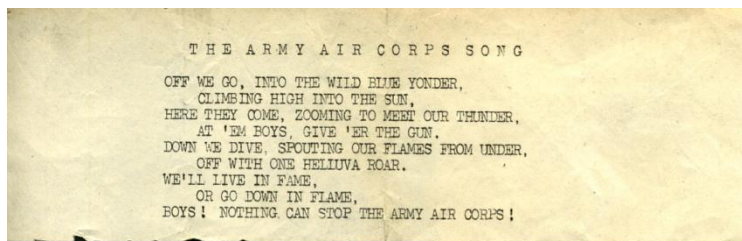


Chapter 3 – Into the Wild Blue Yonder – The Roller Coaster Begins [v7]



AVIATION CADET EXAMINING BOARD
No. 2 Bus Terminal Building
Pine Camp, New York

July 13, 1942

SPECIAL ORDERS)
Number 55)

- E X T R A C T -

1. Pursuant to authority contained in letter Headquarters Services of Supply, file SPX (7-4-42) ER. Subject: "Aviation Cadet Shipments" dated July 4, 1942, the following named enlisted men, now stationed at Pine Camp, New York, will be transferred in grade to the Air Corps, unassigned, and will be appointed Aviation Cadets, effective July 16, 1942. The below named Aviation Cadets will proceed from Pine Camp, New York, and proceed to the Air Force Classification Center, Nashville, Tennessee, in sufficient time to enable them to report to the Commanding Officer thereat between the hours of 0730 and 1600 on July 17, 1942.

4th ARMORED DIVISION

Mandeltort, David, Pfc., 32120801, Co. A, 84th Recon. Bn., A.P.O. 254
Jaffe, Saul, Tech. 4th Gr., 33038567, Hq. & Hq. Co., 4th Arm. Maint. Bn.

Hawko, Robert A., T/Sgt., 6667028, med. Det., 37th Arm. Regt.
Thoman, Robert W., Pfc., 32200132, Hq. Co., 46th Mod. Det.
Welsh, Raymond E., Tech. 5th Gr., 32089888, Maintenance Co., 37th Arm. Regt.
Paulas, Russell E., Tech. 5th Gr., 33024712, Div. Hq. Co.
Zwoygartt, John C., Pfc., 11065019, Hq. Co., 4th Arm. Maint. Bn.
Panosh, Saul, Pfc., 32091085, Co. D, 51st Arm. Inf. Regt.
Singer, Robert C., Tech. 5th Gr., 35159701, 144th Arm. Signal Co.
Hanson, Albert, Cpl., 32147365, Co. C., 84th Arm. Bn.
Brunn, Floyd H., S/Sgt., 33038767, Btry. Co., 22nd Field Artillery
Tipper, Cecil E., Cpl., 34163565, Co. B, 24th Arm. Eng.
Davis, Ernest H., Pfc., 31061945, Co. B, 37th Arm. Regt.
Hofmann, George A., Cpl., Serv. Btry. 66th F. A. Bn., ASN 32091685
Ackerman, Edward J., Pvt., 32197284, Hq. Btry., 22nd F. A.
Courtemanche, Ralph E., Pvt., 11056709, Co. B, 4th Arm. Maint. Bn.
McCarthy, Joseph F., Tech. 5th Gr., 32170750, Co. B, 4th Arm. Maint. Bn.
Chiosa, Forhard, Pvt., 32196801, Div. Hq., Company
Gilsinger, Paul E., Sgt., 35160032, Co. H, 37th Arm. Regt.
Greenwood, Ernest G., S/Sgt., 35150158, Serv. Co., 35th Arm. Regt.,
Cohledge, David J., Pvt., 13046005, Co. F., 51st Arm. Inf.
Haupt, Frank R., Tech. 4th Gr., 33052942, 144th Arm. Signal Co.

71st BRIGADE (FIELD ARTILLERY)

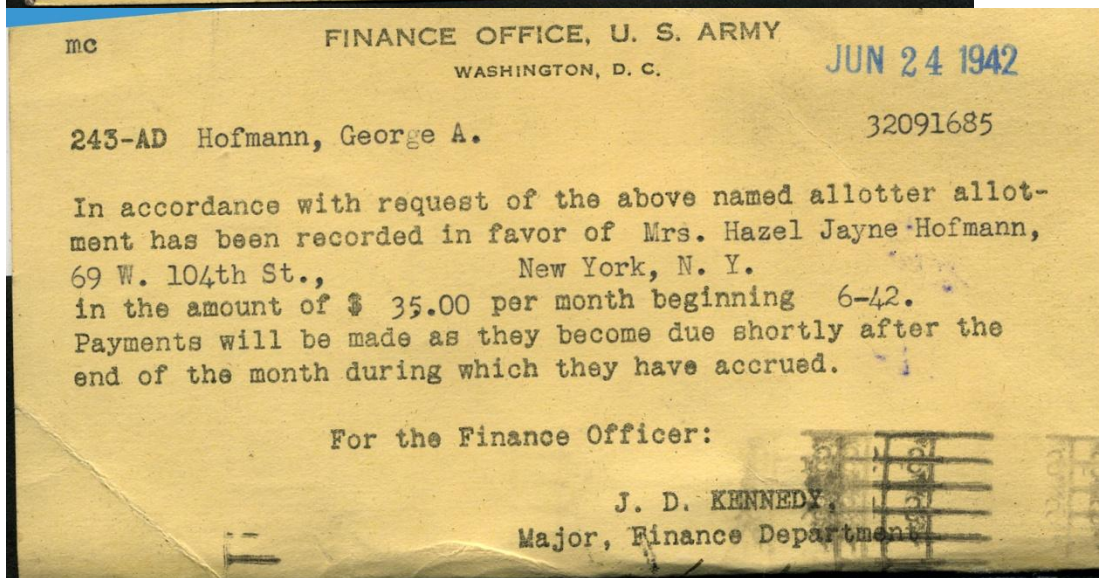
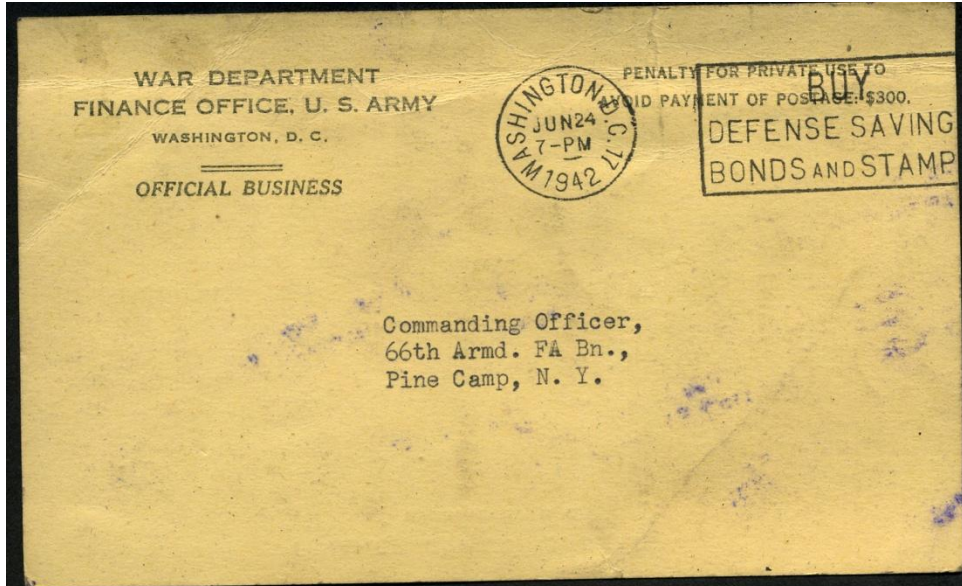
Malloy, Joseph F., S/Sgt., 20286059, Hq. Btry., 71st Brigade
Nolan, Joseph S., S/Sgt., 20248776, Btry. E, 258th F. A.
Focht, Fredrick J., Pvt., 36206919, Btry. E., 258th F. A.
Legro, Edward C., Pvt., 20247378, 1st Serv. Btry., 258th F. A.
Krauss, Leon, Pfc., 20249016, Btry. E., 258th F. A.
Arico, Louis J., Pfc., 20243780, Btry. E., 258th F. A.
Matacki, Alfred, S/Sgt., 20247832, 1st Hq. Btry., 258th F. A.
Smith, Donald J., Pfc., 20248322, Btry. C., 258th F. A.
Costello, James M., Pvt., 20248279, Btry. B, 187th F. A.
Skapy, Walter S., Pvt., 36305003, Regt. Hq. Btry., 187th F. A.
Hubbard, Edward F., Pvt., 20252723, Regt., Hq. Btry., 187th F. A.
Murphy, John C., Pfc., 32115751, Serv. Btry. 2nd Bn., 186th F. A.
McCarl, Francis R., Pvt., 20248877, Hq., Btry. 2nd Bn., 186th F. A.
Stein, Benjamin H., Pvt., 32115556, Hq. Btry., 2nd Bn., 186th F. A.
Apicella, Joseph N., Pfc., 32115403, Btry. D., 186th F. A.

It being impracticable for the Government to furnish cooking facilities for rations, Aviation Cadets listed hereon will be reimbursed for the necessary expenses incurred incidental to their travel not to exceed \$5.00 per day, as authorized by Act of Congress, of June 3, 1942, as published in Bulletin 16, W.D., 1941.

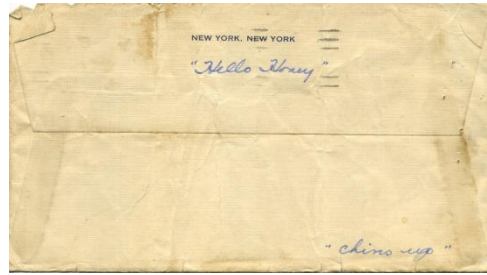
Page 1

Gibby's orders had arrived a few months earlier. Mike would follow their lead a few months later.

It was time for more goodbyes.



The family met at his sister's, Gladys', home in Jamaica, Queens. Brothers Fred and Ardie were there and, of course, Hazel. If you look closely at the photo of George and Hazel you can see their first born, due in December, was on the way. George's father, John, was also there. He was very proud of his son and was there to wish him well. Sadly, it would be their last goodbye as John passed away while George was away at his Army Air Force Cadet Training in California.



To.... *Monday 8:30 P.M.*
My George:

Kee! honey, I guess this is it. I've had my cry and I feel like I just lost my whole heart and soul. I feel sort of numb all over. I guess you know what I mean.

I have been trying to think of something to say to cheer you up. To say something "flowery." But I can't. I can only think of your going away. This I can say:

Be good honey, be careful of yourself. Don't worry to much about us here at home. We'll be alright. But above all remember that I love you with all my broken heart, and I'll be waiting for you, no matter how long or how hard the

waiting. I'll be here when you come back.

I'll close now as I feel a song coming on. The wrong kind.

Remember, don't worry, I'll be alright as soon as I can get used to being without you.

Be good George, take it easy and keep your chins up.

This is what you wanted, now darling make me proud of you!

Remember
I'll be waiting always
Your very own
Izabel

Her letter echoed one of her previous poems, one of several she composed over the next few years as their marriage was interrupted by the horrors of war.

My dear, as I send you this message
I know, though we seem far apart
We really are not, for we
can't be
When always you're here in
my heart.

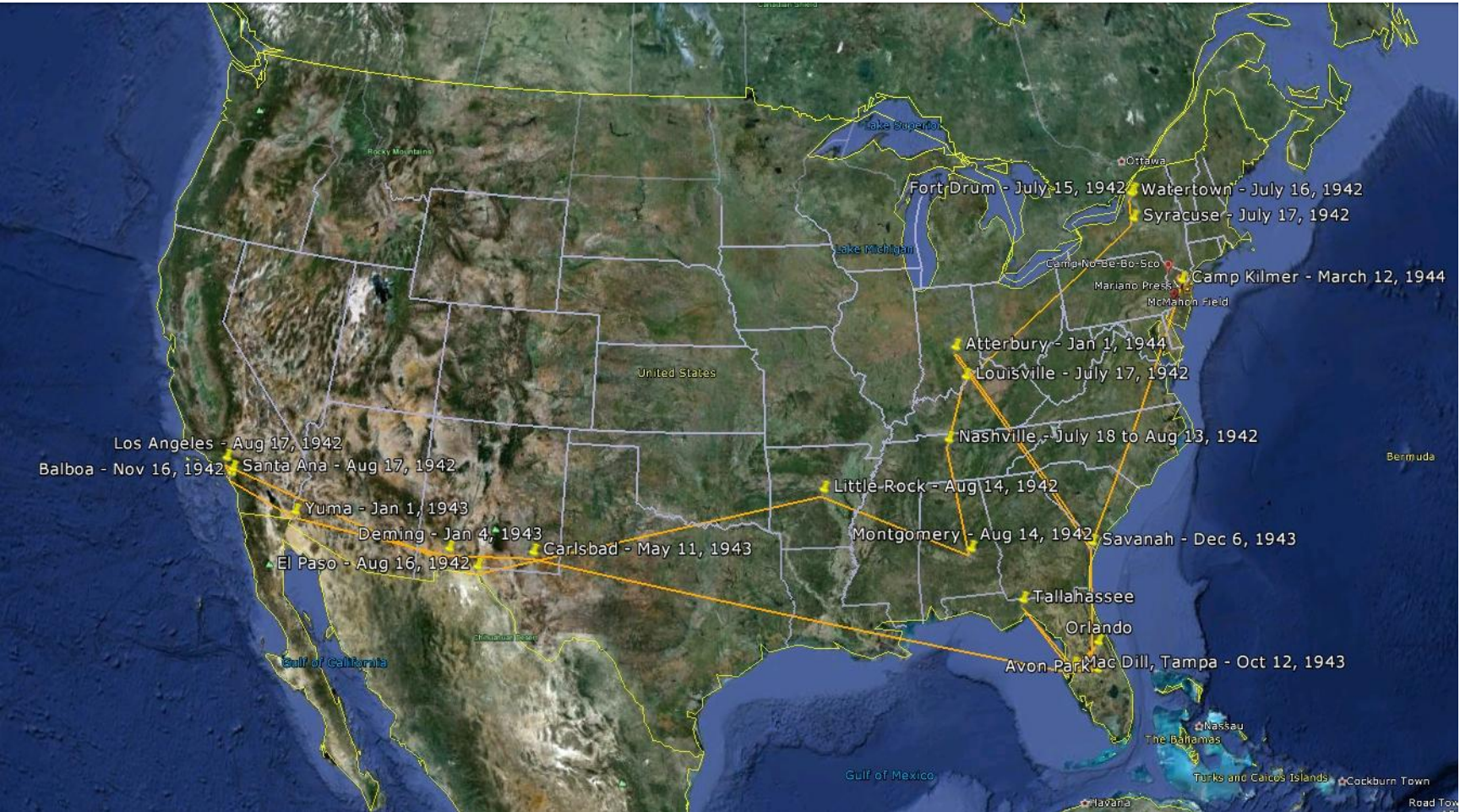
In thought I am constantly
with you
Wherever you go, I am
near
Repeating, "Good Luck and
God Bless you,"
For always I'm loving
you, dear.

Then the whirlwind began ...

