks he is graduated and gains his coveted wings. From that time on he is a finished bombardier. He may be used to train other bombardiers or he may be assigned to a combat squadron anywhere on the face of the earth where the far-flung armies of the nation are in combat.

Like the pilot and the navigator, the bombardier is a highly specialized man. He is trained to function as an integral part of the bomber crew, and he knows that he was picked for his task, just as the pilot and the navigator, because of special skills which have been further developed by the course of training which he has undergone.

From bombardier cadets, eager to go "upstairs" for one of their regular training flights at an advanced flying school, check out their flying "rack" at Supply Headquarters.



Planning the "Pay Load." Tools of the cadet bombardier's important trade are these 100-pound training bombs, ready to be loaded into the giant belly hatch of a B-18 bomber.

NAVIGATION



Hundreds of two-engine training ships like this whisk students aloft on 1,000-mile missions. Ships carry a crew of five, the pilot, navigation instructor, and three students.



HITS OR MISSES? Whether our bombers, hurtling across thousands of miles of ocean waste like this, smash targets or miss objectives completely, depends largely on the navigator, dubbed "The Little Tin Guy." Above, a training ship from one of the Navigation Schools flies a plotted course over the Atlantic. Below, left, a student navigator keeps on course by shooting the sun through the blister in the ship's top. After graduation, young navigators with motto, "Get 'em there—Get 'em back!" can take bombers anywhere—Tokyo not excluded.

They call him the Little Tin Guy. His nerves seem all metal, his mind works like a compass, and his job is to get our bombers there and get 'em back, over land, over water, through weather and rain and hail and fog—through anything! He is better known as the navigator and he is being trained at specialized schools.

The Little Tin Guy is being hammered out by the hundreds, and he will be hammered out by the thousands. He was present to smash the Jap fleet at Midway, and he carried the fire to Tokyo with General Doolittle. If he had not been along with his octant, his dividers and compasses, his maps and charts and unpronounceable gadgets, there would have been no victory at Midway, no fires at Tokyo.

Below, right, in the back seat, another cadet navigates the same course by pilotage, or by checking points on his map with corresponding points on the ground. The river he sees colied below is a well-known landmark.





WITH MAPS NEATLY ROLLED and instruments in their cases, young navigators march to the flying line and board ships assigned to them.

Without the navigator, bombers would be freight loads of destruction rushing at terrific speed through tractless space, but rushing without purpose, without destination.

The navigator CAN get 'em there. He CAN get 'em back. This is why: He doesn't just happen to be a good navigator. He is made a good navigator.

Appointed an aviation cadet, he goes to a classification center. By mental examinations and weighted psychological tests it is determined whether he is by nature best qualified to be a navigator, bombardier, or pilot.

To be classified as navigator he must be a steady-nerved, cool-headed individual capable of making lightning decisions. He must have plenty of gray matter between the ears for he must master the equivalent of a full college course in a short time. He cannot be merely the bookworm-type intellectual. He must have the brawn and the wind to move around in a plane at high altitudes, forsaking his oxygen. He must be able to work complicated problems at dizzy heights where the average man cannot add three and six.

Classified "navigator," he is put through weeks of elementary training and then sent to a navigation school for the real thing.



Cadets sit one behind the other at desks in the belly of the ship. Here students have several minutes to figure their course while the pilot circles the field.

With E&B computer, called "The Navigator's Wife," because, cadets say, "it does everything in an airplane but cook," a cadet estimates time of arrival to the next familiar landmark. . . . Meanwhile another cadet, who must figure entirely by instruments, looks through driftmeter to see if wind is knocking the ship off course. . . . To be triple sure of the airplane's location, the pilot puts the ship on "automatic pilot" and lets it fly itself while he studies his map. If student gets off course, he will not correct him, but will keep his own bearings and tell student his mistake later. . . . OXYGEN MASKS are worn by all crew members above altitudes of 10,000 feet. The Navigator must be in top physical condition, for in combat missions he must forsake oxygen and move around the ship to use his octant. In actual combat he mans a machine gun.



"LITTLE TIN GUYS" . . .



BEFORE A FLIGHT cadet navigators at one of the fields training navigators crowd the ready room with maps and charts which will guide each man on a different mission.

This school hands him an intensive, practical course. He gets a course in the Navi-trainer, a machine which simulates all conditions of air navigation. He goes to ground class for eight hours a day, and for three hours at night. He is awakened in the dead of night and routed out to study the stars. He learns the theory of celestial, radio, pilotage and dead reckoning navigation.

Then his classroom goes to the sky. He flies in the two-motored AT-7. The ship carried three students, one instructor, and a pilot. The students sit at three desks one behind the other in the belly of the ship.

Usually the student in the front seat works his problem by instruments. He is not allowed to look at the ground. (The ground may not be visible to help on combat missions.) The other two students do pilotage or follow the course on the map by recognizing corresponding objects on the terrain.



The new navigator spends 100 hours in the air. The courses he charts take him over several states. He directs the ship through day and through night on four-hour missions, on eight-hour missions. He mustn't go to sleep. He mustn't blink an eye.

"Zero Zero" is the navigator's ultimate objective. Zero Zero in navigation means perfection. It means navigating through hundreds or thousands of miles of space, cloud rack, wind and weather and hitting a dime-size objective "on the nose" at the precise second you predicted you would hit it on the nose. One inch off is not Zero Zero. One second early or late is not Zero Zero. Zero Zero means right on the button, right on time!

It is not easy. New navigators say, "If you got there Zero Zero the driftmeter plays 'The Star Spangled Banner' and hands you a cigar!"

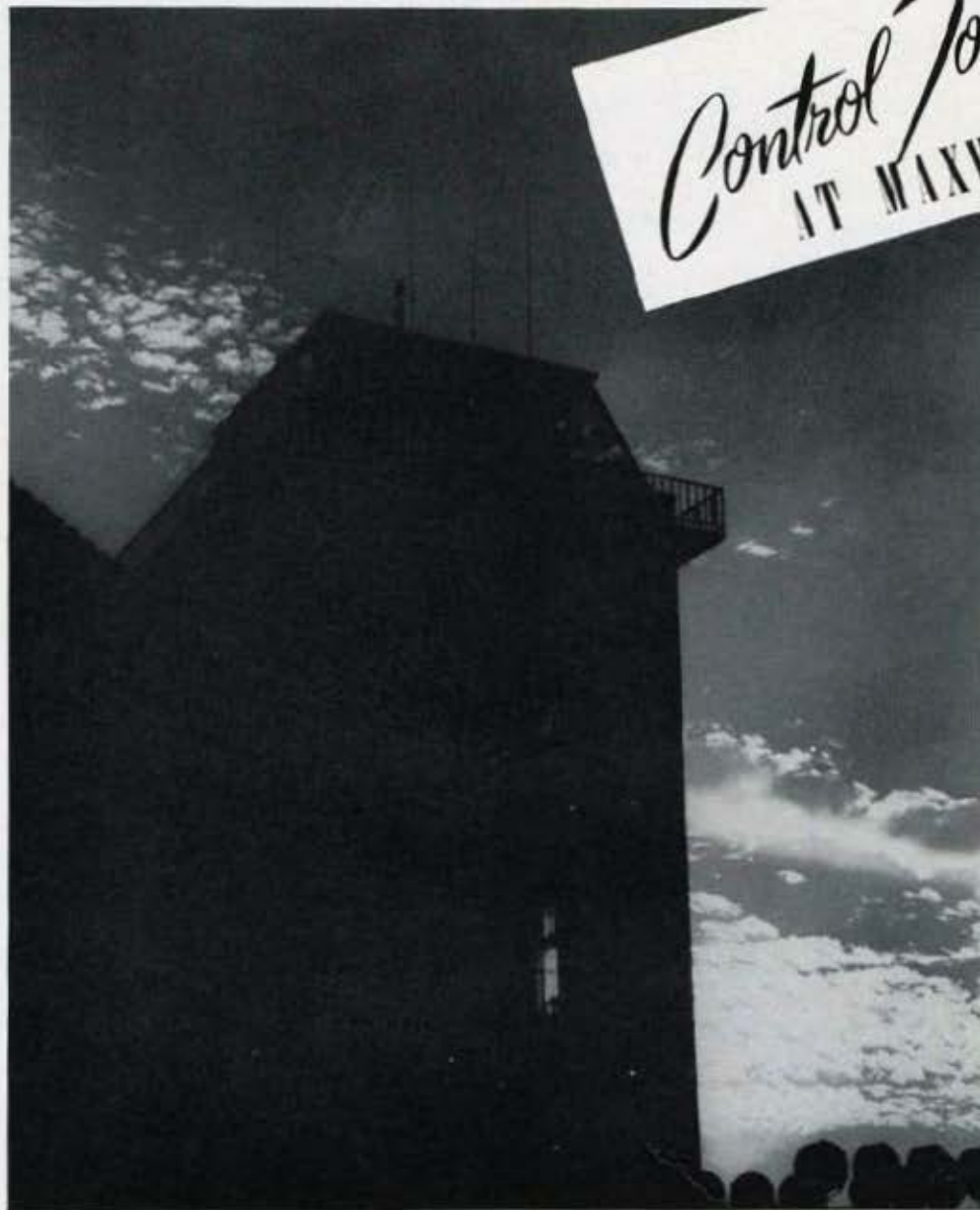
But at the end of the course they do get there Zero Zero, and they get their Wings.

Then to units for further tactical training where they work for a while as members of a fighting team before they go to combat or to a ferry command.

The navigator's first assignment may be to navigate a quarter-million-dollar Flying Fortress and its seven-man crew from Florida to a pin-dot airbase, surrounded by enemy-held territory—overseas. The ship is his personal responsibility. If he misses, too bad. But he doesn't miss.

The best and most independent old pilots warm up to their navigators in direct proportion to the distance they have to fly. Flying in this war is almost all long-distance flying. The emphasis is on the navigator. The emphasis is on the Little Tin Guy!

Control Tower
AT MAXWELL



**SOUTHEAST ARMY AIR
FORCES TRAINING CENTER
MAXWELL FIELD, ALABAMA**

HEADQUARTERS
SOUTHEAST ARMY AIR FORCES TRAINING CENTER
Maxwell Field
Montgomery, Alabama

July 3, 1942

To All Members of this Command:

Since its inception on July 13, 1940, the Southeast Army Air Forces Training Center has developed from a mere directive on paper and a total of five officers, to its present strength of thousands of officers, cadets, and enlisted men stationed throughout sixteen states. It has been a tremendous job, and only the loyalty and unsparing efforts of the entire command have made possible this progress.

In the coming days and months the obstacles will be no less and our output must be greater.

To all those who have labored so well in making the Training Center a vital link in the Army Air Forces, I want to express my personal appreciation for a job well done. I have the utmost confidence in your ability to meet the increasing responsibilities of the future.

To the thousands of cadets who have received their training here, and to the thousands still to come,--we dedicate our efforts.

W. W. Welsh

W. W. WELSH,
Colonel, Army Air Forces,
Commanding.





WILLIAM W. WELSH

COLONEL, ARMY AIR FORCES

Commanding Southeast Army Air Forces Training Center

Colonel Welsh was born in Denver, Colo., September 16, 1893. Enlisting in the Signal Enlisted Reserve Corps May, 1917, at Omaha, Neb.; called to active duty December 20, 1917, reporting to the School of Military Aeronautics, Austin, Tex., for ground school training. Assigned to the Cadet Concentration Camp, Fort Dick, Dallas, Tex., later to the flying school at Park Field, Millington, Tenn. Commissioned a Second Lieutenant, aviation section, Signal Corps, May 29, 1918.

Transferred to Payne Field, Miss., serving as instructor until October, 1918, then transferred to the Aviation Concentration Depot for overseas service. The Armistice was signed prior to his departure, however, and he was sent to Carlstrom Field, Arcadia, Fla.

Saw service at March Field, Calif., Brooks Field, San Antonio, Tex., France Field, Panama Canal Zone and Kelly Field, Texas; 1931-1936 stationed at Louisville, Ky., as Commanding Officer of Bowman Field and on detached service with the Organized Reserves.

In August, 1936, attended the Air Forces Tactical School, graduating in 1937. Since then he has been on duty continuously at Maxwell Field, serving first with the Tactical School until it was rendered inactive in 1940, and then with the Southeast Army Air Forces Training Center.

He holds ratings of command pilot and combat observer.

GENERAL STAFF



JOHN G. WILLIAMS
Colonel, General Staff Corps
Chief of Staff



ALBERT M. WOODY
Lieutenant Colonel, Air Corps
Executive Officer



A. L. PRICHARD
Lieutenant Colonel, General Staff Corps
A-1



AMZI G. BARBER
Lieutenant Colonel, General Staff Corps
A-2



JOHN F. McBLAIN
Colonel, General Staff Corps
A-3



LEDCREICH STUART VANCE
Lieutenant Colonel, General Staff Corps
A-4



INSIGNIA OF THE SOUTHEAST AAF TRAINING CENTER

PASS EXAMINATION AT LOCAL CADET BOARD

AAF CADET CLASSIFICATION CENTER (3 TO 5 WEEKS)
 CLASSIFIED PILOTS CLASSIFIED BOMBARDIERS CLASSIFIED NAVIGATORS

PREFLIGHT SCHOOL (9 WEEKS)

PRIMARY SCHOOLS (9 WEEKS)

BASIC SCHOOLS (9 WEEKS)
 CLASSIFIED FOR PURSUITS BOMBERS

ADVANCED SCH'S
 SINGLE ENGINE TWIN ENGINE

FIXED GUNNERY SCHOOL

FLEXIBLE GUNNERY SCHOOL

COMMISSIONED 2ND LIEUT. OR FLIGHT OFFICER

COMMISSIONED 2ND LIEUT. OR FLIGHT OFFICER

SPECIALIZED SCHOOLS
BOMBARDIER
 PRELIMINARY (9 WEEKS)
 ADVANCED (15 WEEKS)

FLEXIBLE GUNNERY SCHOOL (5 WEEKS)

COMMISSIONED 2ND LIEUT. OR FLIGHT OFFICER

SPECIALIZED SCHOOLS
 COMBAT CREW SCHOOLS (4 1/2 WEEKS)

SPECIALIZED SCHOOLS
NAVIGATOR
 PRE-FLIGHT (9 WEEKS)
 ADVANCED (15 WEEKS)

FLEXIBLE GUNNERY SCHOOL (5 WEEKS)

COMMISSIONED 2ND LIEUT. OR FLIGHT OFFICER

GLIDER SCHOOLS (6 TO 9 WEEKS)

APPOINTED STAFF SERGEANTS OR COMMISSIONED 2ND LIEUT.

COMBAT UNITS PURSUITS

COMBAT UNITS BOMBERS

Prepared By Public Relations Office Southeast AAF Training Center

GLIDER COMBAT UNITS



"The Best Training in the World" sounds like a big statement—and it is—but that's what America's young men get when they are accepted by the Army Air Forces for training as pilots, bombardiers and navigators. The above chart, prepared by the Southeast AAF Training Center, shows the progressive stages of training Army aviation cadets undergo from the time they pass the physical and mental examinations at a local board or Army Post, until they emerge as Second Lieutenants or with the newly created grade of Flight Officer. (Both ranks carry the same pay, and Flight Officers may later be commissioned as Second Lieutenants). Upon graduation from the last stage of Training Center preparation, the young officers are assigned to a Combat Unit and are ready to meet the enemy. And because of their exceptional training, they will meet him on better than even terms in knowledge and ability. That means greater safety for themselves—and bad news for their opponents!

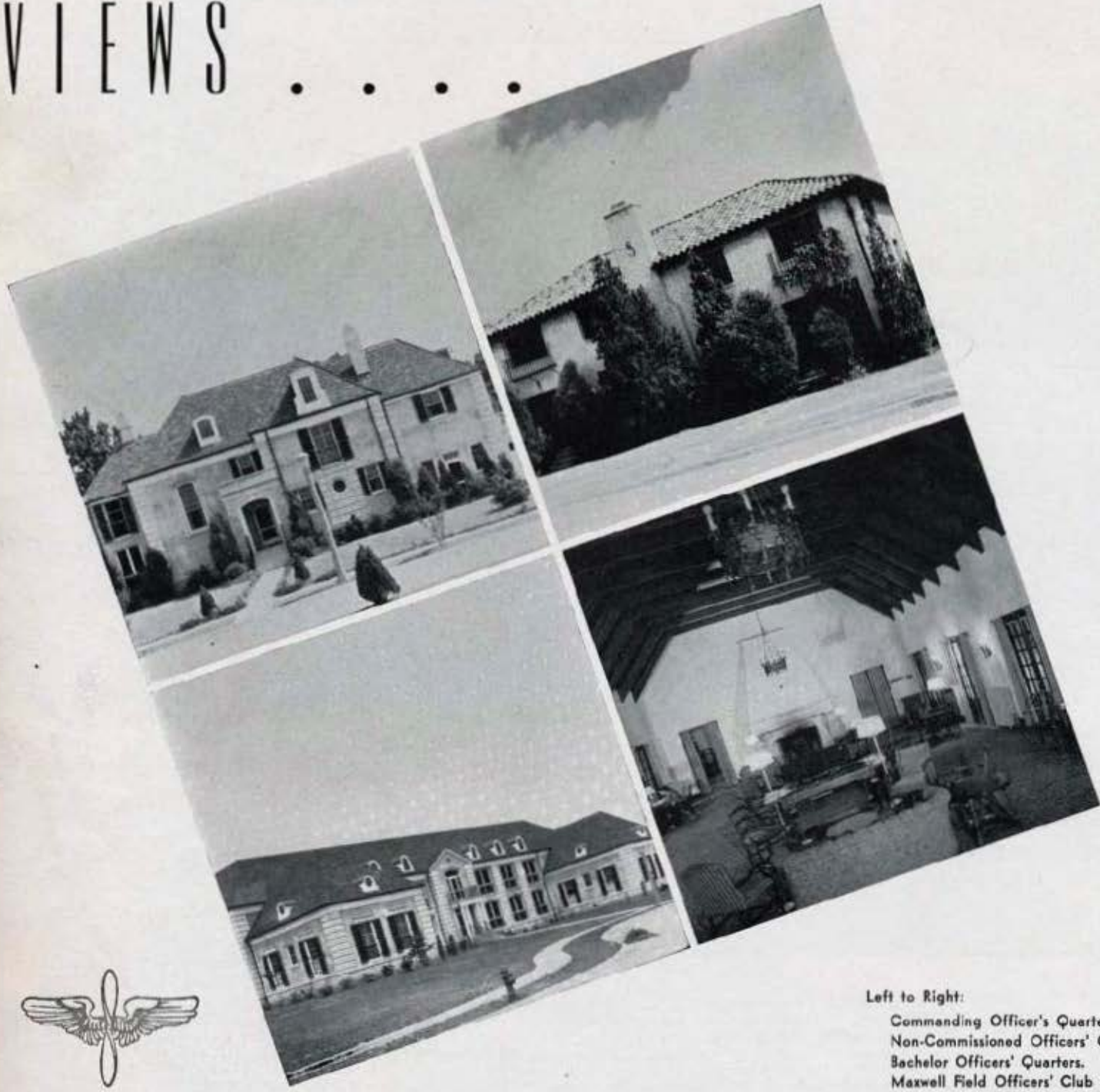


School Squadron Building.



Maxwell Field Post Headquarters.

VIEWS . . .



Left to Right:
Commanding Officer's Quarters.
Non-Commissioned Officers' Quarters.
Bachelor Officers' Quarters.
Maxwell Field Officers' Club Lounge.





"PX" CAFETERIA, FOR ENLISTED MEN AND CIVILIAN EMPLOYEES

... AROUND MAXWELL FIELD

Today, three Army Air Forces Training Centers, each operating as a separate unit, but all constituting one great United States Army Flying Academy, are working day and night to attain the goal of producing the necessary pilots, navigators, bombardiers to blast the Axis forces off the ground and out of the skies. They are the Southeast Army Air Forces Training Center, with headquarters at Maxwell Field, Ala.; the Gulf Coast Army Air Forces Training Center, with headquarters at Randolph Field, Texas, and the West Coast Army Air Forces Training Center, with headquarters at Santa Anna, Calif.

The Southeast Training Center is typical of all three, and more than either of the other two, it started from scratch.

On November 16, 1940, the Southeast Army Air Forces Training Center launched its aviation cadet program. Major General Walter R. Weaver was put in command of the Center and at that time it consisted of nothing more than its present headquarters at Maxwell Field, Montgomery, Ala.

To the Right, Top: Austin Hall, Headquarters of the Southeast Army Air Forces Training Center, Maxwell Field, Alabama. Bottom: Office of the Commanding Officer, Headquarters, Southeast AAF Training Center.





Today scores of air schools are operating in the Training Center. Many others are soon to be activated. Webbed as a single unit around their command headquarters at Maxwell Field, they dot the land from the State of Wisconsin to the tip of Florida, extending as far west as North Dakota. In fact, the Southeast Training Center has long since outgrown its name. Here in this part of the United States, lies the greatest air training center in the world today. The sky is literally the limit for the facts and figures of the expanding program and for the number of men fast undergoing the transition from shaky-winged fledglings to dependable Army flyers.

As though this were not job enough, the Center swung open its doors in June, 1941, to British aviation cadets, who after completion of their training returned home for duty with the RAF. The total number of British students graduated from the schools in the Center is a military secret, but the total figure runs into the thousands.

And in May, 1942, a large contingent of sun-tanned Dutchmen from the East Indies arrived in this country for training in the Southeast Training Center.

Call it discipline, organization, mass production, or what you will . . . The Southeast Training Center is producing a large share of the nation's pilots, navigators, bombardiers. A new class of aviation cadets enters the training center every five weeks. From all over the country, from many different vocations, climates and ways of life, they come to sign up with the Air Forces. They have three things in common: a minimum amount of luggage, a yen to fly, and a desire to come to grips with the enemy.

Above, Top to Bottom: Mess Call. Cadet Mess Hall. Post Exchange, Maxwell Field. Post Library.



HISTORICAL *and* PICTORIAL REVIEW

G U N T E R F I E L D

UNITED STATES ARMY AIR FORCES



MAIN ENTRANCE

M O N T G O M E R Y , A L A B A M A

1942

HEADQUARTERS
AIR CORPS BASIC FLYING SCHOOL

Office of the Commanding Officer

MONTGOMERY, ALABAMA



To the Men and Officers of Gunter Field:

Our work here at Gunter Field is a new work in the ever expanding National Offense of the United States.

Your spirit of willingness to serve your country is most gratifying and has only been equalled by your unselfish spirit of loyalty and determination in your training activities. As long as we have men like you here, Gunter Field will always be out in front.

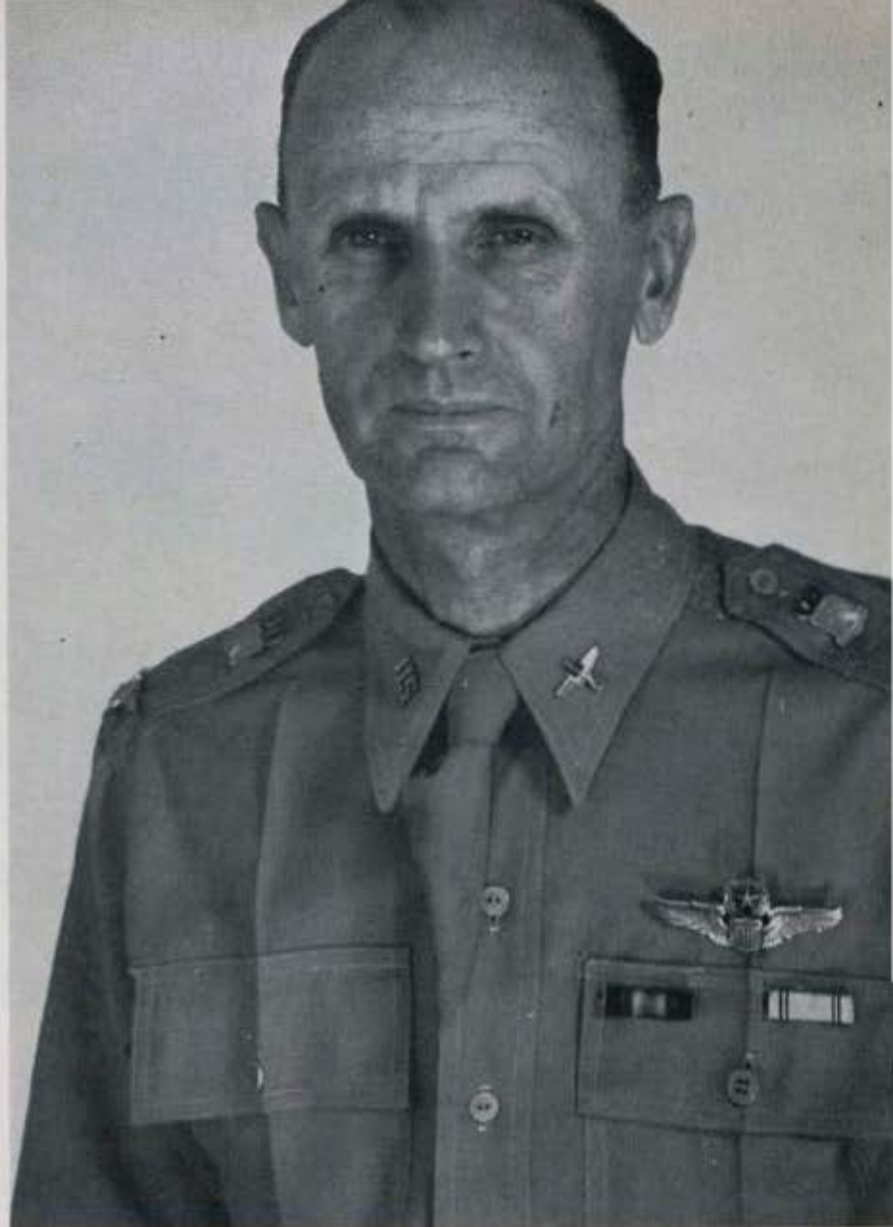
I offer to each of you my deepest thanks for your splendid cooperation and your unselfish devotion to your duties, and I assure you that I am proud to have the honor of being your commanding officer.

A handwritten signature in cursive script, likely of the Commanding Officer, is written in the lower right quadrant of the page.

AUBREY HORNSBY

Colonel

Commanding Gunter Field



Born in 1895 in Eclectic, Alabama—just a few miles from the site of the post he was to create 45 years later—Colonel Hornsby spent his boyhood in farm country in close contact with the soil. He absorbed then an intimate knowledge of Alabama's land, and has made use of that knowledge in several phases of Gunter's development.

Graduated from Elmore County High School in 1915, he attended the University of Alabama and Southern University for two years until he volunteered in the Army as a Private in May, 1917. He has remained in the service continuously since that date, and his duties have taken him across both the Atlantic and Pacific.

