

SERVICE TO OUR NATION



UNITED STATES ARMY AIR FORCES



Aviation Cadet Program (1941–1961 / 1965)

On 20 June 1941, the air arm of the US Army became the "US Army Air Forces" (USAAF). The grade of Aviation Cadet was created for pilot candidates, and the program was renamed the Aviation Cadet Training Program (AvCad). The program was expanded to also cover training navigators and bombardiers and Moffett Field became the first center to give "pre-flight" training to navigators and bombardiers. Later non-rated specialties covered included communications, armament, meteorology, and radar operation.

From 1941 to 1961 Aviation Cadets wore the same uniform as Army officers, except they lacked the mohair cuffband of a full officer. The service cap differed in that it had a blue hatband (with Olive Drab uniform) or brown hatband (with Khaki uniform) and the General Issue eagle was replaced by the winged propeller insignia of the Army Air Force. They were paid \$75 a month – the same rate as Army Air Corps Privates with flight status. As junior officers, cadets were addressed as "Mister" by all ranks.

1940–1945

Cadet flight training was reduced in 1940 to seven months of training and only 200 Flight Hours to meet a potential demand for military pilots.

In August 1941 the minimum age for cadets was dropped from 21 to 18. The requirements for a 4-year college degree or at least 2 years of college was dropped to a high school diploma and graduating at the top of their class, later dropping to possession of a high school diploma in November 1942. After demand lifted in mid-1944, the requirements went back to college-educated or college-graduated candidates.

Graduating cadets who lacked a college education were graded as Flight Staff Sergeants, with cadets who graduated at the top of their class being graded as Flight Technical Sergeants; and nicknamed Flying Sergeants. They were usually assigned to flying transport and liaison aircraft. Their pilot status was only indicated by their pilot's wings, often leading to enlisted aviators being mistaken for air crew or harassed for impersonating a pilot. This caused a lot of bad feelings between the enlisted pilots (who had more dangerous jobs for lower pay and no privileges) and the officer pilots (who received the same pay, promotability, and privileges as officers). When the education requirements dropped in 1942, all enlisted pilots were promoted to the rank of Flight Officer and graduating enlisted cadets were graded as Flight Officers or Second Lieutenants depending on merit.

After the attack on Pearl Harbor and the United States entry into the war, the number of volunteers for pilot training was enormous. Fearing that they would lose them to the general draft, aviation cadet-applicants were given exemption from 1942 until 1944.

Demand for pilots meant that training had to be modified to accommodate the large numbers of pilot candidates. Training came in four stages (extended to five stages in April 1942 with the creation of the Pre-Flight stage). Classification lasted 1 week and the education and training stages were 9 weeks each. Each 9 week stage was divided into two 4.5 week (63 day) halves: a lower half and an upper half. The lower half was made up of students just beginning the stage and the upper half was made up of the students who were half-finished. The more experienced cadets would (hopefully) help the new cadets get through the section before they were promoted to the next stage.

- Classification stage processed the cadet and issued him his equipment. This was the stage where it would be decided whether the cadet would train as a navigator, bombardier, or pilot. Candidates who failed the advanced physical were returned to the regular Army.
- Pre-Flight stage was divided into two parts and was attended by pilots, navigators, and bombardiers. The first 6 weeks concentrated on athletics and military training. This was followed by 3 weeks of academics. They were taught the mechanics and physics of flight and required the cadets to pass refresher courses in mathematics and physics. Then the cadets were taught to apply their knowledge practically by teaching them aeronautics, deflection shooting, and thinking in three dimensions.

Pilot School

1. Primary Pilot Training taught basic flight using two-seater training aircraft. This was usually done by Contract Schools (civilian pilot training schools) through the *Civil Aeronautics Authority – War Training Service* (CAA-WTS). Cadets got around 60 to 65 Flight Hours in Stearman, Ryan, or Fairchild trainers before going to Basic.
2. Basic Pilot Training taught the cadets to fly in formation, fly by instruments or by aerial navigation, fly at night, and fly for long distances. Cadets got about 70 Flight Hours before being promoted to Advanced.
3. Advanced Pilot Training placed the graduates in two categories: single-engined and multi-engined. Single-engined pilots flew fighters and fighter-bombers. Multi-engined pilots learned to fly transports and bombers. First they flew Trainer aircraft, then transitioned to front-line aircraft. Cadets were supposed to get a total of about 75 to 80 Flight Hours before graduating.

Graduates were usually graded as Flight Officers (Warrant Officers). Cadets who graduated at the top of their class were graded as Second Lieutenants. Aviation Cadets who washed out of pilot training were sent to navigator or bombardier school. Aviation Cadets who washed out of navigator or bombardier training were usually sent to gunnery school.

Liaison Pilot School lasted 60 flight hours. It was an option for cadets who had passed Primary training, but had washed out of Basic or Advanced. They were trained to fly single-engined light aircraft similar to the light trainers they flew in Primary and were given training in takeoffs over obstacles, short-field landings, and low-altitude navigation. Their duties included transportation of troops and supplies, medical evacuation, aerial photography, and low-level reconnaissance. Graduates received Liaison Pilot wings. They were originally graded as Flight Staff Sergeants until 1942, when they were graded as Flight Officers.

Bombardier School lasted 18 weeks. It consisted of 425 hours of ground instruction in the proficiencies of a bombardier (plus familiarity with the tasks of the pilot, radioman, or navigator in case of an emergency). After 3 weeks this included 120 hours of air training in which the cadet began with practice

runs and ended by performing bombing runs with live ordnance. Graduates received a Bombardier's wings.

Navigator School lasted 18 weeks. It consisted of 500 hours of ground instruction in the duties of a Navigator (charting, directional bearings, computed headings, airspeed, radio codes, celestial navigation, etc.). This was combined with familiarity with the tasks of a pilot or radioman in case of emergency. After 4 weeks the cadet acted as a navigator in day and night flights. Graduates received a Navigator's wings.

Flexible Gunnery School was a 6 week program that taught the cadet how to man a flexible-mount machinegun or a powered turret. All aircrew had to attend Gunnery School in case of emergencies and had to qualify before they could join an aircrew. Bombardiers and Navigators attended either before or after they attended their training school.