Cpl. Geo. A. Hofmann, Service Battery, report with bag and baggage to the Cadet Aviation examining board at 4:00PM, July 16, 1942, ready to leave for Nashville. You will not draw any travel money until you reach Nashville. T/Sgt Hawkes of the 37th A.R. will have your travel ticket.

Hazel, Pam glad I took some money with me, they didn't pay me and I'll only get \$ when I reach Tenn. Keep this paper Hon, it's another step in my great Army Career. I love you with all my heart and soul.





The Army Air Forces Classification Center

Nashville Tennessee

"At long last a use has been found for those extra coat hangers that always fall to the floor," commented Guy Redmond, Red Cross Field Director, in his plea to Nashvillians in August of 1943 to send their extra hangers to the Army Air Forces Classification Center on Thompson Lane. Some 2,500 were needed. Everything had been planned and considered: housing, hospital, mess halls, roads, sewers, and electricity. Nice new lockers, no hangers. So the call went out to wartime Nashville.

The Army Air Forces Classification Center was brand new in the summer of 1943. As early as the spring of 1942, plans had been underway to build a training center for Army Air Force cadets. The Center was an induction station where cadets were brought for preliminary training, aptitude tests, and physical examinations. They were classified according to their



skills and talent and then shipped on for further training. Many became pilots, bombardiers, navigators, and gunners in the war against Germany and Japan.

The Center eventually encompassed approximately 560 acres along Thompson Lane and Franklin Road. The close proximity of Radnor Yards and the L & N Railroad lines helped win the contract for Nashville. The City Council, in special session, passed resolutions authorizing the city to enter into contracts with the Federal Government to furnish water, electrical power, and sewer facilities for the site.

The local railroads agreed to build spur lines into the facility and the Nashville Electric Service committed to bring electric power into the site. To win the \$5,000,000 project for Nashville, Mayor Cummings worked successfully with local contractors, businessmen, and the Federal Government. Warfield and Keeble, Foster and Creighton, and other architectural and engineering firms provided the expertise to build the complex. When completed, the complex contained hundreds of buildings including barracks, mess halls, fire halls, warehouses, recreation halls, several theaters, and a chapel.

At its height, the Center had a staff of 200 officers and 500 enlisted personnel and was the largest of the three Army Air Force centers in operation in the United States. The Center housed, on average, 10,000 soldiers per year.

The Center operated from 1942 until 1944 as a classification center, housing WACs (Women's Army Corps) and Army Air Corps cadets. In early 1945, the classification center was shut down and a portion of the facility served as a separation center for U.S. Navy personnel. Sailors were sent to the Center for final separation from service and were given orientation on civilian life, proper discharge papers, and transportation to their homes.

The U. S. Government continued to lease the site from the Nashville Public Housing Administration well after the war ended. Finally in 1952, the site was declared surplus and the remaining few veterans and their families were transferred to other posts.

Four local businessmen—Dewitt Carter, R. M. Crichton, A. D. Creighton, and John D. McDougall—purchased approximately 113 acres of the site for \$456,000. The Nashville Chamber of Commerce led a campaign to make the site Nashville's first planned and controlled industrial development area. Consequently, the Suburban Industrial Development Company was formed in 1953 and became known by its acronym, SIDCO. By 1954, SIDCO had plants, warehouses, and small manufacturing shops throughout the area. The buildings used during the war were razed to make way for the new development, which grew rapidly and completed its first 50-acre phase in 1959.

The Sidco area still has the plants, factories, and warehouses that were the excitement of the post-war years in Nashville. The building frenzy continued until nothing of the original Army Air Classification Center was left. Those driving by the area today will not realize that during W.W. II the region between I-65 and the Radnor railyards was home to tens of thousands of American soldiers.

JUL 24 1942

Date of Appointment: _____

Hour of Appointment: (Circled):

07:30	07:55	08:20	08:45	09:10	09:30	09:55	10:20	10:45	12:20
12:45	13:10	13:30	13:55	14:20	14:45	15:10	15:30	15:55	16:20

HEADQUARTERS
ARMY AIR FORCES CLASSIFICATION CENTER
Nashville, Tennessee

To: A/C HEFMANN, George B Group 1 Squadron C
Print Name Here

1. Cadet is to report to the individual testing rooms on the date indicated above. Cadet should be at testing building 5 minutes before the time for which he is scheduled. He will remain for approximately one and one-half hours.

By order of Major KIRKPATRICK:

F. C. Scott
F. C. SCOTT,
Captain, A...F.
Adjutant.

RETAIN THIS LOWER HALF OF THE SHEET

FRU-335

HEADQUARTERS
ARMY AIR FORCES CLASSIFICATION CENTER
Nashville, Tennessee

August 10, 1942

SPECIAL ORDERS)

NUMBER - 33)

E X T R A C T

14. Auth, Ltr, Hq SAAFTC, M/F, Ala, dtd July 29, 1942, subject: "Quotas for Air Crew Training, Bombardier." The following named Avn Cadets, having been physically examined, qualified and classified as Bombardiers, are hereby transferred to AAFRTC, Santa Ana Air Base, Santa Ana, Calif, and will depart this sta in sufficient time to enable them to report to the CO thereof not later than 1000, August 17, 1942, for assignment to class, scheduled to begin August 20, 1942.

LE IS, BERNARD J. SQ A-1 12046425 KRAUSE, WILLIAM J. SQ C-1 15092024

QM will furnish the necessary transportation.

Travel by privately owned conveyance is authorized and if so performed DS for seven (7) days is granted. It being impracticable for the Govt to furnish cooking facilities for rations, Cadets mentioned on this order will be reimbursed for actual and necessary expenses incurred which are incidental to their travel, not to exceed five dollars (\$5.00) per day, under Act June 3, 1941, published in Section II, AD Bulletin #16, 1941, and Second Indorsement DAGO March 8, 1942.

Travel directed necessary in military service and chargeable to PA TD 31 P:31-02 A 0425-23.

15. Auth, Ltr, Hq SAAFTC, M/F, Ala, dtd July 29, 1942, subject: "Quotas for Air Crew Training, Bombardier." The following named Avn Cadets, having been physically examined, qualified and classified as Bombardiers, are hereby transferred to AAFRTC, Santa Ana Air Base, Santa Ana, Calif, and will depart this sta in sufficient time to enable them to report to the CO thereof not later than August 17, 1942, for assignment to class, scheduled to begin August 20, 1942.

	<u>DUTY NOS 509</u>	<u>NOS 509</u>	
	SQ A-1		
BRENNAN, WILLIAM J.	35278667	MALLOY, JOHN J.	12046840
CONNIFF, JOHN W.	34104827	RITCH, WILLIAM L.	12052556
GIBBONS, PHILIP J.	31047615	SUMMERS, JAMES M.	14072078
KAPLAN, LOUIS (NMI)	12036023		
	SQ B-1		
BRUNS, GEORGE H.	37050906	WEATHERMAX, ROBERT B.	36024356
MACHAK, JOHN G.	33144851		
	SQ C-1		
FOX, HAROLD I.	33036781	MCCANLIES, WILLIARD G.	38096240
HOFMANN, GEORGE A.	32091885	VUOLO, NICHOLAS F.	32080885
KLEINMAN, WALTER R.	12053432	ZIEMER, GERARD W.	12050405
LEVEY, ROBERT S.	20262803	ZMEYGARTT, JOHN C.	11065019
	SQ D-1		
AVERETT, MERRILON G.	7024102	COLEMAN, LAVERNE W.	36118856
BERNSTEIN, SIGMUND H.	32164169	HOUCHEMS, HARRY W.	35124540
BLOES, KENNETH N.	38032132	JOHNSON, ROBERT M.	11033728
BURRISS, AVRIL E. JR.	35206223	LENGYEL, ROBERT J.	11045228
CATOK, SAMUEL (NMI)	12017911	MAAS, HAROLD P.	37059669

MANTAK, FRANCIS J.	31037307	SKORHEIM, ERNEST C.	37032085
NOE, GEORGE E.	20643487	TATE, THOMAS M.	17030033
SIMS, JAMES E., JR.	14063490		

SQ E-2

ATKINSON, BRUCE W.	15068975	HANSLIK, DONALD W.	16077468
BELL, JACK T.	33037260	HARBIN, JAMES W.	15068997
BLOM, JAY D.	16077444	JOSEPH, BURTON M. (IO)	16077414
BOYER, RALPH C.	15072175	LAKES, MELVIN B.	15196348
COMHERD, LEWIS B.	15068972	LAMBERT, GEORGE H.	15068989
CUMMINGS, DAVID G.	16077451	MCHUGH, VINCENT B.	11032301
DAVIDSON, IESTER E.	36224288	MORRIS, LEONARD C.	16077441
DEAN, MARK S., JR.	16077453	O'DONNELL, CLAUDE G.	16017233
FENNESSY, WILLIAM (NMI)	20718201	PARMER, WARREN E.	15113017
GALLOWAY, ERNEST A.	15113008	ROSENBLUM, JAMES M. (IO)	15113004
GILDIN, ROBERT (NMI)	16077462	SCHWARTZ, PAUL (NMI)	14093613
GILLUM, HARRY C.	15113010	SEARS, WILLIAM H.	15113006
GOMBAC, FRANK J.	16077463	SMYTHE, JOHN T.	15113025
GRAVETT, ROBERT A.	15040063	STEPHENS, ALLEN G., JR.	15048370
GRCSBECK, CARL A.	16077466	WOLFROM, CHARLES J.	15081332

SQ F-2

ABELL, BENJAMIN C., JR.	20384665	KUHN, ANTHONY, (NMI)	39169814
BEVES, JOSEPH H.	12084278	LARSON, ALVIN C.	19079175
BOURHAZOS, GREGORY (NMI)	6151686	LORENTZEN, ANDREW P., JR.	19053518
CHAPMAN, JAMES W.	37077935	MCANALLY, JUSTIN D.	18002672
DAVIS, FREDERICK J.	36156691	MAREAN, ROLAND A.	20109870
ETTER, ALBERT D.	35274969	MINER, WILFRED O.	13063405
FARMER, CARL A.	13001640	MOORE, NORMAN W.	20620953
GALUPPO, PATRICK J.	32100886	MORINO, JAMES J.	32010172
GREEN, DAVID (NMI)	12039393	ROSS, JOHN J.	32047252
GREENALD, IRVING H.	17015304	RUDH, HERBERT (NMI)	6939906
GREVE, MAX C.	20248576	SANTRY, JOSEPH J.	32251501
GUIDET, ALFRED V.	16062407	SIFORD, CHARLES M., JR.	33040861
GUTSON, EDWARD H.	32120271	WEBER, ABRAHAM (NMI)	20247968
HUGHES, RICHARD J.	32012966	WOODS, HAROLD A.	14058784
JONES, ARTHUR W.	20262801	ZICCARRELLI, JAMES A.	13011760

SQ G-2

ANDIORIO, ALBERT A.	13059592	HUPT, PHILIP E.	13021169
ARMSTRONG, BRUCE (NMI)	12076153	HENDERSON, JOHN G.	12076330
BARRON, BEN F.	13059939	JACOBS, MAURICE (NMI)	12012358
BLAKELY, VERNON H.	15096890	KERRISON, ARTHUR G.	36032517
BUNKLEY, WALTER G.	14066858	KIRSCH, EDWARD H.	33107953
BURKE, FRANCIS E.	11068716	LOVELESS, RICHARD V.	3121848
CARDIFF, ALFRED V.	11068718	MACAULAY, JOHN J., JR.	11068744
CHESNEY, PHILIP C.	12076157	MURTHA, REGIS J.	32194366
DARBY, WILBUR S.	12054002	MYERS, JAMES L.	36044438
DEMONTIER, HERBERT E.	11062887	SHIPP, GEORGE R.	13018853
DIXON, WILLARD E.	36032509	SPATZER, ROBERT E.	13044798
FOWLE, JAMES M.	14093688	STUDENT, WILLIAM P.	13004217
GADDIS, JAMES (NMI)	12082914	WILLIS, EARL G.	6887172
GAGLIARD, JOHN (NMI)	33011030	WINNERMAN, ROBERT H.	12076171

SQ H-2

HOLCOMB, PAUL R.	35031061	ZARIS, LOUIS	32264012
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SQ I-3

BISHOP, JAMES K.	32176421	CLARK, RAYMOND F.	36109032
BOERNGEN, FRANK D.	15010919	DEWER, BRUCE E.	36307097
CAPOBIANCO, PHILIP J.	15171089	ELIAS, GEORGE (NMI)	11048666

EVANS, TOM C.	35215466	RASCHKE, LEROY F.	36017183
GARDNER, ARNOLD J.	20241034	ROBINSON, FRED E. (IO)	15171095
HOEL, GRANT W.	16077472	SCHOONOVER, LLOYD F.	35046865
JENKINS, WILLIE B.	34140016	SCHUSTER, BILLY C.	34144671
KANE, VALENTINE B., JR.	12037934	SWANSON, KENNETH P.	16077494
KELLY, FRANK B.	12027156	TIGER, JEROME S.	16077498
LIVESAY, WAYNE W.	13034132	TILSON, WILLIAM F., III	15171072
MPIER, THOMAS F.	14022002	VAN KIRK, KENNETH W.	15171091
PARTLOWE, LOUIS S.	35171522	WICKSTROM, THOMAS S.	33033854
PASHLEY, CLARENCE E.	16077485	WEIR, JOHN A.	13025851
PERBETSKY, GEORGE (NMI)	33088181	WINSLOW, HORACE S.	19097672
PRYOR, HERBERT G.	35215492	WOLSCHON, JOSEPH S.	16077502
SQ K-3			
COULTER, DON A.	37010985	MURPHY, JOSEPH T.	20121430
ELBIN, JOSEPH B.	12007168	PALMER, JOHN W.	15069155
FRANCO, JOHN A.	32179379	PROSSER, ROBERT H.	12017263
GERTH, ROBERT A.	19097415	RUSSELL, ALTER S., JR.	14056043
HAZEN, GARRETT (NMI)	32165703	SCHWARTZ, JULIUS S.	32170250
HEBERT, ANDREW (NMI)	19097214	THOMPSON, LLOYD F.	16023447
HOFFMANN, RICHARD W.	19079410	TIMPO, PETER A.	20644354
HUNTER, ROBERT M.	19079405	TOFTE, ORVALL (NMI)	17010957
JENSEN, NORMAN B., JR.	19097227	VAN LEUVEN, KENNETH M.	19097575
KILMAIN, PAUL R.	31019472	WALKER, HENRY S.	20122687
LITMAN, MAX (NMI)	19079485	WIEGMAN, LAWRENCE A.	11036279
		WILSON, THOMAS E.	19097885
SQ L-3			
BERTRAM, JOHN W.	13043629	HARVEY, LYNN E.	19079508
BROWN, ROBERT J.	39161930	HOAGLAND, LEWIS B.	19097664
BYRNE, RICHARD A.	16037316	HUISINGA, ROBERT W.	36037994
CHAMBERS, ROBERT P.	17053377	LEACHMAN, J. M. (IO)	19097679
CONWAY, QUENTIN T.	20480158	MIERZEJEWSKI, DOMINICK S.	11009713
GILLETT, WILLIAM B.	19079269	NEEL, MARTIN R., JR.	15087601
GRAY, JACK L.	19079302	SIMMONS, ALLEN B.	14042669
HARTMOND, HAROLD H.	36111640	THOMPSON, WEBB (NMI)	19097519
HANSEN, ELVIN E.	19079373	TILLOTSON, JOHN A.	19097220
		WARNER, JAMES G.	19097505
SQ M-3			
CAMPBELL, CURTIS K.	18083413	SMITH, JOHN F.	17037599
DAVIS, THOMAS W.	14048338	STALLINGS, A. B. (IO)	18064565
ELLIOTT, RICHARD E.	15031973	STOELL, CLYDE R.	18101612
MARTIN, WARREN C.	15130406	WALLER, WILFORD S.	34150204
REXROAD, VORLEY M.	15070237	KEHRER, FREDERICK A., JR.	15017534
RUSHING, JOHN E.	14070371		
SQ A-4			
ARNOLD, HULBERT G.	14103159	HAMMERLUND, LLOYD A.	12000759
BAUM, WESLEY E.	15020240	SCHULER, WILLIAM M.	14093079
GRADEL, GEORGE A.	13054744	SMITH, HUGH F.	12032225
SQ B-4			
BYRNE, RAYMOND JR., (NMI)	20271532	LEWIS, KENNETH E.	11033912
ELKINS, PAUL H.	35161468	LONSHORE, WILBER E.	32015360

QM will furnish necessary transportation.