Less than six months after his enlistment, Colonel Hornsby had earned his commission and was appointed a Second Lieutenant, November 17, 1917, in the Field Artillery Reserve. In May, 1918, he was graduated as an Aerial Observer and was transferred to the American Expeditionary Force with whom he served in France, England, and Germany for a year.

Returning to the United States in 1919, he was stationed first at Mitchell Field, Long Island, until July, 1920. Almost coincident with his transfer to Kelly Field, Texas, he was raised in rank to First Lieutenant. In this same year, 1920, he was awarded a commission in the Regular Army—and the service definitely became his permanent career.

The following year, 1921, was spent principally in advance flying studies, and began then his present record of having flown approximately 6,000 hours in military aircraft without a serious accident or ever having to abandon his ship. He was graduated in that year from both the Air Service Pilots' School, and the Air Service Bombardment School.

Transferred to Langley Field, Virginia, in 1922, he participated

in the experimental bombing of surrendered German battleships the following year. Colonel Hornsby's succeeding tours of duty, which included the command of Clark Field in the Philippine Islands and the position of post engineering officer at Bolling Field, Washington, have given him extensive experience in aircraft maintenance engineering and navigation flights. All of these qualifications have been put to notable advantage at Gunter Field. It was here that the assembly line system of maintaining planes, whose time-saving efficiency has attracted wide attention, was pioneered. And it is at Gunter, as at other basic schools, that fledgling flyers make their first navigation flights.

The fields at which Colonel Hornsby served in gaining this background were as follows: 1922-24: Langley Field, Virginia; 1924-27: Maxwell Field, Alabama; 1927-30: March Field, California; 1930-32: Clark Field, Philippine Islands; 1932-33: Maxwell Field, Alabama; 1933-37: Bolling Field, District of Columbia; 1937-40: Maxwell Field, Alabama; 1940: Gunter Field, Alabama.

At Maxwell in 1933 Colonel Hornsby was graduated from the Air Corps Tactical School. Two years later he and Mrs. Hornsby made a European tour through England, France, Italy, and Germany, gaining much information about the military and civilian development of aviation there.

During his service up to the time of assuming command of Gunter Field, promotions had raised his rank to that of Lieutenant Colonel (temporary). The rise to Captain was made on January 27, 1930; to Major (temporary), April 20, 1935; to Major, December 1, 1938; and to Lieutenant Colonel (temporary), March 11, 1940. At Gunter his rank was made permanent and was then followed December 5, 1941, by his appointment to Colonel (temporary).

Staff



HAROLD M. TABOR
Captain
Base Executive



GORDON O. FRASER
First Lieutenant
Base Adjutant



CARL E. NORRIS
Captain
S-1



GAYLE W. MAILE
Captain
S-2



WILLIAM F. BRETT
Major
S-3



EDWARD A. FABERT
Major
S-4

Officers

SPECIAL STAFF



PRICE C. McLEMORE
Major
Base Administrative Inspector



RICHARD F. BROMILEY
Major
Director of Flying



ERNEST H. MILLER
Major
Field Maintenance



FRED C. DEVLIN
Major
Post Exchange Officer



HOMER R. GARDNER
Major
Consolidated Mess Officer



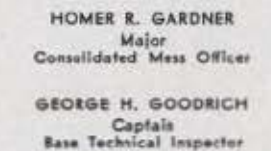
ROBERT H. ALLEN
Captain
Base Operations Officer



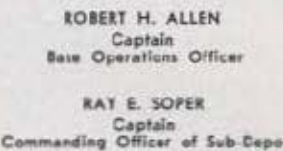
ARTHUR E. STUMP, JR.
Captain
Special Services Officer



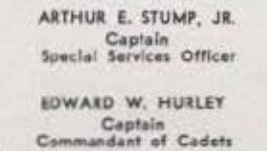
CHARLES W. CAMPBELL
Captain
Public Relations Officer



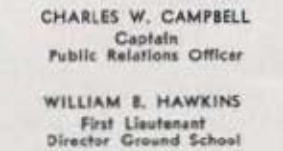
GEORGE H. GOODRICH
Captain
Base Technical Inspector



RAY E. SOPER
Captain
Commanding Officer of Sub-Depot



EDWARD W. HURLEY
Captain
Commandant of Cadets



WILLIAM E. HAWKINS
First Lieutenant
Director Ground School



LAWRENCE ALBRECHT
First Lieutenant
Base Weather Officer



OSCAR ANDERSON
First Lieutenant
OIC Line Maintenance



JOEL F. CLEMENTS
Second Lieutenant
Base Communications Officer



RAYMOND J. CONELLY
First Lieutenant
Provost Marshal



LAWRENCE ALBRECHT
First Lieutenant
Base Weather Officer



OSCAR ANDERSON
First Lieutenant
OIC Line Maintenance



JOEL F. CLEMENTS
Second Lieutenant
Base Communications Officer



RAYMOND J. CONELLY
First Lieutenant
Provost Marshal

A R M S — S E R V I C E S



EDWARD J. EGNER
First Lieutenant
Transportation Officer



THORNTON M. DEAS
First Lieutenant
Sales Officer

HERMAN H. SIMPSON
Major
Base Quartermaster

JOHN H. RITZ
First Lieutenant
Salvage Officer



WALTER P. RHYNE
Major
Flight Surgeon



GEORGE O. EMERSON, JR.
Captain
Assistant Flight Surgeon



LEE H. SCHLESINGER
Captain
General Medical Surgeon



PAUL C. McCORMAC
Captain
Dental Surgeon

LYLE C. HEDMAN
Captain
Assistant Dental Surgeon

RICHARD J. WESTBROOK
First Lieutenant
Assistant Dental Surgeon

JOHN E. RICHARDS
Captain
Post Chaplain

VINCENT P. SPROULS
First Lieutenant
Assistant Post Chaplain



JOHN A. KENDALL
Captain
Base Engineer



RICHARD F. HILL
Captain
Assistant Post Engineer



WALTER F. EIGENBROD
First Lieutenant
Finance Officer



EDWIN K. JOHNSON
Captain
Base Signal Officer



HISTORY OF GUNTER FIELD

Deep in the summer of 1940, not long after France fell, there was born an ambitious idea, an idea of a basic flying school in Montgomery to be a charter member with Maxwell Field of a vast air empire in the Southeast for training pilots to man democracy's outposts of the sky. But the basic school was just idea then, no more—perhaps even less.

This idea, still existent only in the vision of its leaders, was soon laid like an invisible blanket over a piece of raw land outside Montgomery—raw, that is, for the purposes of the idea. For the smooth concrete of a parking ramp there were pig pens. For a level landing stretch of grassy turf there was a golf course bulging with hills and dented with valleys between. For roads and walks there was mud; for barracks, cotton fields. With the exception of a lone hanger, commercial airline building, and an unused prison hospital building, for every need there was an obstacle.

Yet within a month or two soldiers were moved in, the 66th Headquarters Group was activated; and before winter had begun to bite, planes were roaring overhead piloted by the cadets who are now writing our saga of the skies. . . . The basic flying school had become the first to train cadets under the new Air Corps expansion program.

This metamorphosis from idea to sudden and effective reality, even if then still in embryo, was not the magic it appears. It was a story of daily toil, pioneer living, and inventive ingenuity—all born out of the necessity for building a new frontier. It was setting up a control tower in an airplane so that training might go on while a permanent tower was being constructed. It was sloshing to work shoe-deep in mud until pavements smoothed the way. It was building a mess hall in a week to feed 200 draftees suddenly thrust in for conversion from the raw stuff of recruits to the skill of Air Corps soldiers. It was bunking almost anywhere, including Headquarters Building, until barracks offered a permanent home. It was chopping down cotton one day to watch a plane land in the clearance the next day. It was working on the double, without all the tools the book calls for, learning as one worked, secretly enjoying it a bit—asking only for the pleasure of full indulgence in rumors for which the post early became famous, the right to an occasional grumble and attentive ears to listen to one's reminiscences of those days when . . .

And so gradually the face of the land flattened into the appearance of an airfield: 400,000 cubic yards of dirt were removed in the grading. Barracks and buildings sprang up. BT's continued to arrive. Auxiliary fields were selected to relieve what has been described as the densest air traffic in the world. Reinforcements of men poured in, school squadrons were activated, specialization increased. . . . Everybody studied.

As if by way of recognition, on February 10, 1941, the War Department named the field, Gunter Field, after Montgomery's late mayor and friend of aviation. The school's first period had ended, and no one was disappointed. Beginning as an idea in the minds of Major General Walter Weaver and Colonel Hornsby, Gunter Field had emerged.

Up to that time it had been a story, not of isolated events nor single big dates, but of the daily and hourly toil of hundreds of officers and men. With the embryonic stage well in the past, the work began to settle more into routine. Though flying was necessary frequently for 18 hours a day, seven days a week, classes were arriving and leaving according to the national defense clock. Much construction was still to be done, but enough was complete to assure uninterrupted operation.

In Gunter Field's history there now begins to appear the single highlights that brighten the narrative of a mature and effective Army Post.

In April an initial detachment of skilled personnel was sent from here to Macon, Georgia, to assist in setting up a new basic flying school there. Within a few months the majority of the personnel operating that field had been furnished by Gunter, the place which only a short while before had been struggling through its own infancy. The men who went there knew well how a successful start is made against whatever odds—they had developed their own skill in the very process.

In June Major R. E. L. Choate was appointed Executive Officer under Colonel Hornsby. Colonel Hornsby has remained in command of the post continuously since its origin.

Late in July the cadet training program was stepped up with the addition of two new stratagems: formation and blind flying. Class 41-1 was the first to undertake the new curriculum, and emerged with the record flying: successful completion of the course in the prescribed time with no serious accidents or injuries.

The following month marked a formal tribute to the assembly-line system of maintenance which originated at Gunter. BT-13 No. 311, a ship in the care of the 86th School Squadron, completed its thousandth hour in the air, and thereby set a national record. Though never flown out of usual turn, it was the first BT-13 in the nation to log that much time aloft.

Late in September the second era of the field ended—with a banquet. It was farewell to Class 41-1 and to American aviation cadets, Class 42-A, already here, was composed principally of student-pilots of the United Kingdom, being trained as birdmen for the R. A. F. by the Southeast Air Corps Training Center. All future groups, for an indefinite period, were scheduled to be wholly British. But the work of the field sped on as usual, spiced by a sudden flowering of "Cheerio's" among enlisted men.

And that was the third era of Gunter Field, made colorful by the presence of the lads from across the sea, made efficient by increased facilities and a tradition of success, and balanced by a full recreational program with the Recreation Hall as its hub. As though attracted by the fame of this third era, Jack Dempsey visited the post in October, saluted the Britons in a public military review, and was interviewed by the post's soldier-boxers. Shortly afterwards, R. A. F. Air Marshal A. G. R. Garrod, chief of R. A. F. training for the British Empire, came with a corps of American and English officials to inspect the field. All was well.

Then the war. Training goes on at unabated tempo, but a new grimness has entered into the task. All leaves and furloughs were cancelled, discharges rescinded. Guards have been trebled and quadrupled. The post is barred to civilians, and our own civilian clothes have been shipped home. Gunter Field is on alert. Though indirect, the post's contribution to the war effort is an essential as the Navy's guns; and a realization of this fact is taking hold throughout. It is manifest in the firm set of faces and the zeal with which daily duties are now executed.

Gunter started as an idea two years ago. Today that idea is sending pilots against democracy's common foes from the Atlantic to the Pacific. Today that idea is training deft hands for the operation of newer fields that will add to the tide of combat crews flying against the enemy. From the private who waded to work through mud in the cold of 1940's rainy winter to Colonel Hornsby who has commanded from activation day, every man's effort has helped to establish Gunter as a beacon for basic flying schools throughout the nation.

MAINTENANCE AND REPAIR AT GUNTER FIELD

An enviable record, symbolic of the hard work and initiative shown by the personnel during Gunter's two short years of history, was made with the inauguration of the fast and efficient "assembly line" system of Line Maintenance.

Practically everyone is familiar with, or has at least heard of the assembly line in Detroit's automobile factories. It was with this assembly line system in mind that a similar system of Line Maintenance was inaugurated here when several of the engineering officers foresaw the need for a quicker and more thorough method of maintaining airplanes, and also the need for training selected enlisted men to be skilled mechanics.

Needless to say, innumerable preparations had to be made before such a system could be inaugurated.

For the "assembly line" system, a hangar was divided into eight equal parts, each part being called a station. There are four stations in each half of the hangar and these four stations constitute what is called a line. One line is designated as "Line A" and the other "Line B." On the outside and at one end of the hangar there is a sub-station or wash rack, this being the beginning of the line.

Originally, the Maintenance Hangar personnel consisted of the officer in charge of his assistants, a non-commissioned officer designated as Hangar Chief, and a non-commissioned officer in charge of each station and also the sub-station. However, after a few weeks of operation, it was discovered that the hangar could be operated more efficiently by having the Post Engineering Officer and his assistant in charge of the Maintenance Hangar; a non-commissioned officer designated as Hangar Chief, a non-commissioned officer in charge of each "line," a non-commissioned officer designated as Hangar Supervisor, and a non-commissioned officer designated as Hangar Inspector. This is the personnel arrangement at the present time.

At the Maintenance Hangar Office, which is also the Post Engineering Office, a complete record of the time on each airplane on the field is kept daily. This record is kept on a large status board which occupies one wall of the Maintenance Hangar Office. This status board records such things as airplane field number, serial number, time on the plane, engine model, serial number and time, propeller time, last depot inspection report, time towards a 50 or 100-hour inspection, and whether the airplane is in or out of commission. By means of this status board, the officer in charge determines which airplanes are to be called in each day either for a 50 or 100-hour inspection.

When an airplane has been sent to the Maintenance Hangar, it is first taken to the sub-station or wash rack. Here it is checked

for leaks, the oil pump is drained and screen cleaned, the gas tanks are inspected for leaks, and the engine sprayed and cleaned. After this has been done the airplane is inspected by the Hangar Inspector and all discrepancies found by him are noted on a blank form. Then the plane is moved to Station 1. The wheels, landing gear, brakes, tail wheel, instruments, skin structure, cockpit, propeller, and thrust bearing are all thoroughly checked and inspected. When these items have been inspected, the airplane is moved to Station 2, where the cables and flight controls, ignition system, electrical system, hydraulic system, fuel and oil system and valves are all thoroughly checked. At Station 3 the propeller is painted and restenciled, plane is vacuum cleaned, and the radio is installed. Each station corrects the discrepancies pertaining to that station, which were noted by the Hangar Inspector. At this point the plane is given a base technical inspection. It is then moved to Station 4 where all discrepancies found by the Technical Inspector are corrected, the plane is rechecked and preflighted, and is then returned to the squadron.

At the present time there are more than 100 men working at the hangar 16 hours a day. There are a full crew of men on the day shift and a skeleton crew of men at night. An average of 12 to 14 ships is turned out every 16 hours, or one ship every hour and a half. By using this system of maintenance, a ship is seldom absent from the flying line more than seven hours. Also a large burden is removed from the squadrons, due to the fact that they do not have any 50 or 100-hour inspections to complete.

One of the chief attributes of this system is the possibility it offers for the training of unskilled men to be aircraft mechanics. When a man has spent several weeks working on the various parts of a plane under the constant supervision of competent instructors, he is pretty well grounded in the fundamentals of aircraft maintenance and is of real value to the Army.

Although exact figures are not available it is known that many fields have installed duplicates of this system, and no doubt many more fields will follow suit in the future.

Gunter Field has a perfect right to be proud that through the initiative and foresightedness of its personnel this mass maintenance system has been perfected; that this field, young as it is, is more than doing its wartime job of keeping 'em flying—it is figuring ways and means to attain the maximum efficiency with its facilities. More than that, it is broadening its facilities—always striving to reach the peak of perfection, the "maximum number of flying hours with the minimum number of mechanical hours."



A B O U T T H E B A S I C S

At all the basic flying schools located in the Southeast Training Center, a blue, low-wing monoplane is rolled out for the cadet to master. It is called the "BT." It is faster than the PT, has a higher landing speed, and, comparatively speaking, its controls are as skittish as the nerves of a highbred mare. Splashed over its dashboard are a maze of new instruments all "Greek" to the incoming cadet. As he is introduced to his new airplane, he learns that it will carry him on his first cross-country flights, and take him up on his first awe-inspiring experience of night flying.

If the cadet thought he was somewhat of a "hot pilot" upon leaving "Primary," it is here that he quickly changes his mind. Flying and classroom work fall heavily on his head. Elbowing facts aside and getting to a moment's breathing space, he decides that he knows no more about flying than his sweet old Aunt Agatha back home in her rocking chair. It is at this point that he usually begins

to become a real pilot. For while he is bemoaning his plight, he is finding his way around in places and situations which last month would have stymied him completely.

In basic, the cadet also grows up as a military man. His voice must be crisp and convincing when he "sounds off." His days must be as orderly as his barracks room is required to be at inspection. Stepping out in long strides to the band, swinging his white gloves, he learns to drill like a West Pointer. He learns to march almost everywhere, to class, to mess—yes, even to the runway where he boards his plane. All this is necessary and important, he realizes. He takes orders and routine in a spirit of meticulous loyalty.

One thing comes up from deep within the cadet to make him really glad—the fact that in going through with the grind he is learning to fly and fly the Army way—and at the end of the basic training he's qualified to go out to Advanced School training.

GUNTER FIELD IN ACTION





A CADET HAS TO SPEND MANY HOURS
LEARNING TO FLY IN FORMATION

A section of the air field.



Standing by.



Above: A cadet takes to the air.
Right: Dressed for flight.



B. T.'S ON THE LINE







Parachute training—just in case.

On the opposite page top: Ready for a night flight. Below: A row of primary trainers. Inset: A plane is seen in flight.



Working with parachutes is an exacting job, everything must be done perfectly. At the right and below men are seen drying and sewing parachutes.





Colonel Aubrey Hornsby at his desk.



Captain Charles W. Campbell, Public Relations Officer, and assistant.

I N T H E O F F I C E S



Lieutenant G. O. Fraser, Adjutant.

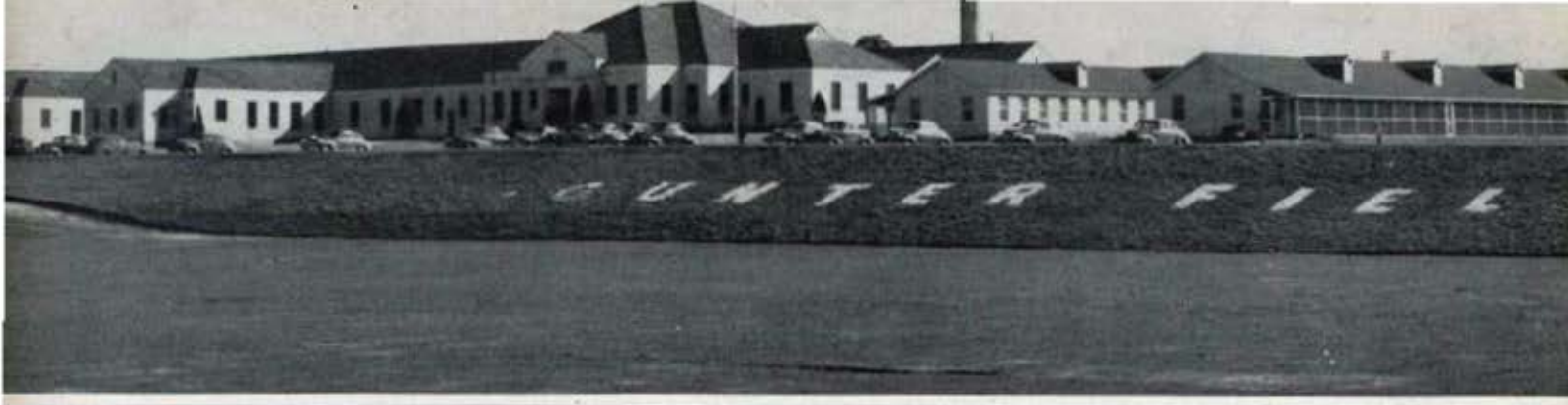


Lieutenant W. B. Hawkins, Director of Ground School, and secretary.

Enlisted men's records department.

Enlisted men's payroll department.





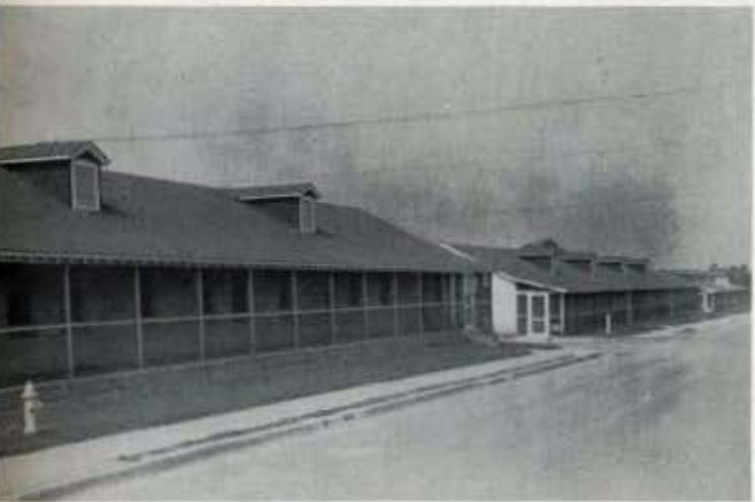
TECHNICAL LIBRARY

BARRACKS



NON-COMMISSIONED OFFICERS CLUB

POST EXCHANGE



POST THEATRE

RECREATION HALL





Weather forecaster analyzing synoptic chart.



Transmitting weather report.

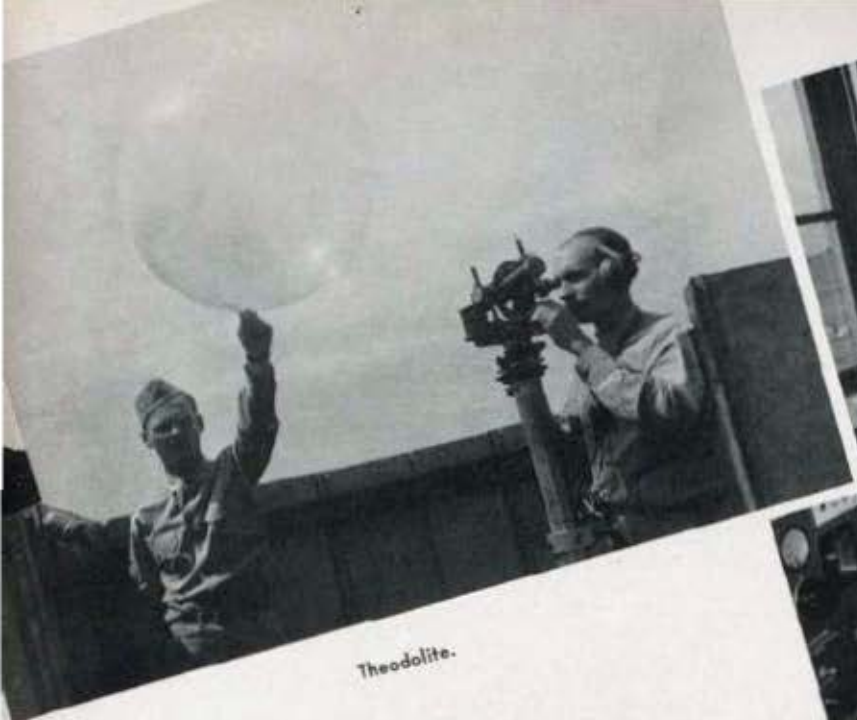
THE MINDS BEHIND

Portable landing lights.



Directing a night landing.





Theodolite.



Interior of control tower.

THE MEN IN THE AIR

Wind sack.



Mapping the course.





Line maintenance building.



The maintenance "gasses" 'em up.

LINE MAINTENANCE

Gunter Field is justly proud of its maintenance department. The maximum in efficiency has been achieved with the installation of its "line" maintenance system. A detailed description of this system appears elsewhere in this book.





Above: Inside the hangar.

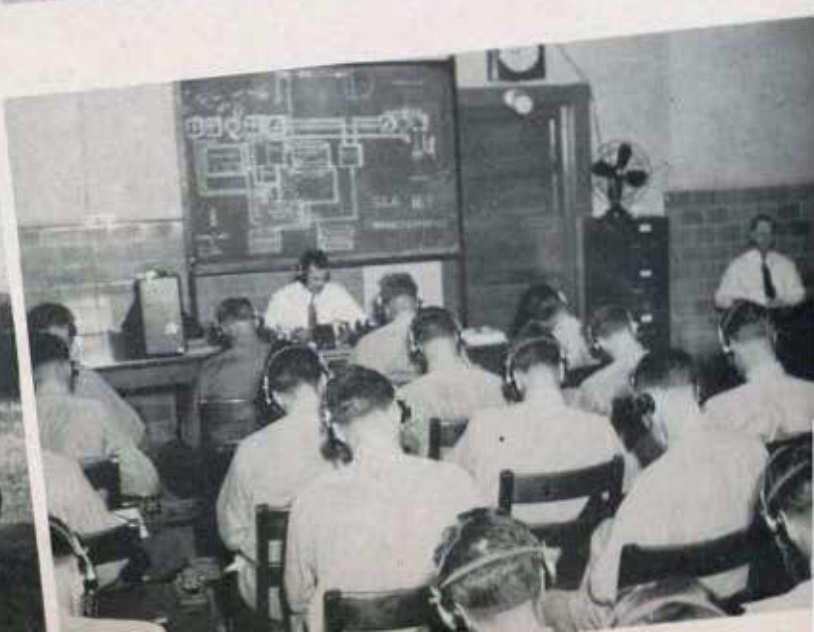
At the right and below are seen some of the various check-ups and repairs a plane must undergo in the Line Maintenance.



