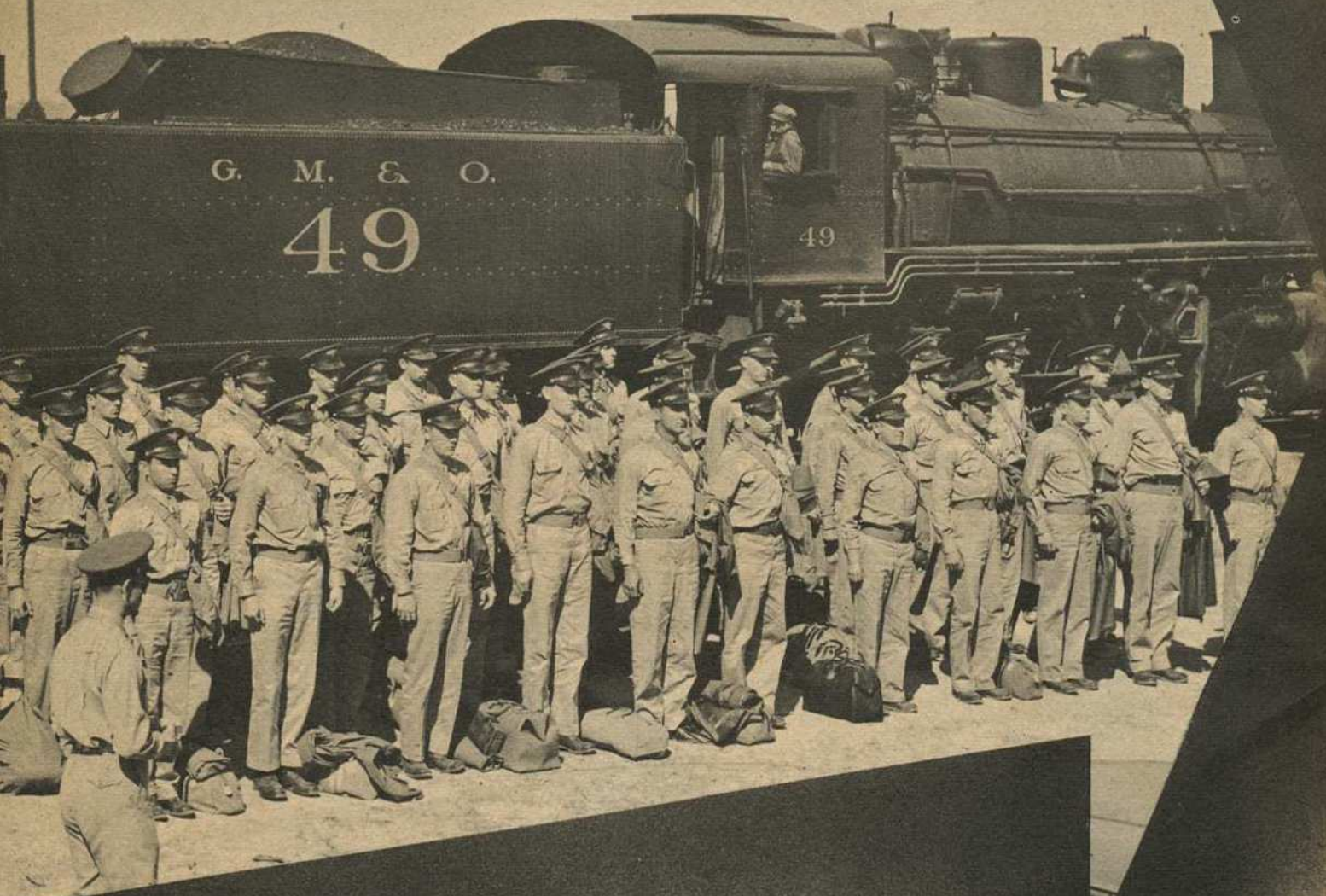


# Perflight



CLASS FORTY-FOUR K









# PREFLIGHT

U. S. ARMY AIR FORCES PRE-FLIGHT SCHOOL [PILOT]

MAXWELL FIELD, ALABAMA





# DEDICATION

Captain Windsor Letton, Commanding Officer of Section S, came to Maxwell Field directly after being called to active duty in July, 1942. Serving successively as Tactical Officer and Squadron Commander, he took over his present command in March, 1943.

A native of the deep south, Captain Letton graduated from the University of Georgia in 1928 and received his reserve commission in the Cavalry in 1933. Prior to his call to active duty, Captain Letton practiced law in Atlanta, Ga., and Charlotte, N. C.



# Foreword

Aviation Cadets arrive at Maxwell Field with a multitude of physical, mental, and psychological tests already behind them, but their actual training, whether it be as bombardier, navigator, or pilot, still lies ahead.

Pre-flight School marks the beginning of this training. At Maxwell Cadets lay the groundwork for the more advanced phases which will ultimately prepare them for their job as air crew members. Here they not only learn the basic technical aspects which will be necessary to their flying duties, but also receive the major share of officer training which they must absorb in order to qualify as commissioned officers.

The following pages are a summary of the training which the Class of 44-K, as dozens of classes which preceded it, has undergone in the last nine weeks at Maxwell Field.



# ARMY AIR FORCES PRE-FLIGHT SCHOOL (PILOT) MAXWELL FIELD, ALABAMA

PARADE  
GROUND

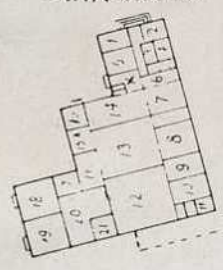
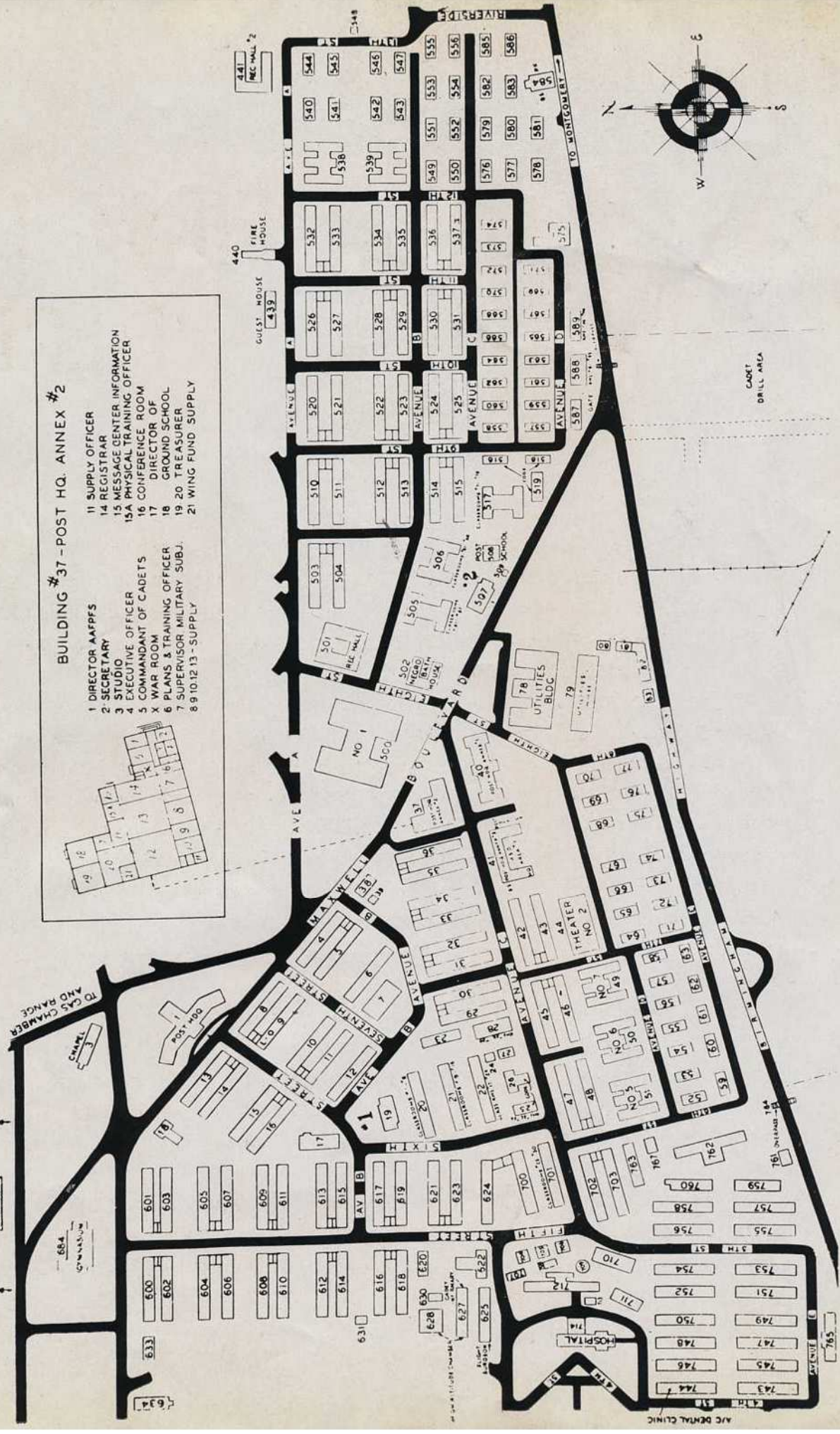
TO PARADE GROUND  
WEST END  
TO PARADE GROUND  
EAST END

STAND

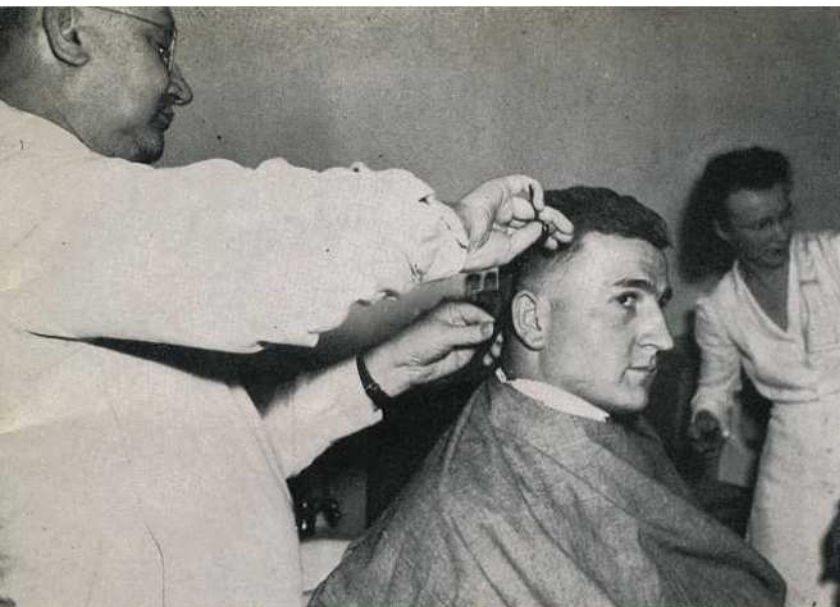
**BUILDING #37 - POST HQ. ANNEX #2**

1 DIRECTOR AAFPS  
2 SECRETARY  
3 STUDIO  
4 EXECUTIVE OFFICER  
5 COMMANDANT OF CADETS  
6 PLANS & TRAINING OFFICER  
7 SUPERVISOR MILITARY SUBJ.  
8 9 10 12 13 - SUPPLY

11 SUPPLY OFFICER  
14 REGISTRAR  
15 MESSAGE CENTER INFORMATION  
15A PHYSICAL TRAINING OFFICER  
16 CONFERENCE ROOM  
17 DIRECTOR OF GROUND SCHOOL  
18 GROUND SCHOOL  
19 20 TREASURER  
21 WING FUND SUPPLY





Sorry, Mister, It's Got To Come Off!