It being impracticable for the Govt to furnish cooking facilities for rations, Cadets mentioned on this order will be reimbursed for actual and necessary expenses incurred which are incidental to their travel, not to exceed five dollars

Page 4, S O #38, Par 15, (Extract), Cont'd

(\$5.00) per day, under Act June 3, 1941, published in Section II, WD Bulletin #16, 1941, and Second Indorsement D AGO March 8, 1942.

Travel directed necessary in military service and chargeable to PA FD 31 P431-02 A 0425-23.

By order of Major KIRKE TRICK:

F. C. SCOTT,
Captain, Air Corps,
Adjutant.

OFFICIAL:

F. C. Scott
F. C. SCOTT,
Captain, Air Corps,
Adjutant.

C E R T I F I C A T E

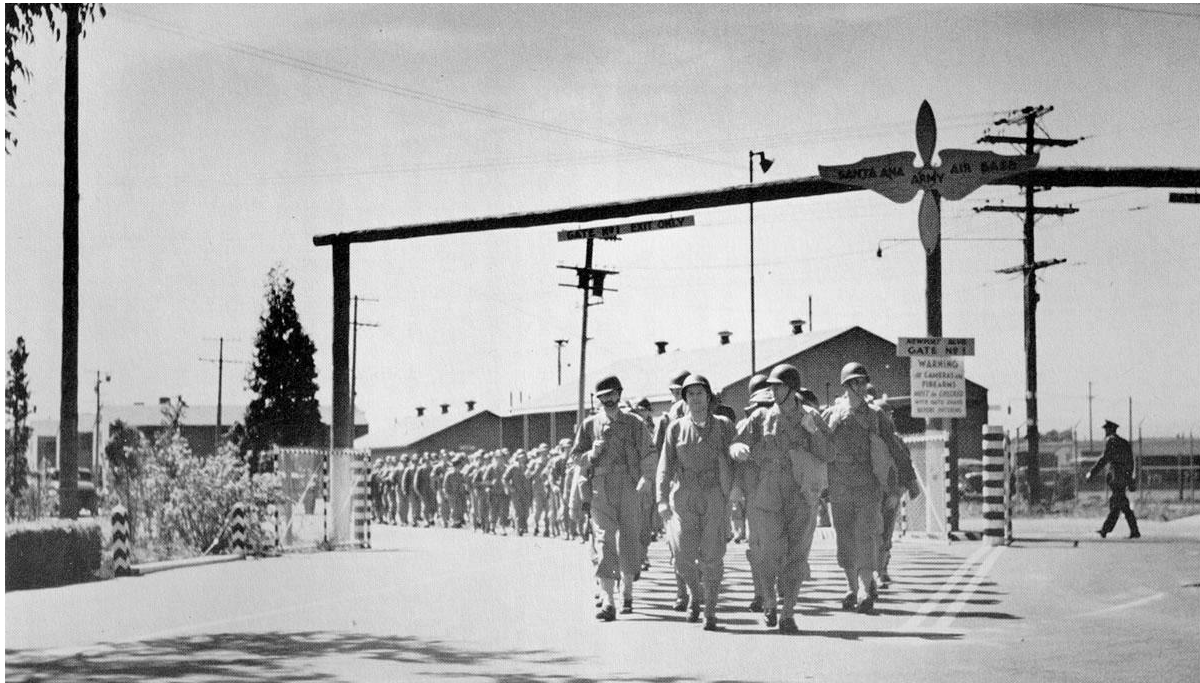
HQ., MAFCO, Nashville, Tenn
August 10, 1942.

All Cadets mentioned in Paragraph 15, this order, will be last rationed to include breakfast, August 13, 1942, and will depart this sta at 1100Z by rail, same date.

M. J. Duffecy
M. J. DUFFECY,
1st. Lt., Air Corps,
Asst. Adjutant.

Santa Ana Army Air Base

(Air Corps Cadet Replacement Training Center, Aviation Cadet Replacement Training Center, Costa Mesa Air National Guard Station)



Soldiers of the 414th Air Base Squadron depart through Santa Ana Army Air Base's gate 3 on a five mile hike to an undisclosed bivouac site. 23 April 1944.

Santa Ana Army Air Base (SAAAB) was an air base without planes, hangars or runways. It was a huge basic training camp where newly inducted soldiers, earmarked for the Army Air Forces, were given 9 weeks of basic training and then testing to determine if they were to be pilots, bombardiers, navigators, mechanics, etc. From SAAAB, they went on to other bases for training in their specialties. The base was dedicated in March 1942 and grew rapidly as the need for pilots and air crews skyrocketed. Turnover was rapid so that by the end of the year 23,470 soldiers had passed through SAAAB. By the end of 1943 that number jumped to 57,895. In the Fall of 1942 SAAAB became an Overseas Replacement Depot (ORD) housing Army Air Forces personnel awaiting transportation overseas. In November of 1943 members of the Women's Air Service Pilots (WASP) began training at the base, followed shortly by members of the Women's Army Corp (WAC). In 1945 SAAAB became one of six Redistribution Centers in the country for airmen returning from overseas who were to be assigned state-side duty.

Being close to Hollywood and with such a large turnover of service personnel, the base attracted a lot of Hollywood celebrities who put on shows at the base.

In late 1945 Japanese aliens from the alien internment camps being returned to Japan

by the Immigrations and Naturalization Service (INS) were housed here while awaiting transportation to Japan

SAAAB continued as a redistribution and separation center for a short time after the war. On March 31, 1946, the base was officially deactivated. However, in 1956 elements of the 551st Antiaircraft Artillery Missile Battalion brought the Nike-Hercules system from Fort Bliss and temporarily installed and operated it at the old SAAAB site until their permanent installations (Site LA-88) in Chatsworth and atop Oak Mountain were completed.

In 1958 the base was declared surplus and soon afterwards the land was divided for many uses. In the postwar years private homes, apartments, two colleges, the Costa Mesa Air National Guard Station and the Orange County Fairground shared the land. Many of the base's original buildings remained in use for years by the colleges and the fair grounds.



An aerial view of Santa Ana Army Air Base, 9 November 1942.

Statistics

Official Ground Breaking	October 23, 1941
Activation Date	February 23, 1942
Deactivation Date	March 31, 1946
Size of Base	1,336.685 Acres
Location of Base	Main entrance at Newport Boulevard; Baker Street on the north, Harbor Blvd. on the west, Wilson Street on the south, Newport Blvd. on the east
Buildings	Approximately 800 (including 1,357,120 sq ft of barracks) 28 Convalescent Hospital Wards, 18 School Buildings, 155,000 sq ft of Administration buildings, 4 Chapels, 4 Theaters
Utilities	Water system adequate for 40,000 people with 33 miles of water main lines, 28 miles of sewer lines
Maximum Number of Personnel	26,000 Army Air Forces personnel, (excluding civilian personnel)
Primary Functions	<p>Classification and pre-flight training for pilots, navigators and bombardiers: Approximately 149,400 entered the training, about 128,000 graduated. February 15, 1942 To October 31, 1944.</p> <p>Redistribution Center: Over 72,000 combat returnees processed between November 1, 1944 and March 31, 1946.</p> <p>Temporary Separation Center: Over 38,000 combat veteran plus other veterans discharged from the base between September 14, 1945 and March 31, 1946</p>

For more information on the Santa Ana Army Air Base, it is suggested that you contact the [Costa Mesa Historical Society](#)

History of Santa Ana Army Air Base (SAAAB)

By Justin M. Ruhge
Goleta Valley Historical Society

The SAAAB was one of three national training centers established on July 1940 to train pilots for the Army Air Corps. The original locations were at Maxwell Field, Montgomery, Alabama, Randolph Field, San Antonio, Texas and Moffett Field, Sunnyvale, California. These three Centers were to train a total of 7,000 pilots per year. However the national program was increased to 30,000 pilots per year in August of 1940. Many contract training schools were started to help fill this quota. In February 1941, the Army initiated three Air Corps Replacement Training Centers. These were induction centers for new recruits entering the Air Corps with no military experience. Each center was to provide for the classification and preflight instruction for pilots, navigators and bombardiers. The locations were to be at existing air corps facilities. This was the case except for the West Coast Air Corps Training Center at Moffett Field. The Navy wanted to use the field exclusively for it's lighter than air "blimp" base so the Army Air Corps had to look elsewhere for a new facility. A search of sites in southern California was conducted. The City Council of Santa Ana wanted the new center located near it so they arranged to lease a 409-acre site for \$6,400 per year from M. H. Whittier Co. Ltd. with an option to buy at \$500 per acre. The government could sublet from the city for \$1 per year. In addition, the County agreed to lease five acres of land on the new Orange County Airport for use by Army planes for officers' commuting purposes. The Army selected the Santa Ana site on June 16, 1941. The City leased the land on August 21, 1941.

The Base, called an Air Corps Cadet Replacement Training Center, later renamed the Santa Ana Army Air Base, was planned to accommodate 2,500 to 3,000 cadets, 83 officers and 806 enlisted men, and to cost about \$3,200,000 to construct.

The Base would not have a flying field as a part of its facilities. It would receive air cadets from civilian life and give them basic training prior to their advancement to one of the contract primary aviation schools for flight training. Arrangements were also made for a Special hangar at the Orange County Airport to accommodate officers' planes.

The master plan called for the construction of 145 buildings that would include: 79 barracks, 3 warehouses, quartermaster supply office, 4 school buildings, 10 administration buildings, 13 day rooms, 13 supply rooms, 4 cadet messes, 2 officers' quarters, a motor repair shop, post office, gasoline service station, utility buildings, theater, 2 recreation buildings, commissary buildings, chapels, dispatchers' office, officers' mess, fire station, guard house, two post exchanges, and a 151-bed hospital and all utilities. This would amount to a new city in the middle of bean and tomato fields.

Meanwhile in the middle of all these preparations, on June 20, 1941 Army Regulation 95-5 changed the name of the Air Corps to the Army Air Forces.

The Orange County Airport was also selected as the site for the Headquarters Squadron originally located at Moffett Field. As a result, a dozen or more aircraft were

located at Orange County Airport to serve as a sort of "taxi service" for the Army Air Force officials to permit them to contact various points of flying activity along the West Coast. Plans were also made to move the entire Army Air Force administrative offices at Moffett Field to the Santa Ana area.

To provide the basic staff for the SAAAB at Santa Ana, two squadrons, the Headquarters and Headquarters Squadron (Special) and the 554th School Squadron, were activated at Moffett Field on August 1, 1941. These two squadrons became the nucleus from which the SAAAB cadre would grow.

The construction contract for the 177 buildings at SAAAB was awarded to the Griffith Company on October 24, 1941 for \$2 million. The work was to be completed in 120 calendar days.

New plans required that the SAAAB accommodate the training of 10,000 cadets per year.

The SAAAB was to be the starting point of the cadet's 35-week training course. During the first five weeks spent at the SAAAB the cadet would receive his uniforms, regulations and initial instruction in drill, military courtesy and other basic training. Upon leaving the SAAAB he would be assigned to a school for ten weeks of primary flight instruction, then on to a school for ten weeks of basic flight instruction and finally to an advanced flying field for 10 weeks. At the end of his 35 weeks of training the cadet was to be commissioned a second lieutenant in the Army Air Forces.

The first Commander of the Aviation Cadet Replacement Training Center at Santa Ana or later (SAAAB) was Major William A. Robertson who arrived on October 10, 1941. He was promoted to Colonel on March 1, 1941.

As a direct result of the December 7, 1941 attack on Pearl Harbor, the number of pilots to be trained was increased three-fold to 102,000. This new number placed pressure on the SAAAB to increase its facilities and as a result 924 acres were acquired by the U.S. Government next to the present site for the addition of barracks and other buildings.

The first set of buildings was completed on May 15, 1942; however, the officers and men began to move into the base on February 16, 1942. General Orders No. 14 made it official on March 3, 1942. The first group of 50 cadets arrived on February 20, 1942. On February 25, 1942 the Headquarters and Headquarters Squadron with its enlisted men and approximately 2,000 cadets arrived to begin training. By March there were 5,000 cadets on the base. Cadets lived in tents until the new barracks could be completed. Instruction began in March for a nine-week course. In May 1942 the base was organized into Wings, Groups and Squadrons. A wing consisted of ten squadrons, divided into two Groups. A squadron usually had about 180 men. This was broken into flights and then squads.

On May 13, 1942 the Air Base officially became known as the Santa Ana Army Air Base (SAAAB) by General Order No. 19.

In March 1942 the Army established separate classification centers for aircrew candidates. These were established near the preflight schools. The West Coast center was located at the SAAAB on June 15, 1942. Separate buildings were constructed for this center. The centers function was two-fold - to serve as a processing and classifying center and to create a reserve pool of classified students. At the centers, thousands of civilians came into the Army for aviation cadet training to receive a physical examination, inoculations and be quarantined for several weeks. During this period, cadets received uniforms, equipment, and indoctrination into the ways of military life. They were also tested and classified for aircrew training either as a pilot, navigator or bombardier. The typical cadet spent his first three weeks in the classification center. These three new centers replaced some of the earlier functions of the SAAAB and thus allowed more attention for the three training schools.

On October 30, 1942 the Santa Ana Branch School of Aviation Medicine was established at the SAAAB hospital to provide practical training for officers of the Medical Corps.

On June 11, 1942 General Order No. 11 changed the old Aviation Cadet structure to three Army Air Forces units. These were an Air Force Classification Center, an Army Air Forces Preflight School for Pilots and an Army Air Forces School for Bombardiers-Navigator.

The first class of 2,601 cadets graduated on July 1, 1942. By the end of 1942 the annual rate of graduates from the Pilot School was over 45,000. To carry out this program, the Air Force had recruited a faculty of over 250 well-trained and experienced high school, college and university teachers who later became officers in the Air Corps.