Varied Are the Activities At Gunter Field



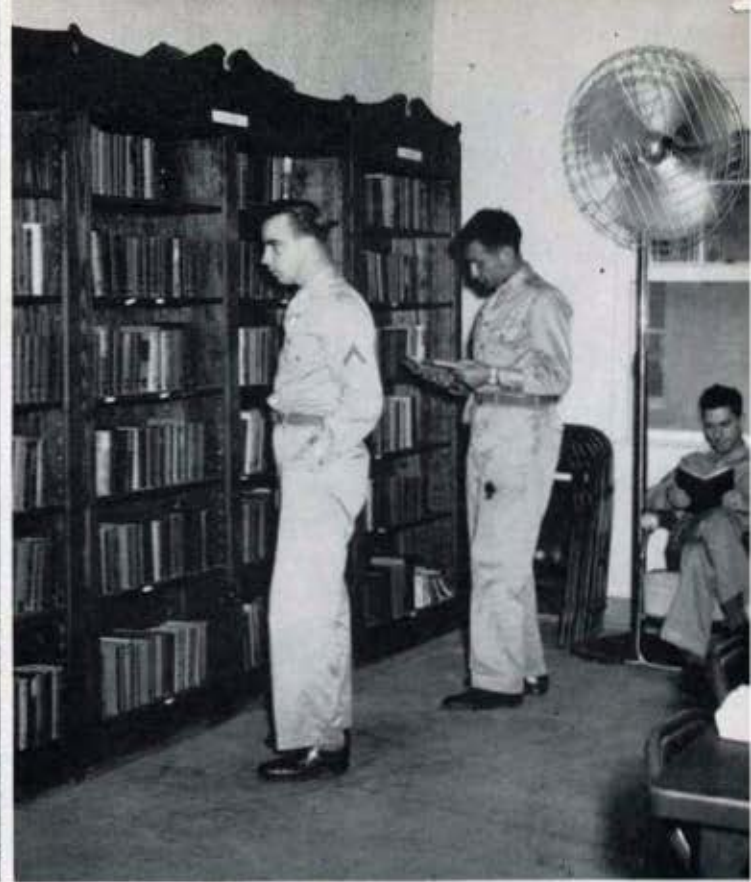
Right: Plotting table for link trainer. Below: Gunter Field band. Right, Below: Cadet in classroom. Bottom, Left: On the flying line waiting to get in a plane. Bottom, Right: Radio class.





Top, Left: Fondly referred to as a "monkey" drill. Top, Right: Good food after a flight. Center, Above: Issuing from the quartermaster. Right, Above: Have a new mattress, soldier. Right: Could these be men from Mars?





GUNTER FIELD SCENES



DEPARTMENT OF TRAINING



WILLIAM P. BRETT
Major
Director of Training

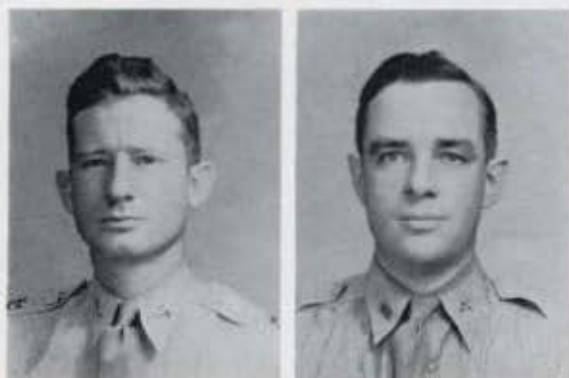
EDWIN R. FREEMAN
Captain
Secretary AAFBFS

DEPARTMENT OF FLYING



RICHARD F. BROMILEY
Major
Director of Flying

FLYING OFFICERS



CARVER T. BUSSEY
Captain
Commanding Officer of Training
Group 1

LEON H. McCURDY
Captain
Commanding Officer of Training
Group 2



RICHARD N. ELLIS
Captain
Commanding Officer
Training Squadron No. 1



CLARK B. HOWLAND
Captain
Commanding Officer
Training Squadron No. 2



GEORGE S. COOK
Captain
Commanding Officer
Training Squadron No. 3



DONALD R. BOSS
Captain
Commanding Officer
Training Squadron No. 4

FLYING OFFICERS



BURNETT E. GRINE
Captain
Commanding Officer
Training Squadron No. 5



JOSEPH O. GARRETT
Captain
Commanding Officer
Training Squadron No. 6



PRESTON BROWN
Captain
Commanding Officer
Training Squadron No. 7



CHESTER C. COX
Captain
Commanding Officer
Training Squadron No. 8

JOSEPH L. ANDERSON
First Lieutenant
Flight Instructor

JOSEPH A. BARRETT, JR.
First Lieutenant
Flight Instructor

RICHARD C. BENDER
First Lieutenant
Flight Instructor

CHARLES O. BOCK
First Lieutenant
Flight Instructor



FLYING OFFICERS



ROBERT M. CARICO
First Lieutenant
Flight Instructor



ROBERT O. CELOTTO
First Lieutenant
Flight Instructor



CHARLES E. COOK
First Lieutenant
Flight Instructor



JOHN L. COX, JR.
First Lieutenant
Assistant Commanding Officer



DAVIT T. CROCKETT, JR.
First Lieutenant
Flight Instructor



GEORGE L. DAVIS
First Lieutenant
Flight Instructor



EDWIN C. DUERINGER
First Lieutenant
Flight Instructor



ROBERT H. FICKE
First Lieutenant
Flight Instructor



ROBERT E. GUAY
First Lieutenant
Flight Instructor



THOMAS D. HATCHER, JR.
First Lieutenant
Flight Instructor



KENNETH E. HILL
First Lieutenant
Flight Instructor



JAMES M. HOOVER
Civilian Instructor



JAMES E. HUNTER
First Lieutenant
Flight Instructor



JAMES E. HUNTINGTON
First Lieutenant
Flight Instructor



GEORGE H. LUDWIG
First Lieutenant
Flight Instructor

BOOTH G. MALONE
First Lieutenant
Flight Instructor



FLYING OFFICERS

STEPHEN C. MATULA
First Lieutenant
Flight Instructor



WILLIAM G. MAYER
First Lieutenant
Flight Instructor



EVERETT A. McDONALD
First Lieutenant
Flight Instructor



JOHN H. McNEELY
First Lieutenant
Flight Instructor



DOUGLAS T. METCALF
First Lieutenant
Flight Instructor



ROBERT S. MOON
First Lieutenant
Flight Instructor



WEBSTER W. FLOURD
First Lieutenant
Flight Instructor



GEORGE PFEIFFER, JR.
First Lieutenant
Flight Instructor



BENJAMIN S. PRESTON, JR.
First Lieutenant
Flight Instructor



CURTIN L. REINHARDT
First Lieutenant
Flight Instructor

JOHN M. RICE
First Lieutenant
Flight Instructor

MANLEY O. RICHMOND
First Lieutenant
Flight Instructor

JOHN S. ROBINSON
First Lieutenant
Flight Instructor

WAYNE M. BEUMELER
First Lieutenant
Flight Instructor

SHERMAN W. WILKINS
First Lieutenant
Flight Instructor



ROBERT L. WILLIAMS
First Lieutenant
Flight Instructor



WILLIAM K. ZEWADSKI, JR.
First Lieutenant
Flight Instructor



JOSEPH R. WATERS
Second Lieutenant
Flight Instructor



T. WALDO DAVIS
Civilian Instructor



DOUGLAS L. FISH
Second Lieutenant
Flight Instructor

FLYING OFFICERS

WACK C. FORTUNE
 Second Lieutenant
 Flight Instructor

ROBERT P. FORTUNE
 Second Lieutenant
 Flight Instructor

GEORGE M. HALE
 Second Lieutenant
 Flight Instructor

AUGUSTUS M. HENDRY, JR.
 Second Lieutenant
 Flight Instructor

WILLIAM J. JOHNSON
 Second Lieutenant
 Flight Instructor

ROBERT H. MacDONALD
 Second Lieutenant
 Flight Instructor



DAVIL L. MOORE
 Second Lieutenant
 Flight Instructor

JOHN W. PATTERSON
 Second Lieutenant
 Flight Instructor

TORBERT SLACK, JR.
 Second Lieutenant
 Flight Instructor
 (Deceased)

EDWARD D. SMITH
 Second Lieutenant
 Flight Instructor

SHIRLEY K. SMITH
 Second Lieutenant
 Flight Instructor

MARK A. STEYAERT
 Second Lieutenant
 Flight Instructor

ROBERT J. WALKER
 Second Lieutenant
 Flight Instructor

GEORGE H. WALSH
 Second Lieutenant
 Flight Instructor

JOSEPH R. WATERS
 Second Lieutenant
 Flight Instructor

HUGH E. WEDDING
 Second Lieutenant
 Flight Instructor

ROBERT E. WELCH
 Second Lieutenant
 Flight Instructor

WERNER E. WEINDORF
 Second Lieutenant
 Flight Instructor



FREDRICK W. VOLKER
 First Lieutenant
 Flight Instructor

RICHARD H. HAMANN
 First Lieutenant
 Flight Instructor



CADET DETACHMENT



EDWARD W. HURLEY
Captain
Commandant of Cadets



DANIEL R. CAMPBELL
First Lieutenant
Assistant Personnel Officer



JAMES R. FOACH, JR.
First Lieutenant
Supply Officer



ROBERT W. SUTHERLAND
Second Lieutenant
Director Plans and Training



ELMER S. JONES
Second Lieutenant
Mess Officer



GLYNN E. KITCHENS
Second Lieutenant
Director of Physical Training



MATT TISCHLER
Second Lieutenant
Assistant Director Physical
Training



JULIAN H. KOHN
Second Lieutenant
Tactical Officer



RAYMOND E. OWENS
Second Lieutenant
Tactical Officer



REX H. PHILLIPS
Flight Lieutenant



OLIVER B. ANDREWS



JOHN N. P. ARKLE



RONALD H. BALL



ADAM S. BRUNTON

BRITISH PILOT OFFICERS

NIGEL H. CAIN



DAVID M. CAMPBELL



RAYMOND K. DEAN



JOHN W. FROST



ALAN P. GARSED



CHARLES JOHN HAYNE



PETER J. K. HOOD



ROBERT W. JOHNSON



ADRIAN C. JONAS



BERNARD LEES

EDWIN J. LISCHKE



JAMES W. LUCAS



SIDNEY MARSHALL



FRANK H. MAYWHORT



DENNIS N. RELF





EWEN R. ROBERTSON

JOHN R. ROGERS

PETER SHERRIFF

BRUCE SMEATON

WILLIAM M. STEWART

THOMAS R. STEWART



WALTER TALBOT

IAN G. THOMPSON

EDGAR F. TWEEN

JOHN A. WHITE

THOMAS I. WIDDOWSON

BRITISH SERGEANT OFFICERS



DOUGLAS BRAY

WILLIAM A. GATEHOUSE

ERNEST R. LYON

RAYMOND H. NICHOLLS

LESLIE W. SEAL

ARTHUR R. SCREEN

DEREK J. THURGOOD

JOHN P. VICKERY

JOHN E. WHITEHEAD



GROUND SCHOOL INSTRUCTORS



WILLIAM B. HAWKINS
First Lieutenant
Director of Ground School



CHANTER CORNISH
Captain
Meteorology Instructor



HARVEY N. SMITH
Second Lieutenant
Meteorology Instructor



LYLE K. MUSICK
Second Lieutenant
Weather Instructor



OSCAR S. GRAF
First Lieutenant
Weather Instructor

CHALMER C. WEAVER
First Lieutenant
Instrument Instructor

GROUND AND ADMINISTRATIVE



JOHN F. KLING
Major
Fire Marshal



DANIEL J. SMART
Captain
Assistant Base Administrative
Inspector



ELMER M. GOULD
Captain
Base Engineering Officer



EDWIN R. FREEMAN
Captain
Secretary AAFBF5



BENJAMIN F. RIDLON
 Captain
 Post Exchange Officer



CHANTER CORNISH
 Captain
 Meteorology Instructor



FREDRICK G. PAYNE
 Captain
 Adjutant Headquarters and
 Headquarters Squadron



LAWRENCE B. PRYOR
 Captain
 Assistant Special Services Officer

GROUND AND ADMINISTRATIVE



WILLIAM F. STANZ
 Captain
 Commanding Officer Replacement
 Center



DANIEL R. CAMPBELL
 First Lieutenant
 Assistant Personnel Officer



J. WALTER CURRIER
 First Lieutenant
 Administrative Officer
 86th Squadron



EDWARD L. FIGLER
 First Lieutenant
 Administrative Officer
 85th Squadron



LOWELL D. HENLEY
 First Lieutenant
 Chemical Warfare Officer



IRVING N. FRUMAN
 First Lieutenant
 Adjutant Air Cadet
 Replacement Center



OSCAR S. GRAF
 First Lieutenant
 Weather Instructor



WILLIAM H. LOUGHRIDGE
 First Lieutenant
 Post Statistician

GROUND AND ADMINISTRATIVE



FREDERICK E. GREEN
First Lieutenant
Assistant Personnel Officer



FOSTER KENNEDY
First Lieutenant
Adjutant 72nd Materiel Squadron



ELI H. LESLIE
First Lieutenant
Squadron Adjutant
378th Squadron



ALEXANDER NEIL LILLEY
First Lieutenant
Assistant Post Adjutant



CLARENCE B. EBERT
Second Lieutenant
Assistant Sub-Depot Supply
Officer



WILLIS N. HUTCHINS
Second Lieutenant
Assistant Provost Marshal



ROBERT P. WEBSTER
Second Lieutenant
Assistant Operations Officer



MALCOLM B. OGDEN
Second Lieutenant
Post Employment Officer



CARL I. STIVENER
Second Lieutenant
Assistant Post Exchange
Officer

ENGINEERING OFFICERS

GUVEREN M. ANDERSON
Second Lieutenant
Engineering Officer
86th Squadron



LELAND B. GUNDERSON
Second Lieutenant
378th School Squadron



WALTER E. OTTO
Second Lieutenant
84th School Squadron



JOHN H. SANDAKER
Second Lieutenant
85th School Squadron



HOWARD N. JACKSON
Second Lieutenant
379th Squadron



HARRY L. DONLEY
Second Lieutenant
84th School Squadron



ROBERT W. GUSSMAN
Second Lieutenant
Assistant Officer in charge of
Line Maintenance



JAMES B. CALLIS
Warrant Officer
Line Maintenance
85th School Squadron



AVIATION CADETS

UPPER CLASS AMERICANS



STUDENT OFFICERS

J. H. AINSWORTH
First Lieutenant



R. B. ARMAGOST
First Lieutenant



DAVID H. HAYCK
First Lieutenant



R. D. WILKERSON
First Lieutenant



JOSEPH G. WOGAN
First Lieutenant



M. R. J. OLSON
Second Lieutenant



JACK D. OWEN
Second Lieutenant



R. K. SCHRODER
Second Lieutenant



JOHN A. DALIEN
Second Lieutenant



First Row: Cadets Abrahams, Sardou W.; Allison, Thomas D.; Auburn, Seymour E.; Baer, Howard D.; Bagby, William W.; Baker, Julian E.; Barna-sky, George L.

Second Row: Cadets Barnes, Howard L.; Barnett, Aurelius P.; Bartol, Wante J.; Batcher, Ben P.; Baumann, John R.; Blackburn, Joseph E.; Blackwell, Hugh G.

AVIATION CADETS

UPPER CLASS AMERICANS



First Row: Cadets Booth, William A., Jr.; Bowman, Vere M.; Braden, Carl M., Jr.; Bradley, Thomas R.; Brandis, Fay W.; Breinig, Warren L., Jr.; Brennan, William H.

Second Row: Cadets Brown, Chandler R.; Burnett, Robert L.; Burton, Robert L.; Bush, Frederick E.; Cardwell, Kenneth H.; Carr, Walter W.; Chariton, James B.



First Row: Cadets Clark, Haynesworth K.; Clark, Thomas A.; Coates, Howell B.; Colgrove, Robert E.; Cooper, Richard W.; Costas, Basil G.; Crockett, Stuart H.

Second Row: Cadets Decker, Robert M.; DeGroff, Ellis I.; Doty, Donald C.; Doyle, Robert J.; Drayton, Richard J.; Ector, Hugh H.; Everall, Francis B.



First Row: Cadets Fensel, Albert J.; Fetz, Carl E.; Fox, Edward M.; French, Lloyd J.; Frisbee, John L.; Gallagher, Frank J.; Gilluly, John W.

Second Row: Cadets Godshalk, John R.; Greer, Earl C.; Hayes, Walter, Jr.; Heath, John H.; Hemeuer, Miles J.; Higgs, Lyman W., Jr.; Holmes, Ross B.

AVIATION CADETS

UPPER CLASS AMERICANS



First Row: Cadets Hood, Charles T.; Jarrett, Lewis A.; Jenne, Loren E.; Johnson, Arthur B.; Joho, Harry E.; Jonas, Edwin W.; Kelly, John R.

Second Row: Cadets Kent, Richard D.; Kervan, Jack C.; Kinnamen, Allen J.; Kubicek, Joseph W.; Lake, Joseph E.; Larsen, William A.; Leo, John S. M.



First Row: Cadets Littleton, John L.; Lochansky, Sidney; Lockhart, Lewis; Long, David D.; Macqueen, Alexander; Mallory, Humphrey M.; Middleton, Carol V.

Second Row: Cadets Milligan, Gaines I.; Morgan, Richard H.; Neumann, Robert H.; Noel, John H., Jr.; Ogden, Richard H.; Palmer, Gaius M.; Parris, Harry N.



First Row: Cadets Pegram, John L.; Petersen, Frederick T.; Pryor, Shepherd G., III; Rose, Henry H.; Schlossman, Mark; Seale, James E.; Shannon, William S.

Second Row: Cadets Sheehan, John L., Jr.; Slaybaugh, Thomas J.; Solander, Clarence L.; Stout, Fred W.; Strickland, Frederick P.; Stuart, Richard V.; Sullivan, John R.

AVIATION CADETS

UPPER CLASS AMERICANS



First Row: Cadets Summers, Gordon A.; Swenson, William S.; Tait, Alexander H.; Traynham, Thomas T.; Underwood, Glen W.; Underwood, Walter B.; Vanderhook, Rolland V.

Second Row: Cadets Wall, Fred C.; Walsh, Charles F.; Welch, James W., Jr.; Westerland, Gerard R.; Wigg, James E.; Williams, Dean H., Jr.; Wirs, Lawrence G.



First Row: R. C. A. F. Transfers Collins, Donald B.; DeVane, E. J.; Fullerton, Richard N.; Horne, Charles F.; King, J. L.; Leonard, Joseph E.; Lewis, William S.

Second Row: R. C. A. F. Transfers Loesch, Otto A.; McDonald, Donald M.; McKuillen, David F.; Miller, J. B.; Monroe, John E.; Plekanick, V. A.; Pritts, Joseph W.



R. C. A. F. Transfers Propst, Halbert W.; Toner, Robert F.; Van Hoose, Leo O.

AVIATION CADETS

LOWER CLASS (AMERICANS)



First Row: Cadets Abrams, Emanuel M.; Ackerson, Earle L.; Andrews, George E.; Annigan, Victor; Armstrong, Norman E.; Arnold, George C.; Atherton, Edgar E.

Second Row: Cadets Austin, William E.; Babbitt, Robert E.; Bage, Carl A., Jr.; Bailey, Thomas F.; Baldwin, Keaneth G.; Bengels, Jack; Bernholz, Phillip.



First Row: Cadets Betchley, Richard H.; Bisson, William C.; Boody, Robert T.; Brown, Malcolm E.; Brugger, Clifford S.; Burrowes, Joseph J.; Byrne, Raymond, Jr.

Second Row: Cadets Callaway, Ernest E., Jr.; Carney, James G.; Choly, Joseph E.; Clowe, Charles F.; Cole, William J.; Cooper, Andrew J.; Cruse, Ellis V., Jr.



First Row: Cadets Cunningham, Murdoch R.; Cunningham, William J., Jr.; Cusick, Charles A.; Delafield, Guy B.; Disbrown, Lorin C.; Dissette, Lawrence J.; Dole, Karl L.

Second Row: Cadets Dormer, James J.; Ennis, William T.; Erganian, Alex. M.; Euson, Robert A.; Farrell, James J.; Fidrock, Alfred V.; Flohr, Frank F.

AVIATION CADETS

LOWER CLASS (AMERICANS)



First Row: Cadets Foster, James H.; Foster, Selby M., Jr.; Francis, William E., Jr.; Frick, Robert S.; Fricks, Robert O.; Getter, Arthur I.; Golden, Herbert J.

Second Row: Cadets Goldsmith, Benedict I.; Goss, Keitle W.; Grady, Thomas F.; Graper, Melvin H.; Halliday, Charles O.; Harker, Chester V.; Hartney, James E.



First Row: Cadets Hendrian, William E.; Henry, Justus D., Jr.; Higgins, Donald H.; Houston, John W.; Howell, George R.; Isgrig, Dan; Isom, Charles W.

Second Row: Cadets Jablonski, Edward C.; Jackson, Royal A.; Jasinowsky, Nathan M.; Jones, Theron E.; Kampfer, August F.; Kass, Edward M.; Kennedy, Robert E.



First Row: Cadets Koch, William S.; Lancaster, James D.; Laurens, Rutledge, Jr.; Lawrence, Robert E.; LeFevre, Charles H.; Leidecker, George L.; Lasher, Chalender L.

Second Row: Cadets Liberman, Alan J.; Lee, J. J.; Littlefield, Warren C.; Looney, Robert; Mack, Preston W.; Mann, Howard H.; Manning, Raymond W.

AVIATION CADETS

LOWER CLASS (AMERICANS)



First Row: Cadets Mastriani, Lewis; McCord, Ralph E., Jr.; McDoneld, U. L.; McKane, John F.; McTamney, John M., Jr.; Merrigan, Edward L.; Miner, William D.

Second Row: Cadets Mohr, Phillip A.; Molinari, Lincoln N.; Moss, Benjamin; Neal, Harold L.; Nolan, Thomas F., III; Paluszek, Joseph J.; Paat, Frank W.



First Row: Cadets Perrin, Stuart; Petrey, John B.; Phelps, James M.; Portenoy, Norman S.; Keehorst, Newton D.; Reisman, Arthur E.; Rogers, Harry D.

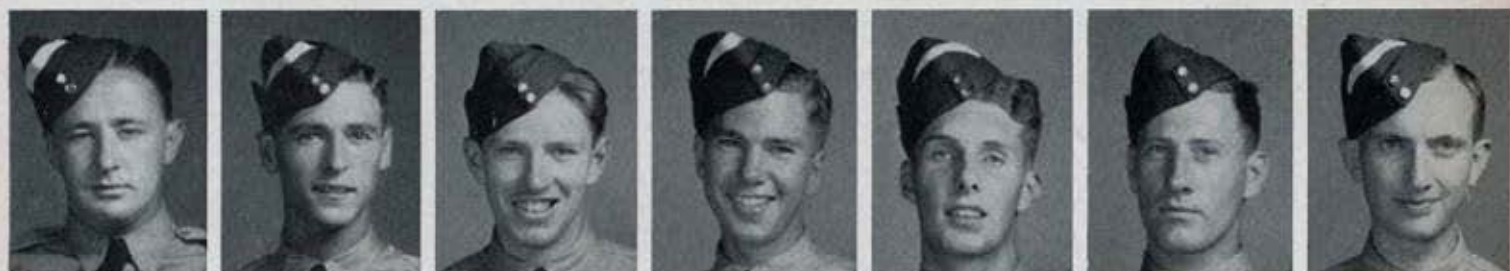
Second Row: Cadets Schlossberg, Martin; Schmelz, Richard E.; Sheehy, Thomas C.; Sherman, Bernard M.; Simcoe, Paul G.; Smith, David; Smith, Emerson W.



First Row: Cadets Stoneburner, William N.; Strobel, George W.; Sutton, Arthur W., Jr.; Ten Eyck, William R.; Thompson, Edward D.; Thompson, Roy E.

AVIATION CADETS

UPPER CLASS BRITISH



First Row: Corporal Barnett, John; LAC Argyle, K. A.; Ashdown, Michael F. C.; Aspinall, Peter C.; Atkins, John R. M.; Baker, Raymond J.; Banister, Thomas C.

Second Row: LAC Bannard, Edmond S.; Barkley, Hugh A.; Barnett, Stanley J.; Barr, S. J.; Baughan, Francis R. H.; Bays, Henry J.; Bentley, George E.



First Row: LAC Bernstein, Woolfe; Bishop, William H.; Blackburn, Elwood A.; Blackie, G.; Blackmore, A. H.; Blair, D. A.; Boden, J. G.

Second Row: LAC Blosworth, B.; Brand, Cedric; Brayshaw, Leonard; Bridge, John W.; Bubb, Eric R.; Byrne, Elwood L.; Cadman, G. J.



First Row: LAC Calder, D. J.; Campion, F. W.; Chamberlain, Hewood; Collins, R. G.; Copas, Kenneth R.; Cordery, Leonard C.; Deck, Charles G. F.

Second Row: LAC Dell, F. Humphrey; Denham, Kenneth H.; Doidge, Frederick W.; Dove, Alfred S.; Dyball, Herbert T.; Gerrard, John R.; Bibson, Raymond L.

AVIATION CADETS

UPPER CLASS BRITISH



First Row: LAC Good, Charles A.; Gondsoll, Kenneth E.; Greer, R. F.; Hancley, W. A.; Harris, George; Hearsey, David V.; Hodgo, Lionel A.

Second Row: LAC Hodges, Ernest J.; Holloway, S. James; Howson, Arthur C.; Jackson, Douglas; Jarvis, Kenneth J.; Jewell, Ronald G.; Kennedy, John.



First Row: LAC King, Kenneth T.; Knight, R. A.; Knott, Leonard J.; Lammie, George; Liefoghe, Robert J.; MacFarlane, W. T.; Mackie, Douglas H.

Second Row: LAC Maidment, Leslie E.; Marsden, Geoffrey A.; Matthews, Charlie W.; McDonald, Neil G.; McFee, Donald K.; Meadows, Harold G.; Meiklem, Jeb.



First Row: LAC Miller, H.; Miller, John I.; Minton, D. E.; Mitchell, Denys; Moriham, James; Morriss, Richard; Munton, Gordon A.

Second Row: LAC Norton, Edgar J.; Owen, G. W.; Parr, John M.; Paulden, J. L.; Pavitt, Albert Edward; Penney, Norman W.; Petre, Charles E.

AVIATION CADETS

UPPER CLASS BRITISH



First Row: LAC Phillips, Riginold; Prentice, James M.; Pulver, Barry S.; Pyle, George F.; Rice, M. D.; Robinson, P. C. A.; Rodger, Robert Young.

Second Row: LAC Ruffell, H.; Selka, Joseph A.; Sharling, Leslie; Shelford, Frank E.; Shelton, Ronald; Smith, Stanley J.; Spooner, Ernest R. J.



First Row: LAC Stenson, Alex W.; Stewart, James H.; Straker, William J.; Tasker, Alfred W.; Tafa, Jack; Taylor, Allan Charles; Thomas, I. Evan.

Second Row: LAC Thomas, Richard K.; Todd, John W.; Toff, Arthur; Tolley, John H.; Tutt, Norman J.; Wakefield, Douglas W.; Walker, Ronald A.



First Row: LAC Warner, D. J.; Warren, William T.; Watson, John E.; Watson, John J.; Weatherly, John P.; Webber, Reginald J.; Webber, William John.

Second Row: LAC Weiss, Paul; West, Peter; Wharran, George W.; Wilkes, Harry; Williamson, David L.; Wood, Albert E.; Woods, Alexander V.