# FIRST DAY HERE

The vivid horrors of war may erase many of our recollections and memories, but one that is sure to remain is that of the first day at Maxwell.

Sabers glittering in the sun as we stepped off the train were symbolic of the things to come and the extreme perfectionist atmosphere deeply impressed us as we timidly assembled in ranks.

First we marched to our squadron area, where we were assigned to rooms. Despite the usual chaos and confusion, it was not long before we were settled in our future homes. That is, all but the 90 per cent of us that had to move three or four times that day. We must have relaxed for fully two minutes, when the familiar "Fall Out" rang up and down the stoop. Once more the bewildered, befuddled group marched off to an unknown destination.

Haircuts! The very word strikes terror through the hearts of all Cadets at Maxwell, and many a tear-filled eye watched cherished curls and nurtured sideburns sift gently to the floor. We emerged from the barber shop shamefully, the last vestige of our individuality gone.

Our course then led to the mess hall, and our hearts leapt in anticipation of a restful lapse during the meal. These hopes were, of course, soon shattered. Instead we spent the entire meal cowering 'neath the harsh criticisms of our Cadet officers. Our dishes were out of line, our cup was out of place, and the silverware needed straightening. Soon our only hope was to escape from the mess hall.

The afternoon and evening were filled with details, such as picking up our barracks bags and arranging our rooms, leaving not a moment to rest. The sounding of taps finally offered a few hours respite until the following morning.



# Aircraft Recognition, Code, Math, Naval Identification, Maps and Charts, Physics, Chemical Warfare, Etc. . .



Early Morning Scholars

Ground School subjects take up the major share of an Aviation Cadet's time at Maxwell, as it is here that he must learn the principles which he is to put into practice when he begins flying. When a Cadet does start flying, however, ground school training is not over, and will continue even after he has won his wings. But it is at Pre-flight that the fundamentals are laid which must support the Cadet throughout the remainder of his training.



The immediate and positive recognition of aircraft and naval vessels, including those of our Allies and enemies, as well as our own, is unquestionably of vital importance to all prospective air crew members.

Classes in aircraft recognition are conducted by means of slides which are flashed on a screen originally at one-tenth of a second, but by the end of the thirty-hour course, the flashes have been reduced to one twenty-fifth of a second.

At first the Cadet becomes very confused and bewildered by the fleeting glimpses, and the lines of a gigantic Liberator seem no different from those of a sleek Spitfire. After a few hours, however, the images become clearer, and he learns to recognize even the most difficult shots.

Naval vessel identification, a twelve-hour course, is the study of the detailed construction of the ships of the American and British navies.

These courses make up an introductory foundation, a base upon which recognition adeptness, which every flyer must acquire to return alive from combat missions, is built.

The instruction is composed of a series of four-second slide flashes of the vessels. The Cadet very rapidly learns to identify the different classes, and the difference between battleships, aircraft carriers, and light and heavy cruisers soon becomes very apparent.



Ready Now . . .

## NI & AI







Got To Pass That Code Check, Mister

The Cadet's entrance to Maxwell Field introduces many new subjects to him, but one which is probably impressed in his mind more than any other is CODE. The rhythmic beat of the di-dahs is not only with him during the day, but also haunts him at night as well.

There are times when the aspirant flyer seems ready to throw up his hands in despair as the dits and dahs all seem to be a confused, monotonous chatter, but as the course progresses it becomes simpler, and it isn't long before the deciphering is

second nature.

In addition to understanding the dits and dahs which come over the headset, Cadets also learn to interpret these same characters when flashed before them by blinker lights. Cadets are required to master six words per minute in sound, and five words per minute in visual code in order to successfully complete the 48-hour course.

With this as a basis, Cadets continue to study code in the more advanced stages of training until they have mastered 14 words per minute.





Before a Cadet can master the mysteries of such subjects as meteorology, navigation, theory of flight, engines and propellers, and the many other more advanced courses which he will be required to understand before he can qualify for his wings, he must first learn the basic principles of physics and mathematics.

At Maxwell Cadets receive twenty hours of mathematics and twenty-four hours of physics. In these courses they learn the use of the Pythagorean theorem; what practical use vector diagrams have in

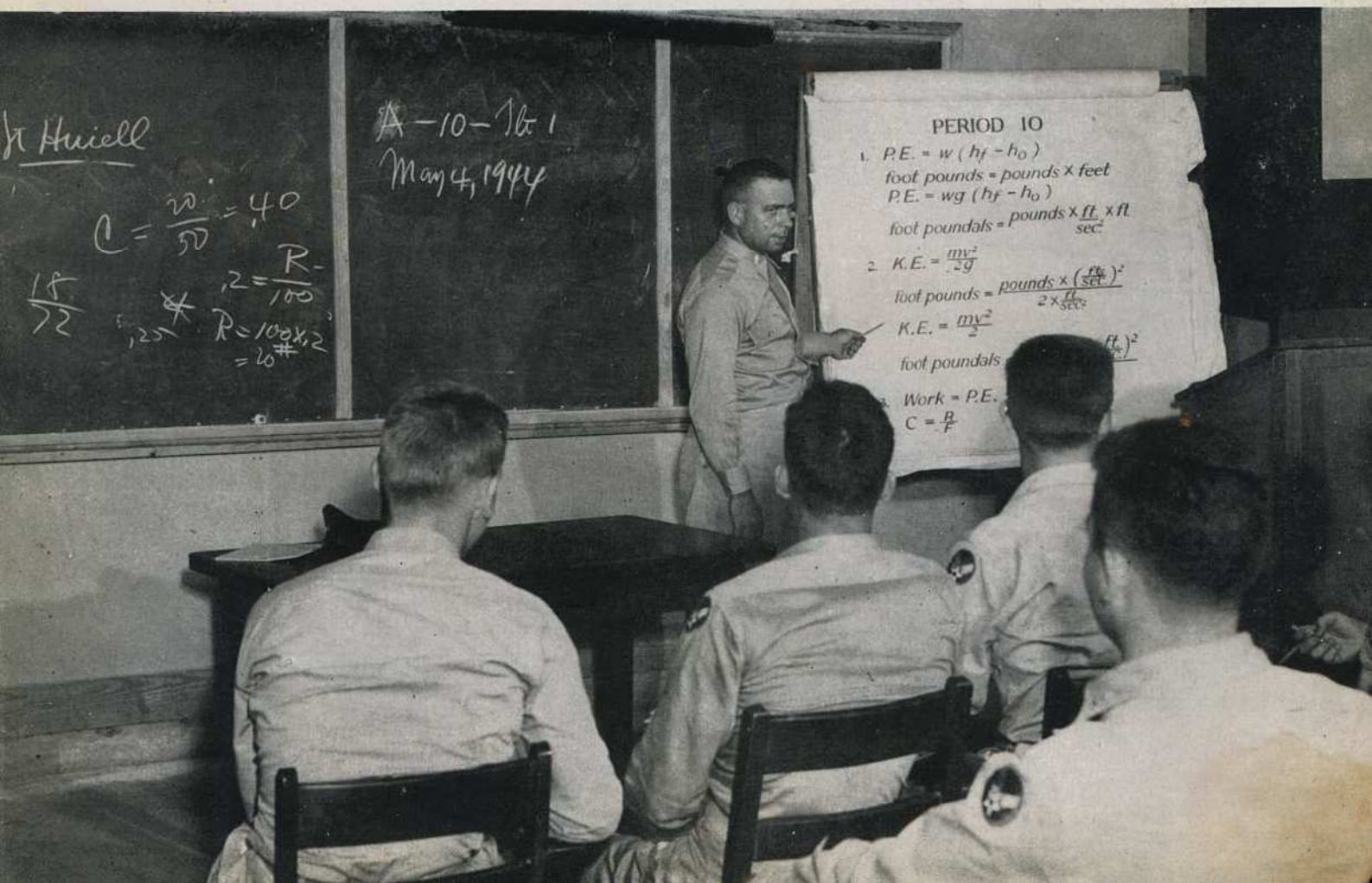
plotting a course from New York to London; how Bernoulli's principle, combined with Archimedes', has been applied to

aerodynamics; why the stratosphere presents a better highway for the huge bombers of today and transports of tomorrow than do the lower regions of the sky and many other similarly fundamental principles which are absolutely essential to any future air crew member. At

the moment their importance may seem vague to some, but the future will prove their immeasurable worth.



#### Key To Physics Class Formulae







Association With Maps and Charts Becomes Second Nature Here

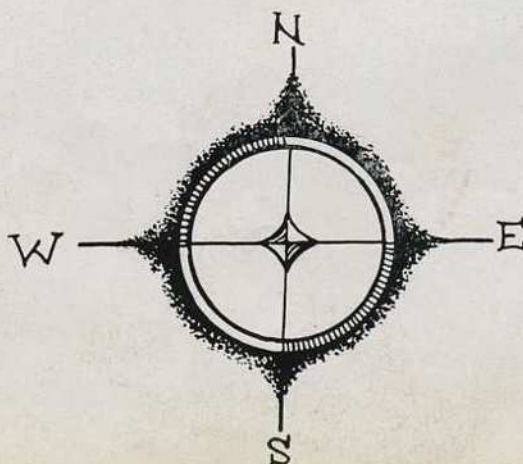
# MAPS AND CHARTS . . .

With the speeds which modern airplanes are capable of reaching, it is obvious that a flyer would soon be lost without a thorough understanding of the basic principles of navigation.