The Sunday review was the only regular ceremony. The "E" flag was awarded to the squadron that excelled in marching and good conduct.

The Base Newspaper was begun July 2, 1942 and dubbed *The Cadet*. It was published by the Cadet Press of Anaheim, which also published the weekly *Anaheim Gazette*.

In March 1943 the Women's Army Corps (WAC) was established at SAAAB. Special barracks were constructed for them on the edge of the property.

The proficiency level of the cadets was improved by the introduction of the College Training Program in January 1943. By the end of 1943, some 41,216 college students had been sent to the SAAAB.

The Base reached its maximum strength by the fall of 1943, with a population of some 26,000 servicemen.

The SAAAB graduated 23,479 cadets in 1942 and 57,895 in 1943. In September 1943, the SAAAB began to train Chinese Air Force officers. In September 1943 the SAAAB hospital was authorized to serve as one of seven convalescent centers in the Army Air Forces. The mission of the convalescent center was to provide medical service and rehabilitation for all Army Air Forces personnel transferred from General Hospitals and other sources.

The hospital convalescent patients published their own newspaper called the *Wardbird*.

Preflight training at the SAAAB peaked in the latter part of 1943. Pilot class 44D, the largest, completed training in October 1943. By then, the Army Air Forces had enough aircrews for the foreseeable future.

On May 31, 1944 aircrew classification ceased at the SAAAB, only about two years since it began. The Pilot School closed on May 22, 1944. It had received 73,923 cadets and graduated 70,464 for flying schools. By the end of 1944 most pilot training schools were being closed by the Army Air Forces.

On November 1, 1944 the SAAAB was turned over to the Army Air Forces Personnel Distribution Command with General Arthur E. Easterbrook in command. At the time it had 800 buildings on the Base. Most of the remaining cadets were sent to San Antonio, Texas. From its inception until this transfer the SAAAB Classification Center had received 149,425 men. Of that total, 82,252 were classified as pilots, 21,842 as bombardiers and 14,230 as navigators. Classification eliminated 28,388 to ground crew and 188 to radio operator school. At its close 2,525 remained unclassified.

Convalescent Hospital activities were increased.

A new base newspaper published in magazine size and called the *Crossroads*, became a replacement for *The Cadet*.

In July 1945, 563 German prisoners-of-war from the Garden Grove POW Camp were assigned to the SAAAB.

May 7, 1945 V-E day was the close of the fighting in Europe. Suddenly SAAAB's role changed 180 degrees and it worked around the clock to become a separation center. By November 1945 81,000 combat veterans had been returned to private life.

Finally on March 13, 1946 the Army deactivated the SAAAB. On May 4, 1946 the title to the SAAAB passed from the Army to the War Assets Administration. In the ensuing years some of the buildings on the base were sold and moved piecemeal, others became part of colleges. In 1953 the City of Costa Mesa was incorporated. In June 1955, the former SAAAB property was annexed to the City. For a period of time in the mid-1950s a portion of the Base served as a Nike guided missile training base. The

three-battery missile compound had been made operational in January 1956. Two years later, in June 1958, the Air National Guard received a five-acre parcel of land and the remaining 260 acres, including the five-acre air base water facility, was declared surplus and turned over to the GSA. On June 29, 1979, a plaque was dedicated to "all pilots, bombardiers and navigators who trained here that contributed to an early victory in World War II". This plaque was placed on the Air National Guard base, which is the last active duty post on the original location of the SAAAB.

The SAAAB property eventually became the center of the City of Costa Mesa.

References: *The SAAAB Story* by Edrick J. Miller, 1981. *The Costa Mesa Historical Society*. Santa Ana, Orange County.

Acquisition, Improvements and Disposal

The Santa Ana Army Air Base consisted of 1336.102 acres. This was made up of 909.453 acres acquired in fee, by Condemnation and purchase, 420.74 acres acquired by lease 5.771 acres acquired by easement and 0.138 acres acquired by license.

The Army Air Corps used the land as a pilot training facility between March 1942 and October 1944, when it became a redistribution center and convalescent hospital. The base was built to serve 20,000 personnel. Finally, before it closed in March 1946, it was a discharge station for soldiers returning from the Pacific.

By quitclaim deed dated 8 April 1943, 0.417 acres were conveyed to Albert M. & Rose D. Mungia. On 31 March 1946 the site was declared inactive. On 4 May 1946, title to the site (1335.685 acres) was passed from the Army to the War Assets Administration (W.A.A.). The former site was sold to various entities Orange Coast College, 32nd Agricultural & Southern California Bible College. The site currently consists of many residential and retail tracts with approximately 2,800 owners.

The site, at present, contains the Orange County Fairgrounds, Costa Mesa City Hall, Orange Coast College, Pacific Amphitheater, Southern California Bible College, Air National Guard Station and several residential and retail tracts. Some of the original buildings were renovated and are being used by the present owners. The seven tanks are concentrated in a 5 acre area of land owned by the College. The lease was terminated when the fee land was conveyed to the College.

Known Units at Santa Ana Army Air Base

Army Air Forces West Coast Training Center
Army Air Forces Classification Center

414th Air Base Squadron
Aviation Cadet Squadron 72
554th Pre-Flight Training Squadron
674th Classification Center Squadron
1040th Army Air Forces Base Unit (Redistribution Station #4)

Costa Mesa Air National Guard Station

News Article: Air National Guard shuts down: The 222nd Combat Communications Squadron is to move to base north of Sacramento.

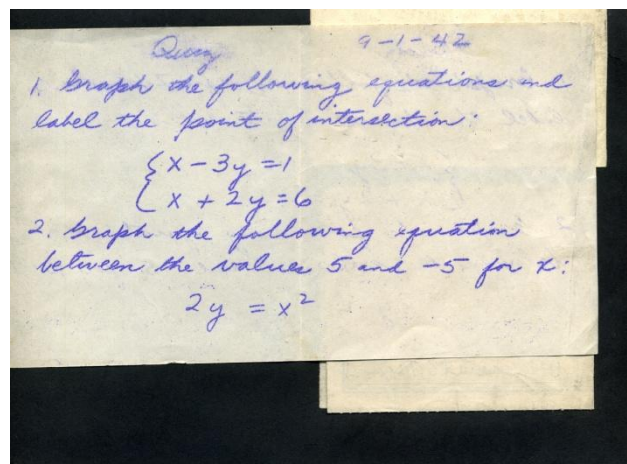
COSTA MESA – A formal flag transfer ceremony marked the end of an era Sunday at the California Air National Guard station in Costa Mesa.

One hundred men, women and alumni of the post founded in 1964 gathered for one last reunion as the 222nd Combat Communications Squadron prepares for a move to Beale Air Force Base north of Sacramento.

While the fate of the 8-acre parcel remains unclear as the Army Reserve, National Guard and city of Costa Mesa jockey for position over the prime real estate, veterans reminisced about the many missions accomplished and friendships forged by the “triple deuce.”

]

Cadets Rauh, Hofmann and Iriarte were learning their trade through a fire hose but so far it was keeping them away from the front lines.



WAR DEPARTMENT
Services of Supply
OFFICE OF CHIEF OF FINANCE
WASHINGTON, D.C.

File No. SPFDI-243 Hofmann, George A. 32091685) August 27, 1942.
gbm

Mrs. Hazel Jayne Hofmann
69 W. 104th St.,
New York, N.Y.

Dear Madam;

You are advised that an allotment in your favor made by the above named allotter in the amount of \$ 35.00 per month has been discontinued.

A new allotment will be authorized in your favor under the provisions of the Servicemen's Dependents Allowances Act. As first payments under this act will not be made until November 1, 1942, this office will continue to make payments on allotment described in paragraph 1, through the month of September. Your November 1 payment will include the family allowances, less adjustment for above allotment from June 1 through September 30, 1942.

Very truly yours,

D. A. SHIELDS,
Captain, Finance Department.

By

R. Brister



...and then, in early September George's father passed away and, in time of war, it was no easy chore getting home – if you could get home at all.

Col. Spake: 9-10

A/C Hofmann was in regarding attached request. I talked to him at length and he requested that he be permitted to speak with you so he will be back about 3:00 p.m.

J N

THE AMERICAN NATIONAL RED CROSS
GRANT-LOAN FUND RECEIPT Form 1178

No. 318 FUND R

PLACE Spain DATE Sept. 25, 1942

RECEIVED FROM Hofmann, George

the sum of \$ 48.00 in Full Partial payment of *Grant No. 194

dated 9-10-42 in the total sum of \$ 80.00

Bal 32.00 NAME Herman P. Paul

TITLE Field Director

* Cross out the word not applying.

To be prepared in duplicate. Original copy to person making repayments. Copy retained by Field Agent.

As a soldier it takes both permission and money to get home. His leave was graciously approved by his commanding officer and, as the Red Cross would do many times more in the next several years, they provided the support in his time of need.

ACKNOWLEDGMENT

Loan No. 194
Date September 10, 1942

Received from American Red Cross \$ 80.00 as a loan which I promise to repay In full on return to field San Red Cross Station or Office.

Santa Ana Army Air Base George A. Hofmann Signature

ORIGINAL
TO BE RETAINED BY RED CROSS UNTIL LOAN IS PAID, THEN GIVEN TO RECIPIENT OF LOAN

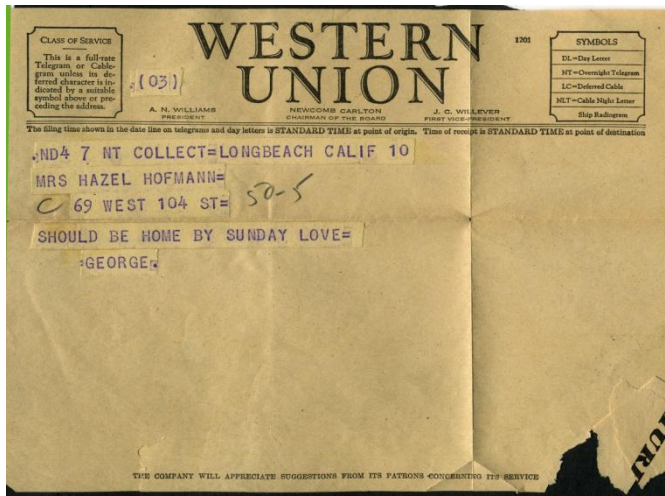
ACKNOWLEDGMENT

Loan No. 194
Date September 10, 1942

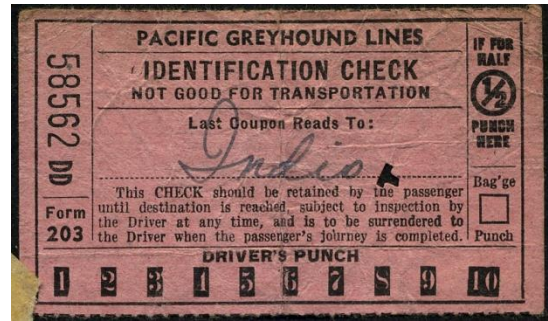
Received from American Red Cross \$ 80.00 as a loan which I promise to repay In full on return to field San Red Cross Station or Office.

Santa Ana Army Air Base George A. Hofmann Signature

TRIPPLICATE
TO BE GIVEN TO RECIPIENT OF LOAN



It would take George three days to get home by military plane, commercial airliner, bus and train – parachute and all ! His father would be laying in state for almost two weeks.





HEADQUARTERS & HEADQUARTERS SQUADRON
West Coast Air Corps Training Center
Office of the Operations Officer
Flying Equipment Pool

SEP 10 1942
(Date)

1. I certify that I have received the following Flying Equipment from Headquarters & Headquarters Squadron, West Coast Air Corps Training Center, Operations Pool for the purpose of making an airplane flight and that I will return it immediately upon the completion of that flight.

<u>1</u>	S-1	Parachute	No. <u>42-2433</u>
<u> </u>	A-2	Jacket	(summer)
<u> </u>	A-4	Suit	(summer)
<u> </u>	B-1	Jacket	(winter)
<u> </u>	B-3	Jacket	(winter)
<u> </u>	C-2	Vest	(knitted)
<u> </u>	A-2	Trousers	(winter)
<u> </u>	A-3	Trousers	(winter)
<u> </u>	B-7	Trousers	(winter)
<u> </u>	A-6	Shoes	(winter)
<u> </u>	A-9	Gauntlets	(winter)
<u> </u>	B-2	Cap	(winter)
<u> </u>	B-1	Cap	(summer)
<u> </u>	A-3	Bag	(Parachute)
<u> </u>	B-4	Bag	(clothing)
<u> </u>	HS-23	Head Set	

George A. Hoffmann
(Signature)
Sgt 1st Lt
(Organization)



It was good to see Hazel and his brothers and sister again. Hazel was as radiant as always and Fred and Ardie did their best to cheer him up. But George had struggled to get home for only a few days and had little cause for smiling given the circumstances of his father's death.





George's brothers Fred (with ever present cigar) and Ardie (now in the Army) with Hazel.

... and eventually on his return to California, guess who paid back the Red Cross? His best friend, Mike Iriarte.

THE AMERICAN NATIONAL RED CROSS
GRANT-LOAN FUND RECEIPT Form 1178

No. 384 FUND _____
PLACE Sasab DATE 10/5, 1942
RECEIVED FROM Geo. A. Hofman by Francis Duarte
the sum of \$ 32.00 in Full Partial payment of Grant Loan No. 194
dated 9/10/42 in the total sum of \$ 80.00
NAME George Truelsen
TITLE AFOD

* Cross out the word not applying.

To be prepared in duplicate. Original copy to person making repayments. Copy retained by Field Agent.

Then it was back to work and on to Victorville.





Southern California Logistics Airport

Southern California Logistics Airport (IATA: VCV, ICAO: KVCV), also known as Victorville Airport, is a public airport located in the city of Victorville in San Bernardino County, California, USA. It is located on the former site of George Air Force Base.

George Air Force Base

George Air Force Base (GAFB) covered 5,339 acres (21.6 km²) which included two runways (9,116 and 10,050 feet), 6.3 million square feet (580,000 m²) of ramp space and associated facilities; 1,641 units of housing; 14 dormitory buildings with 1,400 bed capacity; a hospital with a dental clinic; and various office and industrial structures. George Air Force Base (AFB) was located in Victorville, California, in the Mojave Desert approximately 90 miles northeast of Los Angeles.

George AFB, originally called the Victorville Army Airfield, was constructed between 1941 and 1943 as a flight training school. After World War II, the base was placed on standby status and used for surplus aircraft storage. The base was reopened in 1950 under the command of the newly created U.S. Air Force and renamed George Air Force Base. Flight training remained the primary mission of this base throughout its history and a number of bomber, glider, single engine, twin engine, and jet fighter aircraft were flown t George AFB was a major training facility for the Air Force's F-4 Phantom II used in the "Wild Weasel" defense suppression concept and was the home of the 35th Tactical Fighter Wing. These planes and the 561st Fighter Squadron were transferred to Nellis AFB shortly before the base closed in the early 1990's.

Base Closure

In 1988, George AFB was scheduled in the first round of base closures passed by Congress under the Base Realignment and Closure program. The base was officially decommissioned in December 1992. In 1993, President Clinton announced a "Five Part Plan" to speed economic

recovery in communities w military bases were to be closed. One part of this plan called for improving public participation in the base's environmental cleanup program. George AFB was among a number of installations w environmental cleanup was placed on a "fast track" so base property could be quickly transferred to the community for reuse.