AVIATION CADETS

LOWER CLASS BRITISH



First Row: Sergeants Collyer, John; Costin, Stanley; Mould, Charles E.; Spillane, James P.; Corporals Bacon, Douglas A.; Bascombe, Reginald H.; Cadet Adam, Robert K.

Second Row: Cadets Alderson, Jack; Allen, Frederick T.; Anderson, Ian C.; Asburey, Arthur; Ashley, Terence C.; Ayling, Albert E.; Baker, Donald.



First Row: Cadets Barnsdale, Frank S.; Beetham, Jack; Bennett, Basil; Bennett, Peter; Birchmore, Roy B.; Bosworth, Joe; Boucher, Lewis P.

Second Row: Cadets Bowden, Ken; Bowman, George M.; Bradford, Roy L.; Brooks, William A.; Brown, Cecil; Brunt, Sidney P.; Butterfield, Derek W.



First Row: Cadets Butters, Keith D.; Carpenter, Thompson S.; Carruthers, William M.; Chantler, Robert E.; Chislett, Kenneth E.; Coleman, Brod; Cook, Frank L.

Second Row: Cadets Cottrell, Ernest J.; Cox, John; Creech, Jack; Cumbers, Ronald; Cummings, James M.; Dalzell, Johnstone C.; Davie, Fergus N.

AVIATION CADETS

LOWER CLASS BRITISH



First Row: Cadets Davies, A. D.; Davies, David; Denney, Eric; Dusson, Neville J.; Earley, Wilfred; Eckersall, Harry; Ellis, Edward S.

Second Row: Cadets Evans, John H.; Farrant, Douglas J.; Feantside, John M.; Finney, Bernard R.; Ford, James D.; Garrick, William; Gilfillan, William, Jr.



First Row: Cadets Gillespie, Robert G.; Gilman, Denis; Glossop, George T.; Goffton, C. Campbell; Goodchild, David J.; Griffiths, Frederick T.; Hail, Geoffrey B.

Second Row: Cadets Harrison, Jack P.; Hay, Herbert A., Jr.; Herbert, Derrick W.; Heseltine, Rennie; Heslop, William A.; Hill, Ellis; Hill, Harry W.



First Row: Cadets Hinde, J. Walter; Holden, John K.; Holmes, Robert; Hood, Geoffrey; Hornsey, Thomas G.; Howard, Eric J. C.; Howe, William A.

Second Row: Cadets Jackson, David S.; John, Henry N.; Johnson, Douglas N.; Jones, Chris P.; Kevis, Allan J.; Kewley, Ronald; Lance, Thomas J.

AVIATION CADETS

LOWER CLASS BRITISH



First Row: Cadets Lane, Edward C.; Lawrie, James M.; Loman, Desmond J.; Luger, Derek, E. A.; Manning, B. J.; Manson, Cecil R.; Mantell, Hoch A.

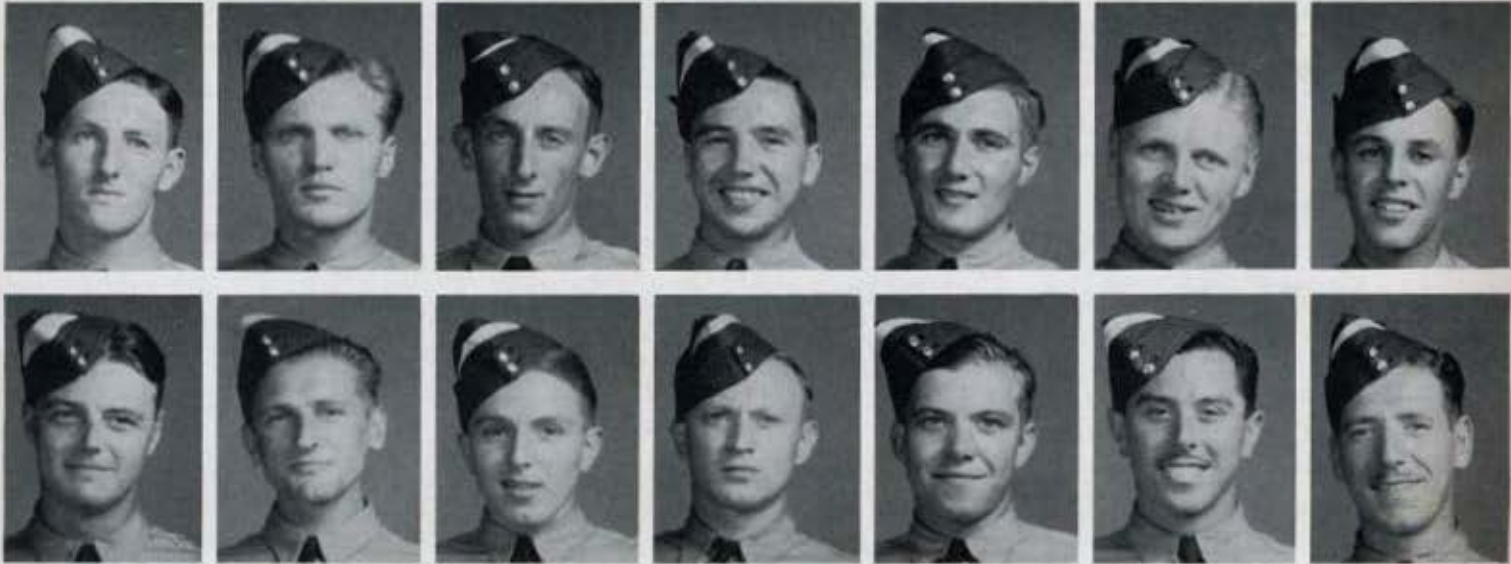
Second Row: Cadets Marjoram, George H.; Martin, Francis G.; Mason, Alexander D.; McCoy, Hugh; McIndeor, Malcolm Neil; McInnes, Alex M.; Miller, David K.



First Row: Cadets Mitchell, Henry A. L.; Mitchell, Kenneth; Morgan, D. Ray; Morling, Denis A.; Murrell, John E.; Neal, Leglie William; Newton, Clifford.

Second Row: Cadets O'Donnell, Peter J.; Owers, John A.; Peel, Denis M.; Pollett, Peter W. R.; Randall, Anthony A.; Ratcliffe, Gordon L.; Redwood, Eric W.

AVIATION CADETS



First Row: Cadets Rohan, Joseph T.; Ross, James P. J.; Sallis, Howard; Saunders, Leslie A.; Scutt, Sidney G.; Sherer, Harry H.; Shrewsbury, Keith.

Second Row: Cadets Spendlove, Peter H.; Spurr, George F.; Stuart-Smith, Archibald R.; Tate, George; Thomas, Cameron V.; Trice, Sidney G.; Turner, Thomas G.



First Row: Cadets Underwood, John Peter; Veevers, Alan; Wadge, Frank; Walton, William M.; Watson, John G. A.; Weaver, Bernard F.; Weaver, Frederick J.

Second Row: Cadets Webb, Robert R.; Western, John C.; Whitehead, George G. A.; Wills, Haydon H.; Windmill, Stanley A.; York, Leonard J.



WILLIAM H. YOUNG
Major
Commanding

58TH AIR BASE SQUADRON



(Reading from Left to Right)

First Row: First Sergeant Dewell, J. H.; Technical Sergeant Berry, James F.; Staff Sergeants Bezak, Stanley; Cole, W.; Elmore, Hubert L.; Guay, C. F.

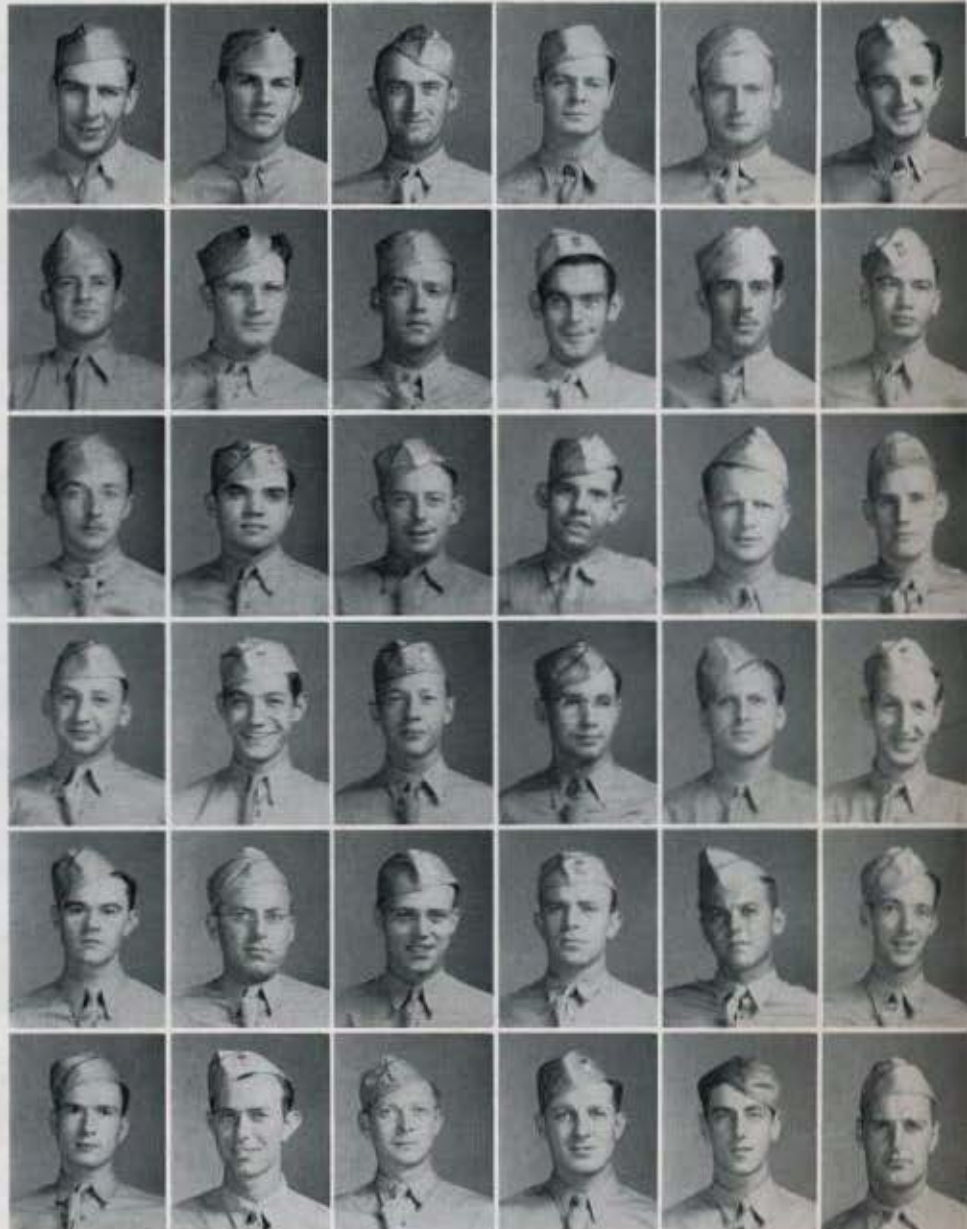
Second Row: Staff Sergeants Henry, W. C.; Lucas, J. G.; Sergeants Burns, J. F.; Calloway, C. W.; Click, Robert G.; Greene, B. R.

Third Row: Sergeants Grow, A. E.; Jones, L. C.; King, James A.; Lee, R. E.; Lessley, J. D.; Mattson, K. R.

Fourth Row: Sergeants Sheldon, Victor W.; Stone, L. E.; Wideman, H. P.; Corporals Belaska, John; Cohen, F. R.; Donahue, H. J.

Fifth Row: Corporals Harness, V. G.; Hunter, B.; Jenkins, O. D.; Letham, E. L.; Lobsinger, P. A.; Logan, R. R.

Sixth Row: Corporals Lupardus, B. D.; Merchant, L. E.; Miller, J. G.; Schildmeyer, A. C.; Stevenson, P. M.; Torcoletti, T.



58TH AIR BASE SQUADRON

66TH AIR BASE GROUP



(Reading from Left to Right)

First Row: Privates First Class Better, E. A.; Cormier, E. E.; Douglas, R. P.; Johnson, H. P.; Lambert, T. G.

Second Row: Private First Class Prescott, B. F.; Privates Abernathy, J.; Acela, S. J.; Alloggio, F. J.; Alfano, E.

Third Row: Privates Alsip, E.; Anda, S.; Anderson, A. E.; Anderson, C. R.; Anderson, F. H.

Fourth Row: Privates Anderson, R. A.; Anderson, W. L.; Arch, L. B.; Arenz, B. W.; Badalucco, P.

Fifth Row: Privates Bailey, H. W.; Balordi, A. H.; Bangert, J.; Barhorst, P. A.; Barnes, R. S.

Sixth Row: Privates Bartis, R. S.; Baszewsky, J. W.; Bedosky, J. J.; Beverly, B. J.; Bockhold, P. A.

Seventh Row: Privates Boley, V. W.; Boyd, R. E.; Bradshaw, John W.; Braunstien, R.; Brodick, P.

Eighth Row: Privates Brominski, A. J.; Bryan, J.; Bugay, J. E.; Cafiero, Joseph; Cairns, J. A.

Ninth Row: Privates Cajka, G.; Castellano, J. J.; Chezem, W. W.; Chimock, A. B.; Ciancisi, H. A.

Tenth Row: Privates Ciani, P.; Clarkin, J.; Cohen, H.; Cole, L. L.; Court, G.

58TH AIR BASE SQUADRON

66TH AIR BASE GROUP



(Reading from Left to Right)

First Row: Privates Cowgill, W.; D'Amdrosia, T. J.; Davios, J. S.; Doos, G. L.; DoJournett, J. F.

Second Row: Privates Denno, R. F.; De Simone, A. A.; Dolan, R.; Doyle, Philip J.; Drury, C. J.

Third Row: Privates Dybas, P. N.; Efron, M.; Eisenhower, P. D.; Evans, G.; Falk, G. A.

Fourth Row: Privates Fattman, B. S.; Fedele, J.; Federio, V. F.; Fleischer, M.; Foerster, A. H.

Fifth Row: Privates Gagliano, A. P.; Gilliland, E. G.; Golden, F. A.; Greene, H. C. A.; Guffey, J. L.

Sixth Row: Privates Guffey, W. F.; Hagen, Philip P.; Henna, Joseph; Hederman, Ray M.; Hoffman, J. S.

Seventh Row: Privates Horne, D. C.; Ingraham, J. B.; Jackson, M. S.; Jacobi, E. C.; Jaworski, S. P.

Eighth Row: Privates Johnson, W. H.; Keegan, L. J.; Kunish, A. H.; LaBelle, G. S.; Lambeth, J. A.

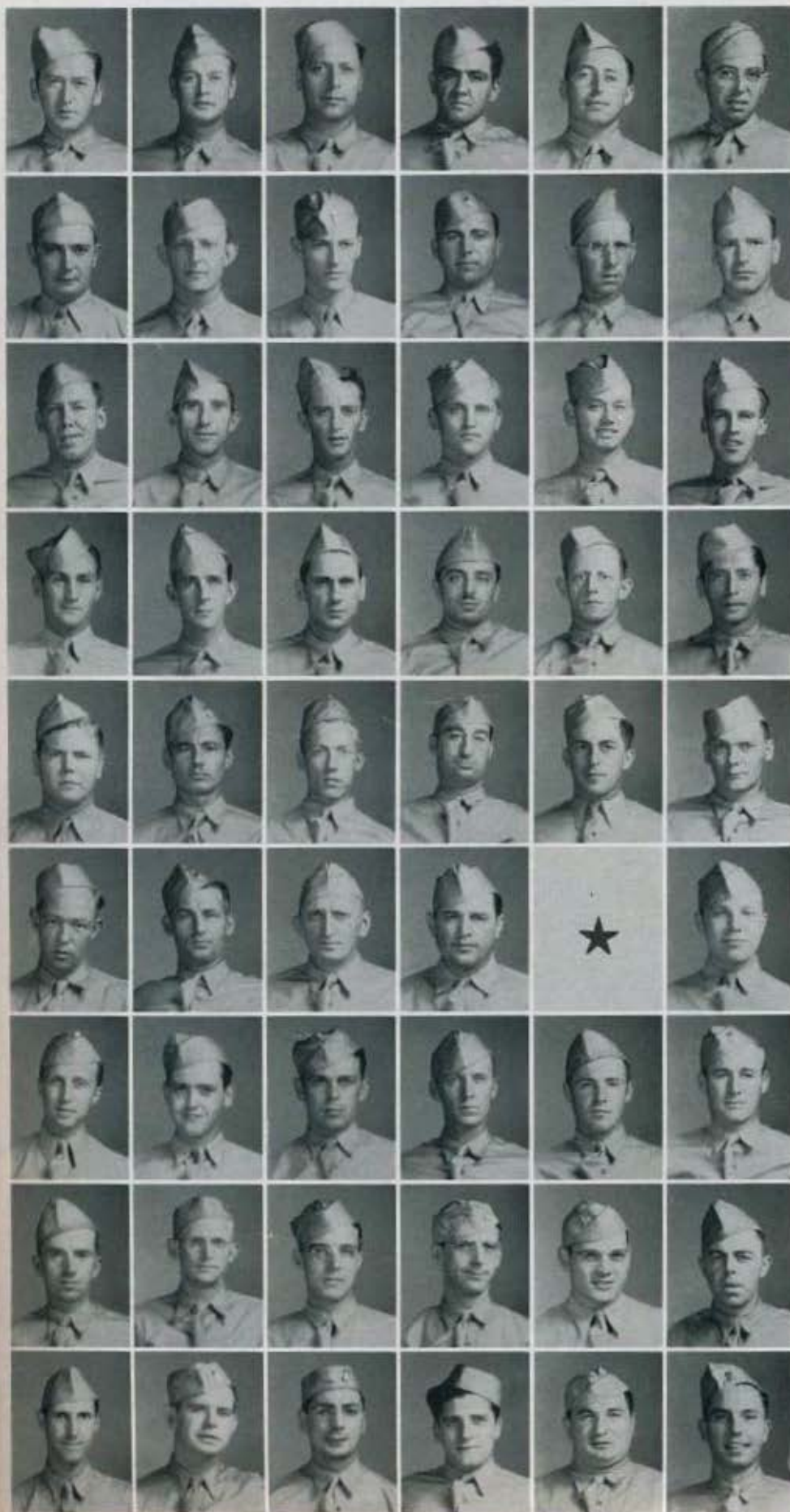
Ninth Row: Privates Macin, Rudolph J.; Mader, J. P.; McCarger, G. D.; Mehibaum, J. A.; Menard, W. L.

Tenth Row: Privates Menish, R. F.; Menillo, Dominic; Mills, Derward S.; Mistovich, M.; Mullins, P. O.



58TH AIR BASE SQUADRON

66TH AIR BASE GROUP



(Reading from Left to Right)

First Row: Privates Murphy, Earl P.; Nugent, H. F.; Oberlander, C.; Pasquione, A. J.; Pecholt, G.; Pinard, A. J.

Second Row: Privates Pinkowicz, S. F.; Pointer, J. W.; Powell, J. E.; Price, J. H.; Rayment, R. F.; Reichert.

Third Row: Privates Richter, W. R.; Riggs, J. K.; Roberts, W. F.; Rochelleau, B. G.; Ross, R. H.; Saldonis, J. C.

Fourth Row: Privates Sands, J. P.; Schultz, M. E.; Schwager, G. J.; Scornavacco, John; Shaffer, W. E.; Sherman, G. H.

Fifth Row: Privates Silvey, E. L.; Star, D. J.; Smith, R. L.; Snellbaker, H. C.; Stephens, C. E.; Suomi, W. U.

Sixth Row: Privates Tyner, R. E.; Wallace, A. M.; Whitman, J. F.; Wright, H. E.



ATTACHED FOR QRS., RATIONS AND ADM.

Corporal Magee, W. H.

Seventh Row: Private First Class Collier, W. B.; Privates; Coryell, G. L.; Daugherty, J. M.; Ebner, M. A.; Humphreys, R. H.; Regan, E.

Eighth Row: Privates Carrick, H. E.; Cowart, C. H.; Staff Sergeant Grant, J. W.; Technician Fourth Grade Pugh, H. L.; Technician Fifth Grade Collingwood, B. I.; Private Baker, J. E.

Ninth Row: Privates Griffin, R. D.; Ogilvie, A.; Santillo, P.; Technician Fifth Grade Manzi, V. D.; Private First Class Ficara, M.; Private Howell, R. L.



WAYNE G. CHURCH
Captain
Commanding

HEADQUARTERS AND HEADQUARTERS SQUADRON

66TH AIR BASE GROUP



(Reading from Left to Right)

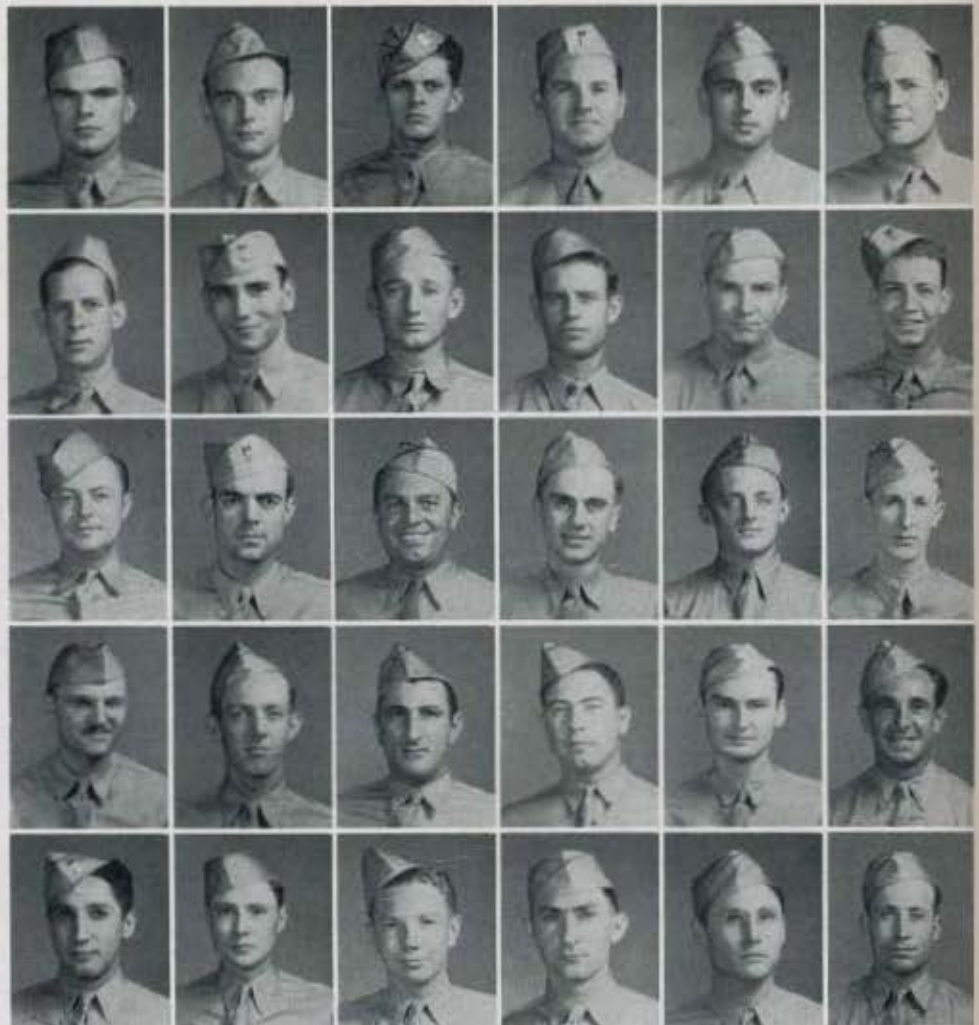
First Row: First Sergeant Grady, Robert F., Jr.; Technical Sergeant Vaughan, Rene E.; Staff Sergeants Anglin, John E.; Atkins, Charles E.; Carson, Lester G.; Cash, Delmer C.

Second Row: Staff Sergeants Coulombe, Ernest; Gore, Harold D.; Kesler, Charles W.; Woolf, William M.; Sergeants Anderson, John V.; Bradley, Martin J., Jr.

Third Row: Sergeants Brown, Eugene W.; Bryars, Virgil R.; Butler, I. V.; Carter, Wade A.; Closson, Edward; Grimes, Victor S.

Fourth Row: Sergeants Howe, Ramon W.; Jones, Kenzie E.; Karam, Ernest J.; Kelly, Albert H.; Land, Sullivan M.; Manfre, Joseph A.

Fifth Row: Sergeants Mutu, John A.; Smallridge, H. B.; Smith, Max W.; Stowers, Winfred G.; Wilson, Leroy M.; Corporal Allen, Marvin L.



HEADQUARTERS AND HEADQUARTERS SQUADRON

66TH AIR BASE GROUP



(Reading from Left to Right)



First Row: Corporals Gill, William K., Jr.; Hammond, Carlisle P.; Kelley, James J., Jr.; Pace, Frank, Jr.; Parker, Joe E.



Second Row: Corporals Pickell, James E.; Riley, William L.; Roobian, Charles E., Jr.; Szelka, Stanley J.; Troped, William.



Third Row: Corporals Walsh, William E.; Weinstein, Irving; Wells, Walter; Privates First Class Adams, Robert D.; Ayscue, Edgar G.



Fourth Row: Privates First Class Barker, Abner N.; Bartha, John B.; Bell, James E.; Bellville, Louis E.; Bennett, Conley J.



Fifth Row: Privates First Class Benson, Arlie E.; Campbell, Alan A.; Chappell, Joseph L.; Coleman, James H.; Crain, Orbin L., Jr.



Sixth Row: Privates First Class Davidson, William A.; Denton, Herbert P.; Dupere, Francis W.; Eskes, Willie B.; English, Thomas G., Jr.



Seventh Row: Privates First Class Farrell, Darrell F.; Faulkner, William L.; Fisher, Edwin V.; Fouts, Boyd C.; French, James L.

HEADQUARTERS AND HEADQUARTERS SQUADRON

66TH AIR BASE GROUP



(Reading from Left to Right)

First Row: Privates First Class Gray, Thomas L.; Hadley, Charles S.; Harper, Victor H.; Harrington, Francis P.; Holloway, Charley A.

Second Row: Privates First Class Hoffman, Herman; Horton, Donald W.; Hughes, Rufus; Jones, Vernon O.; LeMay, Francis L.

Third Row: Privates First Class Linker, Andrew J., Jr.; Little, Grady G.; Martin, Loy E.; Mayfield, William J.; Merriam, Edward T.

Fourth Row: Privates First Class Metz, Henry X.; Moll, Walter, Jr.; Nolan, John V.; O'Connell, Robert F.; Phillips, Jack B.