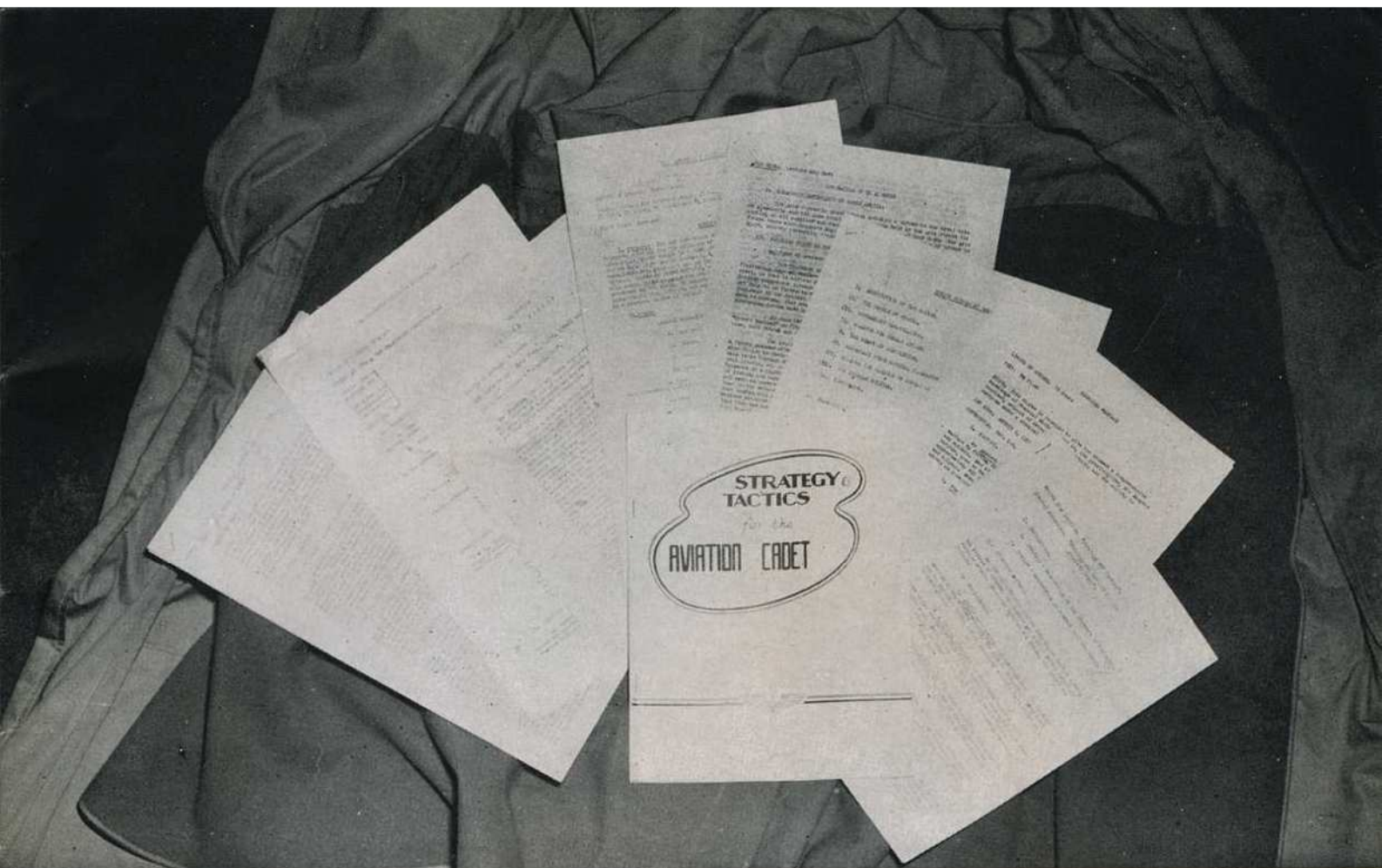
Cadets receive 24 hours of instruction in the reading of maps and charts while at Preflight. They are taught to distinguish the meanings of the many signs and symbols which serve as navigational aids to

the trained observer, but which resemble Egyptian hieroglyphics to the uninitiated. They must become familiar with aerial photographs and their use in selecting targets, as well as learn to pilot a course by a series of rhumb lines in this course.

More advanced courses will be taken in later stages of training, but it is here that Cadets become familiar with the tools which enable them to find their way.







# MILITARY SUBJECTS . . .

Courses in various military subjects are included in the Aviation Cadet program because of their importance to all candidates for officers' commissions.

Lectures, movies, and recitation classes are conducted on vital subjects such as Personal Affairs, War Department Publications, Safeguarding Military Information, and Military Customs and Courtesies. All of these give the Cadet the necessary background to enable him to successfully fill his role as a commissioned officer in

the Army of the United States.

In addition he is given a brief outline of the organization of all the various arms and services. As a result of this training a greater cooperation with, and understanding of, the other arms and services may be obtained, while it may also

enable an air crew member to make himself useful should he ever be called upon to fight on the ground, rather than in the air. There is always the possibility of having to make a forced landing.







# Physical Training

When the imminent mass invasion of the fortress of Europe begins, the air crew men of the Army Air Forces will be called upon to sacrifice as they never have done before. Sleeping and eating will be things dreamed of, and the physical hardships involved will undoubtedly be more than any they have faced to date. This will all be necessary to bring this war to an end as quickly and effectively as possible.



Aviation Ball Drill

S-T-R-E-T-C-H—Keep Those Arms Straight, Mister



Arm Tiring Wand Drills





If the job is to be done well and effectively, it is very obvious that perfect physical fitness is one of the foremost requirements of participating flyers. Here at Maxwell for at least an hour a day all Cadets must take part in a physical training program designed to bring every Cadet into top physical condition at the end of his nine-weeks' Pre-flight training.

Mass calisthenics, obstacle courses, and five to seven-mile cross country runs are all part of the "development of endurance" phase of the training, while sports such as baseball, basketball, volleyball, and tug-of-war are also included in the program. These competitive games not only condition the Cadets, but further instill upon them the strong spirit of teamwork essential to a winning combination.

Rain flooded the much-heralded Burma Road for a great deal of the time spent at Maxwell by the Class of 44-K. This happy situation, however, was only temporary, and the daily periods soon saw many exhausted bodies wend their weary way over the hills and ravines of the appropriately titled course.

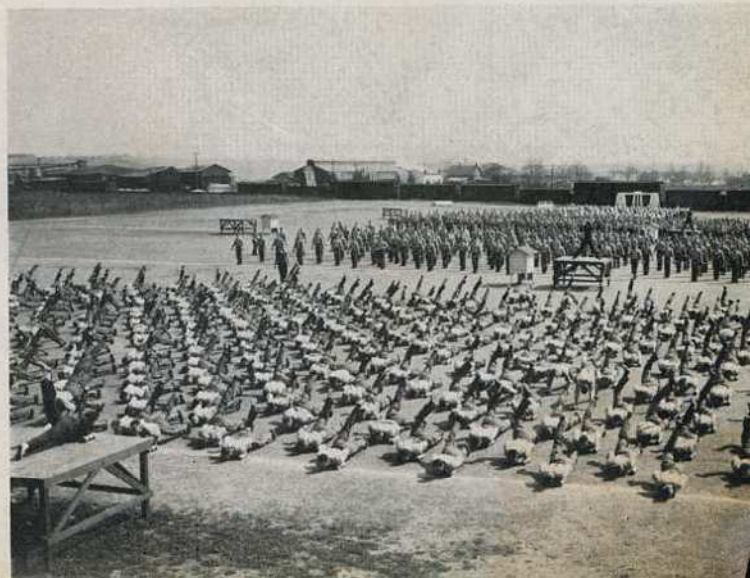


Jump For It, Mister



Cadets Definitely On The Ball

It Looks So Easy, but . . .





# CADET COMPETITION

Sports competition for Class 44-K was curtailed by the cancellation of the Third Annual Field Day, which was scheduled for April 20. Preliminaries in all events had been held and the athletes were aiming at several Corps records on Field Day, but Ole Man Rain wouldn't be denied.

However, competition was keen within the class, and Wing champions were produced in most events. Section S walked off with championship honors, beating out Section P for the group title, and Section S's Squadron E was tops for individual squadrons.

In the team sports, Section S's Squadron H bowled over all opposition to take the basketball crown, defeating Section P's Squadron G, 30 to 20, in the final tussle. The softball championship went to a fast team from S-F, which shut-out Squadron B of Section O in the final, 3 to 0. In the eight-man, two-mile relay event, R-B was declared the unofficial