The United States Army Air Forces (USAAF) was the military aviation arm of the United States of America during and immediately after World War II, and the direct predecessor of the United States Air Force.

The AAF was a component of the United States Army, which in 1942 was divided functionally by executive order into three autonomous forces: the Army Ground Forces, the Services of Supply (which in 1943 became the Army Service Forces), and the AAF. Each of these forces had a commanding general who reported directly to the Chief of Staff of the United States Army. The AAF controlled all parts of military aviation formerly distributed among the Air Corps, General

Headquarters Air Force, and ground forces corps area commanders, and thus became the first air organization of the U.S. Army to control its own installations.

The peak size of the AAF was over 2.4 million men and women in service and nearly 80,000 aircraft in 1944, and 783 domestic bases in December 1943. By VE Day it had 1.25 million men stationed overseas and operated from more than 1,600 airfields worldwide.

The Air Corps became the Army Air Forces in June 1941 to provide the air arm a greater autonomy in which to expand more efficiently, and to provide a structure for the additional command echelons required by a vastly increased force. Although other nations already had separate air forces independent of the army or navy (such as the British Royal Air Force and the German *Luftwaffe*), the USAAF remained a part of the United States Army until the United States Air Force came into being in September 1947.

NINTH AIR FORCE



Ninth Air Force derived from an element constituted as V Air Support Command on August 21, 1941. It was activated on September 2, 1941, as part of the Air Combat Command, was re designated 9th Air Force on April 9, 1942, and re designated finally as Ninth Air Force on September 18, 1942. The organization moved to Egypt to begin operations on November 12, 1942, participating in the Allied drive across Egypt and Libya , the campaign in Tunisia , and the invasions of Sicily and Italy . Transferring to England on October 16, 1943, it became the tactical air force for the invasion of the Continent. It helped isolate battlefield in

preparation for the Allied assault on Normandy , supported operations on the beaches in June 1944, and took part in the drive that carried the Allies across France and culminated in victory over Germany in May 1945.

COMPONENTS. 9th Air Division (formerly IX Bomber Command): 1942 - 1945. IX Air Defense Command: 1944 - 1945. IX Fighter Command: 1942 - 1945. IX Tactical Air Command: 1943 - 1945. IX Troop Carrier Command: 1943 - 1944. XIX Tactical Air Command: 1944 - 1945. XXIX Tactical Air Command: 1945.

STATIONS. Bowman Field, Kentucky, September 1, 1941; New Orleans AAB, Louisiana, January 24, 1942; Bolling Field, District of Columbia, July 22 - October 1942; Egypt, November 12, 1942 - October 1943; England, October 16, 1943 - September 1944; France, September 15, 1944; Germany, June 6 - end.

COMMANDERS. Brig. Gen. Junius W. Jones, September 1941; Col. Rosenham Beam, 1942; Lt. Gen. Lewis H. Brereton, November 12, 1942; Lt. Gen. Hoyt S. Vandenburg, August 8, 1944; Maj. Gen. Otto P. Weyland, May 23, 1945; Maj. Gen. William E. Kepner, August 4, 1945 - end.

CAMPAIGNS. Air Combat, EAME Theater; Egypt - Libya; Air Offensive, Europe; Tunisia: Sicily; Naples-Foggia; Normandy; Northern France; Rhineland; Ardennes - Alsace; Central Europe

DECORATIONS. None.

INSIGNE. Shield: Azure, a bezant winged argent charged with the Arabic numeral "9" gules, in honor point a mullet of the second bearing a torteau. (Approved September 16, 1943.)

48TH FIGHTER GROUP



On 15 January 1941, the United States Army Air Corps activated the **48th Bombardment Group (Light)** at Hunter Field, Savannah, Georgia. On the same date, the Air Corps assigned the group's operational units: the 55th, 56th, and 57th Bombardment Squadrons (Light) and the 9th Reconnaissance Squadron (Light). These activations resulted from the buildup of military forces known as the "First Aviation Objective," in which the Air Corps activated 54 combat groups to prepare for the looming Second World War.

Initially the 48th and its four flying squadrons served as a training unit, preparing its pilots and maintenance crews for eventual combat. After training, many of the group's members went on to serve in squadrons stationed in Europe and the Pacific, while the 48th remained in the states. Over the next two years the group moved from Hunter Field to Will Rogers Field, Oklahoma, back to Savannah, Georgia, then on to Key Field, Mississippi; William Northern Field, Tennessee; and Walterboro Army Airfield, South Carolina. Initially the men of the 48th trained with A-20 and A-18 twin-engine attack, light bombers. After moving to Key Field, the group used A-24, A-31, A-35, and A-36 aircraft for training.

While at Key Field, on 15 August 1943, the group was redesignated the **48th Fighter-Bomber Group**. The flying squadrons were redesignated the 492d, 493d, 494th, and 495th Fighter-Bomber Squadrons. Five days after these organizational changes, the 48th moved again, this time back to William Northern Field, Tennessee. With this move, the 48th abandoned its training mission and served strictly as an operational unit, flying in maneuvers with its first fighters, the P-39 Airacobra and P-40 Warhawk.

In early 1944, after years of training and flying across the US, the 48th returned to the East Coast. At first the group conducted coastal patrol missions and training in the single-seat fighter it would use throughout World War II, the P-47 Thunderbolt. After three months in South Carolina, the group moved up to Camp Shanks, New York and prepared for its embarkation to Europe. On 21 March 1944, the men of the 48th Fighter-Bomber Group boarded the RMS Queen Mary, bound for an unknown and uncertain service in World War II. After a week of sea travel, the contingent arrived at Gourock, Scotland. From there they traveled by train for two days to their first overseas base, RAF Ibsley in Southern England and was assigned to the Ninth Air Force.

The 48th flew the Republic P-47 Thunderbolt and had the following fighter squadrons and fuselage codes:

- 492d Fighter Squadron (F4)
- 493d Fighter Squadron (I7)
- 494th Fighter Squadron (6M)



492ND FIGHTER SQUADRON



The 492nd Fighter Squadron was activated as a Southeastern Air District Army Air Corps training squadron, equipped with a variety of second-line aircraft, both single and twin engine, preparing its pilots and maintenance crews for eventual combat. After the Pearl Harbor Attack, the squadron flew antisubmarine patrols from, March–April 1942. Resumed aircrew training, many of the group's members went on to serve in squadrons stationed in Europe and the Pacific theaters.