Fifth Row: Privates First Class Radford, Robert D.; Regentine, Russell C.; Remsberg, LeRoy K.; Skelton, James E.; Tucker, Clyde.

Sixth Row: Privates First Class Wilson, Robert C.; Wilson, Robert E.; Privates Bartol, Angelo L.; Choate, Joseph H.; Corkran, Medford D.

Seventh Row: Privates Deslauriers, Conrad E.; Meehan, Charles J.; Segall, Manuel; Weiner, Morris M.



72ND MATERIEL SQUADRON

66TH AIR BASE GROUP



EDWARD A. HUGHES
Captain
Commanding

(Reading from Left to Right)

First Row: Master Sergeant, Young, John T.; First Sergeant Vick, William F.; Technical Sergeants Becker, Joseph; Evans, William J.; Irwin, Dennis W.; Odom, Bryant.

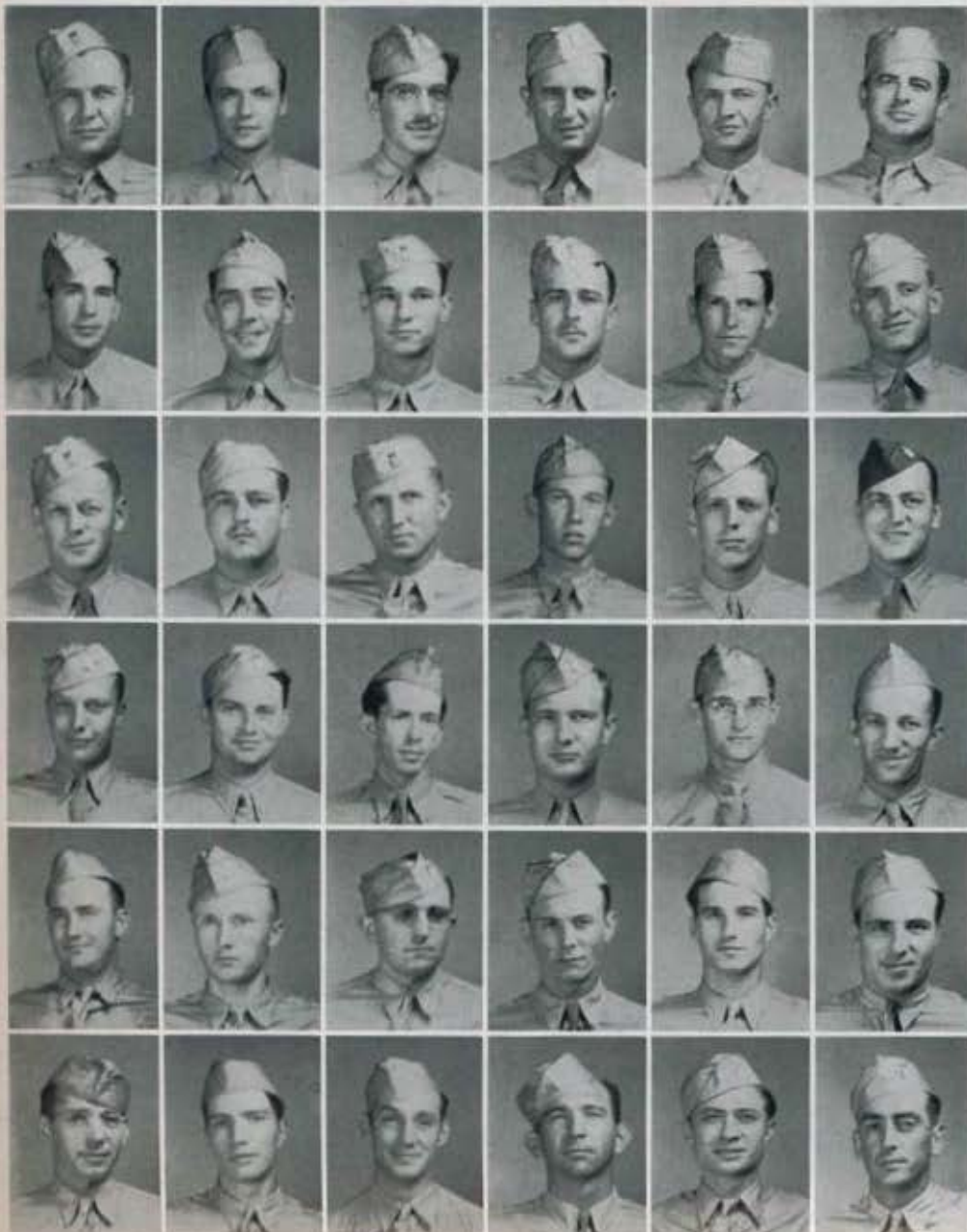
Second Row: Staff Sergeants Alexander, Columbus R.; Baldwin, George W.; Freeman, Jack F.; Holder, Thurman G.; Long, John E., Jr.; Moore, William A.

Third Row: Staff Sergeants Mosser, R.; Nolletti, Pasquale; Ryan, Warren E.; Starcher, Stephen D.; Summers, Charles W.; Summers, James M.

Fourth Row: Staff Sergeants Summers, Robert O.; Tish, Joseph L.; Wefler, Robert S.; Sergeants Baker, Robert D.; Beaudette, Francis A.; Bernacchio, Gino.

Fifth Row: Sergeants Bishop, Harrison H.; Ela, Fred P.; Ewing, Robert W.; Fleming, William T.; Jones, Cyril V., Jr.; Keesler, James F.

Sixth Row: Sergeants Kratkocski, Joe; Larabee, William H.; McMahan, Harvey J.; Nunnery, Ross E.; Sanders, Lester C.; Smith, Will J.



72ND MATERIEL SQUADRON

66TH AIR BASE GROUP



(Reading from Left to Right)

First Row: Sergeants Spaziano, Nicola; Spiwak, Joseph; Stella, George R.; Stoica, George; Stifel, George; Taylor, Walter G.

Second Row: Sergeant Vodila, Benjamin; Corporals Burkle, John; Burnett, John W.; Carlson, Hjalmar C.; Cornell, Frederick A.; Dixon, Harry W.

Third Row: Corporals Goldman, Samuel N.; Hilferty, Walter G.; Jolin, Almun P.; Little, Cecil A.; Lovejoy, Ralph C.; Massey, Robert G.

Fourth Row: Corporals McNeill, Carroll D.; Mitchell, Willie M.; Newberry, Dewey E.; Newman, Everett E., Jr.; Ragdale, Roy; Sallette, Irving C.

Fifth Row: Corporals Shump, Richard T.; Stephens, Milton D., Jr.; Tessier, Leonard J.; Tuton, Jacob; Wellman, Edward W.; Wellman, Neal.

Sixth Row: Corporal Zima, John T.; Privates First Class Austin, Luther O., Jr.; Bowman, Robert P.; Brown, Louis V.; Butler, Wyatt H.; Campbell, John D., Jr.

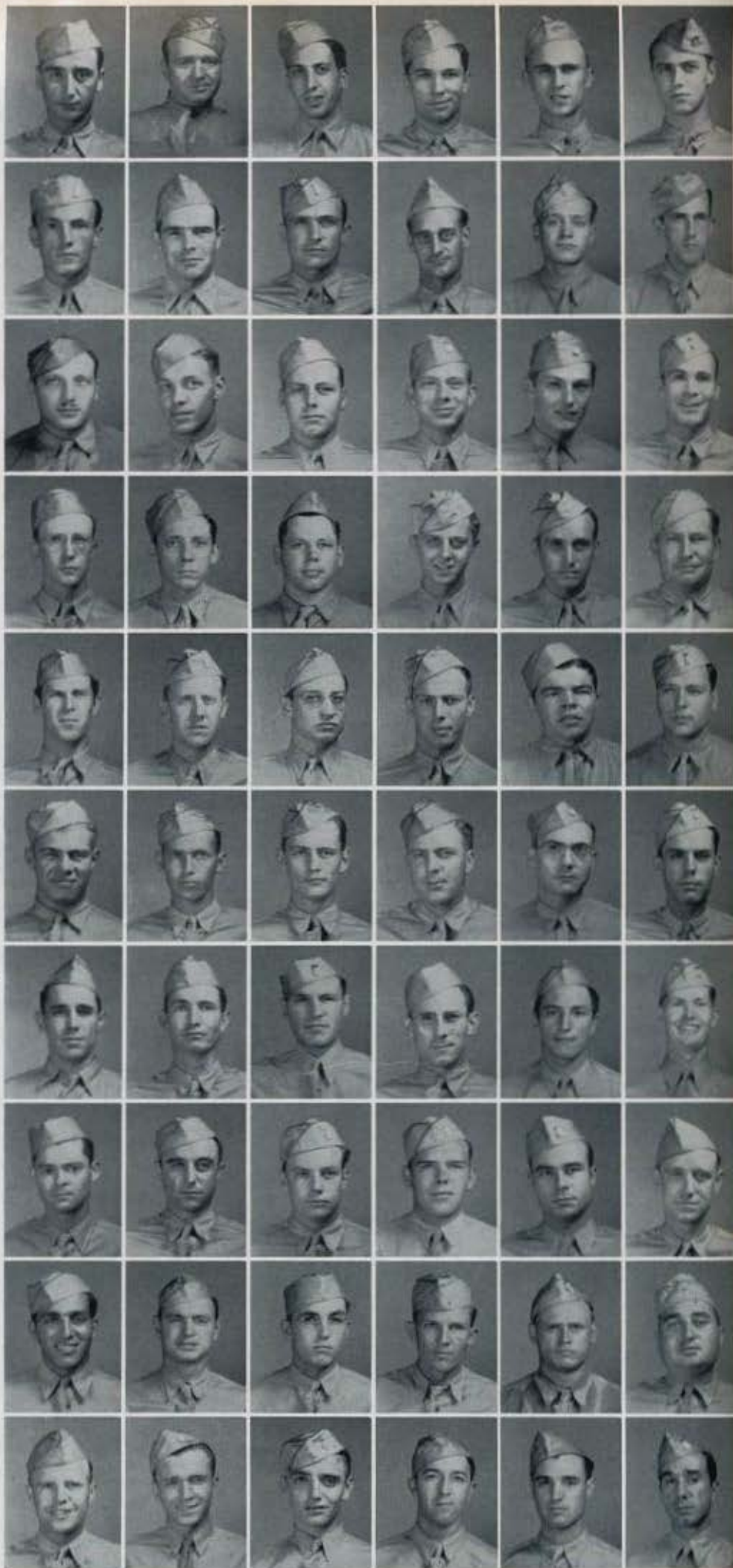
Seventh Row: Privates First Class Canova, Frank W.; Craft, Joseph C.; Davis, Theron B.; DUBY, Emil L.; Henspeter, Marlo R.; Higgins, Claude V.

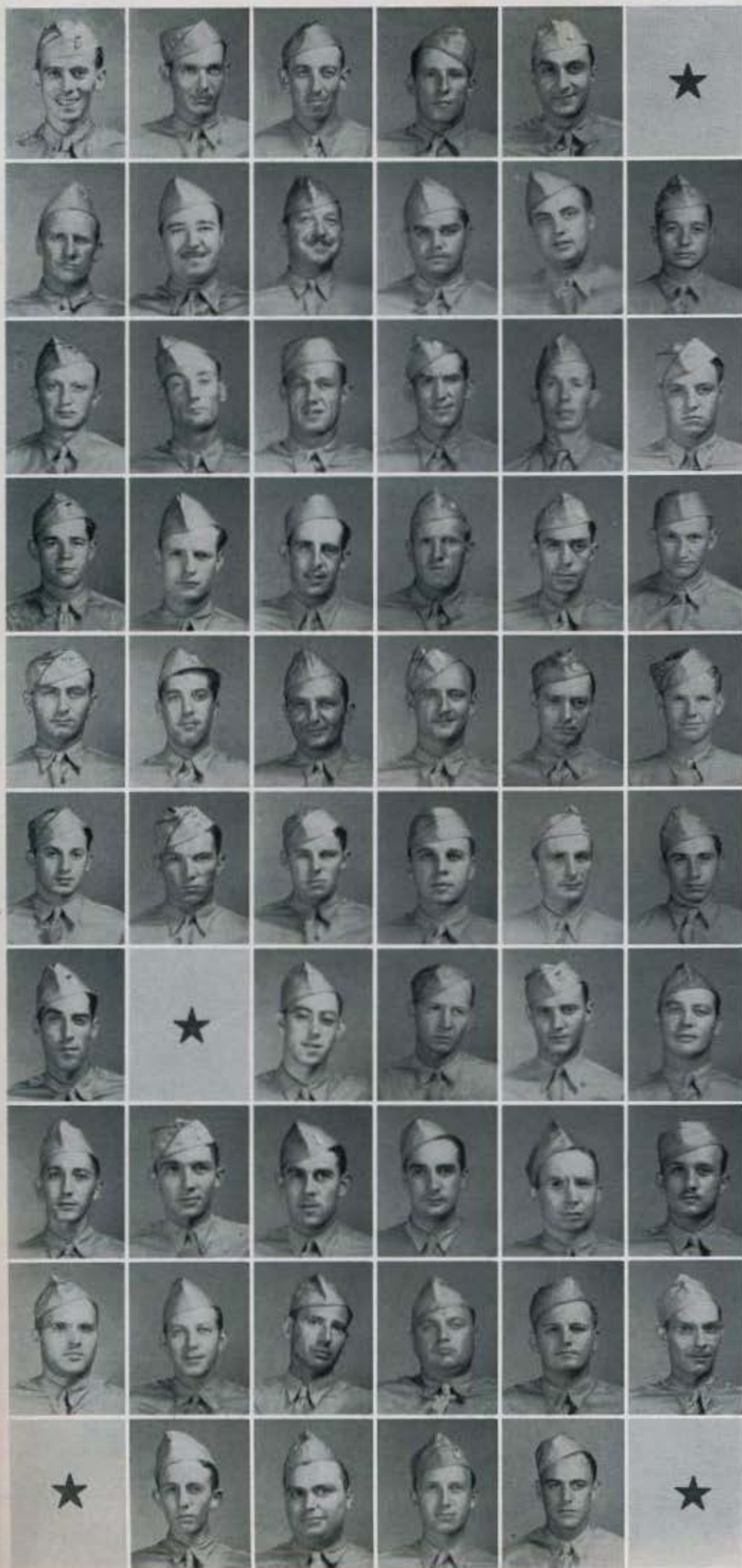
Eighth Row: Privates First Class Jones, George E.; King, James A.; Leathers, Sidney A.; Lynch, Clayton R.; Maroney, Gordon R., Jr.; McGuire, Ernest J.

Ninth Row: Privates First Class Melograna, Armand M.; Potter, George W.; Randall, George N.; Ready, James; Reese, Grady L.; Stebbins, Charles C.

Tenth Row: Privates First Class Tarbuck, Nicholas R.; Tate, Donald V.; Walker, Raymond F.; Privates Angelicchio, Dominic M.; Anzelone, Michael; Aquaviva, Angelo L.

BRUNSON, CLARENCE F.





72ND MATERIEL SQUADRON

66TH AIR BASE GROUP



(Reading from Left to Right)

First Row: Privates Brady, Thomas R.; Cannon, Johnnie N.; Carney, William D.; Chauncey, Anthony E.; Chieffo, Phillip.

Second Row: Privates Clark, Gilbert J.; Combes, George L., Jr.; Dahlmeyer, John H.; Dorin, John; Fair, Donald R.; Gates, William R.

Third Row: Privates Hearilla, John; Jones, Roy C.; Kasuba, Edward F.; Kiefferreuter, William; Kotchan, Martin; Lingould, Alton L.

Fourth Row: Privates Louey, Irvin L.; Manning, Cornelius J.; McEwan, Austin; McGibbon, Chester E.; McGrath, Edward J.; Moody, Charles J.

Fifth Row: Privates Moon, Leo B.; Petty, Joseph E.; Pinter, Marion A.; Powell, King T.; Rennar, George P.; Shelton, Charles R.

Sixth Row: Privates Simone, Michael C.; Skelton, Samuel P.; Steele, Colin F.; Stewart, Robert N.; Stuart, Francis J.; Viscardi, Jack F.

Seventh Row: Private Whipple, Albert D.; Attached, Brown, Herman P.; Carter, William N.; Charm, Harry; Cosgrove, Joseph A.

Eighth Row: Attached, Crampton, Francis D.; Dodd, Larry B., Jr.; Hodyno, Walter J.; Jones, Clyde U.; Kane, John R.; Kostura, John.

Ninth Row: Attached, Klusmann, Runhold T.; Mallory, Ralph R.; Marker, Warren H.; Mercer, Maxcy L.; Milton, Marshall C.; McCullough, Lewis E.

Tenth Row: Attached, McNeely, Charles H.; Pagani, Theodora; Seiler, Roland Y.; Stone, Harrison W.



GEORGE S. COOK
Captain
Commanding

84TH SCHOOL SQUADRON

(Reading from Left to Right)

First Row: First Sergeant Cepko, Joseph A.; Staff Sergeants Baker, Lawrence; Chonoski, Robert J., Jr.; Durham, John D.; Gordon, James E.; Gross, Douglas M.

Second Row: Staff Sergeants Houchens, Jack E.; Jackson, Walter L.; Moore, Edwin; Ponsell, J. T.; Van Winkle, Hugh W.; Sergeant Adamski, C. A.

Third Row: Sergeants Beverage, Keith D.; Blount, H. H.; Bradford, J. D.; Cagle, Wallace D.; Caldwell, C. O.; Carter, P. H.

Fourth Row: Sergeants Gough, Titus J.; Greene, Roy G.; Holt, Durwood L.; Jewett, Kenneth E.; Kennedy, James D.; King, Arthur E. R.

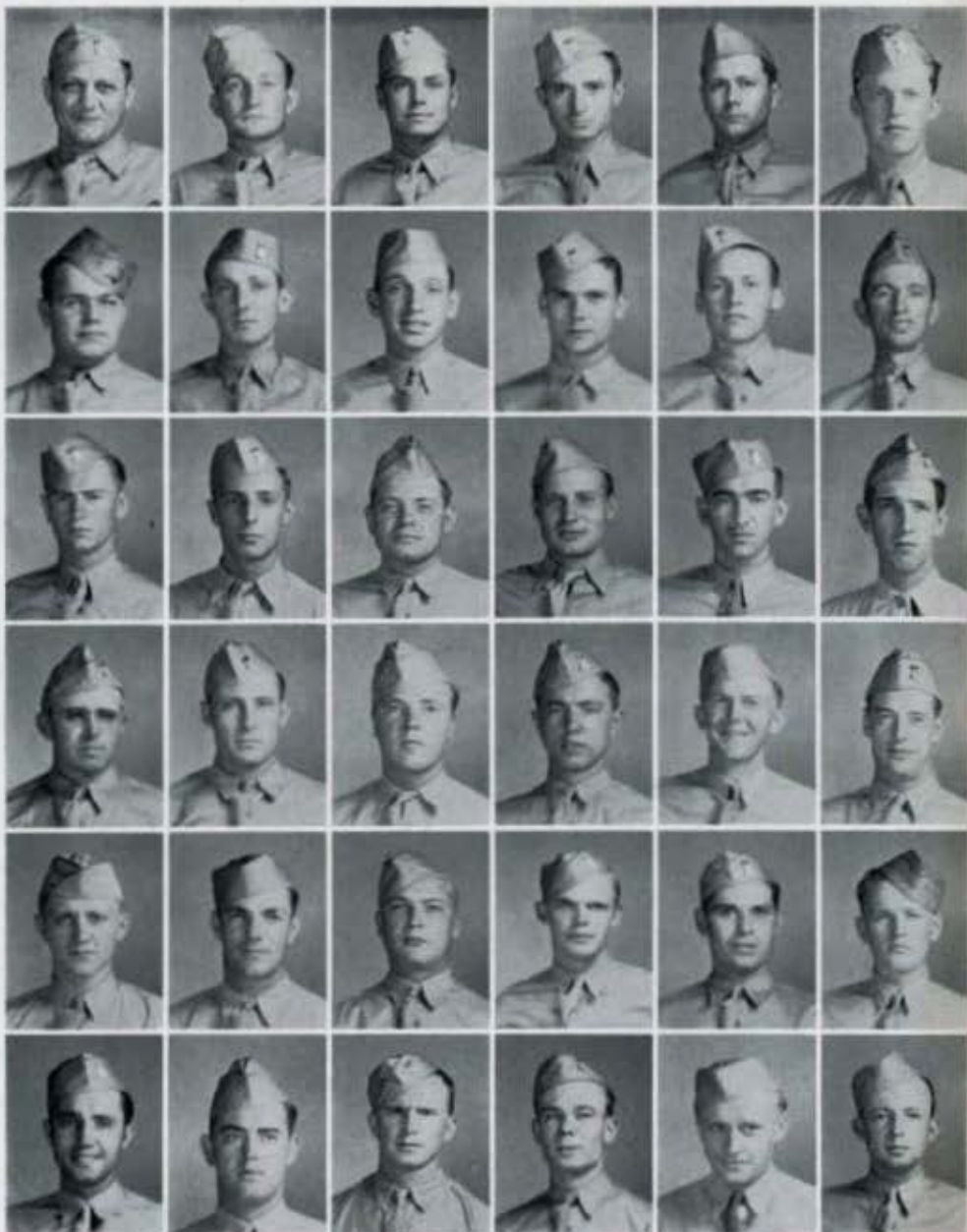
Fifth Row: Sergeants Kring, Charles M., Jr.; Link, Clarence H.; Mickles, Lewis A.; Palm, Leonard J.; Patrignani, Thomas; Peltó, Victor H.

Sixth Row: Sergeants Pemberton, Eugene E.; Scott, Luther H.; Tringhese, Albert J.; Turner, John P.; Vangstad, Edgor O.; Wood, A. R.



MEN WHOSE PICTURES DO NOT APPEAR IN THE GUNTER FIELD REVIEW

Captain Henley, Lowell D.; Master Sergeant Ford, Willie K.; Technical Sergeants Bailey, Carlos C.; Ferguson, Claude W.; Landers, Henry F.; Staff Sergeants Costello, Elmer P.; Kessinger, Walter F.; Shafto, Gene A.; Suggs, Harrell A.



84TH SCHOOL SQUADRON



(Reading from Left to Right)

First Row: Sergeant Woodard, C. L.; Corporals Carter, J. G.; Forgash, Herbert; Garrison, James N.; Gayle, Harold J.

Second Row: Corporals Overstreet, L. C.; Smith, Sherman A.; Stone, Wade H.; Stevanov, Samuel; Tonelli, Louis L.

Third Row: Corporal Woolf, Hubert J.; Privates First Class Bellerose, G. J.; Chenalut, J. W.; Dudinetz, George; Fissel, P.

Fourth Row: Privates First Class Harris, J. D.; Henry, Victor; Latoszewski, J. T.; Michael, H. I.; Smith, W. F.

Fifth Row: Privates First Class Wilson, W. W.; Worley, W. C.; Privates Adams, Ed. J.; Abell, Daniel R.; Albers, O. T.

Sixth Row: Privates Anderson, Alex. J.; Angelo, Amerco; Barkan, J. A.; Bell, F. A.; Benjamin, F.

Seventh Row: Privates Bibb, R. L.; Blevins, H.; Bosnak, Peter T.; Boyll, R. A.; Brown, J. C.

Eighth Row: Privates Bryson, H.; Chesney, K. C.; Deering, Harold; Eddy, P. E.; Fletcher, W. F., Jr.

Ninth Row: Privates Foley, James J.; Fusaro, George J.; Gajdos, Michael; Gangi, A. A.; Gehris, Russell R.

Tenth Row: Privates Gertzen, J.; Giaquinto, George; Glasser, Glenn P.; Graham, Charles; Graham, Willis.

84TH SCHOOL SQUADRON



(Reading from Left to Right)

First Row: Privates Grassi, Charles; Green, Dan; Harechmak, William; Hering, L. M.

Second Row: Privates Johnsen, D. S.; Jordan, P. J.; Katz, M.; Kenderdine, C.; Kessler, D.

Third Row: Privates Korleski, E. J.; Krawcewicz, C.; Krug, Carl H.; Kryszczuk, J. P.; Kurpis, Louis.

Fourth Row: Privates Kusoywa, John; Kuzniowski, A.; Leach, W. L.; LeMay, Henry; Lisarelli, Frank.

Fifth Row: Privates Liszc, M. E.; Lonsbury, Thomas F.; Lucjak, Joseph; Lybeck, J.; Macsey, J. J.

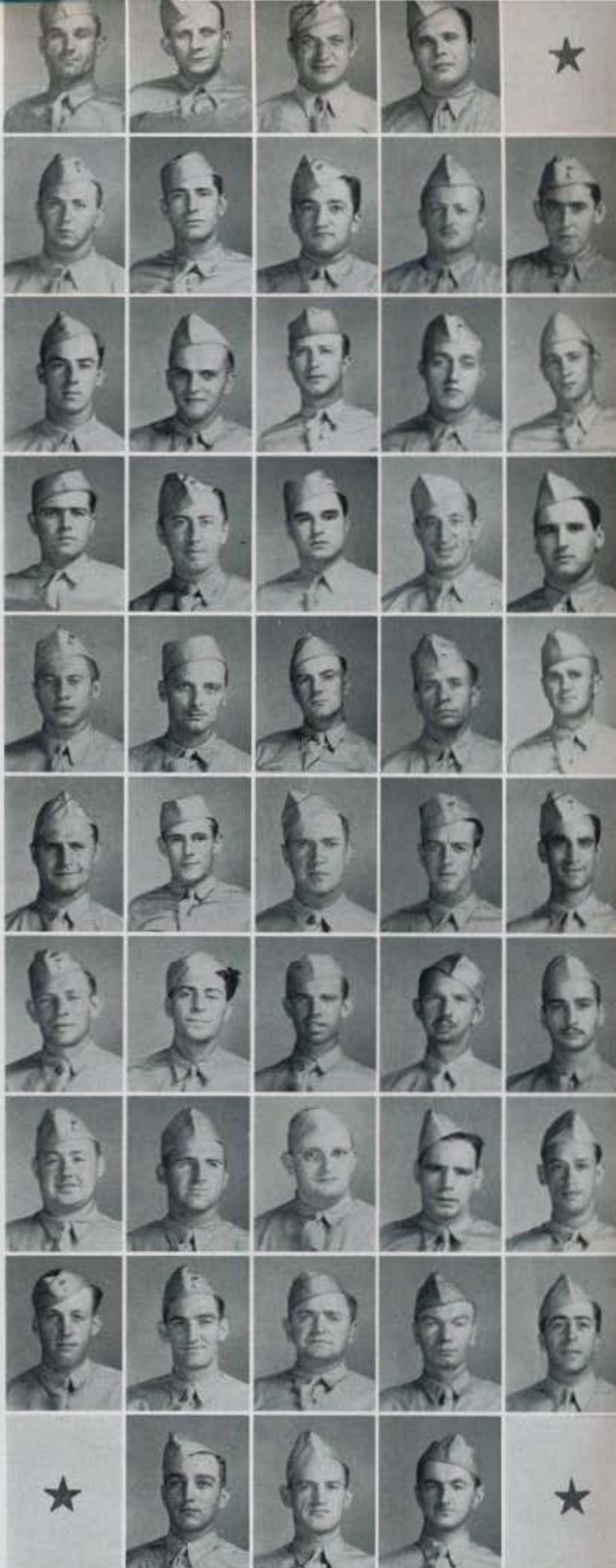
Sixth Row: Privates Mastauskas, J. J.; McCartin, John; McGuire, A. A.; McKinnon, R. P.; Nori, A.