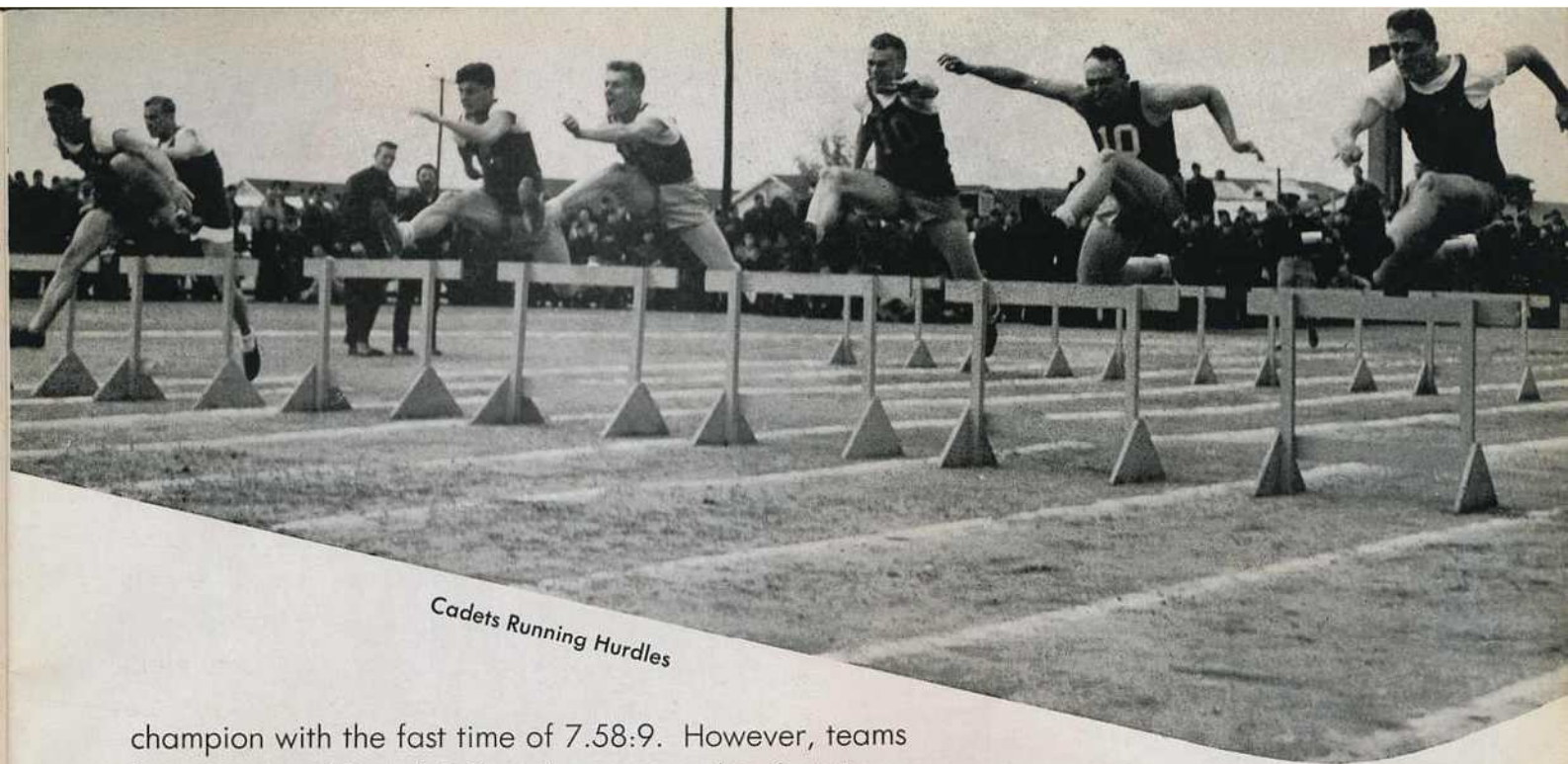
Cadet Trophy Cups



Member of Cadet Weight Lifting Team







*Cadets Running Hurdles*

champion with the fast time of 7.58:9. However, teams from Section S-E and F Squadrons, turned in fast times in the semi-finals, and might have gone on to win in the Field Day.

The volleyball crown went to a fast team from I-XII, which beat out Section P's "H" team in the final round. In bowling competition, K-XI held the upper hand all the way, and won out in the final round over the S-E keglers, 1,519 to 1,437.

**Cadet Softball Champions**



**Cadet Gym Team**







Adjusting Oxygen Mask

# PRESSURE CHAMBER

Two of the most interesting phases in Cadet Training at Maxwell Field are the high altitude chamber demonstration and the course on "ditching." Both consist of "down to earth" training which directly affects every potential air crew member.

The high altitude chamber demonstration and the lectures preceding it introduce many facts about life above the ground about which Cadets heretofore knew little. They learn by actual experience how essential oxygen is to life at high altitudes; how the body is affected by the decrease in pressure, particularly the ears, sinus, teeth, and joints; and how the intense cold of the stratosphere can freeze parts of the body in a second or two.

Highlight of the course is the pressure chamber demonstration, during which the Cadet is exposed to all conditions existing on a simulated flight to 38,000

feet, with the exception of cold. Here the Cadet learns to use the equipment necessary to life in the strange environment of high altitudes.

The course in "ditching" was recently added to the curriculum at Maxwell to lay the foundation for later training in

the procedure of abandoning a ship in the ocean. The Cadet is told how to "ditch" the plane and abandon it in 20 to 40 seconds. The duty of each crew member is explained, and actual demonstrations are given in the use of the life-saving equipment which is provided for such

emergencies.

The equipment demonstrated includes the highly-publicized "Mae West" life-belt, two, five, and seven-man rafts, with the large tent-like covers which are now provided as protection against the elements, as well as the variety of smaller items designed to enable one to signal for rescuers.





# RANGE

The din of the .45 automatic and the Thompson sub-machine gun on the firing range is symbolic of still another stage in the Cadet's career at Maxwell.

Each Cadet receives a familiarization course in the use of the weapons with which he will be equipped in case he is ever forced down in enemy territory. It is then that the ability to fly is no longer of any value.

Four hours of instruction in the care and handling of the piece, a practice course with live ammunition, and two more hours of dry firing precede the Cadet's record qualification with the automatic. But the high percentage of marksman, sharpshooter, and expert qualifications, about 85 per cent, more than justifies the sometimes boring practice sessions.



Squeeze, Mister, S-Q-U-E-E-Z-E



Fire A Burst Of Three







Cadets Entering Simulated Gas Attack

When the first gas filled shell explodes amid our troops, or the first enemy plane unleashes its cloud of death over one of our columns, the American soldier will have the equipment and the knowledge to protect himself, and the flying fighters of Maxwell will be no exception.

As a result of the advances in modern scientific warfare, the deadly and mysterious gases of romantic fiction when compared with the lethal products of modern research are but insecticides. The tactical advantages of the employment of these agents are easily seen, and since the development of similar weapons by the enemy has probably reached a point of near equality, the necessity for training in the methods of chemical warfare, especially defense against chemical attack and decontamination, has become a matter of prime importance.

At Maxwell the Chemical Warfare

# Gas!

Service has provided an intensive 15-hour course in modern gas warfare. Eleven hours of classroom work deal with the effectiveness, characteristics, and strategic employment of chemical agents. In the field the Cadet experiences the smell and identifies actual battle gases, tests the effectiveness of smoke screens; and, in a striking night demonstration, receives a clear picture of the devastating effect of incendiaries and the methods used to combat them.

"Take care of that mask", an axiom of the course, might well express both the reason behind and the value of the course. Give a man the equipment he needs, teach him to use it and to take care of it, and he is safe.

Proof Of Value Of Gas Mask





# CHURCH CALL . . .

In this struggle, all of us—Catholic, Jewish, Protestant—are seeking the same understanding of why we fight, and in finding it, we are drawn closer together—nearer to the idea of one people united in the common determination to sacrifice their personal desires for the ultimate betterment of all people.

Here at Maxwell the problem is met at its crucial point, for it is a personal matter with each of us. One cannot be dragged into the presence of God, but must be willing to be directed there. The Corps of Chaplains, especially trained for this job, meets each individual on his own beliefs and works toward a complete understanding of all problems in the light of those ideas.

Religion at Maxwell is not confined to Sundays, as numerous services are held throughout the week, and each Chaplain is always available to any Cadet who wishes his services or advice. Church services are tuned to the times, and are usually straightforward bits of advice from the men who have had the experience to appreciate the relationship between the Cadet and his religion.





U.S. ARMY AIR FORCES  
PRE-FLIGHT SCHOOL (PILOT)  
Maxwell Field, Alabama

May 8, 1944

TO:

Class of 44-K.

SUBJECT:

Military Honor Code.

When men must live together and, what is more important, fight side by side, it is essential to their ultimate victory that they live in a manner understood and accepted by all concerned. Men with a set purpose and strong wills set a standard of living which demands much of them, but which they are willing to uphold.

Here at Maxwell we have such a manner of living. Our Military Honor Code prescribes that a cadet will not lie, cheat, or steal, and will allow no one to remain in the Corps who is guilty of the same.

The days of the individual hero on the battlefield are long past. Victory in modern warfare is dependent on teamwork, cooperation, and mutual trust. Of these, mutual trust is by far the most important, for without it teamwork would be non-existent. A chain is as strong as its weakest link. By the same token, a fighting team is as strong as the weakest individual on that team. We will soon be carrying the fight to the enemy, and cannot afford to go into battle with a man whom we cannot implicitly trust.

It is with this realization that we have chosen to live under our Code. Any man who shows weakness here will most certainly show it at a time when the lives of others will be endangered. We do not want such a man in our midst. We must leave no stone unturned in safeguarding ourselves and the cause for which we fight.