Eventually coming under the AAF III Fighter Command in 1944, the 492nd trained replacement pilots with P-47 Thunderbolts, Converted in January 1944 to an operational fighter squadron with the end of RTU training. It was deployed to the European Theater of Operations (ETO), being assigned to the IX Fighter Command in England, March 1944.

Almost immediately after their arrival, the squadron began a rigorous training program, flying dive-bombing, glide bombing, night flying, low-level navigation, smoke laying, reconnaissance, and patrol convoy sorties. Over the next two months, the number of sorties steadily increased and the squadron flew its first combat mission on 20 April 1944—an uneventful fighter sweep of the occupied French coast.

The 492nd assisted the Normandy invasion by dropping bombs on bridges and gun positions, attacking rail lines and trains, and providing visual reconnaissance reports. Moved to France in mid-June 1944, supporting ground operations of Allied forces moving east across northern France throughout the war: primarily providing support for the United States First Army. Eventually was stationed in Occupied Germany on V-E Day.

On 5 July 1945, the squadron arrived in Laon, France. After a few weeks back in France the squadron received orders to return to the US. With many of the members separating at port, those remaining set up the headquarters at Seymour Johnson Field, North Carolina and were programmed for deployment to Okinawa to take part in planned Invasion of Japan. Training discontinued after Atomic bombings of Hiroshima and Nagasaki and the sudden end of the Pacific War.

Two months later on 7 November 1945, the squadron inactivated as part of the massive postwar draw down.

CAPTAIN



In the United States uniformed services, **captain** is a commissioned officer rank. In keeping with the traditions of the militaries of most nations, the rank varies between the services, being a senior rank in the naval services and a junior rank in the ground and air forces.

For the ground and air forces rank, a captain is of pay grade O-3 (the third officer rank), usually serving as the commander of a company-sized unit in the ground forces, as a flight leader or other squadron officer in air units, or serving as an executive officer or staff officer for a larger unit such as a battalion or squadron.

A “company” is a military unit, typically consisting of 80–250 soldiers and usually commanded by a major or a captain. Most companies are formed of three to six platoons, although the exact number may vary by country, unit type, and structure. Several companies are grouped to form a battalion or regiment, the latter of which is sometimes formed by several battalions. This rank is used by the U.S. Army, U.S. Air Force, and U.S. Marine Corps.

A “squadron” in air force, army aviation, or naval aviation is mainly a unit comprising a number of military aircraft and their aircrews, usually of the same type, typically with 12 to 24 aircraft, sometimes divided into three or four flights, depending on aircraft type and air force. Land based squadrons equipped with heavier type aircraft such as long-range bombers, or cargo aircraft, or air refueling tankers have around 12 aircraft as a typical authorization, while most fighter equipped units have an authorized number of 18 to 24.

In most armed forces, two or more squadrons will form a group or a wing. Some air forces (including the Royal Air Force, Royal Netherlands Air Force, German Air Force, Republic of Singapore Air Force, and United States Air Force) also use the term squadrons for non-flying ground units (e.g., radar squadrons, missile squadrons, aircraft maintenance squadrons, security forces squadrons, civil engineering squadrons, medical squadrons, etc.).

PILOT



The first United States Aviator Badges were issued to members of the Air Service during World War I. The badges were issued in three degrees: Observer (a "US" shield and one left-side wing), Junior Aviator or Reserve Aviation Officer (a "US" shield between two wings), and Senior Aviator (a star over "US" shield between two wings). The Army Air Corps also issued a badge for balloon pilots, known as the Aeronaut Badge.

During World War II, with the rise of the Army Air Forces, a second series of aviator badges were issued to include a design that has survived to the modern day. The Army Air Corps Pilot Badge was issued in three degrees, including Pilot, Senior Pilot, and Command Pilot. A polished silver colored version of these badges is currently used as the United States Air Force Pilot Badges.

Before becoming United States military pilots, fledgling Army aviators underwent the arduous task of attending and completing Air Corps cadet training. Aviation training consisted of several blocks of training from basic flight instruction to advanced flight school. The task of making it successfully through flight school was no easy task and many would-be recruits found themselves washed out of the training programs and on their way to carrying a rifle as part of an infantry unit, or off to learn another trade as part of an aircrew.

Pilot School

1. Primary Pilot Training taught basic flight using two-seater training aircraft. This was usually done by contract schools (civilian pilot training schools) through the Civil Aeronautics Authority – War Training Service (CAA-WTS). Cadets got around 60 to 65 flight hours in Stearman, Ryan, or Fairchild primary trainers before going to Basic.
2. Basic Pilot Training taught the cadets to fly in formation, fly by instruments or by aerial navigation, fly at night, and fly for long distances. Cadets got about 70 flight hours in BT-9 or BT-13 basic trainers before being promoted to Advanced Training.
3. Advanced Pilot Training placed the graduates in two categories: single-engined and multi-engined. Single-engined pilots flew the AT-6 advanced trainer. Multi-engined pilots learned to fly the AT-9, AT-10, AT-11 or AT-17 advanced trainers. Cadets were supposed to get a total of about 75 to 80 flight hours before graduating and getting their pilot's wings.
4. Transition Pilot Training Single-engined pilots transitioned to fighters and fighter-bombers and multi-engined pilots transitioned to transports or bombers. Pilots got two months of training before being sent into combat duty.



Purple Heart



1. Description: A Purple heart within a Gold border, 1 3/8 inches wide, containing a profile of General George Washington. Above the heart appears a shield of the Washington Coat of Arms (a White shield with two Red bars and three Red stars in chief) between sprays of Green leaves. The reverse consists of a raised Bronze heart with the words "FOR MILITARY MERIT" below the coat of arms and leaves.

2. Ribbon: The ribbon is 1 3/8 inches wide and consists of the following stripes: 1/8 inch White 67101; 1 1/8 inches Purple 67115; and 1/8 inch White 67101.