Military Logistical Use

The Fiscal Year 2002 military spending bill earmarked \$1.3 million to allow the U.S. Army to continue using the Southern California Logistics Airport (SCLA) to transport troops enroute to training exercises at Fort Irwin. The airport has proven to be one of the most efficient and safest locations for travel to and from the Army's National Training Center for the 60,000 troops who rotate through each year. Company D of the 158th Aviation Regiment is a general support aviation company that moved in under a five-year contract the Army signed with SCLA and the city of Victorville. The unit is part of the 244th Aviation Brigade of Fort Sheridan, IL.

Airport Today

The federal government is responsible for helping the Victor Valley recover from the closure of George Air Force Base in 1988. The conversion of the former George Air Force Base to Southern California Logistics Airport [SCLA] was designed to provide major corporations with logistics needs access to a global intermodal logistics gateway to the Western United States. Located near Interstate 15 in California's Victor Valley, the 5,000 acre (20 km²) complete intermodal business complex is approximately 50 miles northeast of Los Angeles County and 40 minutes north of Ontario airport.

Training at Victorville continued through the end of 1942 but before the year was done, there was another family matter at home that needed some attention. It was December 10, 1942 -



This photograph was George's introduction to his first son, Johnnie. This image and probably others that followed were all that George would have at this time as he was completing his flight training in California and being reassigned to bombardier training school in Deming, New Mexico,

George and his fellow cadets apparently had one last fling over the Christmas holiday in Los Angeles before leaving for Deming. (Dad never talked about this one! All I have is the rental car receipt.)

HERTZ DRIVE-YOURSELF STATIONS
The World's Largest Motor Vehicle Rental Company

No. 41835

Time Returned: Dec 24 1942
Mileage Out: 24
Mileage In: 21 1/2
Deposit: \$5.00

Car No. 41835
Chevrolet
Make: Chevrolet
Style: Sedan

CHEVROLET RATES
DAY RATE - \$4.00 - 24 HOURS - 25 MILES
WEEKLY RATE - \$27.00 ALLOWING 100 MILES
ADDITIONAL MILES - 11¢ PER MILE
SPECIAL DISCOUNT - 100 MILES OR MORE PER DAY

PLEASE LOCK THIS CAR IF YOU LEAVE IT TAKE CARE OF THE KEYS CAR THEVES ARE BUSY

SIGNED (RENTER): R. Schriker
HOME ADDRESS: SAAAB

SIGNED (LESSOR): SCHRIKER R.
By: [Signature]

—DRIVE SAFELY—

CONDITION OF CAR: [Signature]
all done both right hand

Checked out By: [Signature]
Approved: [Signature]

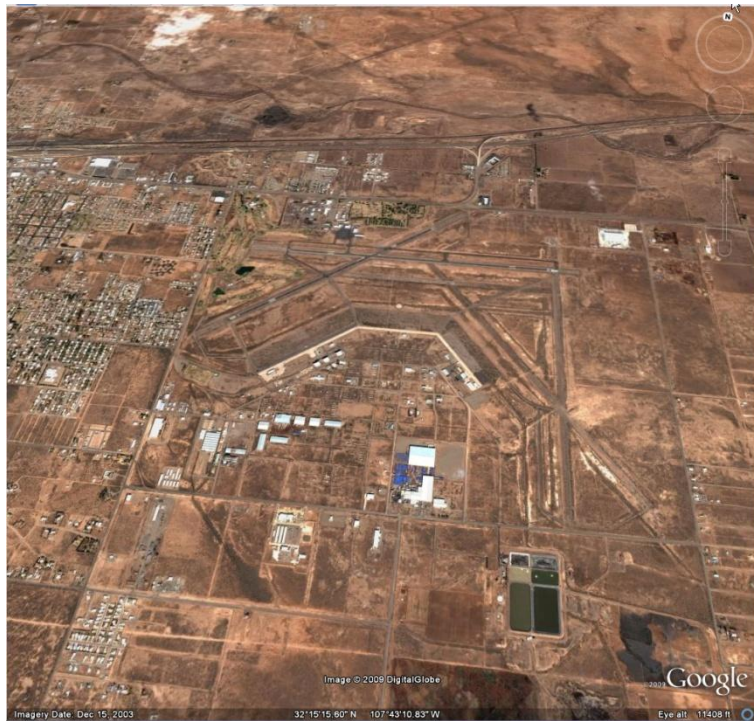
BILTMORE STATION
381 WEST FIFTH ST.
MUTUAL 4131 LOS ANGELES

I'm not sure why he kept the receipt since he didn't rent the car. But it must have been a holiday worth remembering....

Deming Army Air Field New Mexico 1942 - September, 1946

Deming, New Mexico is located about one hundred miles West from El Paso on I-10. Until the interstate highway system became a reality in the early 1960s Deming was just a wide spot in the road. Even with the railroad running through town it must have seemed pretty remote in 1943.

The Bombardier School at the Deming Army Air Field was established in 1942 and closed up in September, 1946. The first class of bombardiers graduated on March 6, 1943. In the next three years an estimated 12,000 cadets passed through the Deming school. With the end of World War II, the bombardier training program at Deming wound down, finally coming to an end in September, 1946. Deming Army Air Field closed and the facility became the Deming Municipal Airport. Currently (2005), some of the structures still stand, including three hangars. The civilian operation has mostly moved to the North side of the field, with the South side becoming somewhat of a ghost town.



Army Air Forces Bombardier School

Deming Army Air Field

The units at DAAF appear to be in the following Structure, with the 321st Bombardier Training Group containing the flying units (equipped with AT-11s) and the 322nd BTG encompassing all of the ancillary units:

388th Base Headquarters and Air Base Squadron

321st Bombardier Training Group

Headquarters and Headquarters Squadron

971st Bombardier Training Squadron

972nd Bombardier Training Squadron

974th Bombardier Training Squadron

975th Bombardier Training Squadron

976th Bombardier Training Squadron

977th Bombardier Training Squadron

322nd Bombardier Training Group

Headquarters and Headquarters Squadron

Detachment 19 858th Signal Service Company (Aviation)

909th Guard Squadron

2053rd Ordnance Company

Medical Detachment

Veterinary Detachment

419th Army Air Forces Band

375th Aviation Squadron

909th Quartermaster Platoon

1014th Quartermaster Platoon

Most of the following photos are taken from a yearbook style book about the Deming Army Air Field published in 1943 by the Army And Navy Publishing Company of Baton Rouge, Louisiana. This type of book was published for the personnel stationed at various bases, but have become increasingly difficult to find.

Deming Army Air Field 1943

The entire purpose of the base,



The Bombardier.



A new class of cadets in 1943. The base was just starting up, but would be cranking out graduates at a steady rate for the balance of the war.



A trio of AT-11s on a bombing mission in New Mexico.



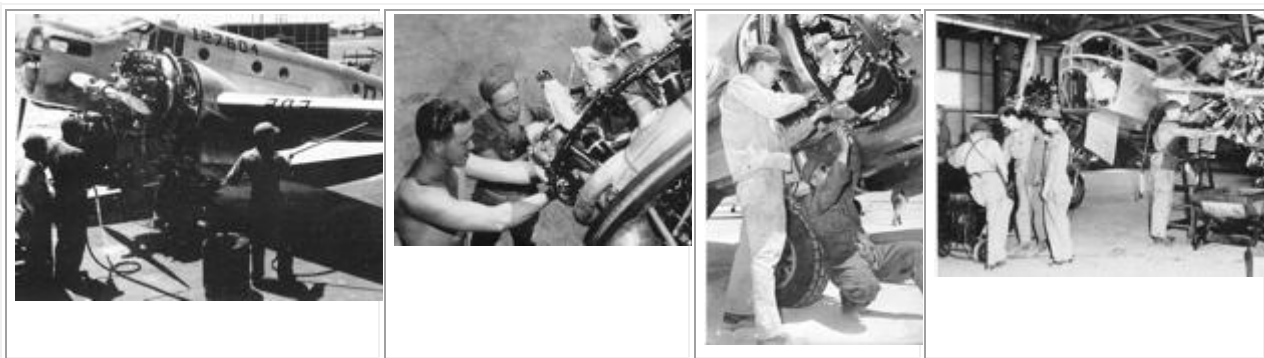
The most common bombardier trainer used by the Army Air Force during World War II was the Beech AT-11, like the C-45 it was a derivative of the classic Beech 18.

In the first photo several AT-11s sit on the ramp awaiting further training flights. The second, third and fourth panels show AT-11s 42-37241, 41-27600 and 41-27602 respectively. The fifth panel is of an AT-11 on takeoff with a photographer along side the runway. The last is of a formation of AT-11s forming up over the field, these are the same aircraft as in the photo above.

The letter "D" was used for Deming (makes sense) and though I cannot find definite proof, I believe that the first number of the aircraft code denotes the squadron: 1 for the 971st BTS, 2 for the 972nd and so on. The cowlings of some of the aircraft also appear to be colored, but without color photographs it is next to impossible to interpret what that means, if anything.



Three views of AT-11s in flight. The first photo shows a three ship dropping practice bombs. All three have their bomb bays open. The second photo is a closeup of the right wing aircraft from the first photo and better shows the bomb doors open. Both the first and second photos are of Carlsbad AAF based aircraft. The third photo shows eight silver AT-11s from an unidentified unit in formation with an Olive Drab B-18A. The first three AT-11s in the last photo are 41-27679, 41-27338 and 41-9530



For every bombardier trainee there were a large number of support personnel necessary to keep the training aircraft in the air. Whether that be the mechanics, fuelers, or ordinance groups. There are also the personnel essential to every endeavor that seldom are recognized, like cooks, bakers and even truck drivers. Two pages in the 1943 book are dedicated to Maintenance: "*On these two pages maintenance crews are seen at various repair jobs. This work is the Air Forces biggest behind the scenes job. The life of its pilots and efficiency of the planes depends on the accuracy and skills of its maintenance crews.*" Couldn't put it better myself.

The above photos show mainly engine maintenance, though the AT-11 in the hangar is most likely going through a heavy check. The second and third photos show the knuckle breaking, back aching work done to keep the Pratt and Whitney R-975 engines in shape. Piston engines are a favorite with enthusiasts, but require a great many man hours to keep in prime condition.



The first photo shows routine preflight, or post flight checks. Most likely pre-flight as the Norden bombsight is mounted and "bagged" in the aircraft. The bomb bay doors are also open (yes, the AT-11 did have a bomb bay).

The second photo involves some sort of mechanic pow-wow, with a noticeable amount of oil on the overalls, which probably means serious work.

In the third photo the mechanics seem to be servicing the brakes. Unlike the bombardier in the nose of the aircraft, this is a real photo, not posed.

Though it looks like these two mechanics are working on the tail surfaces, what I think they are really doing is signing off a logbook. Some times that takes longer than the repair.



Repositioning an aircraft by hand can be a tricky task, one has to wonder why they are not using the tug in the second photo. The tug is a "Clartor-6 Aircraft Tractor" according to the USAAF. Somehow tractor seems to imply "John Deere". An AT-11 is being fueled in the third photo. Someone else will clean the windshield and check the oil.

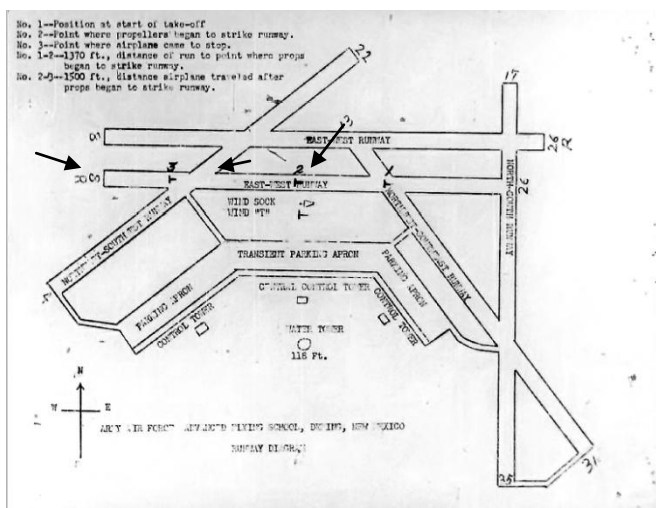


There are also the personnel essential to every endeavor that are seldom recognized or appreciated, like cooks, bakers and even truck drivers. The Army was still a segregated service in those days and most black soldiers were confined to those support jobs. Jobs that the Army (and every other service for that matter) would not have been able to function without. All American servicemen contributed and all should be recognized as well.

The first shot is of a formation of troops at inspection. The second shows the ubiquitous "Deuce and half", in this case a GMC built CCKW-353. Pool tables in the rec hall were pretty much universal in the military. Armies (and Air Forces) have always run on paperwork.

NEAR MISS – January 30, 1943

With bombardier instructor, 2nd Lt. Charles L. Turzan, two bombardier students, Cadet Robert R. Hosmer and Cadet George A Hofmann, and a full bomb load, pilot 2nd Lt. Kenneth C. Morse started take-off for a routine bombing practice mission vat 7:55AM. The take-off was being made from east to west on runway 26. Just as the AT-11 airplane reached a speed of 45 to 50 MPH the landing gear collapsed. The airplane dropped to the runway and skidded about 1500 feet, its weight being supported by wheels and engine cowlings.



APPEARANCE

Appeared before me this date the undersigned, George A. Hofmann, Aviation Cadet, who, being duly sworn, deposed and says:

I was in the back of the plane, strapped in the passenger seat, when the accident took place. We were just about half way down the runway and the tail of the ship had just gotten off the ground when the front of the ship hit the ground and we started skidding. It seemed as though the wheels had suddenly disappeared and we were riding on the bottom of the ship.

George A. Hofmann
 Aviation Cadet

And further the deponent says: not.

SUBSCRIBED AND SWORN TO before me
 this 30th day of January 1943

George A. Hofmann
 Aviation Cadet

The pilot was debriefed and an investigation followed. This was the pilot's signed statement:

The entire take-off check list was faithfully completed before attempting to take off and nothing was found to be wrong.

I proceeded to take off at 0755 after given proper clearance by the control tower. The tail wheel was properly locked, the throttles opened slowly as far as they would go (33 in. Hg), my heels were on the floor completely off the brakes. When the plane had reached a speed of about 45 to 50 M.P.H. – the tail was just beginning to rise – the landing gear collapsed. My first reaction was to pull back on the control wheel and cut off the ignition switches. Skidding on its belly, the plane first swerved to the left slightly and I naturally tried to correct this with right brake and rudder. I glanced at the landing gear switch and noted that it was in the correct neutral position. The klaxon warning horns were blowing until the plane stopped and then I cut off the master switched and generators. I looked out the windows for fire possibilities and noted that the two student bombardiers were already out of the ship. I placed one hand on the CO2 fire extinguishers and told the bombardier to get out of the ship and to stand by with the hand fire extinguisher. When it was apparent that everything was safe and sound I went over the cockpit completely to look for anything out of order. Finding everything as it should be I turned off the radio, fuel selector valve and cross feed.

All occupants reported to the Flight Surgeon within twenty minutes and were all given flying clearances.