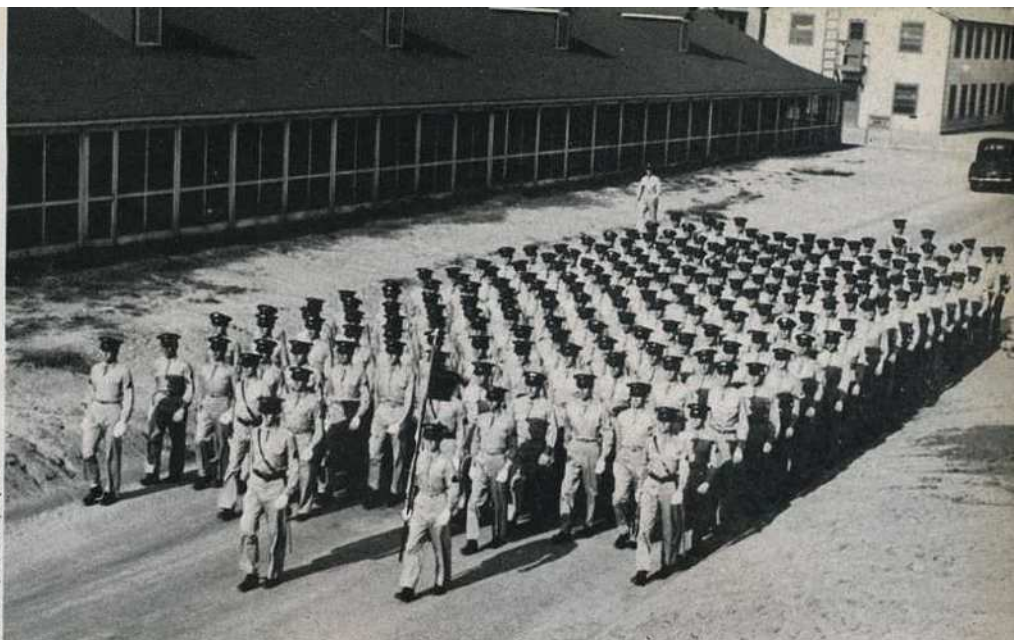
*Lawrence C. Smith*

LAWRENCE C. SMITH  
Aviation Cadet  
Corps Commander



# DRILL

DRILL.DRILL.DRILL.DRILL.DRILL.DRILL.DRILL.DRILL.DRILL.DRILL.DRILL  
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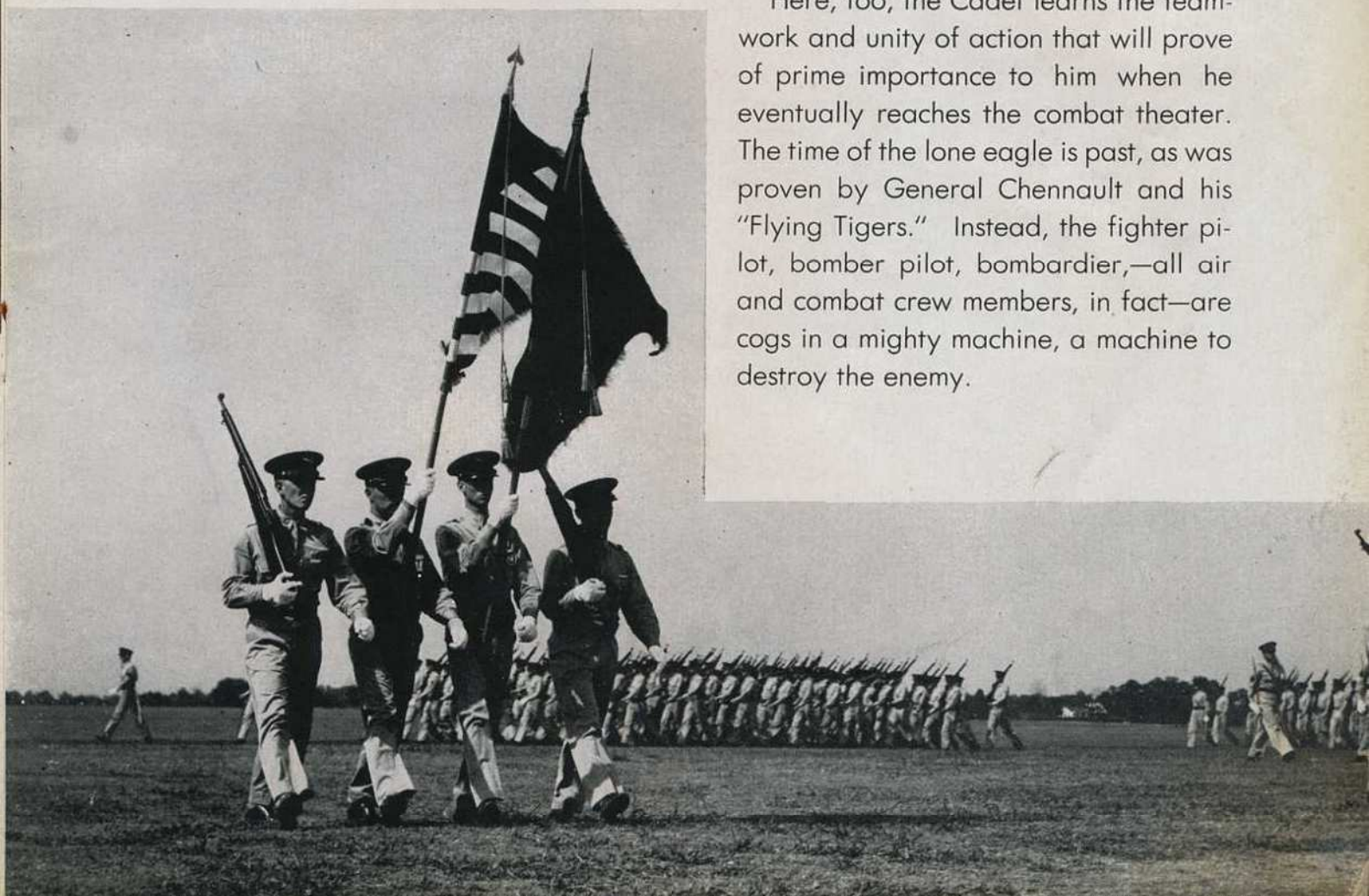


Drill, Drill, Drill

One of the prime objectives of Pre-flight School is to instill into each Cadet the "proper spirit of discipline" so essential to an officer who is to be respon-

sible for the discipline of the men under his command. Daily drill periods at Maxwell will play a large part in the cultivation of this spirit.

Here, too, the Cadet learns the teamwork and unity of action that will prove of prime importance to him when he eventually reaches the combat theater. The time of the lone eagle is past, as was proven by General Chennault and his "Flying Tigers." Instead, the fighter pilot, bomber pilot, bombardier,—all air and combat crew members, in fact—are cogs in a mighty machine, a machine to destroy the enemy.







Who, Me?

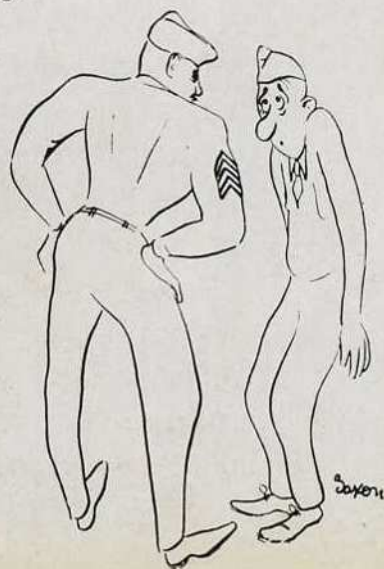
Dust Be Our Destiny



# INSPECTIONS *and the* INSPECTED

No Cadet can truthfully say that he has been to Maxwell until he has stood an S. M. I. The actual inspections last but a few minutes, but the preparation necessary to reach the required perfection has given many a room orderly his most hectic moments. Moreover, the very business-like manner of the inspecting officer has more than once given a Cadet a bad case of knee-knocking.

These formal inspections are the only times the Cadet is present during inspection, but he is still plagued with daily inspections. These latter are generally the ones which cause the greatest mental anguish for the room orderly, for there is no indication of what was wrong with the room until the delinquency sheet is posted. It is then, with Open Post approaching, that the thought of an additional tour or two seems at times heartbreaking.





# P A R A D E



The stirring notes of "Adjutant's Call" echo across the field, the command is given, and twenty-four squadrons begin the parade. With striking precision and exact cadence they move on the field, approach the line, dress with perfection, and rank after rank impeccable, they stand to challenge the eye.

There is a beauty in the perfection, evidence of uncompromising training in their precision, and in their proud step a singleness of purpose. The white gloved hands move as one in salute, and as they pass in review, one can see in their faces the proof of the future—proud men, invincible men.





"THIS TABLE...  
TEN-SHUT!"

*Mister* YOU'RE DIVE BOMBING!  
... LINE THOSE PLATES UP.  
... GOT YOUR TAKE OFF BOOK!  
... ARE YOU TALKING *Mister?*

'YOU GAZING  
*Mister?*



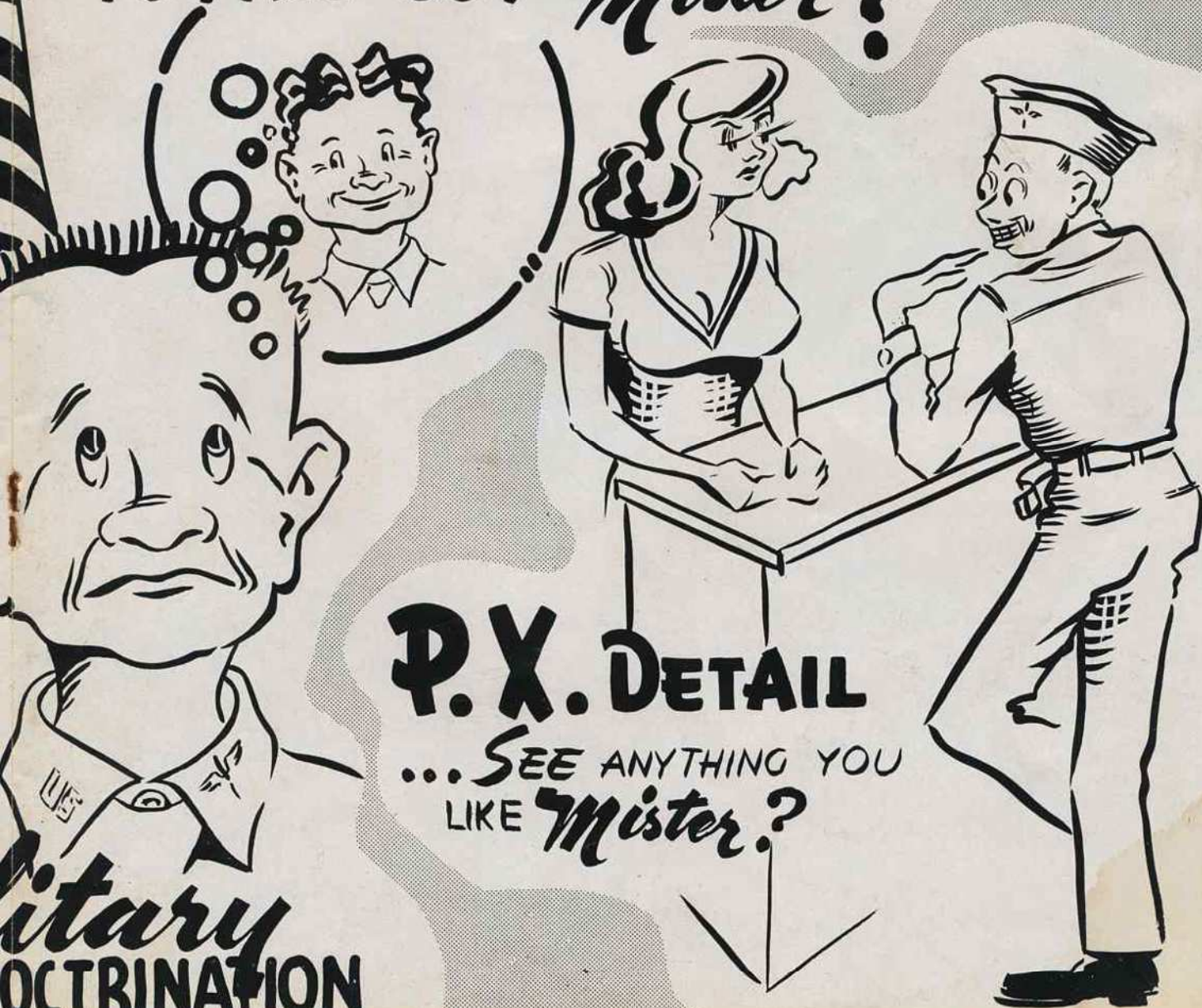
*Mila*  
INDO





A/c B.F. Wood  
45-A

"DID YOU GET PERMISSION  
TO FALL OUT *Mister?*"



**P.X. DETAIL**

...SEE ANYTHING YOU  
LIKE *Mister?*

**itary  
OCTRINATION**



# CADET PUBLICATIONS

## FEATURING

# THE CADET NEWS

U. S. ARMY AIR FORCES

PRE-FLIGHT SCHOOL (PILOT)



Cadet News Staffers

The press is represented at Maxwell Field by the CADET NEWS, a weekly publication composed and edited by Aviation Cadets. Serving as an official source of information, the CADET NEWS has earned a high degree of popularity at Maxwell, and the day of publication is always eagerly awaited by the Pre-flighters.

All information regarding Recreation Privileges and Open Post schedules is assembled and published under the heading "Fun for Cadets." Features usually include interesting biographies of Cadets, editorials relative to the Corps of Cadets, and accurate descriptions of all events and activities in which Cadets take part. Milton Caniff's very popular comic strip, "Male Call", and many humorous cartoons are also always present to constitute the lighter vein of the paper.