3. Criteria: a. The Purple Heart is awarded in the name of the President of the United States to any member of an Armed Force who, while serving with the U.S. Armed Services after 5 April 1917, has been wounded or killed, or who has died or may hereafter die after being wounded;

(1) In any action against an enemy of the United States;

(2) In any action with an opposing armed force of a foreign country in which the Armed Forces of the United States are or have been engaged;

(3) While serving with friendly foreign forces engaged in an armed conflict against an opposing armed force in which the United States is not a belligerent party;

(4) As a result of an act of any such enemy of opposing armed forces;

(5) As the result of an act of any hostile foreign force;

(6) After 28 March 1973, as a result of an international terrorist attack against the United States or a foreign nation friendly to the United States, recognized as such an attack by the Secretary of the department concerned, or jointly by the Secretaries of the departments concerned if persons from more than one department are wounded in the attack; or,

(7) After 28 March 1973, as a result of military operations, while serving outside the territory of the United States as part of a peacekeeping force.

(8) After 7 December 1941, by weapon fire while directly engaged in armed conflict, regardless of the fire causing the wound.

(9) While held as a prisoner of war or while being taken captive.

b. A wound for which the award is made must have required treatment by a medical officer.

4. Components:

a. Decoration (regular size): MIL-D-3943/24; NSN for set 8455-00-269-5757; individual medal 8455-00-246-3833.

b. Decoration (miniature size): MIL-D-3943//24.

c. Ribbon: MIL-R-11589/126. NSN 8455-00-9948.

d. Lapel Button (metal replica of ribbon bar): MIL-L-11484/18. NSN 8455-00-253-0818.

5. Background: a. The original Purple Heart, designated as the Badge of Military Merit, was established by General George Washington by order from his headquarters at Newburgh, New York, August 7, 1782. The writings of General Washington quoted in part:

"The General ever desirous to cherish a virtuous ambition in his soldiers, as well as to foster and encourage every species of Military Merit, directs that whenever any singularly meritorious action is performed, the author of it shall be permitted to wear on his facings over the left breast, the figure of a heart in purple cloth or silk, edged with narrow lace or binding. Not only instances of unusual gallantry, but also of extraordinary fidelity and essential service in any way shall meet with a due reward".

b. So far as the known surviving records show, this honor badge was granted to only three men, all of them noncommissioned officers: Sergeant Daniel Bissell of the 2d Connecticut Regiment of the Continental Line; Sergeant William Brown of the 5th Connecticut Regiment of the Continental Line, and Sergeant Elijah Churchill of the 2d Continental Dragoons, which was also a Connecticut Regiment. The original Purple Heart depicted on the first page is a copy of the badge awarded to Sergeant Elijah Churchill and is now owned by the New Windsor Cantonment, National Temple Hill Association, PO Box 525, Vails Gate, NY 12584. The only other known original badge is the badge awarded to Sergeant William Brown and is in the possession of The Society of the Cincinnati, New Hampshire Branch but differs in design by not having any lettering embroidered on the heart and the leaves are at the top only with a larger spray of leaves at the base.

c. Subsequent to the Revolution, the Order of the Purple Heart had fallen into disuse and no further awards were made. By Order of the President of the United States, the Purple Heart was revived on the 200th Anniversary of George Washington's birth, out of respect to his memory and military achievements, by War Department General Orders No. 3, dated 22 February 1932. The criteria was announced in War Department Circular dated 22 February 1932 and authorized award to soldiers, upon their request, who had been awarded the Meritorious Service Citation Certificate or were authorized to wear wound chevrons subsequent to 5 April 1917.

d. During the early period of World War II (7 Dec 41 to 22 Sep 43), the Purple Heart was awarded both for wounds received in action against the enemy and for meritorious performance of duty. With the establishment of the Legion of Merit, by an Act of Congress, the practice of awarding the Purple Heart

for meritorious service was discontinued. By Executive Order 9277, dated 3 December 1942, the decoration was extended to be applicable to all services and the order required that regulations of the Services be uniform in application as far as practicable. This executive order also authorized award only for wounds received.

e. Executive Order 10409, dated 12 February 1952, revised authorizations to include the Service Secretaries subject to approval of the Secretary of Defense. Executive Order 11016, dated 25 April 1962, included provisions for posthumous award of the Purple Heart. Executive Order 12464, dated 23 February 1984, authorized award of the Purple Heart as a result of terrorist attacks or while serving as part of a peacekeeping force subsequent to 28 March 1973.

f. The Senate approved an amendment to the 1985 Defense Authorization Bill on 13 June 1985, which changed the precedent from immediately above the Good Conduct Medal to immediately above the Meritorious Service Medals. Public Law 99-145 authorized the award for wounds received as a result of "friendly fire". Public Law 104-106 expanded the eligibility date, authorizing award of the Purple Heart to a former prisoner of war who was wounded before 25 April 1962.

g. The National Defense Authorization Act for Fiscal Year 1998 (Public Law 105-85) changed the criteria to delete authorization for award of the Purple Heart Medal to any civilian national of the United States while serving under competent authority in any capacity with the Armed Forces. This change was effective 18 May 1998.

h. Order of precedence and wear of decorations is contained in Army Regulation 670-1. Policy for awards, approving authority, supply, and issue of decorations is contained in AR 600-8-22.



Air Medal



1. Description: A bronze compass rose 1 11/16 inches circumscribing diameter and charged with an eagle volant carrying two lightning flashes in its talons. A fleur-de-lis at the top point holds the suspension ring. The points of the compass rose on the reverse are modeled with the central portion plain for engraving the name of the recipient.

2. Ribbon: The ribbon is 1 3/8 inches wide and consists of the following stripes: 1/8 inch ultramarine blue 67118; 1/4 inch golden orange 67109; center 5/8 inch ultramarine blue; 1/4 inch golden orange; and 1/8 inch ultramarine blue.

3. Criteria: The Air Medal is awarded to any person who, while serving in any capacity in or with the armed forces of the United States, shall have distinguished himself by meritorious achievement while participating in aerial flight. Awards may be made to recognize single acts of merit or heroism or for meritorious service. Award of the Air Medal is primarily intended to recognize those personnel who are on current crew member or non-crew member flying status which requires them to participate in aerial flight on a regular and frequent basis in the performance of their primary duties. However, it may also be awarded to certain other individuals whose combat duties require regular and frequent flying in other than a passenger status or individuals who perform a particularly noteworthy act while performing the function of a crew member but who are not on flying status. These individuals must make a discernible contribution to the operational land combat mission or to the mission of the aircraft in flight. Examples of personnel whose combat duties require them to fly include those in the attack elements of units involved in air-land assaults against an armed enemy and those directly involved in airborne command and control of combat operations. Involvement in such activities, normally at the brigade/group level and below, serves only to establish eligibility for award of the Air Medal; the degree of heroism, meritorious achievement or exemplary service determines who should receive the award. Awards will not be made to individuals who use air transportation solely for the purpose of moving from point to point in a combat zone.