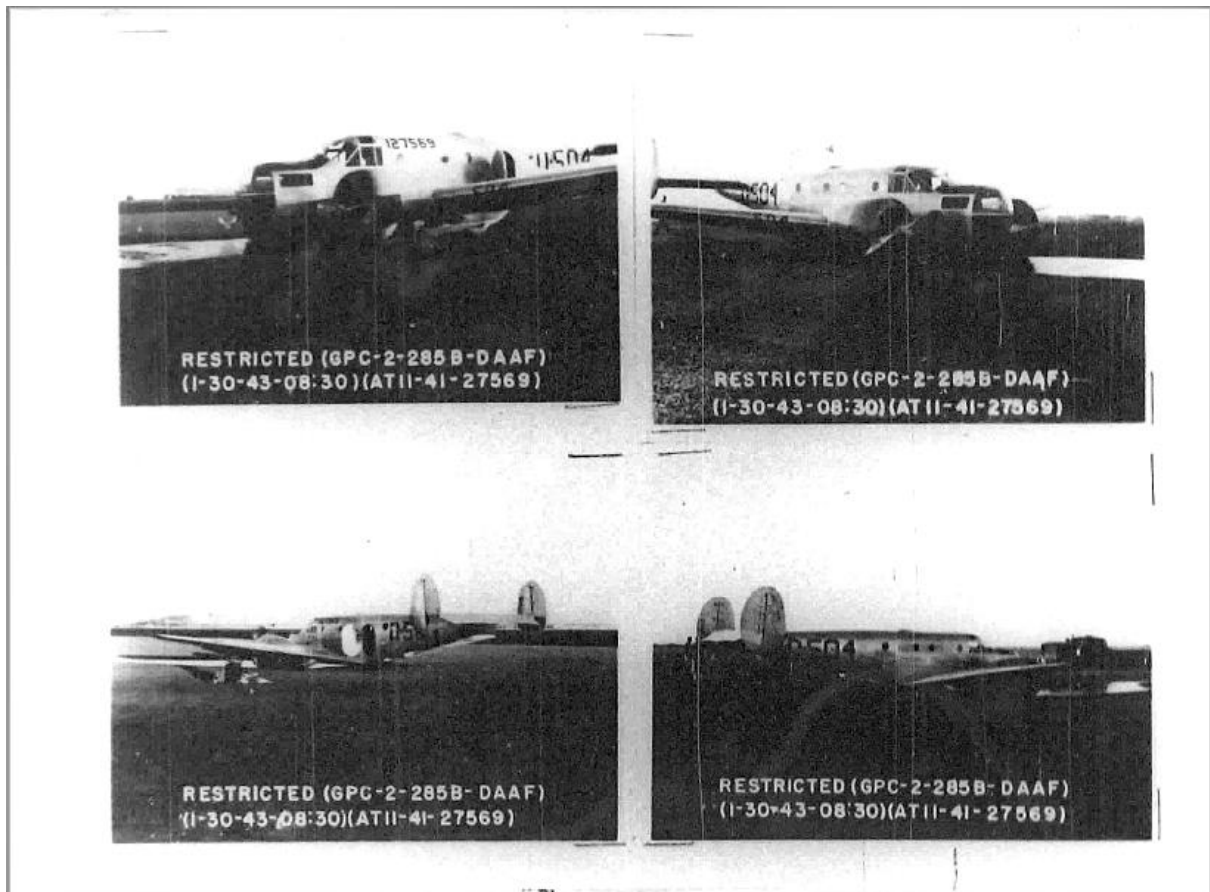
Fortunately, the plane did not tumble and the full bomb load did not explode. Everyone survived. The pilot must have been surprised to see the student bombardiers standing on the runway only seconds after the plane skidded to a halt. Although the humor in this is somewhat morbid, the stories of this incident that followed the students spoke of their instantaneous exiting of the crippled plane without ever having unbuckled from their seat harnesses nor having their feet touch the ground!

A two month investigation of the incident followed. Top skilled mechanics checked the landing gear at all angles in retracting and lowering positions, removed and checked the landing gear retracting mechanism for broken or deteriorating parts, removed and checked the complete electrical system pertaining to landing gear operation and checked all universal joints for wear and lose pins. No mechanical or electrical defects were found.

Ultimately the failure was attributed 55% to the flight mechanic and 45% to the pilot for carelessness. Evidently the mechanic or pilot had placed the landing gear selector lever in the "up" position momentarily then placed it in the neutral position while the airplane was on the ground. The weight of the airplane kept the landing gear down and in place. However, the reduction in weight on the wheels during take-off permitted the wheels to autonomously retract dropping the speeding plane to the tarmac.

AT-11 S/N 41-27569 would fly again but the damage was extensive:

- Right and left propellers were damaged beyond repair
- Right and left engines needed to be replaced
- Both engine mounts were distorted beyond repair
- Right and left engine cowlings sustained major damage but were repairable
- Pitot head damaged beyond repair
- Left wheel well right door sprung and hinge broken but repairable
- Skin pulled on top surface of the nacelles
- Hole punched through the bombardier escape hatch
- Major damage to fuselage underneath the tunnel gunner's compartment but repairable
- Major damage to inspection door underneath the pilot's compartment but repairable
- Tail wheel needed to be replaced
- Left rudder stabilizer repairable with minor damage.



WAR DEPARTMENT
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

43-120 32

(1) Name Deming Army Air Field (2) Date January 30, 1943 (3) Time 0752
 Aircraft: (4) Type and model AT-21 (5) A. F. No. AL-27562 (6) Station Deming Army Air Field
 Organization: (7) 17th (8) 275th Bombardier Training Squadron

Serial	NAME (Last name first)	Rank	Serial No.	Rate	Position Class	Branch	As Found Status	Status on Previous	Use as Reference
01	Morse, Kenneth G.	P	0-726009	2nd Lt.	2-C 01	AC	FTC	None	1
02	Turcan, Charles L.	B	0-732871	2nd Lt.	2-C 01	AC	FTC	None	1
03	Hosmer, Robert H.	SB	11101972	Cadet	1-2 70	AC	FTC	None	1
04	Heimann, George A.	SB	32091595	Cadet	1-2 70	AC	FTC	None	1

FEB 10 1943

RECEIVED

PILOT CHARGED WITH ACCIDENT

(18) Name: Morse, Kenneth G. (19) Middle initials: C. (20) Serial number: 0-726009 (21) Branch: AC (22) As Found Status: FTC (23) Status on Previous: None (24) Use as Reference: 1

Attached for flying (25) F.T.C. (26) Group: (27) Squadron: (28) I.D.A.E. (29) Station:

Original rating (30) P (31) Present rating (32) P (33) Instrument rating (34) 5-23-42 (35) Instrument rating (36) 5-23-42

First Pilot Hours:

(37) This type	30:15	(38) Instrument time last 6 months	710
(39) This model	288:35	(39) Instrument time last 30 days	321-4
(40) Last 90 days	117:45	(40) Night time last 6 months	
(41) Total	517:10	(41) Night time last 30 days	

AIRCRAFT DAMAGE

(42) Aircraft: 4 DAMAGE (43) List of damaged parts: See attached damage report.

(44) Engines: 4 # 4 (45) Propellers: 4 # 4 (46) Weather at time of accident: CALM 00

(47) Was the pilot flying on instruments at the time of accident: No

(48) Cleared from: Local (49) To Deming Bombing Squad (50) Kind of clearance: Verbal

(51) Pilot's mission: Local training mission 74

(52) Nature of accident: Pilot was taking off on training mission with full bomb load. The airplane had rolled approximately 1000 feet, and tail had just been lifted from runway when landing gear retracted. Airplane settled and skidded about 1500 feet. NS - 48 - 29

(53) Cause of accident: Airplane landing gear retracted during take-off run. 56-30-06 UC 100 ft. Turcan (Pilot) 08-34-121 58% Heimann (Propeller) 09-47-60

For the student bombardiers, training continued.

Deming Army Air Field 2005



Some of the structures and many of the foundations still remain. Some, like the hangars, are still occasionally used, while others such as the former laundry are long abandoned.

The first photo is of the laundry facility as it looked in May, 2005. To the left is the steam plant with the remains of a water tower while the laundry is to the right.

The three following photos show the foundation of the engineering building. The small

concrete structure is the vault where either Norden bombsights, or small arms were repaired.

The final photo is of one of the two remaining Norden bombsight vaults. These would have been guarded during WWII.



These six photos show the hangars as they appear today (2005). The three hangars are almost identical. A fourth, larger wooden hangar was located to the left of the engineering building in the above series of photos, but it was torn down in the 1970s.

From the movie "Bombardier" come these words spoken by General Eugene L. Eubanks,

"Upon him finally depends the success of any mission on which he participates. The greatest bombing plane in the world with its combat crew take him into battle. Through weather, through enemy opposition, just so he may have 30 seconds over the target. In those 30 seconds he must vindicate the greatest responsibility ever placed upon an individual soldier in line of duty. I want you to know about him and about those who had the faith, the vision and foresight to bring him into being."

WW II BOMBARDIER'S CODE OF SECRECY

Cadets selected for bombardier training were entrusted with one of our nation's most closely guarded military secrets, the famous Norden bombsight. Once a man had completed bombardier preflight training, he was sent to bombardier school where he was required to take a special oath, promising to protect the secret of the sight with his life.

Bombardier school lasted from 12 to 18 weeks during which a student dropped approximately 160 bombs, both in daytime and at night. Precise records were maintained of his hits and misses; the elimination rate was 12%. Upon graduation, a bombardier was transferred to an operational training unit to join a crew being trained for overseas duty. By war's end, more than 45,000 bombardiers had been trained.



THE BOMBARDIER'S OATH



Mindful of the secret trust about to be placed in me by my Commander in Chief, the President of the United States, by whose direction I have been chosen for bombardier training...and mindful of the fact that I am to become guardian of one of my country's most priceless military assets, the American bombsight...I do here, in the presence of Almighty God, swear by the Bombardier's Code of Honor to keep inviolate the secrecy of any and all confidential information revealed to me, and further to uphold the honor and integrity of the Army Air Forces, if need be, with my life itself.

Duties and Responsibilities of THE BOMBARDIER

Excerpt from the Pilot Training Manual of the B-17 Flying Fortress

Accurate and effective bombing is the ultimate purpose of your entire airplane and crew. Every other function is preparatory to hitting and destroying the target.

That's your bombardier's job. The success or failure of the mission depends upon what he accomplishes in that short interval of the bombing run.

When the bombardier takes over the airplane for the run on the target, he is in absolute command. He will tell you what he wants done, and until he tells you "Bombs away," his word is law.

A great deal, therefore, depends on the understanding between bombardier and pilot. You expect your bombardier to know his job when he takes over. He expects you to understand the problems involved in his job, and to give him full cooperation. Teamwork between pilot and bombardier is essential.

Under any given set of conditions -- groundspeed, altitude, direction, etc. -- there is only one point in space where a bomb may be released from the airplane to hit a predetermined object on the ground.

There are many things with which a bombardier must be thoroughly familiar in order to release his bombs at the right point to hit this predetermined target.

- He must know and understand his bombsight, what it does, and how it does it.
- He must thoroughly understand the operation and upkeep of his bombing instruments and equipment.
- He must know that his racks, switches, controls, releases, doors, linkage, etc., are in first class operating condition.
- He must understand the automatic pilot as it pertains to bombing.
- He must know how to set it up, make any adjustments and minor repairs while in flight.
- He must know how to operate all gun positions in the airplane.
- He must know how to load and clear simple stoppages and jams of machine guns while in flight.
- He must be able to load and fuse his own bombs.
- He must understand the destructive power of bombs and must know the vulnerable spots on various types of targets.
- He must understand the bombing problem, bombing probabilities, bombing errors, etc.
- He must be thoroughly versed in target identification and in aircraft identification.

The bombardier should be familiar with the duties of all members of the crew and should be able to assist the navigator in case the navigator becomes incapacitated.

For the bombardier to be able to do his job, the pilot of the aircraft must place the aircraft in the proper position to arrive at a point on a circle about the target from which the bombs can be released to hit the target.

Consider the following conditions which affect the bomb dropped from an airplane:

1. **ALTITUDE:** Controlled by the pilot. Determines the length of time the bomb is sustained in flight and affected by atmospheric conditions, thus affecting the

range (forward travel of the bomb) and deflection (distance the bomb drifts in a crosswind with respect to airplane's ground track).

2. **TRUE AIRSPEED:** Controlled by the pilot. The measure of the speed of the airplane through the air. It is this speed which is imparted to the bomb and which gives the bomb its initial forward velocity and, therefore, affects the trail of the bomb, or the distance the bomb lags behind the airplane at the instant of impact.
3. **BOMB BALLISTICS:** Size, shape and density of the bomb, which determines its air resistance. Bombardier uses bomb ballistics tables to account for type of bomb.
4. **TRAIL:** Horizontal distance the bomb is behind the airplane at the instant of impact. This value, obtained from bombing tables, is set in the sight by the bombardier. Trail is affected by altitude, airspeed, bomb ballistics and air density, the first three factors being controlled by the pilot.
5. **ACTUAL TIME OF FALL:** Length of time the bomb is sustained in air from instant of release to instant of impact. Affected by altitude, type of bomb and air density. Pilot controls altitude to obtain a definite actual time of fall.
6. **GROUNDSPEED:** The speed of the airplane in relation to the earth's surface. Groundspeed affects the range of the bomb and varies with the airspeed, controlled by the pilot. Bombardier enters groundspeed in the bombsight through synchronization on the target. During this process the pilot must maintain the correct altitude and constant airspeed.
7. **DRIFT:** Determined by the direction and velocity of the wind, which determines the distance the bomb will travel downwind from the airplane from the instant the bomb is released to its instant of impact. Drift is set on the bombsight by the bombardier during the process of synchronization and setting up course.

The above conditions indicate that the pilot plays an important part in determining the proper point of release of the bomb. Moreover, throughout the course of the run, as explained below, there are certain preliminaries and techniques which the pilot must understand to insure accuracy and minimum loss of time.

Prior to takeoff the pilot must ascertain that the airplane's flight instruments have been checked and found accurate. These are the altimeter, airspeed indicator, free air temperature gauge and all gyro instruments. These instruments must be used to determine accurately the airplane's attitude.

The Pilot's Preliminaries

The autopilot and PDI should be checked for proper operation. It is very important that PDI and autopilot function perfectly in the air; otherwise it will be impossible for the bombardier to set up an accurate course on the bombing run. The pilot should thoroughly familiarize himself with the function of both the C-1 autopilot and PDI.

If the run is to be made on the autopilot, the pilot must carefully adjust the autopilot before reaching the target area. The autopilot must be adjusted under the same conditions that will exist on the bombing run over the target. For this reason the

following factors should be taken into consideration and duplicated for initial adjustment.

- Speed, altitude and power settings at which run is to be made.
- Airplane trimmed at this speed to fly hands off with bomb bay doors opened.

The same condition will exist during the actual run, except that changes in load will occur before reaching the target area because of gas consumption. The pilot will continue making adjustments to correct for this by disengaging the autopilot elevator control and re-trimming the airplane, then re-engaging and adjusting the autopilot trim of the elevator.