A new staff takes over the publication of the paper each time an underclass graduates, and all material in the paper, including written copy and art work, is prepared and edited by the Cadets on this staff. The paper's policy allows each new group to expand any ideas it might have towards improving the publication.



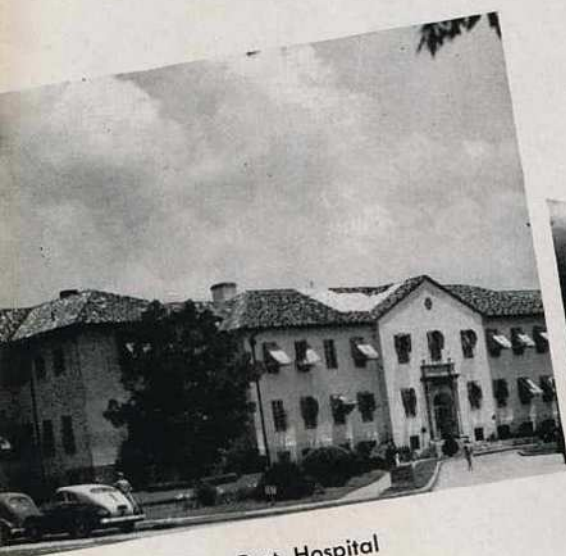




Post Headquarters



Officer's Home

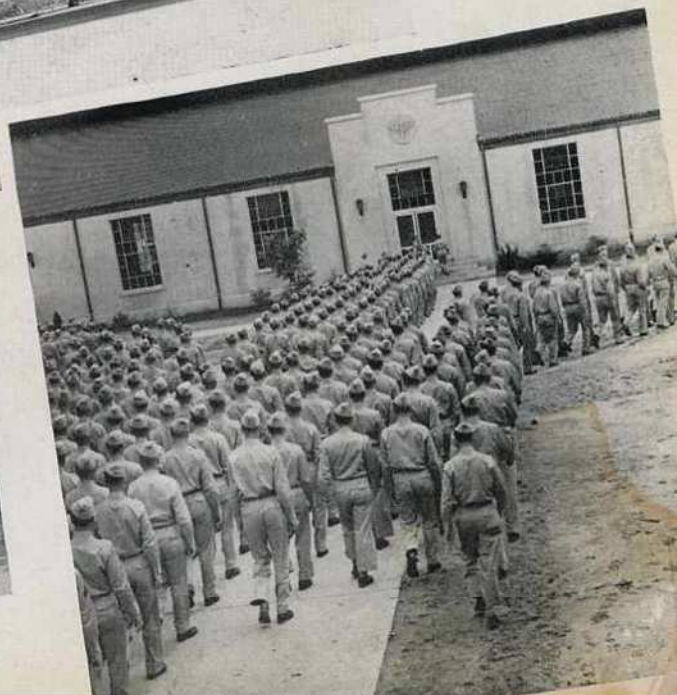
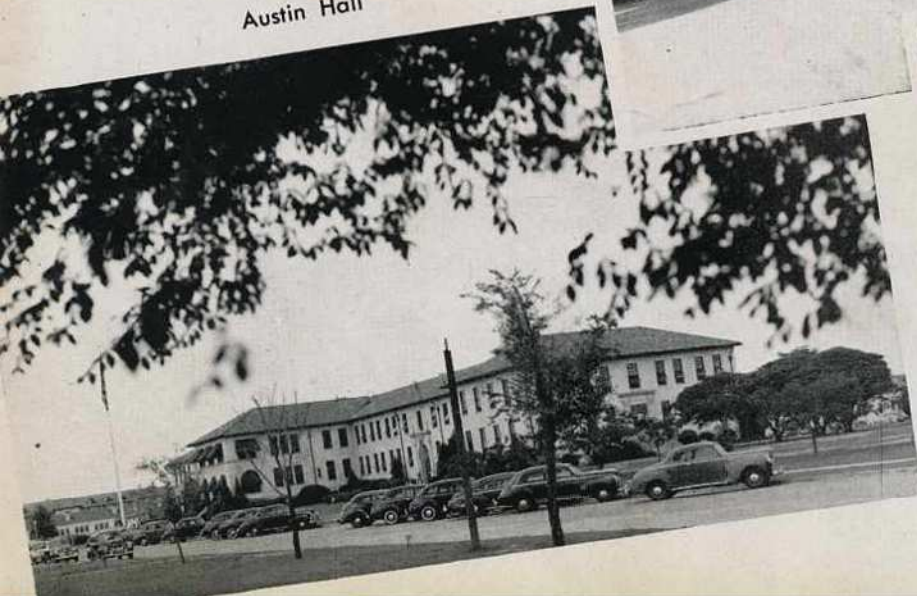


Post Hospital



On The Flight Line

Austin Hall



Going To Mess





The Pause That Refreshes—Cadet Soda Bar

Recreation privileges are a myth to the underclass Cadet as he sweats out his first few weeks at Maxwell. How-

Feminine High Scorer At Cadet Bowling Alleys



# RECREATION PRIVILEGES

ever, it isn't long before that myth becomes very much a reality.

When the eager newcomer is finally allowed the much-heralded Rec. Privileges, he invariably heads directly for the Recreation Hall, which seems to be the symbol of relaxation and gaiety on the post.

Here in the spacious lounges the future Air Crew Man may find any type of diversion he desires, from relaxing to the soft strains of a classical recording to the development of his form on the green cushions of the billiard table.







Steady Now

Here, too, the cadet may come for information. The departure time of a bus, the moment of arrival of a train, the best places in town to eat, a current theatre attraction, a bit of shopping he is unable to do himself, or a room in town for visiting friends or relations.

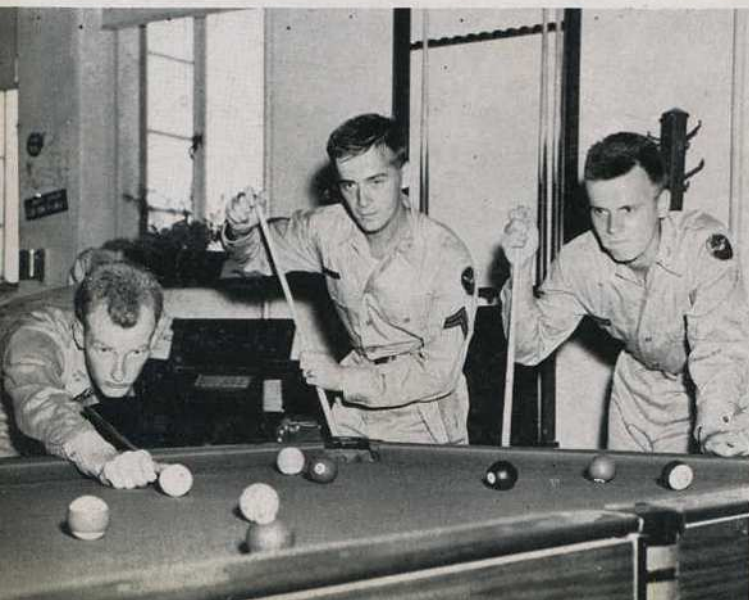
Special Services is responsible for the unlimited services provided at the Rec. Hall. Working as an integral part of Special Services are several Cadet Hostesses; Mrs. May O'Rear, Mrs. Grace



Slight Dissertation

King, and Miss Ruth Parkman. Their duties are numerous and varied but all serve to relieve the feeling of strangeness experienced by those away from home and friends.

"Notation" — "6" Ball In The Middle Pocket



I'm Quite Sure We Can Help You







Um-m-m—Good

# OPEN POST

Waltz Time



The restriction of underclassmen and the rigid discipline of the intensive cadet training here at Maxwell are truly great contributing factors towards making "Open Post" a dream come true. After a long week of constant studying and endless hours of inspections, drills and parades, a weekend of Open Post without G.I. surroundings assumes the proportions of "Paradise Regained."

The long-awaited period of Liberation is always immediately preceded by hurried last-minute shaving and polishing, and then the competition for transportation to town begins. After what seems to be ages, the first available cab is commandeered, and, with sides bulging with eager Cadets, it takes the road to Montgomery. Upon arriving in town the evening of relaxation and fun begins.

The main streets of Montgomery are crowded with Cadets whose only desire is to look once more upon the long-forgotten joys of civilian life. Many of the Cadets have taken advantage of the date bureau under the direction of Miss Georgette Johnson and are proudly escorting their charming companions. The people of Montgomery have personalized the famous southern hospitality, and everywhere the spirit of warm friendship and serenity is apparent.

In addition to the many public places of entertainment in Montgomery, there are two Cadet clubs, one at the Jefferson Davis Hotel and the other in the quiet, reserved, country club atmosphere at the Standard. Aviation Cadet or-



chestras play at both places and their soothing melodies create an inspiring atmosphere for dancing or just relaxing conversation.

At about 0100 the tempo of excitement begins slowly to recede, and then gradually the Pre-flighters begin the trip back to the post. Many fond goodnights are whispered, and plans are made for the next Open Post as the road back to Maxwell becomes crowded with weary Cadets. The deadline at the well-guarded gate is usually accompanied by a mad scramble of Cadets anxious to avoid a meeting with the much-dreaded and mysterious Wing Board. As the aspirant flyers make their way back to the barracks many tales of romance, conquests and amusing experiences change hands, and the Cadets finally turn wearily into their bunks.

With Sunday morning comes the highlight of Open Post. The Cadet may ignore all thoughts of reveille and complacently lie abed and make up the sleep he has lost all week long. This may be considered a waste of time by some, but statistics plainly show that it is by far the most popular Sunday morning pastime for upperclassmen at Maxwell.

Arising at a late hour, the Cadet then attends one of the religious services either on the post or in Montgomery, and then enjoys a good Sunday dinner. The afternoon may be spent golfing, horseback riding, or once again logging a few more hours of "sack time."