Seventh Row: Privates Schumaker, H. A.; Shia, E. A.; Smith, F. R.; Snyder, N.; Stanizzo, F. A.

Eighth Row: Privates Steins, Charles; Stieber, John R.; Sump, C. H.; Sypherd, E.; Tappin, H. S.

Ninth Row: Privates Thompson, R. L.; Thompson, R. C.; Tobin, Francis J.; Turnbaugh, R.; Vilella, C. T.

Tenth Row: Privates Waranis, A.; Wilczynski, L.; Zacharkiw, Michael.





DONALD R. BOSS
Major
Commanding

85TH SCHOOL SQUADRON



(Reading from Left to Right)

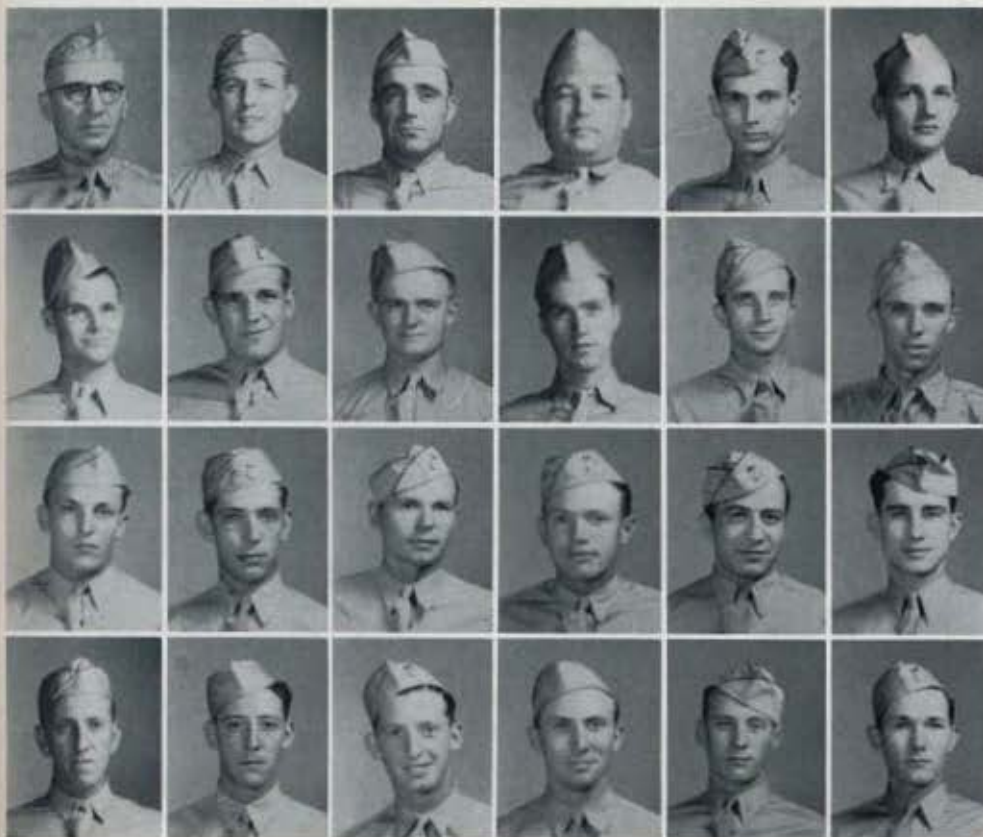
First Row: Master Sergeant Crawford, Harold E.; First Sergeant Vannatta, Charles O.; Technical Sergeants Baungard, George H.; Sitko, John A.; Terhune, John R.; Staff Sergeant Balint, Joseph.

Second Row: Staff Sergeants Cartledge, Julius E.; Core, Maurice L.; Cox, Ray W.; Griggs, Raymond F.; Kellner, Victor J.; Lambdin, Jerry M.

Third Row: Staff Sergeants Mrotek, Richard B.; Pyles, Keith L.; Rurak, Michael; Sexton, Knox N.; Tallarico, Sam; Vonderhaar, Richard A.

Fourth Row: Sergeants Bach, Watson C.; Biesecker, Clyde E.; Bloom, Herbert; Brown, Martin C.; Bussman, Charles O.; Chambers, O'Neil.

Fifth Row: Privates Cox, Lenville H.; Richardson, Gerald A.; Zachar, Joseph.



85TH SCHOOL SQUADRON



(Reading from Left to Right)

First Row: Sergeants Cook, James W.; Diaz, Joseph J.; Durstin, Joseph; Foster, John M.; Garvor, Kenneth.

Second Row: Sergeants Gill, George E.; Grinfield, Walter C.; Kirsch, Albert F.; Madison, Eugene W.; Payette, Earl A.

Third Row: Sergeants Peterson, Orval C.; Pruitt, Edward E.; Quinn, Clarence A.; Rand, Edward P.; Rice, Lewis.

Fourth Row: Sergeants Rich, James E.; Richardville, Charles H.; Ripple, Lewis H.; Saulen, Joseph J.; Shea, John J.

Fifth Row: Sergeants Simmons, Edlone; Simpson, Lewis L.; Sisson, Neal F.; Smith, William A.; Sullivan, Bert W.

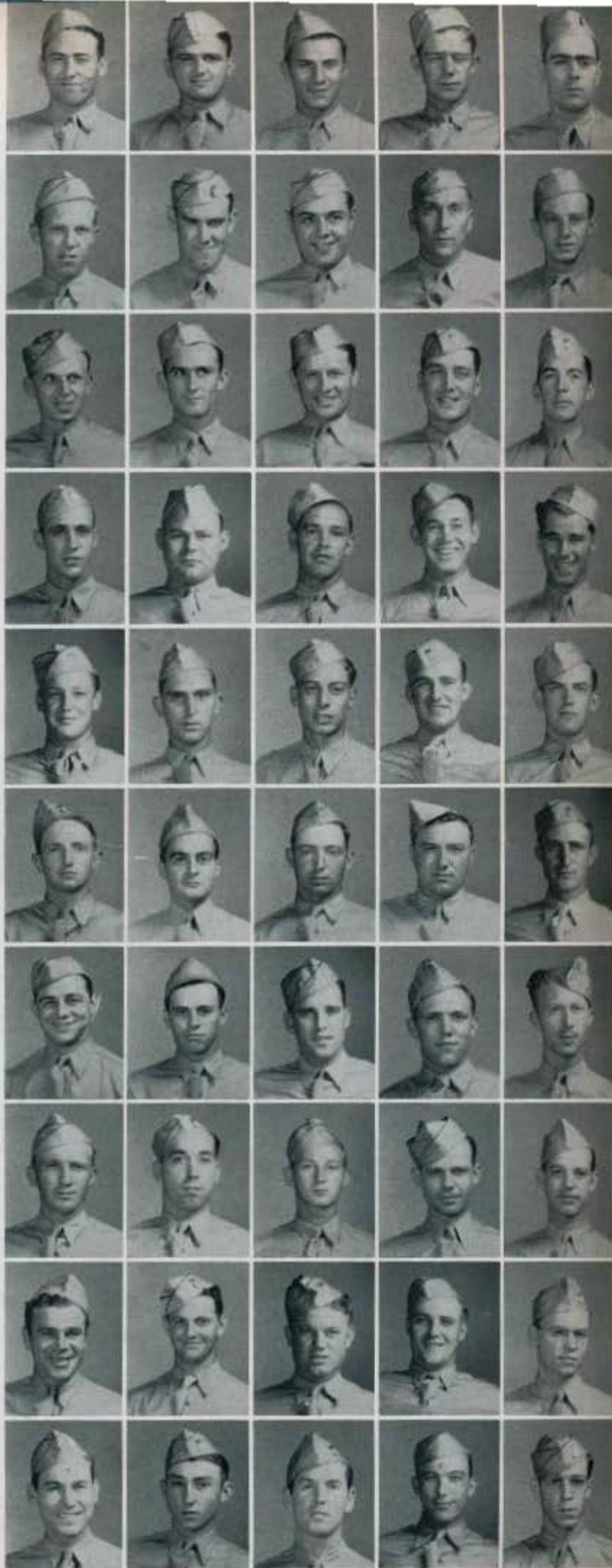
Sixth Row: Sergeants Sumner, Charles E.; Sutherland, James B.; Sword, Claude H.; Teeple, Ray E.; Welch, Clifford A.

Seventh Row: Sergeant Zapponi, Robert J.; Corporals Abbott, Earl M.; Baker, Luther B.; Bowers, Willis M.; Bradshaw, Hurschel M.

Eighth Row: Corporals Braswell, James D.; Carey, William L.; Carr, Eugene W.; Chesser, Kirby; Cook, Horace K.

Ninth Row: Corporals Crowell, Lendworth; Crowley, James; Douglass, James C.; Eakins, George F.; Fickling, Milton W.

Tenth Row: Corporals Fowler, Clarence W.; Gimsley, Joseph B.; Henebury, Leo R.; Mounce, Charlie H.; Park, William H.



85TH SCHOOL SQUADRON



(Reading from Left to Right)

First Row: Corporals Parker, Arthur T.; Petty, Lloyd R.; Rees, Charles T.; Reisner, Leonard W.; Ropinski, Roman L.

Second Row: Corporals Stanton, Raymond J.; Sutherland, Ralph; Talley, Howard J.; Thomas, Jerome C.; Thompson, Norman L.

Third Row: Corporals Turner, Louis M.; Walsh, James L.; Watts, Garnett C.; Willey, Jasper K.; Woodward, Michael L.

Fourth Row: Corporal Workman, Kenneth R.; Privates First Class Castronuovo, Fred E.; Decker, Edward C.; Givan, Charles B.; Hanner, Clyde E.

Fifth Row: Privates First Class Hood, Earl F.; Kramer, John T.; Martin, Joseph S.; Robinson, James S.; Private Barnas, Stanley J.

Sixth Row: Privates Beatty, Claude G.; Becht, Paul E.; Bishop, Edger J.; Boesch, Reinhold J.; Bordo, Frank J.

Seventh Row: Privates Boyd, William L.; Cameron, Daniel F.; Campbell, James P.; Colombo, Louis J.; D'Aries, Lawrence T.

Eighth Row: Privates Deep, George J.; DiPietro, Ralph E.; Disko, Frank; Donohue, John L.; Dunbar, Fred L.

Ninth Row: Privates Duplacy, John J.; Durrence, James R.; Eckert, Elmer P.; Emmons, Eugene W.; Farris, George B.

Tenth Row: Privates Felix, Michael; Ferrara, Michillino; Fertitta, Salvatore; Fitzgerald, George F.; Fischer, Edwin.

85TH SCHOOL SQUADRON



(Reading from Left to Right)

First Row: Privates Flynn, James F.; Callagher, Henry F.; Gaza, Pete; Geer, David R.; Gill, Chester W.

Second Row: Privates Gillis, John A.; Greally, Patrick J.; Griffing, Robert A.; Hale, Warren R.; Hawley, Theodore N.

Third Row: Privates Hickey, Joseph F.; Hope, John W.; Horton, Charles H.; Houseman, Henry M.; Hughes, Arthur F.

Fourth Row: Privates Hyjek, Stanley F.; Ignatosky, Thomas A.; Jackimek, Andrew J.; Jakubasz, Frank T.; Jarvis, Wilfred N.

Fifth Row: Privates Johnson, Edward P.; Joyce, Rivhard J.; Karukin, Alfred; Lowney, William J.; Martin, Arthur T.

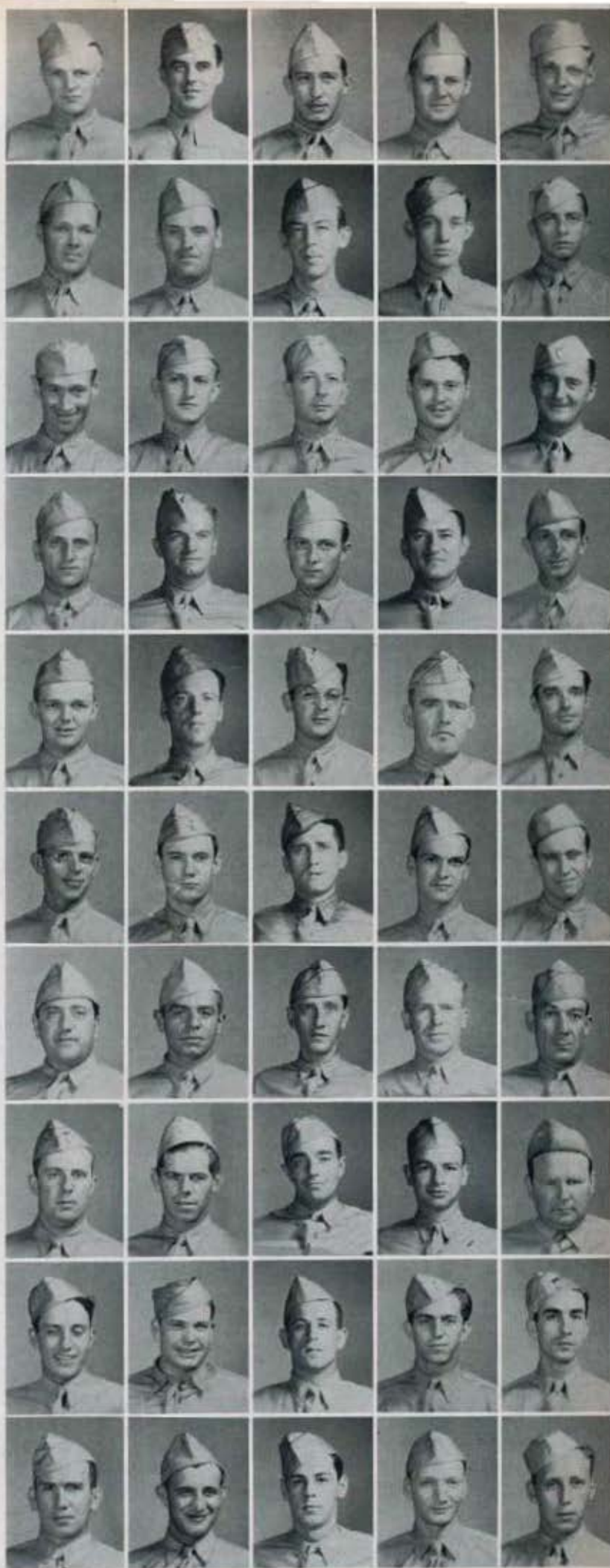
Sixth Row: Privates Mason, Andrew J.; Mason, J. I.; McConnell, Patrick; McGrath, Arthur D.; Merrifield, Harry K.

Seventh Row: Privates Merrone, Nicholas M.; Metralexis, John; Miller, Milton E.; Miller, Norman O.; Mitchell, Thomas C.

Eighth Row: Privates Morneau, Edward T.; Morrison, Francis B.; O'Neal, Alan W.; O'Neil, Charles B.; Pruitt, Wallace P.

Ninth Row: Privates Reynolds, Donald E.; Ross, William E.; Samahod, Joseph M.; Schriebl, Paul J.; Shaffer, William T.

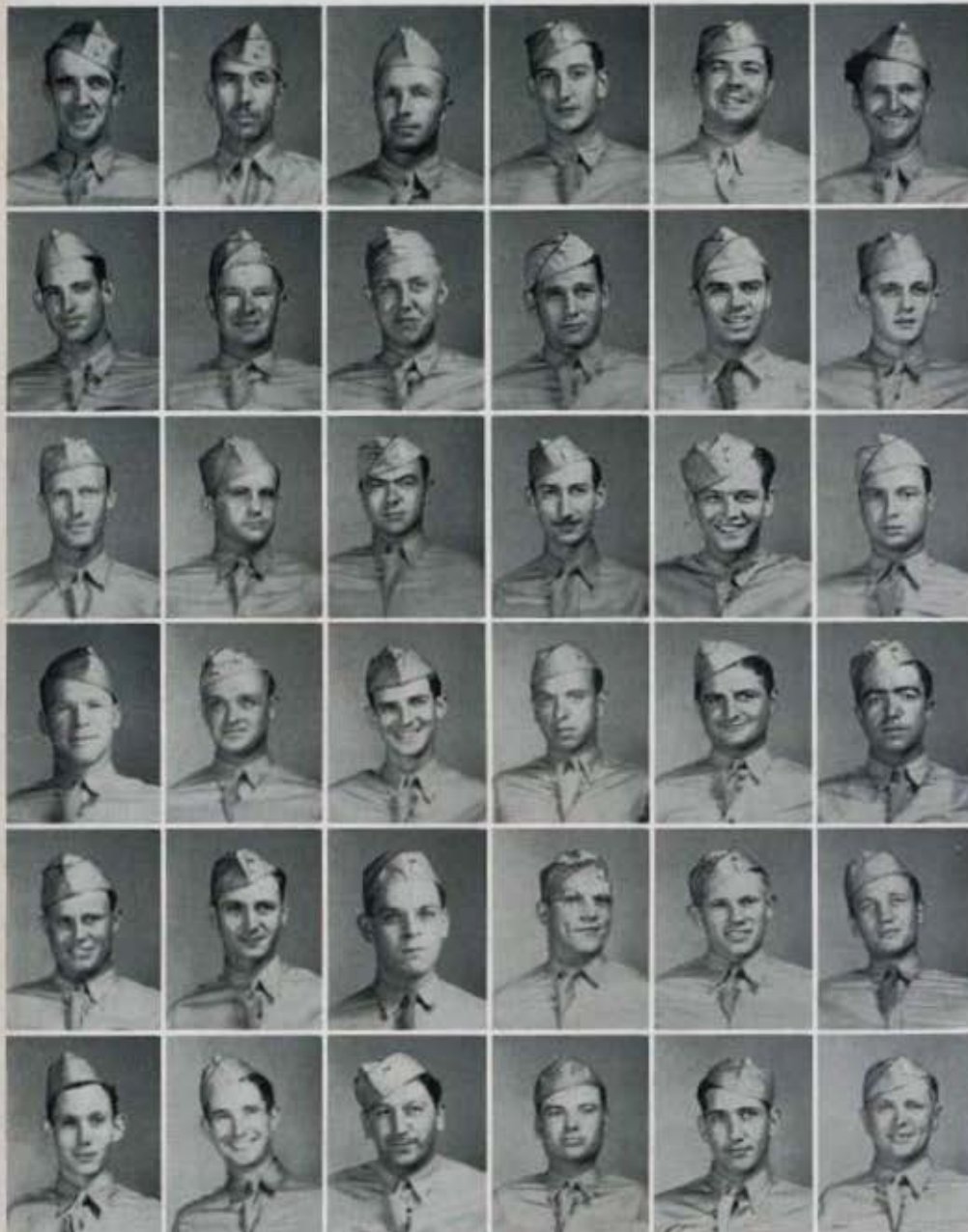
Tenth Row: Privates Shearer, Clarence B.; Swayka, John; Truxton, R. H.; Vajda, Aaron A.; Zick, Richard D.





JOSEPH O. GARRETT
Captain
Commanding

86TH SCHOOL SQUADRON



(Reading from Left to Right)

First Row: Master Sergeants Auer, Adam M.; Mitchell, Curtes; Stults, Luther B.; First Sergeants Coombs, Robert R.; Hess, Anthony J., Jr.; Technical Sergeant Masavage, John.

Second Row: Technical Sergeants Maughan, John A.; Woodbury, Thurston C.; Staff Sergeants Armstrong, Wayne L.; Baldridge, Bernard; Bocko, Donald G.; Clemens, Robert E.

Third Row: Staff Sergeants Cox, Thomas A., Jr.; Davis, Noel L.; Duggar, Omar P., Jr.; Fleener, Peyton T.; Hewitt, Gerald L.; Hughes, Columbus.

Fourth Row: Staff Sergeants Peavler, John H.; Shaver, Glenn G.; Sikes, William H.; Sieg, Garland G.; Sergeants Bober, Tony; Bucci, Nick T.

Fifth Row: Sergeants Crews, Lessie L.; Dwyer, George J.; Edwards, Lester W.; Gould, Kensel S.; Haefner, Henry E.; Hayes, Glenn I.

Sixth Row: Sergeants Kendrick, Oliver S.; Lenz, John T.; Maricondo, Benjamin; McJunkins, David A.; Mevis, Donald L.; Nalezinski, Stanislaw.

Seventh Row: Private First Class Evans, William W.



86TH SCHOOL SQUADRON



(Reading from Left to Right)

First Row: Sergeants Palmgreen, Lester P.; Peterson, Karl E.; Reynolds, Ralph F.; Roberts, William G.; Rutledge, Clinton J.

Second Row: Sergeants Savard, Gerald H.; Scialdone, John; Shaver, Robert H.; Siomos, Anthony; Smith, Clarence L.

Third Row: Sergeants Smyrski, John H.; Starkey, Robert G.; Teasdale, Clark A.; Thompson, Carl O.; Wilkinson, Elmo D.

Fourth Row: Sergeants Winnard, Richard S.; Wood, Delbert H.; Corporals Arnold, George E.; Best, Charles M.; Burnsed, Robert L.

Fifth Row: Corporals Colby, Richard W.; Conner, James H.; Corso, Giro; Dowling, Horace J.; Dupree, General.

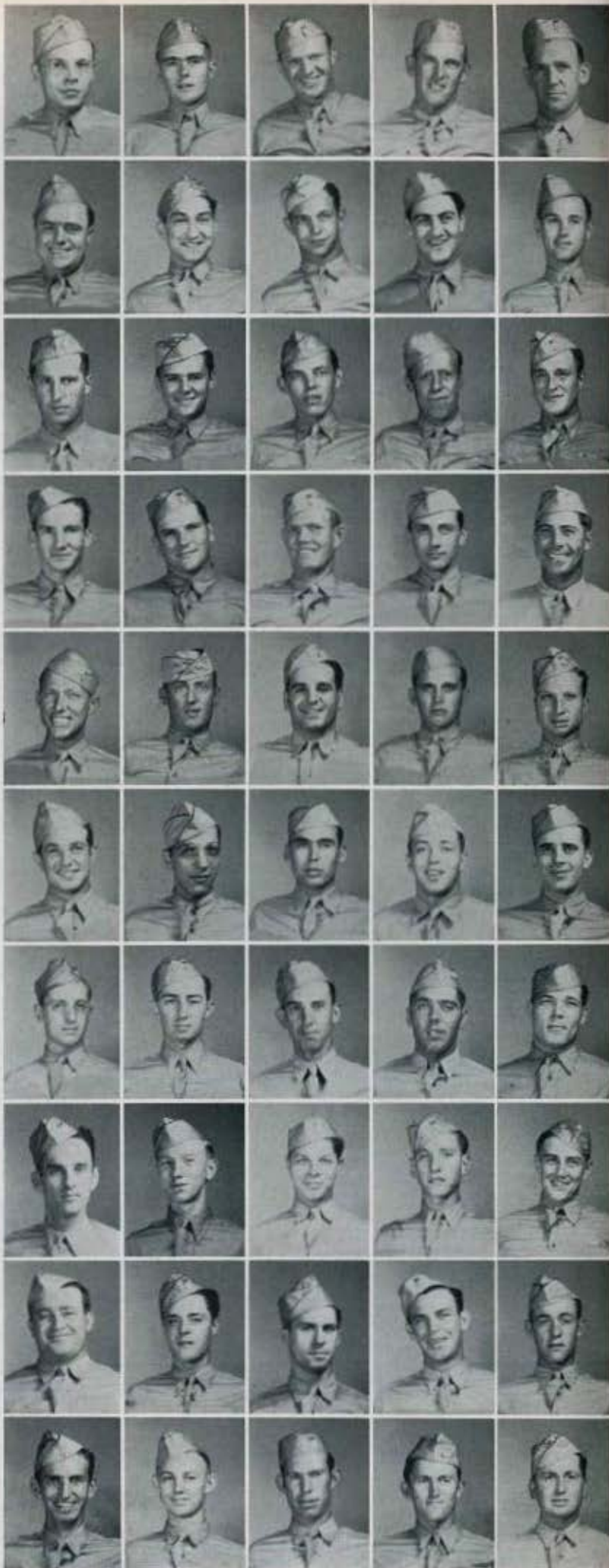
Sixth Row: Corporals Grossman, Meyer R.; Hatzimanolis, George; Inman, Clyde L.; Isaacs, Arthur L.; James, Lacey E.

Seventh Row: Corporals Kendall, Francis W.; Leonardy, Sidney P.; May, Sherman; McAlpin, James D.; McNeal, Lewis A., Jr.

Eighth Row: Corporals Meserve, George; Mitchell, William H.; Mowrey, Myron R.; Mumma, William F.; Parkinson, Sterlin W.

Ninth Row: Corporals Phillips, James L.; Pierce, Frank H.; Plaskon, John; Standridge, Harold F.; Starner, Donald A.

Tenth Row: Corporals Stelman, Frank J.; Torgesen, Elmer; Townsend, Kelley V.; Yates, Joe W.; Wrike, Edward B.



86TH SCHOOL SQUADRON



(Reading from Left to Right)

First Row: Privates First Class Arcus, Max; Baker, Ellis R.; Bennett, James B.; Boatwright, Jessie J.; Clements, Issac J.

Second Row: Privates First Class Eller, Charles S.; Garrett, William L.; Johnson, John D.; Lankford, William E.; Massey, Thomas W.

Third Row: Privates First Class McIntosh, Claude J.; Myers, Horatio J.; Nall, Shelley U.; Ormsbee, James J.; Osteen, Charlie D.

Fourth Row: Privates First Class Parker, Howard; Potts, Clarence F.; Pulley, Charley T.; Riley, David S.; Ryan, Homer C.

Fifth Row: Privates First Class Schenk, James G.; Stiteler, Quinten W.; Strickland, Leeman T.; Thorne, William H.; Winfree, James B.

Sixth Row: Private First Class Woosley, Webb L.; Privates Abell, Robert J.; Adamek, John M.; Allen, Johnny E.; Antas, John A.

Seventh Row: Privates Arlet, Joseph; Arnold, William H.; Baldwin, Joseph P.; Barni, John; Barnicle, Paul F.