Setting Up the Autopilot

One of the most important items in setting up the autopilot for bomb approach is to adjust the turn compensation knobs so that a turn made by the bombardier will be coordinated and at constant altitude. Failure to make this adjustment will involve difficulty and delay for the bombardier in establishing an accurate course during the run with the possibility that the bombardier may not be able to establish a proper course in time, the result being considerably large deflection errors in point of impact.

Uncoordinated turns by the autopilot on the run cause erratic lateral motion of the cross hair of the bombsight when sighting on target. The bombardier in setting up course must eliminate any lateral motion of the fore-and-aft hair in relation to the target before he has the proper course set up. Therefore, any erratic motion of the cross hair requires an additional correction by the bombardier, which would not be necessary if autopilot was adjusted to make coordinated turns.

USE OF THE PDI: The same is true if PDI is used on the bomb run. Again, coordinated smooth turns by the pilot become an essential part of the bomb run. In addition to added course corrections necessitated by uncoordinated turns, skidding and slipping introduce small changes in airspeed affecting synchronization of the bombsight on the target. To help the pilot flying the run on PDI, the airplane should be trimmed to fly practically hands off.

Assume that you are approaching the target area with autopilot properly adjusted. Before reaching the initial point (beginning of bomb run) there is evasive action to be considered. Many different types of evasive tactics are employed, but from experience it has been recommended that the method of evasive action be left up to the bombardier, since the entire anti-aircraft pattern is fully visible to the bombardier in the nose.

EVASIVE ACTION: Changes in altitude necessary for evasive action can be coordinated with the bombardier's changes in direction at specific intervals. This procedure is helpful to the bombardier since he must select the initial point at which he will direct the airplane onto the briefed heading for the beginning of the bomb run.

Should the pilot be flying the evasive action on PDI (at the direction of the bombardier) he must know the exact position of the initial point for beginning the run, so that he can fly the airplane to that point and be on the briefed heading. Otherwise, there is a possibility of beginning to run too soon, which increases the airplane's vulnerability, or beginning the run too late, which will affect the accuracy of the bombing. For best results the approach should be planned so the airplane arrives at the initial point on the briefed heading, and at the assigned bombing altitude and airspeed.

At this point the bombardier and pilot as a team should exert an extra effort to solve the problem at hand. It is now the bombardier's responsibility to take over the direction of flight, and give directions to the pilot for the operations to follow. The pilot must be able to follow the bombardier's directions with accuracy and minimum loss of time, since the longest possible bomb run seldom exceeds 3 minutes. Wavering and indecision at this moment are disastrous to the success of any mission, and during the crucial portion of the run, flak and fighter opposition must be ignored if bombs are to hit the target. The pilot and bombardier should keep each other informed of anything which may affect the successful completion of the run.

HOLDING A LEVEL: Either before or during the run, the bombardier will ask the pilot for a level. This means that the pilot must accurately level his airplane with his instruments (ignoring the PDI). There should be no acceleration of the airplane in any direction, such as an increase or decrease in airspeed, skidding or slipping, gaining or losing altitude.

For the level the pilot should keep a close check on his instruments, not by feel or watching the horizon. Any acceleration of the airplane during this moment will affect the bubbles (through centrifugal force) on the bombsight gyro, and the bombardier will not be able to establish an accurate level.

For example, assume that an acceleration occurred during the moment the bombardier was accomplishing a level on the gyro. A small increase in airspeed or a small skid, hardly perceptible, is sufficient to shift the gyro bubble liquid 1 degree or more. An erroneous tilt of 1 degree on the gyro will cause an error of approximately 440 feet in the point of impact of a bomb dropped from 20,000 feet, the direction of error depending on direction of tilt of gyro caused by the erroneous bubble reading,

HOLDING ALTITUDE AND AIRSPEED: As the bombardier proceeds to set up his course (synchronize) , it is absolutely essential that the pilot maintain the selected altitude and air- speed within the closest possible limits. For every additional 100 feet above the assumed 20,000-foot bombing altitude, the bombing error will increase approximately 30 feet, the direction of error being over. For erroneous airspeed, which creates difficulty in synchronization on the target, the bombing error will be approximately 170 feet for a 10 mph change in airspeed. Assuming the airspeed was 10 mph in excess, from 20,000 feet, the bomb impact would be short 170 feet.

The pilot's responsibility to provide a level and to maintain a selected altitude and airspeed within the closest limits cannot be over-emphasized.

If the pilot is using PDI (at the direction of the bombardier) instead of autopilot, he must be thoroughly familiar with the corrections demanded by the bombardier. Too large a correction or too small a correction, too soon or too late, is as bad as no correction at all. Only through prodigious practice flying with the PDI can the pilot become proficient to a point where he can actually perform a coordinated turn, the amount and speed necessary to balance the bombardier's signal from the bombsight.

Erratic airspeeds, varying altitudes, and poorly coordinated turns make the job of establishing course and synchronizing doubly difficult for both pilot and bombardier, because of the necessary added corrections required. The resulting bomb impact will be far from satisfactory.

After releasing the bombs, the pilot or bombardier may continue evasive action -- usually the pilot, so that the bombardier may man his guns.

The pilot using the turn control may continue to fly the airplane on autopilot, or fly it manually, with the autopilot in a position to be engaged by merely flipping the lock switches. This would provide potential control of the airplane in case of emergency.

REDUCING CIRCULAR ERROR: One of the greatest assets towards reducing the circular error of a bombing squadron lies in the pilot's ability to adjust the autopilot properly, fly the PDI, and maintain the designated altitude and airspeeds during the bombing run. Reducing the circular error of a bombing squadron reduces the total number of aircraft required to destroy a particular target. For this reason both pilot and bombardier should work together until they have developed a complete understanding and confidence in each other.

Gilbert Rauh was the first of the three boys to graduate bombardier school in the third class of 1943 on February 13, at Victorville, California. George Hofmann graduated next on March 27 in fifth class of 1943 at Deming, New Mexico. Francis "Mike" Iriarte followed on May 8 in the seventh graduating class of 1943, also at Victorville.



Victorville Army Flying School
Victorville, California

announces the graduation of
Class 43-3
Bombardiers
Saturday afternoon, February thirteenth
Nineteen hundred and forty-three
at two o'clock
Post Theatre

Gilbert A Rauh

MADE IT



United States Army Air Corps

*The Advanced Army Flying School
of
Deming, New Mexico
announces the graduation of
Bombardier Class 43-5
Saturday morning, March twenty-seventh
nineteen hundred and forty-three
Deming, New Mexico*



Victorville Army Flying School
Victorville, California

announces the graduation of
Class 43-7
Bombardiers
Saturday afternoon, May eighth
Nineteen hundred and forty-three
at one-thirty o'clock
Post Theatre

*all set now
Mike*



George was officially discharged from the United States Army on March 26, 1943, and was now a fully trained member of the United States Army Air Corps.

Insert # 613

Honorable Discharge

from

The Army of the United States



TO ALL WHOM IT MAY CONCERN:

This is to Certify, That* GEORGE A. HOFMANN

† 32091685, Aviation Cadet, Aviation Cadet Detachment, DAAF, Daming, New Mexico

THE ARMY OF THE UNITED STATES, as a TESTIMONIAL OF HONEST AND FAITHFUL SERVICE, is hereby HONORABLY DISCHARGED from the military service of the UNITED STATES by reason of ‡ Completion of Training.


Par. 25, AR 615-160

Said GEORGE A. HOFMANN was born in New York City, in the State of New York

When enlisted he was 23 7/12 years of age and by occupation a Clerical work

He had Brown eyes, Brown hair, Ruddy complexion, and was 5 feet 2 inches in height.

Given under my hand at DAAF, Daming, New Mexico this 26th day of March, one thousand nine hundred and forty-three


HELPS NEWBERRY
Lieut. Colonel Air Corps
Executive

~~XXXXXXXXXX~~

See AR 345-470.
*Insert name; as, "John J. Doe."
†Insert Army serial number, grade, company, regiment, or arm or service; as "1620302"; "Corporal, Company A, 1st Infantry"; "Sergeant, Quartermaster Corps."
‡If discharged prior to expiration of service, give number, date, and source of order or full description of authority therefor. 16-10566
W. D., A. G. O. Form No. 53
April 30, 1941

PERSONNEL ORDERS)

NO 17)

HEADQUARTERS
ARMY AIR FORCES WEST COAST TRAINING CENTER
1104 West 8th Street, Santa Ana, Calif.
March 27, 1943

E X T R A C T

* * * * *

3. Pursuant to authority contained in Paragraph 8 a (1) (b) AAF Regulation 50-7, February 5, 1943, the following-named Second Lieutenants, Army of the United States (Air Corps), graduates of Class WC 43-5, Deming Army Air Field, Deming, New Mexico, are rated Aircraft Observer (Bombardier) under the provisions of Army Regulation 95-60, August 20, 1942, and Paragraph 3 k (2) (a), AAF Regulation 50-7, February 5, 1943.

Arthur William Carlow	Byron Lee Schatzley
Eugene Warren Connor	Moses David Stone
Robert Edward Dorgan	John Harry Weber
Horace Nickerson Eldridge	Woodrow Wilson Weed
Robert Mordecai Fechter	Lawrence Weiss
✓George Adam Hofmann	Richard Bernard Whitefield
Joseph Allen Overton, Jr	John William Wilkinson
Wallace Henry Owings, Jr	Edmund Charles Wooding
Delbert Joseph Reiter	

4. Pursuant to authority contained in Paragraph 2, sub-Paragraph 3, Army Regulation 35-1480, October 10, 1942, and TWX TT 274 J, Headquarters, AAF Flying Training Command, October 6, 1942, the following-named Second Lieutenants, Army of the United States (Air Corps), graduates of Class WC 43-5, Deming Army Air Field, Deming, New Mexico, each of whom holds an aeronautical rating, are hereby required to participate in regular and frequent aerial flights.

Arthur William Carlow	Byron Lee Schatzley
Eugene Warren Connor	Moses David Stone
Robert Edward Dorgan	John Harry Weber
Horace Nickerson Eldridge	Woodrow Wilson Weed
Robert Mordecai Fechter	Lawrence Weiss
✓George Adam Hofmann	Richard Bernard Whitefield
Joseph Allen Overton, Jr	John William Wilkinson
Wallace Henry Owings, Jr	Edmund Charles Wooding
Delbert Joseph Reiter	

All orders in conflict with this order are revoked.

* * * * *

By command of Major General COUSINS:

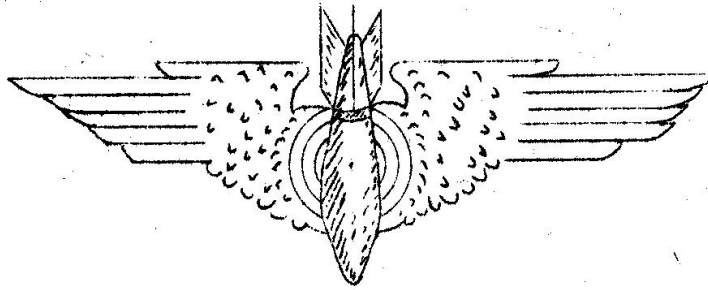


L. A. WALTON,
Brigadier General, GSC,
Chief of Staff



Proud Warrior And His Machine

HELPFUL SUGGESTIONS FOR GRADUATES
OF THE
BOMBARDIER TRAINING SCHOOL



ARMY AIR FORCES BOMBARDIER SCHOOL
DEMING ARMY AIR FIELD
DEMING, NEW MEXICO

ACKNOWLEDGMENT IS MADE TO THE OFFICER'S
GUIDE FOR USE OF SOME OF THE MATERIAL
APPEARING IN THIS PAMPHLET.

HEADQUARTERS, BOMBARDIER TRAINING GROUP
DEMING ARMY AIR FIELD
DEMING, NEW MEXICO

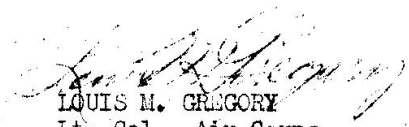
2 March 1943

MEMORANDUM: To Graduates of the Bombardier Training School.

1. You have just completed one of the most strenuous and exacting courses of instruction in any of our Air Force schools. Your graduation is collateral with your appointment as a Commissioned Officer and rating as a Bombardier. When you accept a commission and pin on the wings of a Bombardier, you assume new and grave responsibilities. The success of the Air Forces depends to a large extent on the manner in which you discharge these responsibilities.

2. In my opinion, there are two paramount attributes of a successful officer; personal initiative, and ability to carry out instructions without regard to personal opinions. The completion of the course of instruction at this school is by no means the end of your training. Here you have been taught the construction and operation of the bombsight and its allied equipment and have developed your individual skill. In the Operational Training Unit you will be trained to function as a member of a well organized and disciplined combat team. Much of your future training will depend on your initiative to seek the information desired. Be a student of your profession and utilize every opportunity for personal advancement.

3. This pamphlet is produced to serve as a helpful source of information to you as newly commissioned officers who have been trained as Bombardiers. You go from this school with the best wishes of the staff and faculty. The value of the instruction you have received here depends upon how well you apply it in the field, and it is hoped that this training will serve you and your organization well.


LOUIS M. GREGORY
Lt. Col., Air Corps
Director of Training

ORIENTATION

1. Your acceptance of appointment as a commissioned officer of the Army Air Forces will be followed by Personnel Orders rating you Aircraft Observer (Bombardier) and requiring regular and frequent participation in aerial flights. Original copies of these orders should be maintained in personal possession at all times as extract copies will be required by the stations and organizations to which you will be assigned.

2. Special Orders assigning you to active duty and permanent duty station will be issued by Headquarters, Deming Army Air Field, and they will read something like this:

"SPECIAL ORDERS)
NUMBER -----)

HEADQUARTERS, DAAF
DEMING, NEW MEXICO
3 March 1943

E X T R A C T

1. It is directed that the following personnel having satisfactorily completed the prescribed course of instruction as Bombardier Cadets be discharged from the AUS for the convenience of the Govt eff this date. Eff 6 March 43, the following personnel are aptd 2ND LIEUTENANTS Air Res and by DP are ordered to active duty at stas indicated. ASN indicated prior to discharge and O serial number indicated upon acceptance of commission. EA O will rank fr 6 March 43. Auth: Par 10a and 13a Cir 22 WCAFTC 7 May 42. See VII Cir 173 WD 42; Ltr WD Subj "Orders", dated 23 Sept 42.

Adequate qrs have not been furnished the above named Os by this Hq.

The FD will pay the above named Os the uniform alws per Act of 2 June 41 (Public Law 97, 77 Congress) payment of which when made is chargeable to FD 117 P 28-01 A 0425-2. The Os will submit their vouchers to the FC for payment in accordance with Par 3b AR 35-4520.

QMC RT. TPA. If TP Two (2) days DS auth to Salt Lake City, Utah, seven (7) days DS auth to MacDill Fld, Fla and Walterboro, S. C., six (6) days auth to Columbia, S. C., and one (1) day DS auth to Carlsbad, N. Mex. TDM FD 31 P 431-02; O3 A 0425-23."

a. Normally, ten copies of these special orders are issued to you. These copies are used for securing transportation request, transportation of authorized baggage and household effects, uniform allowance, mileage, for attachment to first pay voucher, and for your personal file. If more than ten copies are needed, further copies of the order, or the extract, may be typed and signed as true copies.