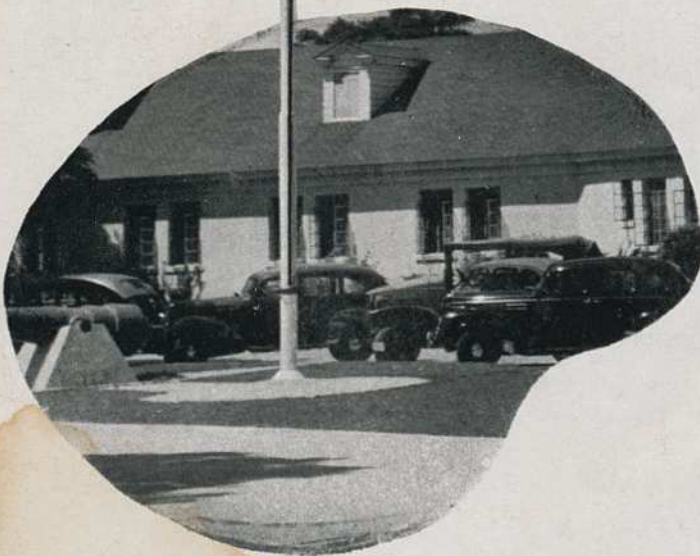
Leaving The Cinema

Sunday Services In Montgomery

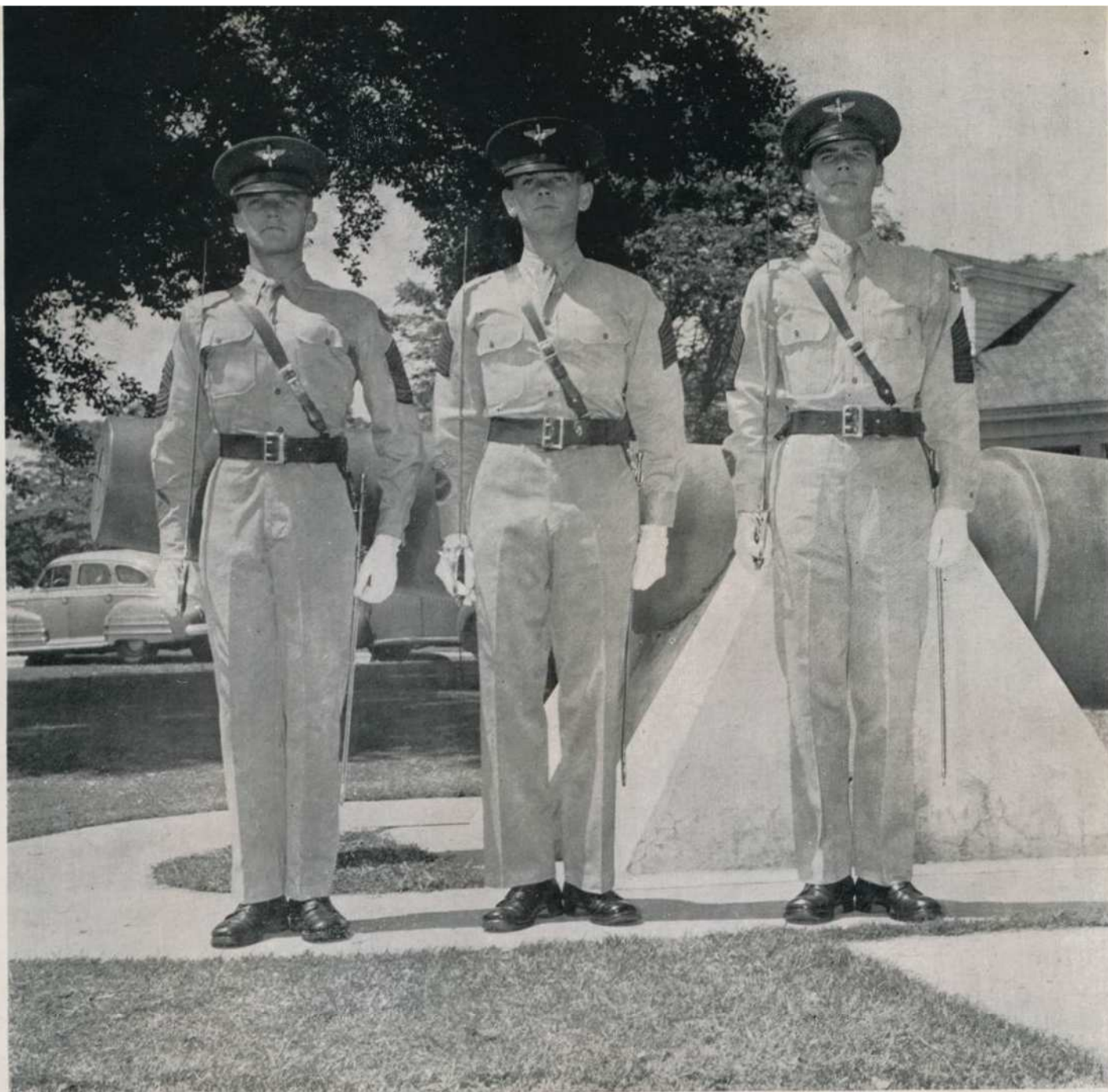




# CLASS OF 44 - K







# CORPS STAFF

Corps Commander

Corps Adjutant

Supply Officer

Lawrence E. Smith

Richard P. Lewis

J. Carlton Smith





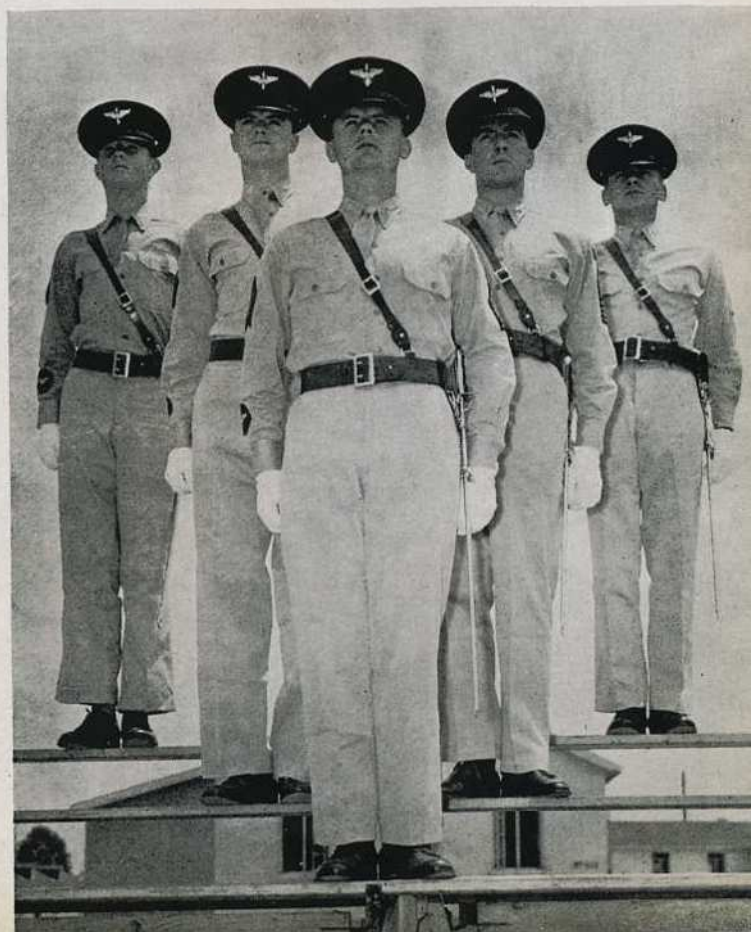
## WING ONE

Wing Commander Edward J. English; Wing Adjutant Stephen A. Voorhees, Wing Supply Officer William A. Mundy, Wing Supply Sergeant James H. Longino, and Wing First Sergeant Major Nicholas P. Nusbaum.

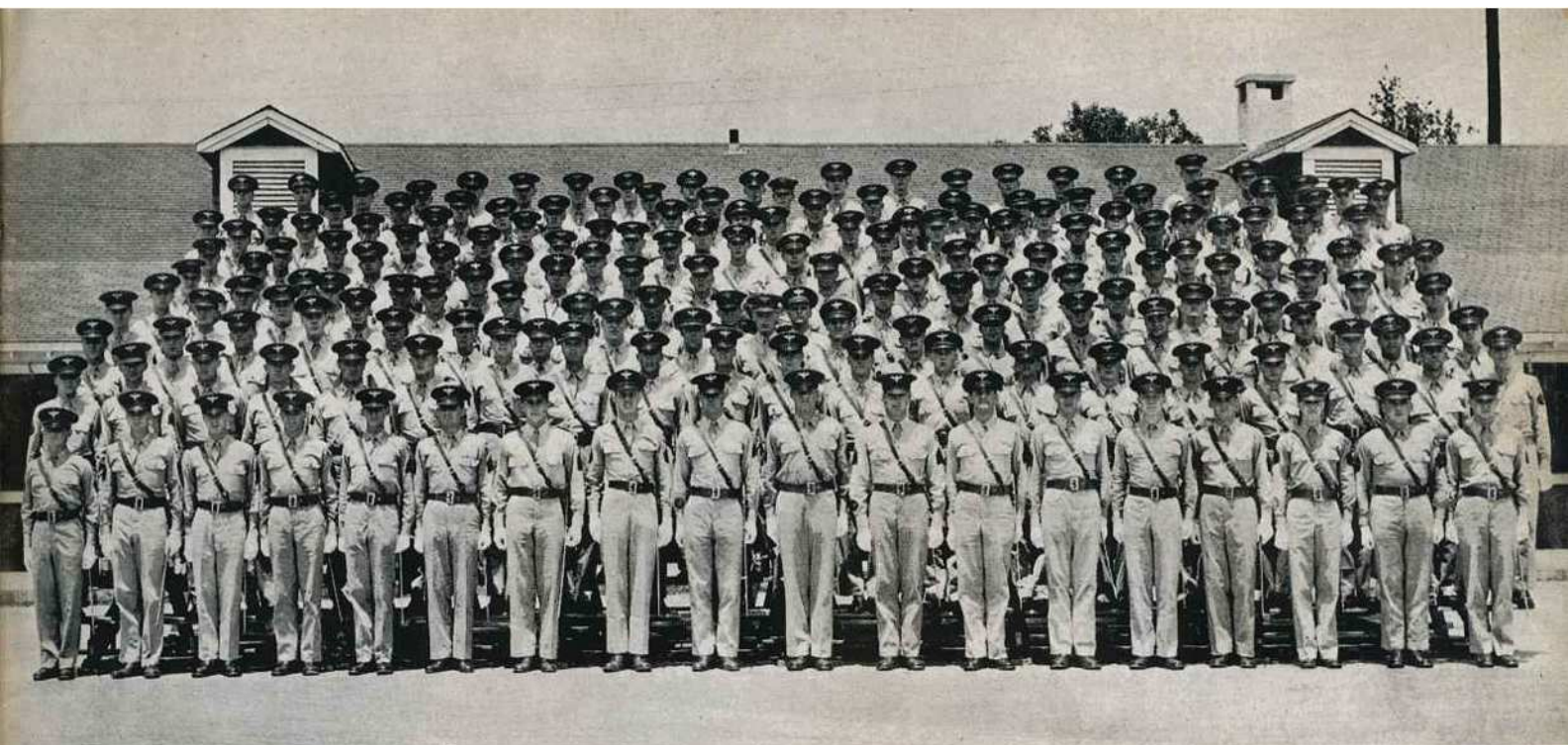
## WING STAFFS

## WING TWO

Wing First Sergeant Major Jack W. Windham; Wing Adjutant Maurice G. Smith, Jr., Wing Commander James E. Woodham, Jr., Wing Supply Officer William T. Leyden, and Wing Supply Sergeant Henry Waidlich.