Eighth Row: Privates Barrett, Donald A.; Baatson, Robert H.; Bell, James M.; Belman, Mac; Benjamin, George I.

Ninth Row: Privates Bigos, Peter P.; Bengston, Clarence O.; Bodnar, John; Boma, R. B.; Bubacz, Edward E.

Tenth Row: Privates Butzer, Donald C.; Cameron, Claude K.; Connolly, Michael M.; Curtin, John Thomas; Decker, Edward.

86TH SCHOOL SQUADRON



(Reading from Left to Right)

First Row: Privates Diamond, Louis; Dilillo, Anthony P.; Donaldson, Robert A.; Droz, Theodore J.; Englen, Henry.

Second Row: Privates Etzkorn, William P.; Everett, Charles H.; Goldstein, David; Greaney, George V.; Hanaberry, Justin M.

Third Row: Privates Jordan, James M.; Joy, Charles E.; Kerr, J. W.; Klopotoski, Henry S.; Kott, Walter J.

Fourth Row: Privates Lang, Virgil T.; Lee, Frank; Lunitz, Arther J.; Lyon, William J.; Mairow, Mike S.

Fifth Row: Privates Manganello, John J.; Mitchell, Walter M.; Morris, John R.; Morris, Warren E.; Murray, Edwin L.

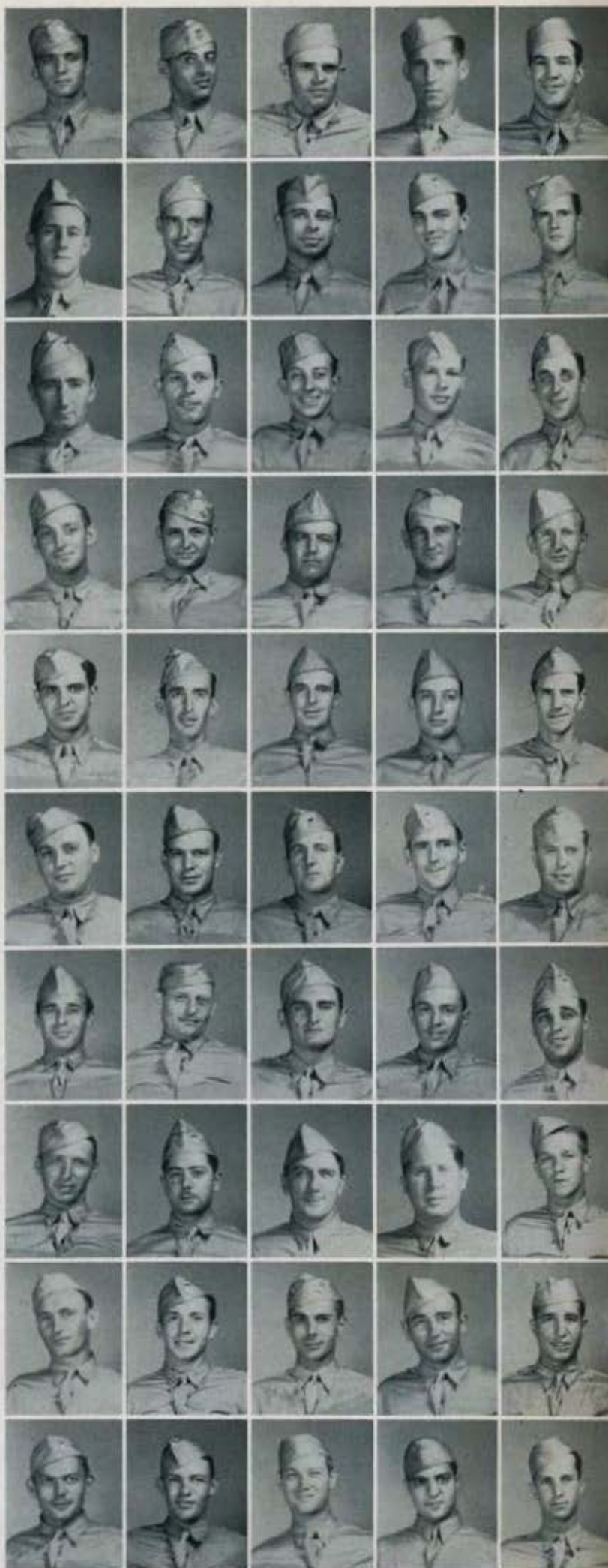
Sixth Row: Privates Newman, Harry H.; Niedek, Chester; O'Connor, Curran V.; O'Connor, Stephen P.; O'Neill, Charles H.

Seventh Row: Privates Orenstein, Jacob; Orunsten, Edward; Pechal, Aloysius J.; Pekerosky, Joseph J.; Pinto, Carmine J.

Eighth Row: Privates Piotrkowski, Joseph; Piscitelli, Clement; Poli, Bruno J.; Quinn, Murtha P., Jr.; Regeski, Floyd A.

Ninth Row: Privates Reggie, John; Riley, John J.; Rittmuller, Fredrick R.; Romanchick, Michael S.; Ronzo, Ralph V.

Tenth Row: Privates Ryersen, Ingvald O.; Satterfield, Raymond F.; Sauer, Clarence T.; Scano, John J.; Schappell, Harold B.





86TH SCHOOL SQUADRON



(Reading from Left to Right)

First Row: Privates Shadbolt, Frank W.; Secker, Charles A.; Sheldon, Harold H.; Sherman, Mortimer I.; Sigler, Joseph.

Second Row: Privates Smalley, Clifford; Smith, Warren R.; Smulowitz, Leonard; Sorensen, Harvey S.; Sosh, John F.

Third Row: Privates Squillante, Charles A.; Stahler, Russell T.; Stank, William E.; Stern, Harry; Stowell, Harold V.

Fourth Row: Privates Suchy, Peter C.; Swoda, Joseph E.; Tibbles, Howard R.; Tomasik, Edward J.; Torcivia, Charles S.

Fifth Row: Privates Toth, Joseph S.; Tranfo, Joseph S.; Tucci, Frank; Urban, Francis S.; Vogt, Alfred E.

Sixth Row: Privates Warren, Eugene; Washleski, Anthony F.; Westling, Ernest R.; Wilpizecki, Henry P.; Wostkiewicz, Stanley F.

Seventh Row: Privates Yunik, Joseph F.; Zollicker, Welby J.

FOURTH COMMUNICATIONS

Corporal Hemphill, Arthur W. C.

FOURTH WEATHER

Technical Sergeant Wheeler, Robert G.

Eighth Row: Staff Sergeant Melnik, Walter; Sergeant Berry, Walter P.; Corporals Landis, George H.; Pollard, James J.; Private First Class Blum, Leroy P.

Ninth Row: Privates Grunewald, Clarence M.; Lee, Loland Y.; McKenzie, Wilbur H.; McTaggart, Donald R.; Nicholson, Thomas J.

Tenth Row: Privates Parry, Donald E.; Vollbrecht, Joachim D.; Williams, James M.; Young, Robert W.



CHARLES E. STEARNS, JR.
Captain
Commanding

378TH SCHOOL SQUADRON



(Reading from Left to Right)

First Row: First Sergeant Scaff, Donald T.; Staff Sergeants Beadle, Avery H.; Berkowitz, Harold; Brands, Leland M.

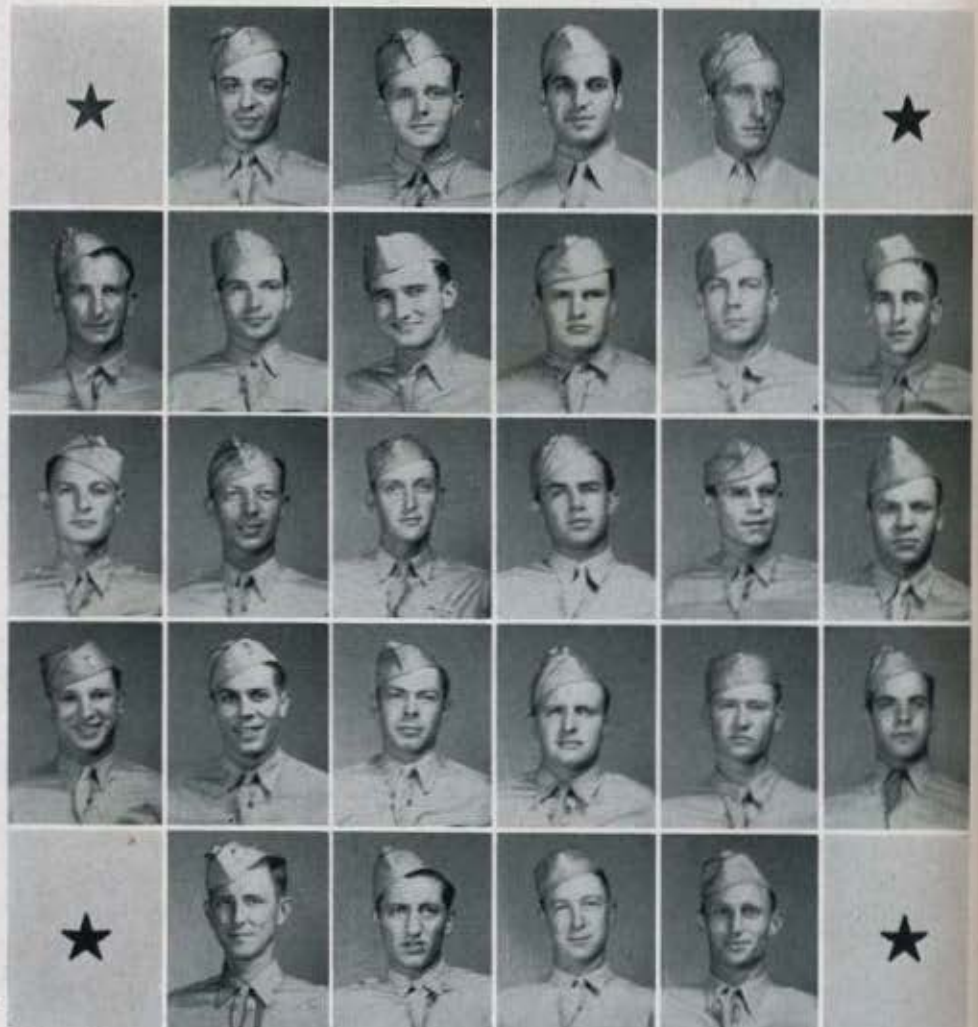
Second Row: Staff Sergeants Dillard, Jess L.; Howard, James P.; Kolsky, John F.; Pajakowski, Joe A.; Pruett, Irwin J.; Simmons, Barker W.

Third Row: Staff Sergeant Werking, Wilber P.; Sergeants Callison, Vernon S.; Cash, Guilford L.; Champion, Clyde L.; Daspit, Marcel R.; Drake, Rupert L.

Fourth Row: Sergeants Erwin, Charles W.; Fryar, George W.; Hamrick, Oliver P.; Hinz, Robert S.; Kinman, Marion E.; La Marro, Jennings, W. J.

Fifth Row: Sergeants Marshall, Jessie L.; Serio, Francis P.; Tadlock, Henry H.; Taylor, John C.

Sixth Row: Sergeant Teasley, J.; Privates Lindburg, V.; Iacovone, L.



378TH SCHOOL SQUADRON



(Reading from Left to Right)

First Row: Corporals Altmeyer, Harry L., Jr.; Bailey, Raymond C.; Barksdale, Thomas L.; Bird, James P.; Buchannan, Jasper L.; Dennis, William J.

Second Row: Corporals Duplechain, Joseph E.; Estelle, James L.; Geist, Charles E.; Hernandez, Turney O.; Kreitter, Richard P.; Krug, William B.

Third Row: Corporals Potter, Buford; Pridgeon, Lewis H.; Rhew, William R.; Stanford, Robert G.; Todd, Carl G.; Walker, Reeves D.

Fourth Row: Corporals Williams, Garland J.; Winfree, Robert J.; Privates First Class Allen, Julian C.; Brinkley, Charles E.; Creech, Waitus W.; Eables, Tommie J. C.

Fifth Row: Privates First Class McAlister, Jimmie; Pearson, Franklin C.; Piotrowski, Henry; Strickland, Hubert; Walker, William M.; Watts, Jessie.

Sixth Row: Privates Althouse, Jerome W.; Ammons, Sammie; Bachman, Francis A.; Ball, Lawrence J.; Barrow, James C.; Burke, William P.

Seventh Row: Privates Campbell, Coleman W.; Caporali, John P.; Carew, Paul L.; Carrier, Roland M.; Cobleigh, Meredith L.; Collins, Clarence W.

Eighth Row: Privates Conrad, Westley M.; Cook, Wilson A.; Coyne, Joseph A.; Cwiklinski, Theodore M.; DiMassimo, Nicholas; Doherty, Daniel E.

Ninth Row: Privates Domigan, Kenneth L.; Dowling, Fergus G.; Dukorsky, Sidney; Fairbairn, Eugene W.; Feo, Fred R.; Fitzpatrick, Philip J.

378TH SCHOOL SQUADRON



(Reading from Left to Right)

First Row: Privates Foley, Thomas J.; Gagnon, James E.; Genard, Walter J.; George, Orval E.; Giannelli, Ernest A.; Greager, Edward G.

Second Row: Privates Grego, William J.; Greiger, Elmer; Grube, Doyle M.; Hammock, Lowell G.; Hampton, Earnest E.; Hepfl, Leo R.

Third Row: Privates Hoffman, Joseph J.; Hudacek, John A.; Irvine, William J.; Jackson, Lawrence J.; Kahles, Joseph L.; Kerner, Sol S.

Fourth Row: Privates Klempke, James J.; Klodner, John P.; Kocsis, George; Kokorugga, Stephen J.; Kost, Steve W.; Labonte, Maurice A.

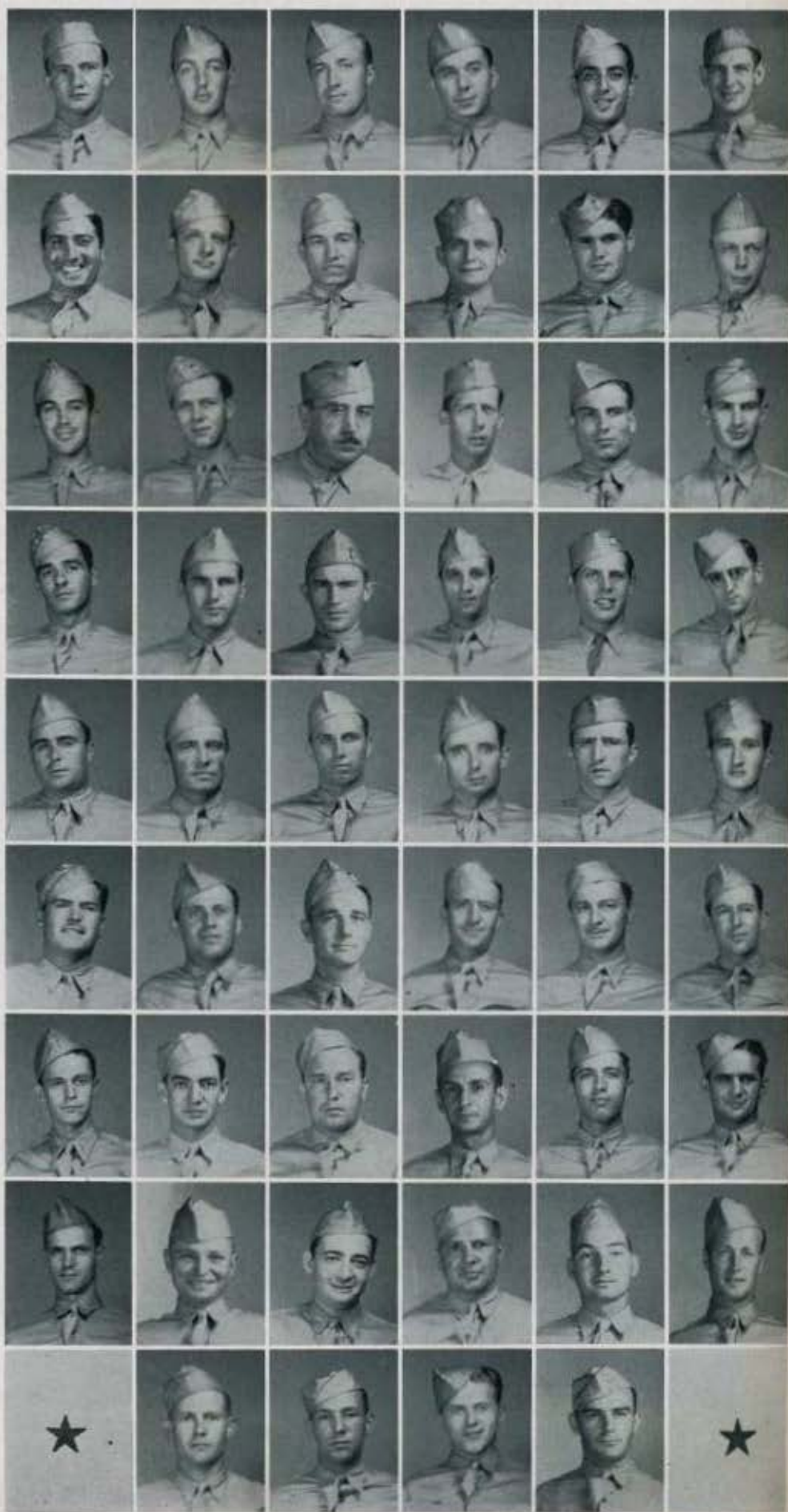
Fifth Row: Privates Lannon, Lawrence E.; Laroche, Joseph A.; Lopsky, Joseph J.; Luberaci, Casimer J.; Lyons, John J.; Menoher, Davis W.

Sixth Row: Privates Mougnot, Ernest G.; McCall, Miles; McCord, Hugh D.; McCullough, Gerald; McGillicuddy, Timothy L.; McMenamin, Joseph J.

Seventh Row: Privates Neveu, Robert P.; Parnel, Robert W.; Pash, Walter J.; Pedrola, A. P.; Radding, Donald; Ready, Floyd E.

Eighth Row: Privates Seiter, Milton J.; Shaw, Lynwood W.; Smit, Lester H.; Smulski, Stephen J.; Sullivan, Edward E.; Williams, Richard M.

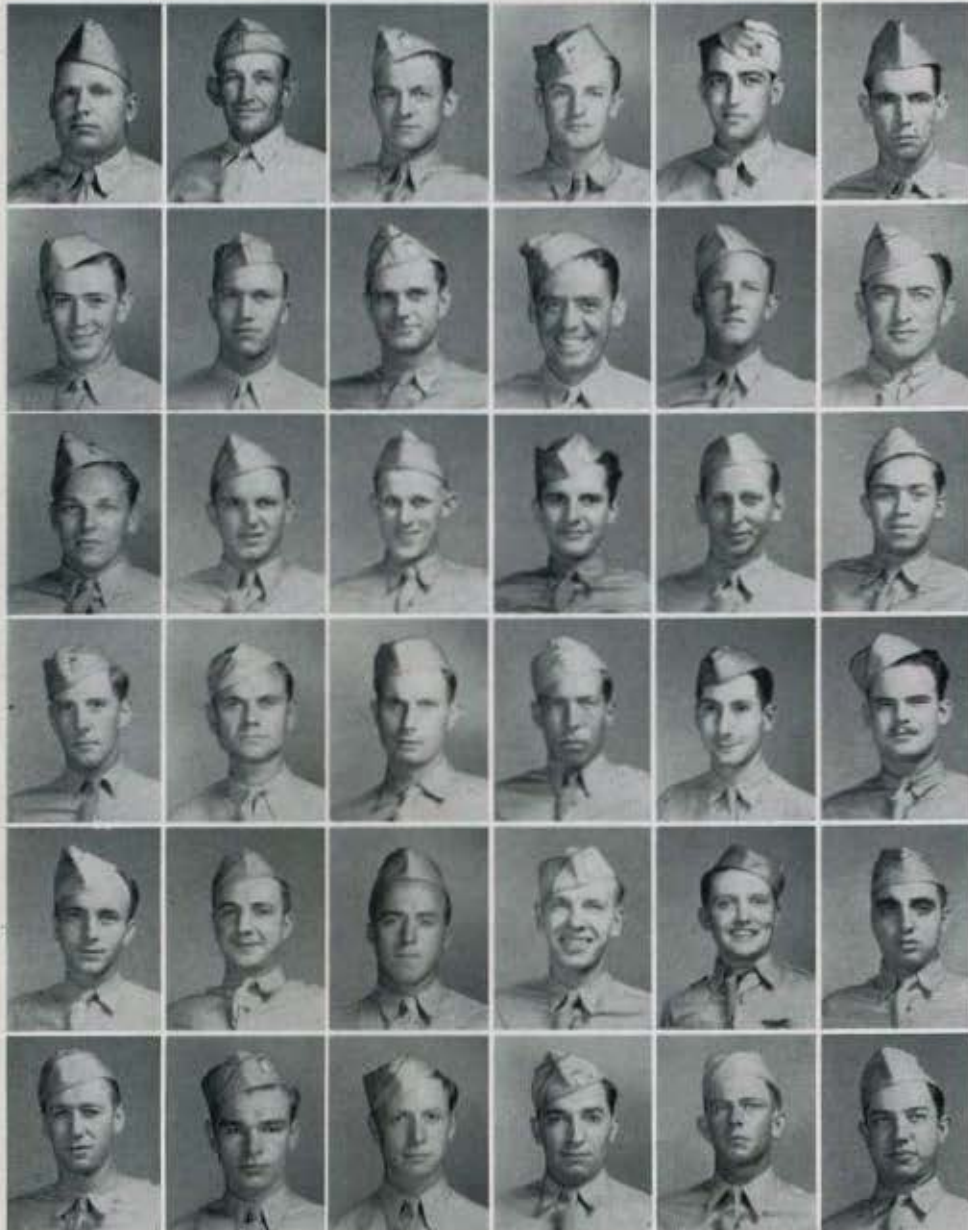
Ninth Row: Privates Wilkes, Benjamin L.; Woodside, Edward E., Jr.; Zablocki, John I.; Zelenka, Clarence.





CLARK B. HOWLAND
Captain
Commanding

379TH SCHOOL SQUADRON



(Reading from Left to Right)

First Row: Master Sergeant Thobo, DeVere E.; Technical Sergeants Hamilton, Remer E.; Kapp, Allen L.; Thames, James M.; Williams, James J.; Staff Sergeant Carter, Clarence.

Second Row: Staff Sergeants Emery, Hubert M.; Hawkins, Lymon H.; Hess, Buie; Hopkins, Joe H.; Johnston, Lester R.; Jones, Melvin T.

Third Row: Staff Sergeants Leach, William E.; Potensky, John A.; Ragainzinsky, Joseph G.; Sheldon, Harold F.; Stockheeler, James A.; Walker, Robert G.

Fourth Row: Staff Sergeant Wells, Charles A.; Sergeants Azbill, Jack; Barfield, Andy J.; Bedell, Roy L.; Berman, Robert E.; Carlton, Edwin F.

Fifth Row: Sergeants Depew, Edwin J.; Dreher, Raymond; Elmore, Forest; Erickson, Ellsworth W.; Gable, James W.; Gennusa, Joseph V.

Sixth Row: Sergeants Gibbs, James M.; Good, William P.; Maeske, C. R.; Howell, J. W.; Johnson, Barney; Jones, Reace A.

379TH SCHOOL SQUADRON



(Reading from Left to Right)

First Row: Sergeants Kelley, George C.; Knighton, Jessie F. O.; LeComte, Joseph H.; McOhee, William W.; McHugh, Martin R.

Second Row: Sergeants Nichols, L. C.; Purvis, Dick G.; Reulet, Woodrow W.; Richardson, Russell S.; Robinson, Herbert H.

Third Row: Sergeants Screws, Charles B.; Smith, Wilmer A.; Snow, Robert D.; Tessmann, Paul J.; Thomas, Uriel Q.

Fourth Row: Sergeants Vial, Douglas J.; Vigil, Udell S.; Wallace, Irving G.; Wayte, Egbert W.; Werner, Robert M.

Fifth Row: Sergeant Willard, Hugh W.; Corporals Beckman, Paul; Boggs, James A.; Botts, Arthur T.; Brodsqaard, Christian.

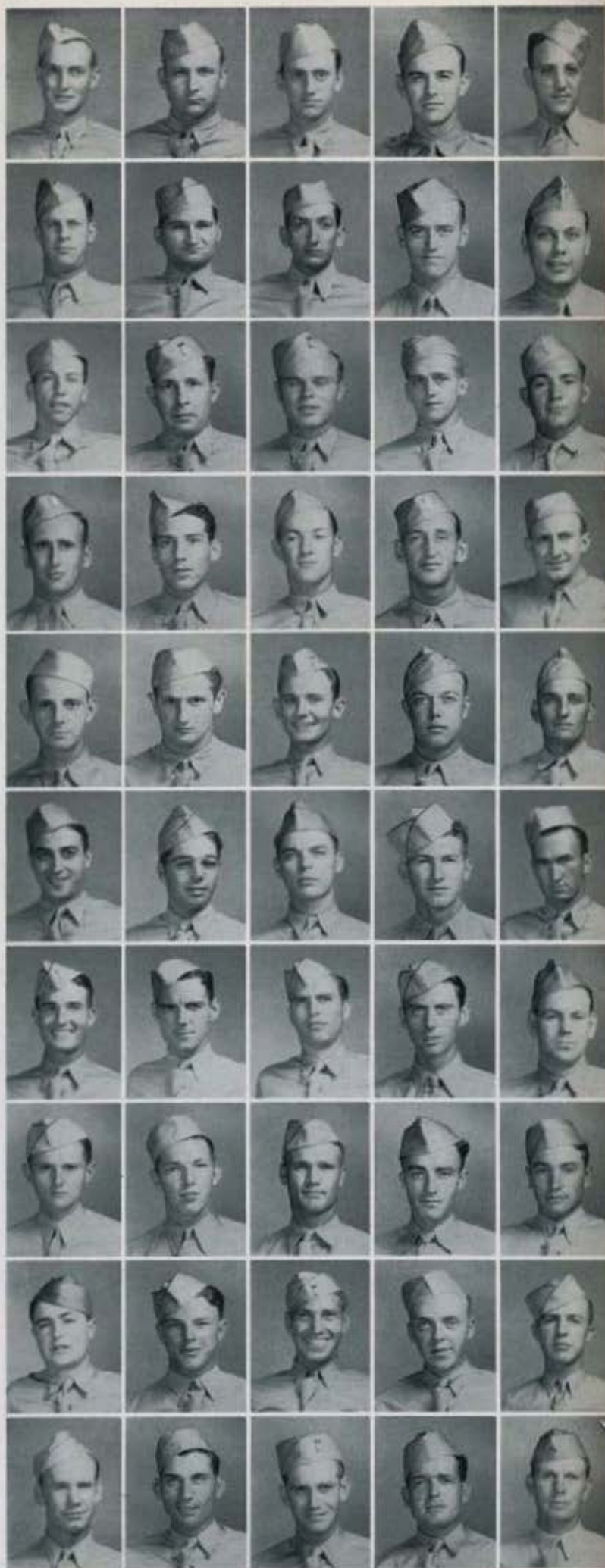
Sixth Row: Corporals Castella, Ralph M.; Comeaux, Lorimer P.; Cook, Clarence; Dickson, Winn E.; Eppinette, Robert L.