Example: A True Copy:

Signature

Grade and organization

3. Travel To First Duty Station. a. -- You are entitled to 8 cents a mile for official travel, computed by the shortest usually traveled route, from Deming to your first duty station, except that only 5 cents a mile is authorized for travel over a 50 per cent land-grant railroad line, or highway paralleling such line. This mileage allowance covers cost of transportation and incidental costs of travel. Exemption Certificates, Form No. 731, Treasury Department, Internal Revenue Service (to be secured from Quartermaster), will exempt you from Federal tax on railroad, Pullman and airplane fares. If you desire, you may apply to the Transportation Officer for Government Transportation Request, which will be charged against your mileage at the rate of 3 cents a mile. Your mileage account will be paid by the disbursing officer at your first duty station.

b. Time of Travel. If travel is by commercial means, authorized travel time is that ordinarily consumed by the type of transportation selected. If, however, you travel by private automobile, you are allowed 200 miles a day, with a day's credit for any fraction greater than one-half.

c. Travel of Dependents. You are entitled to transportation of dependents at Government expense from your old duty station to your new duty station. In view of the possible shortage of housing facilities, however, you are advised to ascertain housing conditions before making arrangements for moving dependents.

4. Reporting to Your New Station. When you report to your first duty station, report to the adjutant, handing him two copies of your orders, with your name checked thereon. Secure from him all information relative to temporary or permanent quarters, messing facilities, rules for social and official calls, and so forth.

5. Pay. You will be paid on the last day of each month by the disbursing officer at your duty station, or by another disbursing officer designated by higher authority. It is not the duty of the disbursing officer or his clerks to prepare pay accounts or mileage accounts or to make copies of supporting papers. Disbursing officers, however, customarily furnish advice and help in submitting pay and allowance and travel vouchers.

6. Uniforms. a. -- As an officer, you are required to provide yourself with uniforms and proper insignia. You will wear the uniform at all times, except when in your own home, when not more than two guests are present, or when engaged in recreational activities. It is recommended that you purchase only the minimum uniforms until you report to your first duty station and consult post regulations.

b. As your commission is dated subsequent to December 4, 1942, you are entitled to a uniform allowance of \$250. This is payable on Public Voucher, W.D. Form 336, which should be executed at the time of submission of your first pay voucher.

7. Medical Attention. As an officer you are entitled to medical attention, drugs, and emergency dental work at military hospitals and dispensaries at Government expense. Dependents quartered on or near an Army post are ordinarily furnished similar attention, except that during the war such service may be limited necessarily. You should inquire about

medical facilities available for dependents at your duty station.

8. Personal File. You should begin immediately a personal file in which you place orders, records of immunization, and other official matter connected with your history in the military service.

9. Your Personal Affairs. See that you have ample National Service Life Insurance. Check all your life insurance policies to see that they are payable to a named beneficiary and that contingent beneficiaries are named. Execute proper deductions to cover life insurance payments. See that your will is properly made and that power of attorney is furnished one of your dependents or some other trustworthy person. Check your bank account, titles of stocks and bonds, and other properties, so that they may be available to your dependents. See that provisions are made for proper allotment in case you are ordered overseas. In other words, make all arrangements, so that if you lose touch with your family you are sure that they are properly provided for.

DUTIES OF A COMMISSIONED OFFICER

The duties of a commissioned officer - how can one define just what they are? There is no definite beginning, nor is there a defined end to his duties. He is on duty twenty-four hours in the day, seven days in the week, three hundred and sixty-five days in the year -- in fact, so long as he wears the uniform of his country. Constantly must he be on guard that no disgrace will ever come to that uniform through any act of his. That is his greatest duty as an officer of the Army; it comprehends all other duties. Such duty entails care of the men who, through circumstances over which they have no control, have been placed under his command, their destinies laid in his hands. It is his duty, his binding duty, to see that all individuals under him are accorded the best treatment conditions will permit. He should see that they are well-fed, well-clothed, well-housed, well-advised; he should let them know that their interests are his interests, that they can come to him with their personal as well as their official problems.

RELATIONSHIP OF THE COMMISSIONED OFFICER AND THE ENLISTED MAN

The aim of any good officer is to develop his organization to its maximum efficiency, and to administer it with impartial justice and in a wise and fair attitude. This he can do only if he is meticulous in his personal relationships with enlisted men. Undue familiarity breeds contempt. Officers and enlisted men do not associate with each other in mutual social activities. No officer could violate this ancient custom with one or two men of his command and convince the others of his unswerving impartiality. The enlisted man does not need nor does he desire the social companionship of officers. He resents the "hail-fellow-well-met" attitude, the excessive paternalism sometimes practiced by officers. An enlisted man is a man in his own right. He is entitled to and should be treated as such.

THE OFFICER'S CODE

Duty, honor, country--the code of duty well performed, of honor in all things, of country above self--is the unwritten, unspoken tenet on which the official acts of officers are based. It is an all-inclusive code and a philosophy of living which serves as a goal and an ideal.

DUTY

Duty is the most important word in the officer's vocabulary. It is a word which determines in large part the value of any officer to the military service. Ability, common sense, initiative, and other important military qualities will be lost unless accompanied by an adequate sense of duty. By duty we mean that an officer constantly exerts his best ability toward doing what he ought to do. The officer who neglects to put forth his best efforts under all conditions thereby falls short of what is expected of him. The young officer can readily determine for himself whether he constantly uses his best efforts and whether he is attempting, to the best of his ability, to perform that which he ought to do. It is often required that an officer shall neglect his own comfort and ease to accomplish the duties required of him. The conscience of the young officer will indicate to him whether, when he is on guard, he uses his best endeavors to instruct and to inspect his sentinels closely and thoroughly; it will tell him whether at the end of a hard march he neglects his own weariness to look after the comfort of the men who are dependent on him; it will tell him whether, in all the matters which are put upon him, he is giving to the Service the best that is in him. If he does not use his best abilities in every respect, if he is not persistent in his endeavors to do what he should, then he has fallen short of the Army tradition and of what the government has a right to expect. Many an officer, of excellent ability otherwise, finds himself unrewarded because he is lacking in continuous and persistent effort.

DECISION OF CHARACTER

Scarcely anything more adverse to the efficiency of an officer can be said than that he lacks decision of character. By decision of character, we mean ability to arrive at a determination and follow that determination to its legitimate conclusion. The uncertain man, who never knows his own mind and who is always conferring and consulting with others, is never able to gain the confidence of his own men. A soldier is indeed a hard man to fool, and is not long in sizing up an officer's ability.

Few young officers have decision of character in a prominent degree; lack of experience makes many of them timid. Decision of character is not a trait which comes to an officer in full bloom. It is, however, a characteristic which can be readily developed. Observation and experience are great teachers. By constant effort any young officer of ability will soon become the master of his own decision. He should not, however, be dogmatic or arbitrary. Whatever his ability, an officer should not neglect the opinions and suggestions of others. The decision, however, must be his

own. The officer, young in the Service, should try to train himself in this field and come early to rely upon himself and be master of his own mind. Selfconceit is disgusting; self-confidence is admirable -- when kept within proper bounds.

INITIATIVE

We know the type of officer who never does anything except what he is told to do and who never starts anything. No officer is so helpless, so hopeless, so useless as the one who is content to drift along, pursuing the even tenor of his way, never evincing any real active interest in his profession. Any officer whose only interest in his profession is to draw his pay and keep out of trouble is not a military asset, but a liability.

On the other hand, the officer who is known as a live-wire and who is constantly on the alert to improve the Service is a distinct asset to his commander. It is the duty of every officer to inculcate initiative in those under his control and to foster it by every means in his power. The best way to build initiative is to assign certain duties to subordinates, giving them only general instructions and leaving the details to their own ways and means. This shows that you have confidence in them. Two qualities invaluable to an officer are initiative and confidence. Anyone possessing these qualities has the courage of his convictions.

MORAL AND PHYSICAL COURAGE

How shall you, as an officer, manifest the moral qualities of your character to those under you? Let us first ask and answer another question. What do we mean by moral character? We mean a character based on proper convictions of honesty and decency and upon the courage to live up to those convictions. You will find that opportunities to manifest moral courage will be many, even in your daily duties: the moral courage to overcome your own weaknesses; the moral courage to perform disagreeable duties; the moral courage to assume responsibilities and to accept the consequences of your own acts and the acts of those carrying out your orders. It is, of course, your duty to accept responsibility within the bounds of your authority--your duty to the Service and to the men serving under you. Both have a right to expect it of you--to expect clean-cut decisions, clean-cut instructions and orders, unqualified support in the honest execution of your orders. No matter what may be the consequences to you, this is their right.

What about physical courage? We ordinarily understand by the term a lack of fear of bodily injury. This courage may be total or only partial, and it may take as many forms as there are kinds of men. One man may unhesitatingly, even gladly, mix in a brawl in which he risks serious injury, yet may shrink from the idea of having a tooth pulled. Another may have little fear of a rifle, but be an arrant coward when threatened with a knife. Many men who are unaffected by scenes of violence will faint at the sight of blood. In the soldier we ordinarily think of courage as being a kind of recklessness

which enables him to face danger, even death, without fear or shrinking. Few, if any, normal men possess such courage. Marshal Ney once said, "The one who says he never knew fear is a compound liar." Most men who appear fearless do so because they have trained themselves to control the outward appearance of fear. Turanne used to address himself on going into battle as follows: "You tremble, body; you would tremble more if you knew where I am going to take you." In a word, physical courage is little more than the ability to control the physical fear which all normal men have; and cowardice consists not of being afraid, but of giving away to fear. One eminent soldier has stated, "The fear of being despised as a coward by his comrades is in the end greater than his fear of death." Manifest your physical courage to your men by training yourself to control any evidence of your fear--which, after all, means that you will rely upon your moral courage to control your physical fear.

HUMANNESS AS A DUTY

While by virtue of your rank and authority you will be in a position to enforce your will upon those under you, it is well to forget this power. Depend upon yourself, your ability, your personality. Keep rank and authority in the background. In the words of Emerson, "Be yourself." Be human, with all the interest, the sympathy, the pride and satisfaction in your men that you take in your best friends. Your men know that probably you have had superior advantages; but never make the mistake of letting them know that you know it. Always bear in mind the fact that they are human, that they have a human allowance of pride in themselves; they know their own weaknesses and deficiencies and therefore will all the quicker resent anything that savors of being patronized. Never make the mistake of trying to "high-hat" them. In the first place, it is foolish and unnecessary, and, in the second place, you cannot get away with it.

We have a duty, a tremendous duty, in dealing with our fellow-officers. How we fulfill this duty is bound to have a deciding bearing on our success or failure as an officer. Unfortunately we have in the Army a certain type of officer known to the service as a "boot-licker," an "apple-polisher". He is the type who seeks to curry favor of those higher in rank, thereby obtaining special consideration. This is a form of cheap popularity. Any commander worthy of being a commander is quick to note this type of worm and is not long in dispensing with his services.

Never be guilty of stooping to a mean trick in dealing with your fellow officers. Be as square with them as you expect them to be with you. Play the game on the up-and-up.

A SENSE OF HUMOR

If you do not have a sense of humor, cultivate one, within reason. Lack of it is worse than a disease. A disease affects only the person who has it, whereas a lack of a sense of humor is a wet blanket over all with whom you come in contact. Do not be afraid to laugh with your men. It will

only go to show that you are human, and will add a little cement to the bonds that hold them to you.

A sense of humor helps smooth many a rough spot in a long, rough road. The American soldier is perhaps the greatest humorist of all nationalities. Humor has stood him in good stead on many occasions and no doubt will assist him greatly in trying days ahead. On the other hand, the Germans as a race are about as unhumorous as any nationality existent. After the late war they held an investigation looking into the causes of morale; as a result they attributed much of the British and American soldier's staying power to his sense of humor. They therefore decided to instill it into their own soldiers and included in their manuals an order to cultivate it. In one of their manuals they accordingly reproduced Bruce Bairnfather's cartoon of "Old Bill" sitting in a building with a shell-hole in the wall. A new chum of Old Bill asks: "What made that hole?" "Mice", replied Old Bill. In the German manual a stolid footnote of explanation is added: "It was not mice; it was a shell."

One final word of advice. Never, by virtue of your position, take advantage of anyone, officer or enlisted man, who cannot strike back. To do so is an act of a mean, little, contemptible person, certainly not of a true officer of our Army. Any officer who stoops so low is not fit to wear the uniform or to represent the Government of our great nation.

QUALIFICATION REQUIREMENTS OF A COMBAT BOMBARDIER

1. The big thing you will find when arriving for duty with an operational unit is the responsibility that is placed upon your shoulders. Shortly after you arrive you will not be considered as a student but as one upon whom responsibility can be placed. From this stage on, your initiative will count a great deal in the success of the combat crew of which you are a member.

2. You should make every effort to learn all you can about the equipment and material that goes to make a successful bombing mission. You will be charged with the responsibility of the following equipment of the ship to which you are assigned:

a. BOMBING EQUIPMENT.

(1) Bombsight - Besides being thoroughly familiar with the operation of the bombsight, you must be able to check for and repair malfunctions. Also, you must make regular fifteen (15) and fifty (50) hour inspections of the sight.

b. ARMAMENT EQUIPMENT.

(1) Bomb Racks - Know how to load, operate and check; also, the wiring and adjustment of the racks.
(2) Machine guns and turrets - Operation and field repair. You may or may not be responsible for other guns on the

ship, depending upon the personnel set up with your particular unit; but this is no reason why you should not know about the equipment.

c. ORDNANCE EQUIPMENT AND SUPPLIES.

- (1) Bombs and fuses - You must be well acquainted with the different types of bombs and on what objectives they are to be used. Know the type fuse to apply to a definite type of objective. It is very important that you know how to handle fuses and how to fuse the bombs.
- (2) Ammunition - You may or may not be responsible for the rounds of ammunition used. If you are not responsible, you still should make every effort to be thoroughly familiar with the material used.

d. AUTOMATIC FLIGHT CONTROL EQUIPMENT.

- (1) A.F.C.E.S. - Use the experience you have gained through use and observation of the A.F.C.E. to aid the pilot in flying bombing missions. You will probably be responsible for this equipment, and may have to train the pilot in its use.

e. ANALYSIS OF BOMBING ERRORS.

- (1) Be able to rapidly compute errors resulting from changes in altitude, airspeed and erroneous course setting.

3. Initiative is the prime word -- never forget it. Improvise when standard equipment is not available. Put to use all you know and can learn to better your combat team. Know thoroughly the duties of every member of your team; you may be called upon to replace any one of them during combat. Never forget that the armament equipment is your principal responsibility, and you must train the other members of your team in its operation and use.

CONCLUSION

Although you are no longer a student, you are still considered part of the Bombardier Training School. The facilities of the School are available to you, insofar as is practicable. Feel free to write to your former instructors for advice and information. It will be gladly given within the limits of availability of time and personnel. The Director of Training is always interested in hearing of your professional progress. He desires especially that you inform the School concerning new procedures and methods which you see developed and proved in the field. In this way you will help those who follow you as bombardiers to keep abreast of the latest developments.