4. Components: The following are authorized components of the Air Medal and the applicable specifications for each:

a. Decoration (regular size): MIL-D-3943/23. NSN for decoration set is 8455-00-269-5747. For replacement medal NSN 8455-00-246-3837.

b. Decoration (miniature size): MIL-D-3943/23. NSN 8455-00-996-5002.

c. Ribbon: MIL-R-11589/7. NSN 8455-00-252-9963.

d. Lapel Button: MIL-L-11484/17. NSN 8455-00-257-4308.

5. Background: a. In a letter from the Secretary of War to the Director, Bureau of Budget, dated 9 March 1942, the Secretary submitted a proposed executive order establishing the Air Medal for award to any person who, while serving in any capacity of the Army of the United States, distinguishes himself by meritorious achievement while participating in an aerial flight. The Secretary of War, in his request, stated "The Distinguished Flying Cross is available only for heroism or extraordinary achievement while participating in aerial flight...It is desired not to cheapen the Distinguished Flying Cross by awarding it for achievement not bordering on the heroic. It is, however, important to reward personnel for meritorious service."

b. The Air Medal was authorized by President Roosevelt by Executive Order 9158, dated 11 May 1942, and established the award for "any person who, while serving in any capacity in the Army, Navy, Marine Corps or Coast Guard of the United States subsequent to September 8, 1939, distinguishes, or has distinguished, himself by meritorious achievement while participating in an aerial flight." Authorization was announced in War Department Bulletin No. 25, dated 25 May 1942. Executive Order 9242-A, dated 11 September 1942 amended the previous Executive Order to read "in any capacity in or with the Army".

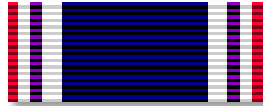
c. In July 1942, the Office of The Quartermaster General (OQMG), forwarded a letter to twenty-two artists offering an opportunity to submit designs for consideration. The design selected was submitted by Walker Hancock and approved by the Secretary of War on 31 December 1942. The designer, Walker Hancock, had been inducted into the Army and assigned to Camp Livingston, Louisiana. He was ordered to temporary duty effective 16 November 1942 to G1 War Department to work on the medal. The Chief of Staff approved the ribbon design prepared by OQMG on 26 August 1942.

d. Oak leaf clusters were initially used to denote subsequent awards of the Air Medal. The number of additional awards were so great that the oak leaf clusters did not fit on the ribbon. As a result, the policy was changed in September 1968 to require the use of numbers to indicate subsequent awards of the Air Medal.



e. The Air Medal may be awarded for service during peacetime; however, approval authority for peacetime awards is not delegated to field commanders.

f. Order of precedence and wear of decorations is contained in Army Regulation (AR) 670-1. Policy for awards, approving authority, supply, and issue of decorations is contained in AR 600-8-22.



Prisoner of War Medal



1. Description: On a bronze medal, 1 3/8 inches in diameter, an eagle with wings opened surrounded by a circle of barbed wire and bayonet points. The reverse has the inscription "AWARDED TO" around the top and "FOR HONORABLE SERVICE WHILE A PRISONER OF WAR" across the center in three lines with a space between the two inscriptions for engraving the name of the recipient. The shield of the Coat of Arms of the United States is centered on the lower part of the reverse side with the inscription "UNITED STATES OF AMERICA" around the bottom of the medal.

2. Ribbon: The ribbon is 1 3/8 inches wide and consists of the following stripes: 1/16 inch Old Glory Red 67156; 3/32 inch White 67101; 1/16 inch Old Glory Blue 67178; 1/8 inch White; center 11/16 inch Black 67138; 1/8 inch White; 1/16 inch Old Glory Blue; 3/32 inch White; and 1/16 inch Old Glory Red.

3. Criteria: a. The Prisoner of War Medal is issued only to those U.S. military personnel who were taken prisoner and held captive after 5 April 1917;

(1) While engaged in an action against an enemy of the United States;

(2) While engaged in military operations involving conflict with an opposing foreign force; or

(3) While serving with friendly forces engaged in an armed conflict against an opposing force in which the United States is not a belligerent party.

b. Civilians who have been credited with military service which included the period of captivity are also eligible for the medal.

c. Hostages of terrorists and persons detained by governments with which the United States is not engaged actively in armed conflict are not eligible for the medal.

4. Components: The following are components of the Prisoner of War Medal:

a. Medal (regular size): MIL-M-3946/53. NSN 8455-01-251-2096 for set which includes regular size medal and ribbon bar.

b. Medal (miniature size): MIL-DTL-3943/241. Available commercially.

c. Ribbon: MIL-DTL-11589/319. Available commercially.

d. Lapel Button: MIL-DTL-11484/152. Available commercially.

5. Background: a. Public Law 99-145, Department of Defense Authorization Act, dated 8 November 1985, amended Chapter 57 of Title 10, USC, 1128, to require under certain circumstances the issuance of a Prisoner of War Medal to any person who, while serving in any capacity with the Armed Forces of the United States, was taken prisoner and held captive after 5 April 1917.

b. As a result of the above law, DOD solicited designs from all sources, and on 29 November 1985, designated The Institute of Heraldry (TIOH) as the Executive Agency for designing and procuring the medal. Over 300 designs were received and referred to a committee, comprised of representatives of the Armed Services, for advising the Secretary of Defense on a selection.

c. The design selected was created by Mr. Jay C. Morris of The Institute of Heraldry. The symbolism of the design is as follows: The eagle, a symbol of the United States and the American spirit, though surrounded by barbed wire and bayonet points, stands with pride and dignity, continually on the alert for the opportunity to seize hold of beloved freedom, thus symbolizing the hope that upholds the spirit of the prisoner of war. The ribbon colors red, white, and blue are symbolic of our National colors while determination to survive in or to escape from a hostile environment.

d. Order of precedence and wear policy for medals awarded to Army personnel is contained in AR 670-1. Policy for awards, approving authority and supply of medals is contained in AR 600-8-22.