Seventh Row: Corporals Gaines, Charles E.; Hamby, Leo G.; Hensley, Hoyt M.; Highland, Emette; Holland, Zachary N.

Eighth Row: Corporals Janak, Bernard S.; Johnson, James W.; Lemley, Elton D.; McDowell, James J.; McGrew, Zeb.

Ninth Row: Corporals Mims, Garland; Moyer, George F.; O'Brien, Leland D.; Opas, William A.; Pangle, Russell E.

Tenth Row: Corporals Raines, Jim B.; Rainwater, Harold L.; Rose, John C.; Singleton, Homer L.; Stapleton, Bernard N.



379TH SCHOOL SQUADRON



(Reading from Left to Right)

First Row: Corporals Sudduth, Ralph M.; Tarwater, James C.; Thompson, Howell O.; Turner, Ernest; Watt, Herbert T.

Second Row: Corporals Wheeler, Willie C.; Wilkerson, Wallace J.; Wilkes, Kretzer; Privates First Class Bass, James E.; Bryan, Daniel M.

Third Row: Privates First Class Byrd, Willie; Chinn, Earl H.; Coldeira, Wilfred A.; Cook, Albert B.; Cunningham, William J.

Fourth Row: Privates First Class Deal, Hugh J.; Dyke, Claude J.; Fisher, Ivan D.; Fort, Robert E.; Fox, Jessie J.

Fifth Row: Privates First Class Griffin, Robert O.; Gulledge, Louis M.; Harmon, Forrest A.; Keil, Adolph; Kloster, Alexander L.

Sixth Row: Privates First Class Leaskin, Walter A.; Lina, Felix F.; Marshall, James M.; Martin, Fred W.; Reynolds, Albert B.

Seventh Row: Privates First Class Sandifer, James A.; Sharp, William J.; Shaw, Francis J.; Shipp, Travis O.; Todd, Clyde C.

Eighth Row: Privates First Class Wilson, Branam; Wylie, William R.; Privates Allen, Lawrence R.; Arrington, William P.; Barreca, Russill J.

Ninth Row: Privates Bazan, Alfonso R.; Bernheimer, Charles M.; Boyd, James E.; Brian, Paul J.; Bushlow, Anthony J.

Tenth Row: Privates Campbell, Edward J.; Chirichette, Andrew; Cotter, Lee W.; Cronin, D. E.; Cruze, James L.

379TH SCHOOL SQUADRON



(Reading from Left to Right)

First Row: Privates Dattolo, Herman L.; Dotzenrod, Alvin E.; Dzierzak, Michael; Forde, R. A.; Furey, Nicholas.

Second Row: Privates Gerrish, Willie C.; Gill, Robert; Gokoy, Robert H.; Graber, Charles H.; Grady, Lawrence K.

Third Row: Privates Guinivan, Robert E.; Hadfield, Robert C.; Hall, LaForest; Hanson, Hans C.; Harlan, George R.

Fourth Row: Privates Henry, Francis J.; Herthel, Samuel M.; Hiler, C. W.; Hinz, Albert W.; Holm, Andrew N.

Fifth Row: Privates Holmes, Jerry; Wilcoski; Jankowski, Jerry W.; Jenkins, Carl; Karson, Joel E.

Sixth Row: Privates Kelleher, Austin E.; Kosowski, Stanley J.; Kral, Edward J.; Kulwin, Seymour J.; Ledgard, Edward J.

Seventh Row: Privates Libera, Rinaldo D.; Lindeman, Frank M.; Livingston, Keith; Lucas, John C.; MacFarlane, Edward D.

Eighth Row: Privates Mack, Raymond E.; MacNeil, Lloyd W.; Maggelet, Charles J.; Makepeace, Donald S.; Malakoskie, John F.

Ninth Row: Privates Marlowe, Francis W.; Marciniac, Stanley S.; Markel, Jack H.; Marnon, Thomas J.; Mason, Richard H.

Tenth Row: Privates McKee, Henry G.; McMurray, Joseph F.; McNeil, William R.; Meslick, Walter; Michael, William A.



379TH SCHOOL SQUADRON



(Reading from Left to Right)

First Row: Privates Milek, Stanley C.; Mills, Samuel E.; Missell, Payl E.; Mokrzycki, William J.; Moon, Cullen L.

Second Row: Privates Moritz, Herbert F.; Moyer, George A.; Mrak, Michael A.; Murro, Eugene G.; Murnan, C.

Third Row: Privates Musiel, George A.; O'Connell, Daniel A.; Olejniczak, Raymond; Olson, Raymond L.; Owca, Henry S.

Fourth Row: Privates Pardee, Charles T.; Pelland, E.; Petersen, Harold A.; Piatkowski, A.; Pickersgill, Howard E.

Fifth Row: Privates Piragis, Vincent A.; Pokrzywa, John F.; Poppi, Alfred D.; Powderly, Charles R.; Quemere, Jean.

Sixth Row: Privates Rachiele, Ben; Raczniak, J. P.; Radakovitz, Herman; Reyna, Joe; Roach, E. L.

Seventh Row: Privates Ross, Thomas S.; Rubendunst, John; Sandy, Hiram; Saville, Sidney P.; Stienmetz, Frank.

Eighth Row: Privates Suess, Otto W.; Tieso, Vincent F.; Tully, Bernard W.; Valanski, J.; Vess, James A.

Ninth Row: Privates Waltersdorf, Albert R.; Whitlow, G. H.; Wilburn, Archie; Wolverton, R.

Tenth Row: Attached Men, Gilbert, Robert W.; Hansen, Roy B.; Larson, Loren M.; Patterson, Charles P.; Ward, Clyde.



HOWARD A. WAY
Warrant Officer
Band Leader

302ND ARMY AIR FORCES BAND

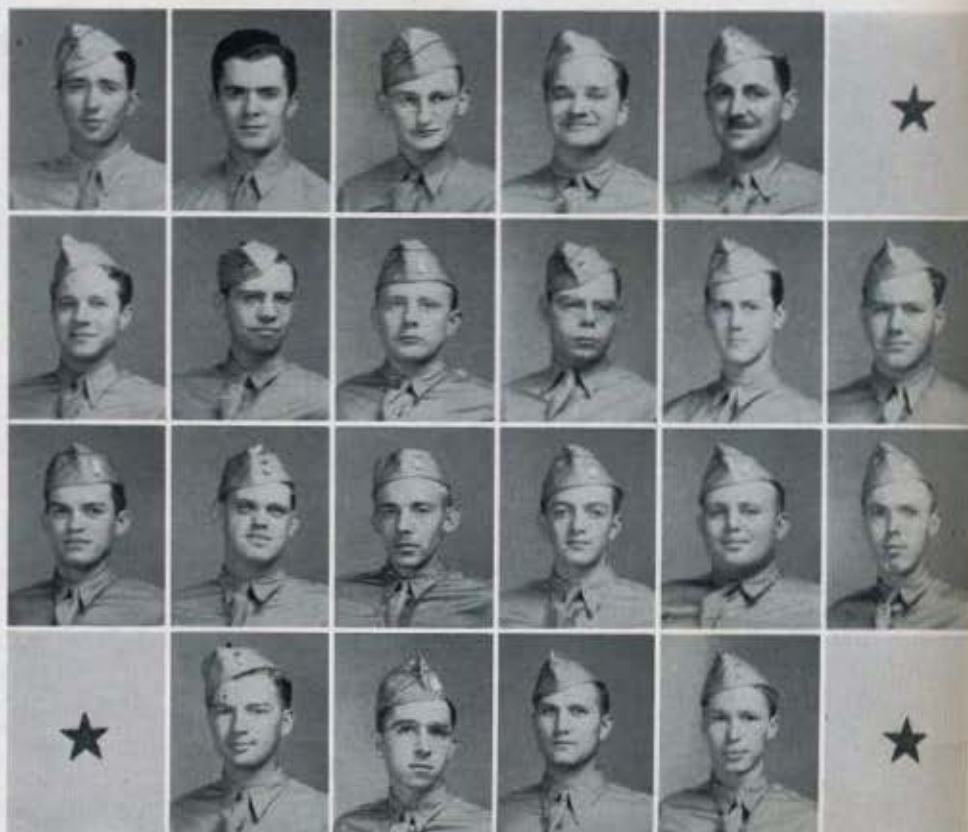
(Reading from Left to Right)

First Row: Sergeant Geist, Charles E.; Corporals Adler, Wilfred H.; Flentke, Donald L.; Houston, Oliver F.; Mills, Luther D.

Second Row: Corporal Oliver, Jack R.; Private First Class Holtz, Charles J.; Privates Broom, John J. W.; Bullock, Robert; Doyle, James H.; Elliott, Carl H.

Third Row: Privates Fenn, Bert R.; Ferguson, Phillip; Gardner, Ned E.; Graves, William E.; Hansen, Robert P.; Harbaugh, John D.

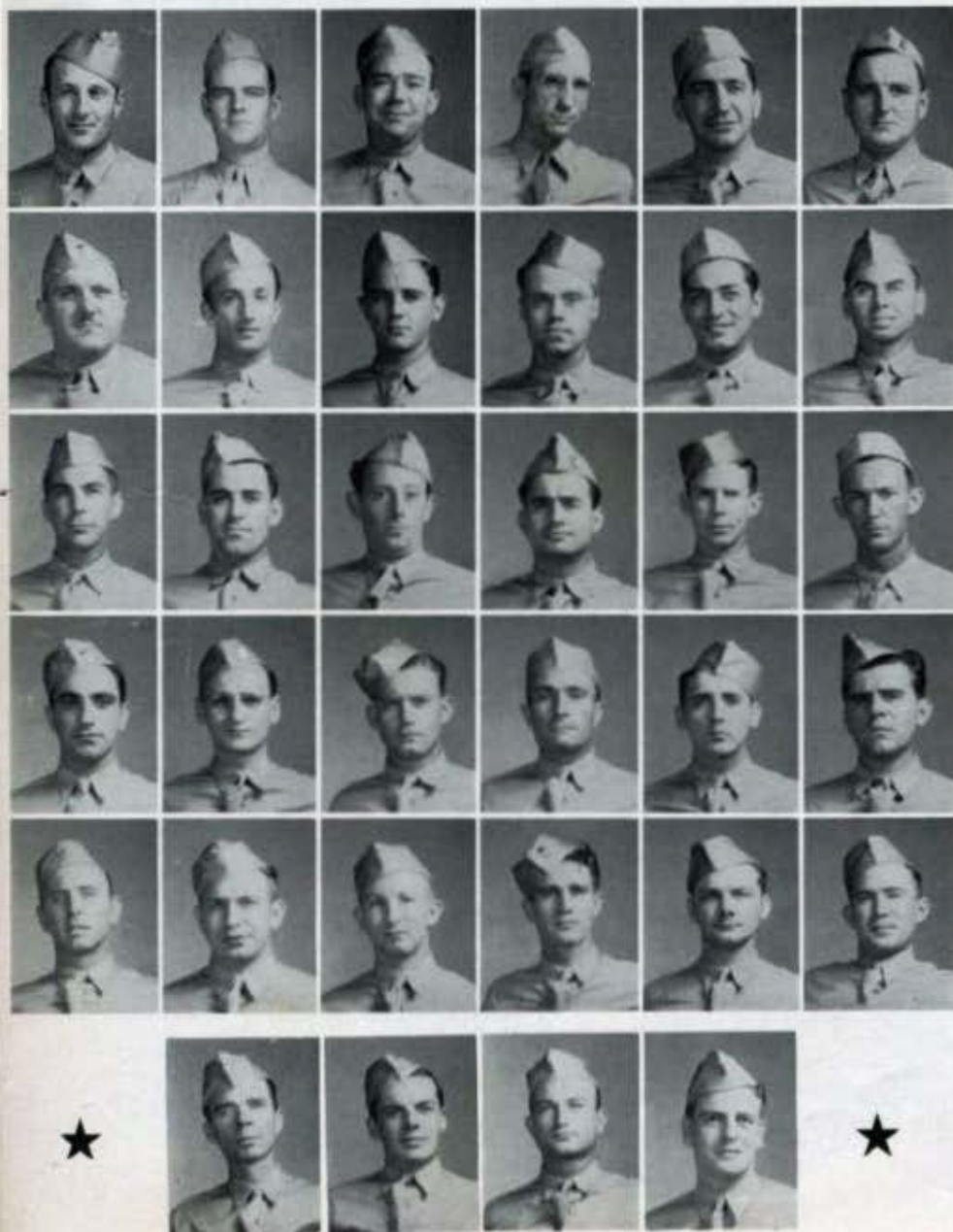
Fourth Row: Privates Haymond, John F.; Pickens, Carl W.; Vaught, George F.; Wetler, John L.





HERMAN H. SIMPSON
Major
Post Quartermaster and Commanding Officer
attached Quartermaster Units

907TH QUARtermaster COMPANY



(Reading from Left to Right)

First Row: Technical Sergeant Berry, Thomas E., Jr.; Staff Sergeant Xiques, Robert J.; Sergeants Brotzge, Richard; Cibik, John; Gemignani, Thomas A.; Hastings, Wayne H.

Second Row: Corporals Fiero, Rapael; Fitzgerald, Malcom E.; Gaynoe, Maurice J.; James, Dorman L.; Lupo, Michael; McNulty, Michael B.

Third Row: Corporals O'Neill, Arthur, Jr.; Rabinowitz, Samuel G.; Scheier, Herman.; Privates First Class Barrasso, William J.; Bledsoe, Clarence E., Jr.; Dodson, Charles R.

Fourth Row: Privates First Class Fusco, Salvatore J.; Hoyer, Robert W.; Jones, H. J.; Kenney, John E.; Kopko, Michael; Lubas, Benjamin J.

Fifth Row: Privates First Class Martin, Howard E.; Maudice, Roy C.; McCarter, William C.; Moity, Diaz J.; Rinckenberger, Perry L.; Stough, Thomas L.

Sixth Row: Technical Sergeant Hood, R. A.; Sergeants Bowyer, Clyde; Galloway, H. W.; Holmes, R. C.



907TH QUARTERMASTER COMPANY



(Reading from Left to Right)

First Row: Privates Barnhart, John M.; Berryhill, Benjamin F.; Boggs, William R.; Boyett, Lloyd W.; Bynes, Francis X.

Second Row: Privates Casale, Thomas S.; Cates, Theron T.; Cevasco, Anthony R.; Chaplin, Stanley W.; Collins, Michael J.

Third Row: Privates Daly, John J.; Day, Raymond P.; Durham, Roy A.; Ewen, William P.; Greensway, William A.

Fourth Row: Privates Hauxwell, Marvin L.; Hiser, Forest J.; Johnson, William L.; Kuntz, Henry; Lee, William R.

Fifth Row: Privates Littleson, John L.; Mann, Raymond L.; Myers, Raymond W.; Nordby, Emil C.; Oleszczuk, Edward V.

Sixth Row: Privates Papa, Tony; Paquette, Richard O.; Powali, John F.; Richburg, Zenri T.; Robbins, Billie J.

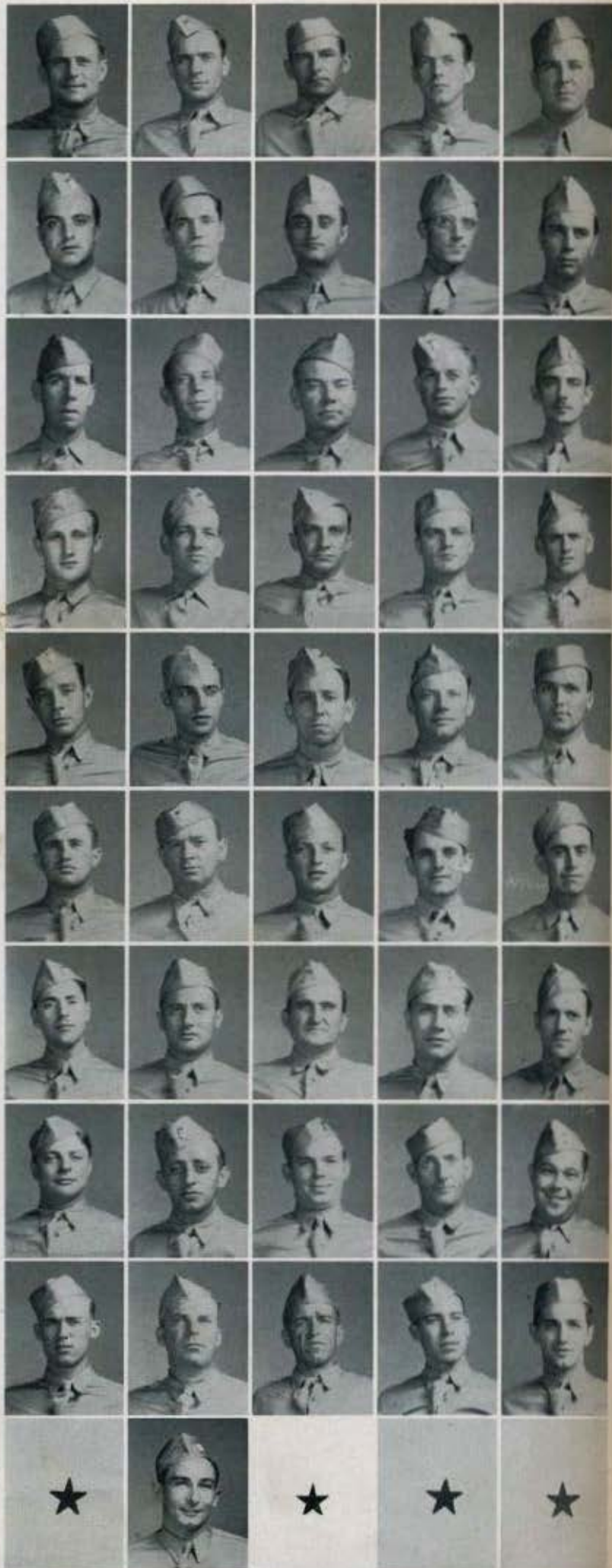
Seventh Row: Privates Rosoff, Jacob B.; Rothberger, Leo; Ruszczyk, Stanley; Ryan, Edward T.; Schlientz, Neil C.

Eighth Row: Privates Shea, Eugene M.; Sicard, Clarence A.; Simons, Albert A.; Smith, Ernest R.; Snow, Clarence D.

Ninth Row: Privates Thomas, Pearl; Vestre, Nels; Weiner, Ben; Wooton, Emmitt; Zdanowicz, Edwin.

DETACHED SERVICE

Tenth Row: Privates First Class Shanteler, L. C.



718TH QUARTERMASTER COMPANY

MM (AVIATION)



BERNARD D. SCHEAFFER
Second Lieutenant
Commanding



(Reading from Left to Right)

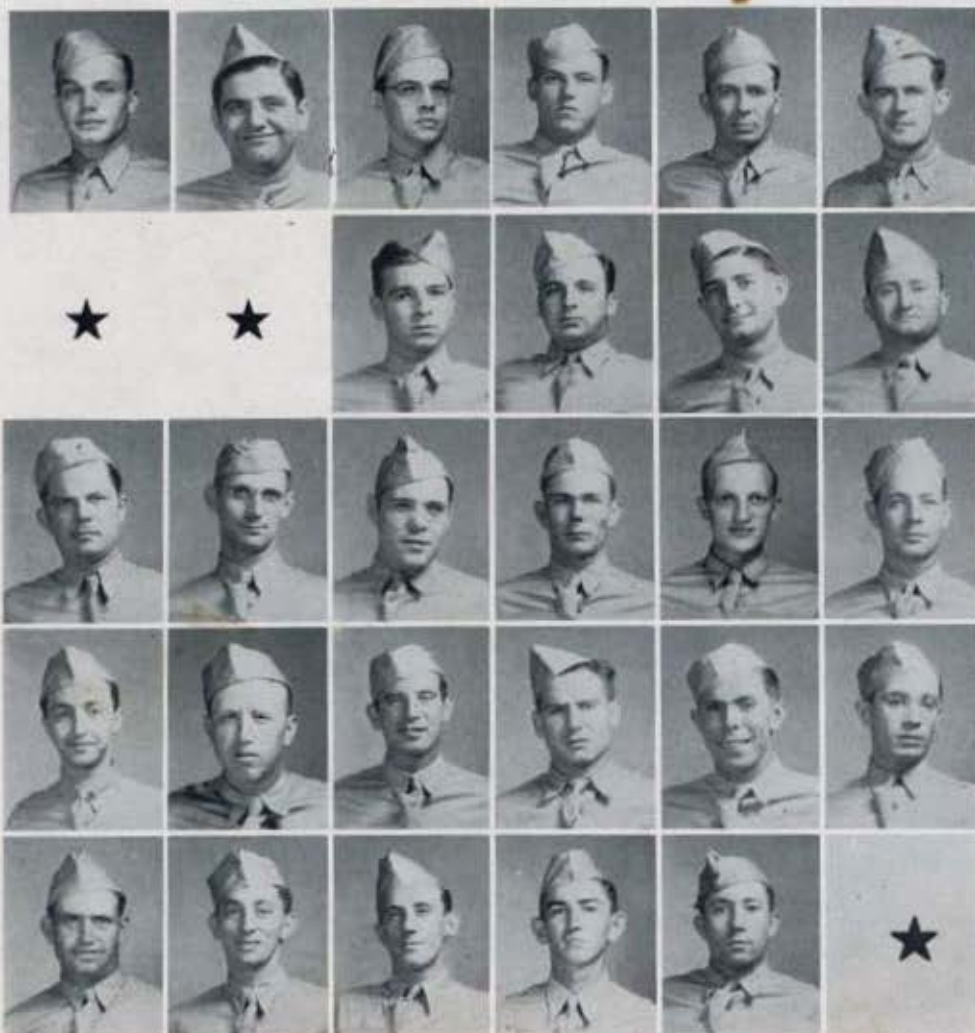
First Row: Staff Sergeant Homberg, John F.; Sergeant Alpert, W.; Technicians Third Grade Kelley, William J.; Smith, Skelt J.; Dukes, Marvin L.; Fanning, James B.

Second Row: Sergeant Simpson, Charlie J.; Technicians Fourth Grade Decelles, Gerald L.; Goepfner, Herbert; Harris, Woodrow A.

Third Row: Technicians Fourth Grade Morrell, Anderson, Jr.; Przywieczerski, Michael; Corporal Lowe, Herbert; Technicians Fifth Grade Jones, James W.; Jones, Ralph G.; McLendon, Richard E.

Fourth Row: Technician Fifth Grade Resnick, Max; Privates First Class Burns, Sydney J.; Catinella, Joseph; Chudecki, Stanley; Hayes, Adron M.; Levine, Paul.

Fifth Row: Private First Class Reeder, Thomas S.; Privates Bloom, Ruben; Cekauskas, John S.; Morgan, Henry E.; Overcash, William E.



823RD QUARTERMASTER COMPANY

(Reading from Left to Right)

First Row: First Sergeant Benjamin, Randolph; Sergeants Rodgers, James B.; Ross, Odis W.; Thompson, Sherman; Technician Fourth Grade Hall, Thomas A.; Corporal Frazier, James E.

Second Row: Corporal McConneaughey, Leon, Jr.; Technician Fifth Grade Hamilton, Murray G.; Privates First Class Dubose, William; Gregory, George; Hobbs, James H., Jr.; Johnson, Lester.

Third Row: Privates First Class Scaife, L. C.; Williams, Oliver; Private Brown, Charlie; Goins, Preson; Jackson, David; Jones, Grover.

Fourth Row: Privates Judkins, McAdory; Keith, Howard; Lipscomb, Milton; Minor, Elbert; Mitchell, Marshall W.; Ransom, Will D.

Fifth Row: Privates Robinson, Charlie R.; Robinson, Clyde W.; Sanders, Harman; Seaborough, Thomas E.; Spratt, John T.; Attached Medical: Private First Class Foweett, Thomas J.

Sixth Row: Privates Davis, Marion C.; Gregory, Harman D.; Saunders, Harris S.; Watson, Leroy; Williams, Benjamin; Woodrow, Wilson.



MEDICAL DETACHMENT

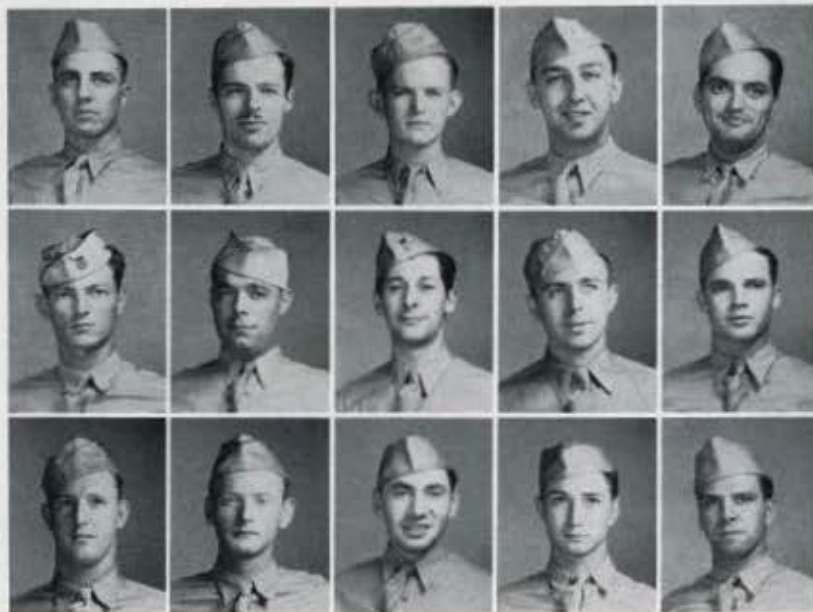


(Reading from Left to Right)

First Row: Staff Sergeants Frazier, H. S.; Weinstein, S.; Sergeants Leonard, J. B.; Moore, William J.; Whitlock, L. C.

Second Row: Corporals Charpentier, L.; Dozier, J.; Morrison, A.; McNichol, William; Private First Class Canova, W.

Third Row: Privates First Class Crouch, D. A.; Luck, G.; Nadler, M.; Scott, J.; Private Lamar, J.





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408 Marshall St. Shreveport, La.

CAPTAIN CHARLES D. BAYLIS, USMC (RET)
Editor-in-Chief and Director of Field Operations