American Defense Service Medal



1. Description: The bronze medal is 1 ¼ inches in width. On the obverse is a female Grecian figure symbolic of defense, holding in her sinister hand an ancient war shield in reverse and her dexter hand brandishing a sword above her head, and standing upon a conventionalized oak branch with four leaves. Around the top is the lettering "AMERICAN DEFENSE". On the reverse is the wording "FOR SERVICE DURING THE LIMITED EMERGENCY PROCLAIMED BY THE PRESIDENT ON SEPTEMBER 8,1939 OR DURING THE UNLIMITED EMERGENCY PROCLAIMED BY THE PRESIDENT ON MAY 27,1941" above a seven-leafed spray of laurel. The foreign service clasp is a Bronze bar 1/8 inch in width and 1-1/2 inches in length with the words "FOREIGN SERVICE", with a star at each end of the inscription. The foreign service clasp is placed on the suspension ribbon of the medal.

2. Ribbon: The ribbon is 1 3/8 inches wide and consists of the following stripes: 3/16 inch golden yellow 67104; 1/8 inch triparted old glory blue 67178; white 67101; and scarlet 67111; center ¼ inch golden yellow; 1/8 inch triparted scarlet; white; and old glory blue 67178; and 3/16 inch golden yellow.

3. Criteria: The American Defense Service Medal was awarded to personnel for active duty service from 8 September 1939 to 7 December 1941 for a period of twelve months or longer.

4. Components: The following are authorized components:

a. Medal (regular size): MIL-DTL-3943/228. Medal set with full size medal and ribbon bar. NSN: 8455-00-269-5780.

b. Medal (miniature): MIL-DTL-3943/228. Available commercially.

c. Ribbon: MIL-DTL-11589/10. NSN: 8455-00-257-0513. Available commercially.

d. Foreign Service Clasp: MIL-R-41819/9. NSN: 8455-00-249-0187.

5. Background: a. The American Defense Service Medal was established per Executive Order 8808, dated 28 June 1941, by President Franklin D. Roosevelt and announced in War Department Bulletin 17, 1941. The criteria was announced in Department of the Army Circular 44, dated 13 February 1942.

b. The ribbon design was approved by the Secretary of War and the Secretary of Navy on January 7, 1942. The golden yellow color was symbolic of the golden opportunity of the youth of the United States to serve the National colors, represented by the blue, white and red pin stripes on each side.

c. The medal was designed by Mr. Lee Lawrie, a civilian sculptor from Easton, Maryland. The model was approved by the Commission of Fine Arts on May 5, 1942.

d. The foreign service clasp is worn on the suspension ribbon to indicate service outside the Continental United States. A bronze star is worn on the service ribbon in lieu of the foreign service clasp.



Army Good Conduct Medal



1. Description: The Bronze medal is 1 ¼ inches in width. On the obverse is an American bald eagle with wings spread (denotes vigilance and superiority) perched on a sword (denoting loyalty) and atop a book (denoting knowledge acquired and ability gained. The eagle is encircled by the words "EFFICIENCY, HONOR and FIDELITY". On the reverse, a lone star denotes merit and the wreath of laurel and oak leaves denotes reward and strength. Included on the reverse are the words "FOR GOOD CONDUCT".

2. Ribbon: The ribbon is 1 3/8 inches wide and consists of the following stripes: 1/16 inch Scarlet; 1/16 inch White; 1/16 inch Scarlet; 1/16 inch White; 1/16 inch Scarlet; 1/16 inch White; center 1/2 inch Scarlet; 1/16 inch White; 1/16 inch Scarlet; 1/16 inch White; 1/16 inch Scarlet; 1/16 inch White; center 1/16 inch Scarlet.

3. Criteria: The award is for soldiers completing three years "honorable and faithful service" active service after 28 June 1941. Such service implies that a standard enlistment was completed without any non-judicial punishments, disciplinary infractions, or court martial offenses. If a service member commits an offense, the three-year mark "resets" and a service member must perform an additional three years of service without having to be disciplined, before the Good Conduct may be authorized.

The criteria was amended by Executive Order 9323, dated 31 March 1943, to authorize award for three years service after 7 December 1941 or one year service while the United States is at war. Executive Order 10444, dated 10 April 1953, revised the criteria to authorize award for three years service after 27 August 1940; one year service after 7 December 1941 while the United States is at war; and award for the first award for service after 27 June 1950 upon termination of service, for periods less than three years, but more than one year. The Good Conduct Medal is awarded to any active-duty enlisted member of the United States military who completes three consecutive years of. The Good Conduct Medal may also be awarded posthumously, to any service member killed in the line of duty.

4. Background: a. The Good Conduct Medal is one of the oldest military awards of the United States military. The Navy Good Conduct Medal was first issued in 1869, followed by a Marine version in 1896. The Coast Guard Good Conduct Medal was issued in 1923 and the Army Good Conduct Medal in 1941.

b. The Army Good Conduct Medal was established by Executive Order 8809, dated 28 June 1941. It was designed by Mr. Joseph Kiselewski and approved by the Secretary of War on 30 October 1942.

c. The Air Force was the last service to create a Good Conduct Medal authorized by Congress on 6 July 1960, but not created until 1 June 1963. The USAF discontinued the Good Conduct Medal for a brief period from February 2006 to February 2009.

d. Between 1947 and 1963, Air Force personnel were issued the Army Good Conduct Medal. For those serving both before and after 1963, both the Army and Air Force Good Conduct Medals could be worn simultaneously on an Air Force uniform.

e. All Good Conduct Medals are the same as the Army Good Conduct Medal, except for the colors of the ribbons.



f. The Air Force Good Conduct Medal has remained unchanged in appearance since its original design over forty years ago.

g. Additional awards of the Air Force Good Conduct Medal are denoted by oak leaf clusters.

h. The criteria for award of the Air Force Good Conduct medal are as follows: It is awarded to Air Force enlisted personnel during a three-year period of active military service or for a one-year period of service during a time of war. Airmen awarded this medal must have had character and efficiency ratings of excellent or higher throughout the qualifying period including time spent in attendance at service schools, and there must have been no convictions of court martial during this period.

i. In October 2005, the 97th Air Force Uniform Board met and considered discontinuing the medal with the rationale that good conduct of Airmen is the expected standard, not an exceptional occurrence worthy of recognition. The decision was finalized on 8 February 2006 and the medal was no longer issued. Airmen who had previously earned the Good Conduct Medal were still authorized to wear it.

j. On May 2008, Air Force officials reconsidered the policy. On 11 February 2009, the medal was reinstated and made retroactive to 8 February 2006, with all eligible recipients being awarded the medal automatically.



Europe/Africa/Middle East Campaign Medal



1. Description: The Bronze medal is 1 ¼ inches in width. On the obverse is a LST landing craft and troops landing under fire with an airplane in the background below the words "EUROPEAN AFRICAN MIDDLE EASTERN CAMPAIGN". On the reverse, an American bald eagle close between the dates "1941 - 1945" and the words "UNITED STATES OF AMERICA".

2. Ribbon: The ribbon is 1 3/8 inches wide and consists of the following stripes: 3/16 inch Brown 67136; 1/16 inch Irish Green 67189; 1/16 inch White 67101; 1/16 inch Scarlet 67111; ¼ inch Irish Green; center 1/8 inch triparted Old Glory Blue 67178, White and Scarlet; ¼ inch Irish Green; 1/16 inch White; 1/16 inch Black 67138; 1/16 inch White; and 3/16 inch Brown.

3. Criteria: a. The European-African-Middle Eastern (EAME) Campaign Medal was awarded to personnel for service within the European-African-Middle Eastern Theater between 7 December 1941 and 8 November 1945 under any of the following conditions:

(1) On permanent assignment.

(2) In a passenger status or on temporary duty for 30 consecutive days or 60 days not consecutive.

(3) In active combat against the enemy and was awarded a combat decoration or furnished a certificate by the commanding general of a corps, higher unit, or independent force that he actually participated in combat.

b. The western boundary of EAME Theater is from the North Pole, south along the 75th meridian west longitude to the 77th parallel north latitude, then southeast through Davis Strait to the intersection of the 40th parallel north latitude and the 35th meridian west longitude, then south along the meridian to the 10th parallel north latitude, then southeast to the intersection of the Equator and the 20th meridian west longitude, then along the 20th meridian west longitude to the South Pole. The eastern boundary of the EAME Theater is from the North Pole south along the 60th meridian east longitude to its intersection with the east boundary of Iran, then south along the Iran boundary to the Gulf of Oman and the intersection of the 60th meridian east longitude, then south along the 60th meridian east longitude to the South Pole. The EAME Theater included Europe, European Russia, Greenland, Iceland, Africa, Iran, Iraq, and Turkey.

4. Components: The following are authorized components:

a. Medal (regular size): MIL-DTL-3943/248. Medal set with full size medal and ribbon bar. NSN 8455-00-269-5768.

b. Medal (miniature): MIL-DTL-3943/248. Available commercially.

c. Ribbon: MIL-DTL-11589/57. NSN 8455-00-257-0537. Available commercially.

d. Streamer: The EAME Campaign ribbon is used as a streamer for 16 streamers on the Army flag. Units that receive campaign credit display the streamers for the applicable campaigns in which they participated.

5. Background: a. The EAME Campaign Medal was established per Executive Order 9265, dated 6 November 1942, by President Franklin D. Roosevelt and announced in War Department Bulletin 56, 1942. The criteria was initially announced in Department of the Army (DA) Circular 84, dated 25 March 1948, and subsequently published in Army Regulation 600-65, dated 22 September 1948.

b. The ribbon design was approved by the Secretary of War in December 1942. The brown represents the sands of Africa and the green represents the green fields of Europe. The center blue, white, and red stripes are taken from the American Defense Service Medal ribbon and refers to the continuance of American Defense after Pearl Harbor. Green, white and red are the Italian colors and the white and black colors represent Germany.

c. The medal was designed by Mr. Thomas Hudson Jones, based on General Eisenhower's request that the medal include an invasion scene. The reverse side was designed by Mr. A. A. Weinman and is the same design as used on the reverse of the Asiatic-Pacific and American Campaign Medals. The medal design was submitted to the Commission of Fine Arts on 17 September 1946 and the first sample was completed in July 1947. General Eisenhower was presented the first medal on 24 July 1947.

d. A bronze star is worn on the ribbon to indicate participation in designated campaigns. The designated campaigns for the European-African-Middle Eastern Theater are:

- Egypt-Libya 11 Jun 42 - 12 Feb 43
- [Air Offensive, Europe 4 Jul 42 - 5 Jun 44](#)
- Algeria-French Morocco 8-11 Nov 42
- Tunisia 12 Nov 42 - 13 May 43
- Sicily 14 May 43 - 17 Aug 43
- Naples-Foggia 18 Aug 43 - 21 Jan 44
- Anzio 22 Jan 44 - 24 May 44
- Rome-Arno 22 Jan 44 - 9 Sep 44
- [Normandy 6 Jun 44 - 24 Jul 44](#)
- [Northern France 25 Jul 44 - 14 Sep 44](#)
- [Southern France 15 Aug 44 - 14 Sep 44](#)
- [Northern Apennines 10 Sep 44 - 4 Apr 45](#)
- Rhineland 15 Sep 44 - 21 Mar 45
- Ardennes-Alsace 16 Dec 44 - 25 Jan 45
- Central Europe 22 Mar 45 - 11 May 45
- Po Valley 5 Apr 45 - 8 May 45
- * Antisubmarine 7 Dec 41 - 2 Sep 45
- * Ground Combat 7 Dec 41 - 2 Sep 45
- * [Air Combat: 7 Dec 41 - 2 Sep 45](#)
- * These campaigns are not displayed as streamers on the Army flag.



e. A bronze arrowhead is worn on the ribbon to indicate participation in a combat parachute jump, combat glider landing, or amphibious assault landing within the EAME Theater.



WWII Victory Medal



1. Description: The bronze medal is 1 3/8 inches in width. On the obverse is a figure of Liberation standing full length with head turned to dexter looking to the dawn of a new day, right foot resting on a war god's helmet with the hilt of a broken sword in the right hand and the broken blade in the left hand, the inscription "WORLD WAR II" placed immediately below the center. On the reverse are the inscriptions "FREEDOM FROM FEAR AND WANT" and "FREEDOM OF SPEECH AND RELIGION" separated by a palm branch, all within a circle composed of the words "UNITED STATES OF AMERICA 1914 1945".

2. Ribbon: The ribbon is 1 3/8 inches wide and consists of the following stripes: 3/8 inch double rainbow in juxtaposition (blues, greens, yellows, reds (center), yellows greens and blues); 1/32 inch White 67101; center 9/16 inch Old Glory Red 67156; 1/32 inch White; and 3/8 inch double rainbow in juxtaposition. The rainbow on each side of the ribbon is a miniature of the pattern used in the WWI Victory Medal.

3. Criteria: The WW II Victory Medal was awarded to all military personnel for service between 7 December 1941 and 31 December 1946.

4. Components: The following are authorized components and related items:

a. Medal (regular size): MIL-DTL-3943/237. Medal set with full size medal and ribbon bar. NSN 8455-00-269-5782.

b. Medal (miniature): MIL-DTL-3943/237. Available commercially.

c. Ribbon: MIL-DTL-11589/149. NSN 8455-00-257-0577. Available commercially.

d. Streamer: The WW II Victory Medal ribbon is not used as a streamer by the Army. The Navy and Marine Corps does use the ribbon design for a streamer.

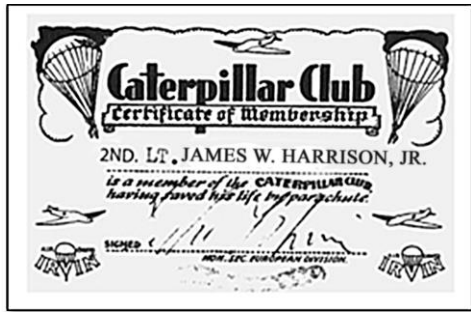
5. Background: a. The World War II Victory Medal was established by an Act of Congress on 6 July 1945 (Public Law 135, 79th Congress) and promulgated by Section V, War Department Bulletin 12, 1945.

b. The medal was designed by Mr. Thomas H. Jones and approved by the Secretary of War on 5 February 1946.

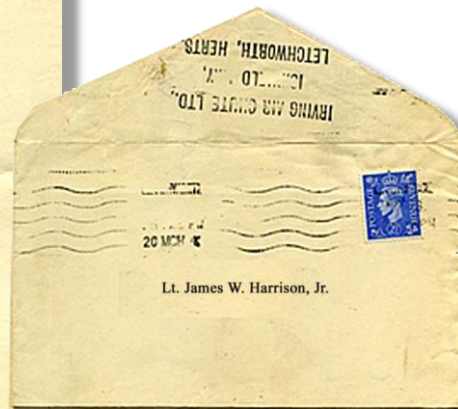
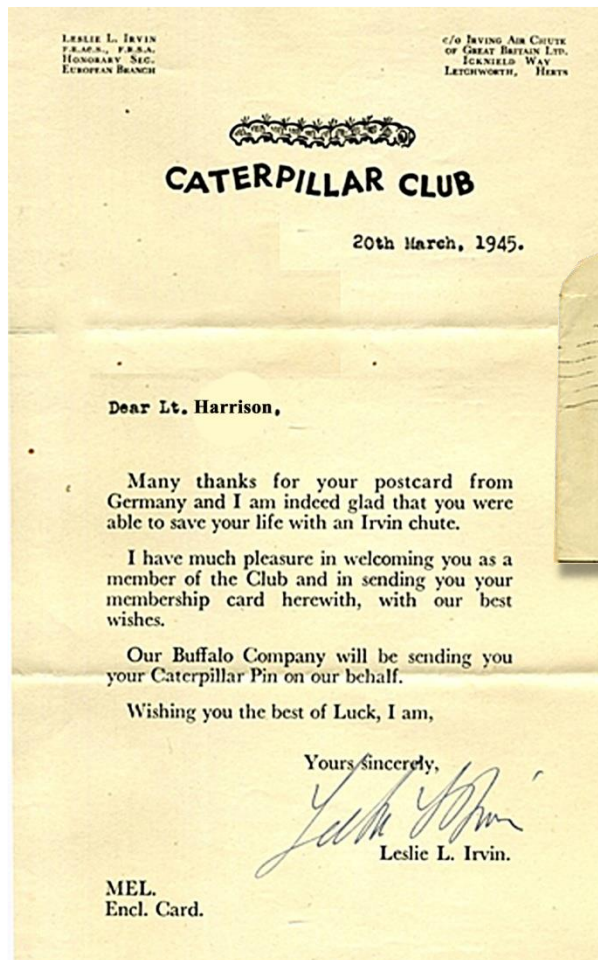
c. The Congressional authorization for the World War II Victory Medal included members of the Armed Forces of the Government of the Philippine Islands. It also specified the ending date would be the date of the termination of hostilities as proclaimed by the President. President Truman officially ended the state of hostilities on 31 December 1946.



CATERPILLAR CLUB



The **Caterpillar Club** is an informal association of people who have successfully used a parachute to bail out of a disabled aircraft. After authentication by the parachute maker, applicants receive a membership certificate and a distinctive lapel pin. The nationality of the person saving their life by parachute and ownership of the aircraft are not factors in determining qualification for membership; anybody who has saved their life by using a parachute after bailing out of a disabled aircraft is eligible. The requirement that the aircraft is disabled naturally excludes parachuting enthusiasts in the normal course of a recreational jump, or those involved in military training jumps.



NATIONAL MEMORIAL CEMETERY OF ARIZONA



A state law was passed in 1976 and signed by Governor Raul Castro authorizing the development of a state veterans cemetery. The cemetery was dedicated December 9, 1978 and the first burial occurred on March 19, 1979. The cemetery was officially transferred to the VA on April 1, 1989. The cemetery consists of 225 acres and will not reach capacity until well after the year 2030. The Department of Veterans Affairs spent over \$13 million for improvements in 1999. The project included three new committal shelters, maintenance building, visitor center, founders plaza, assembly area, columbaria, and extensive landscaping.