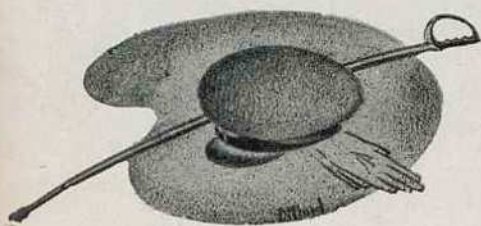
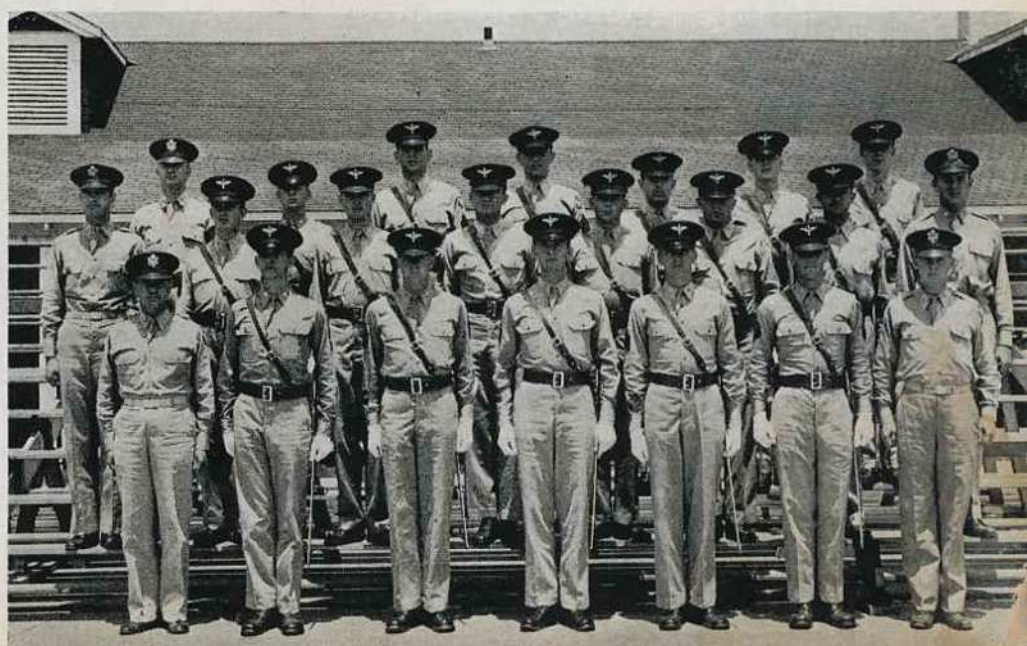




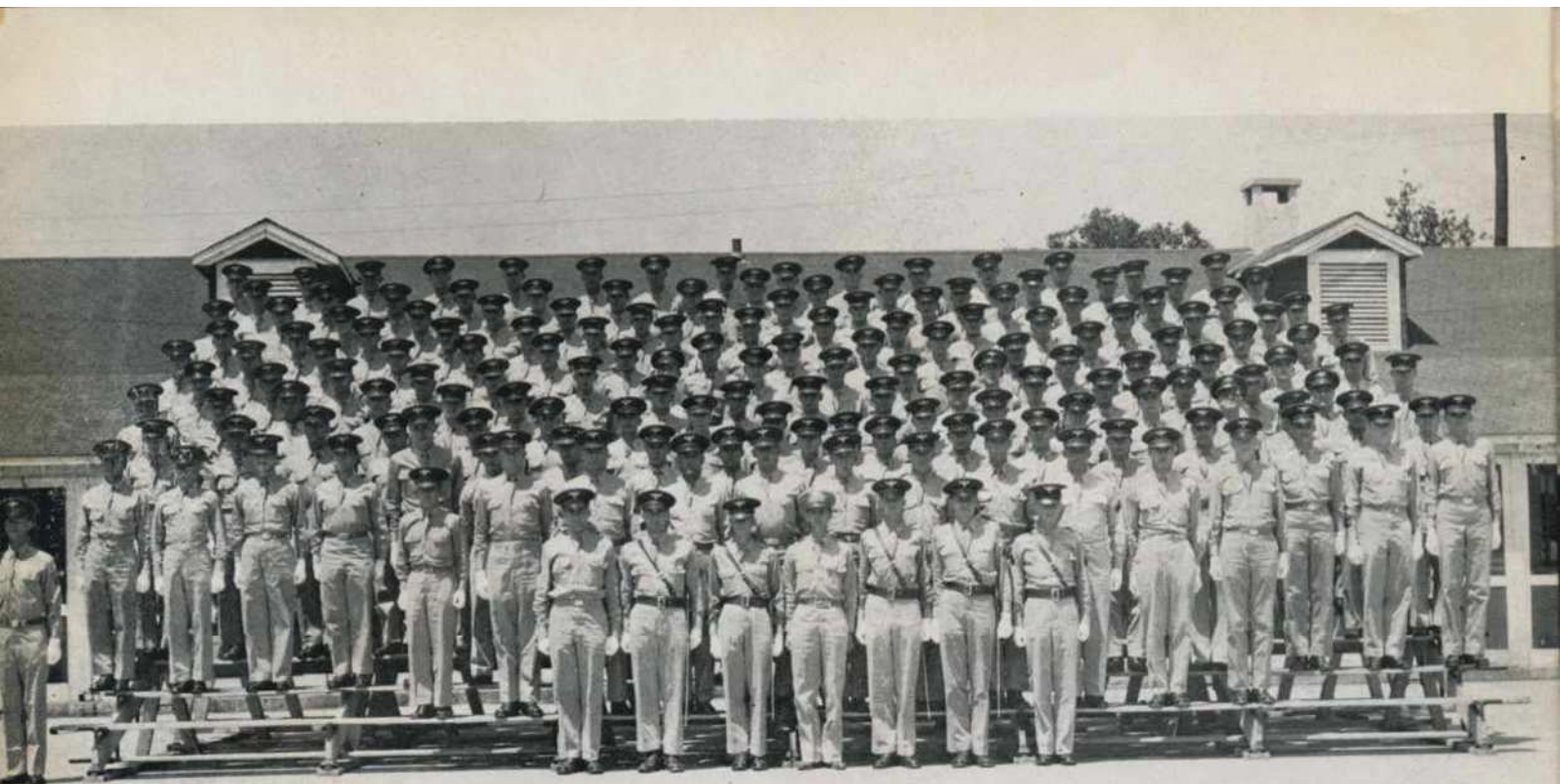
## WING ONE CADET OFFICERS AND CADRE

The job of instilling what might well be called the "Spirit of Maxwell" into the new arrivals falls upon the shoulders of the Cadet Officers of the underclass wing. Selected on the basis of their record as underclassmen in the preceding four weeks, these men assume full responsibility for the order and discipline of the men under their command.

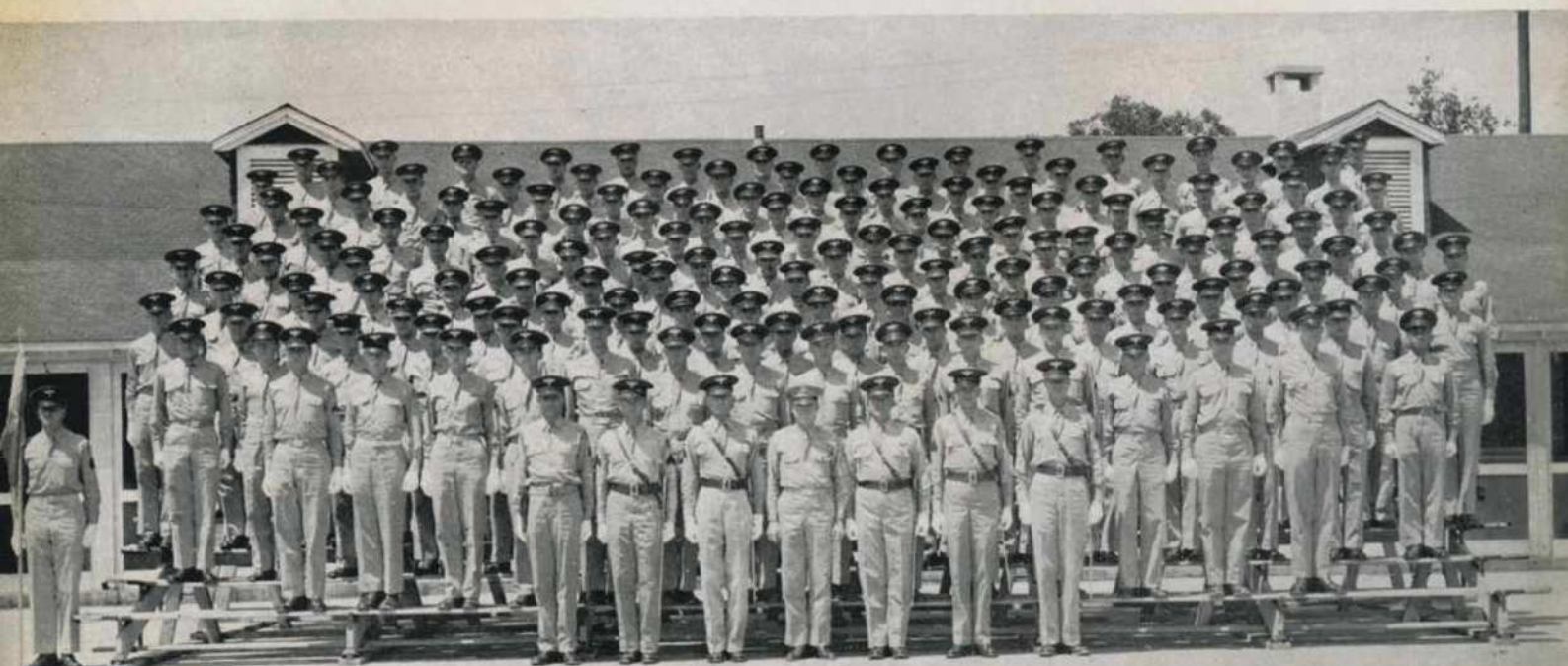
## WING TWO GROUP STAFFS





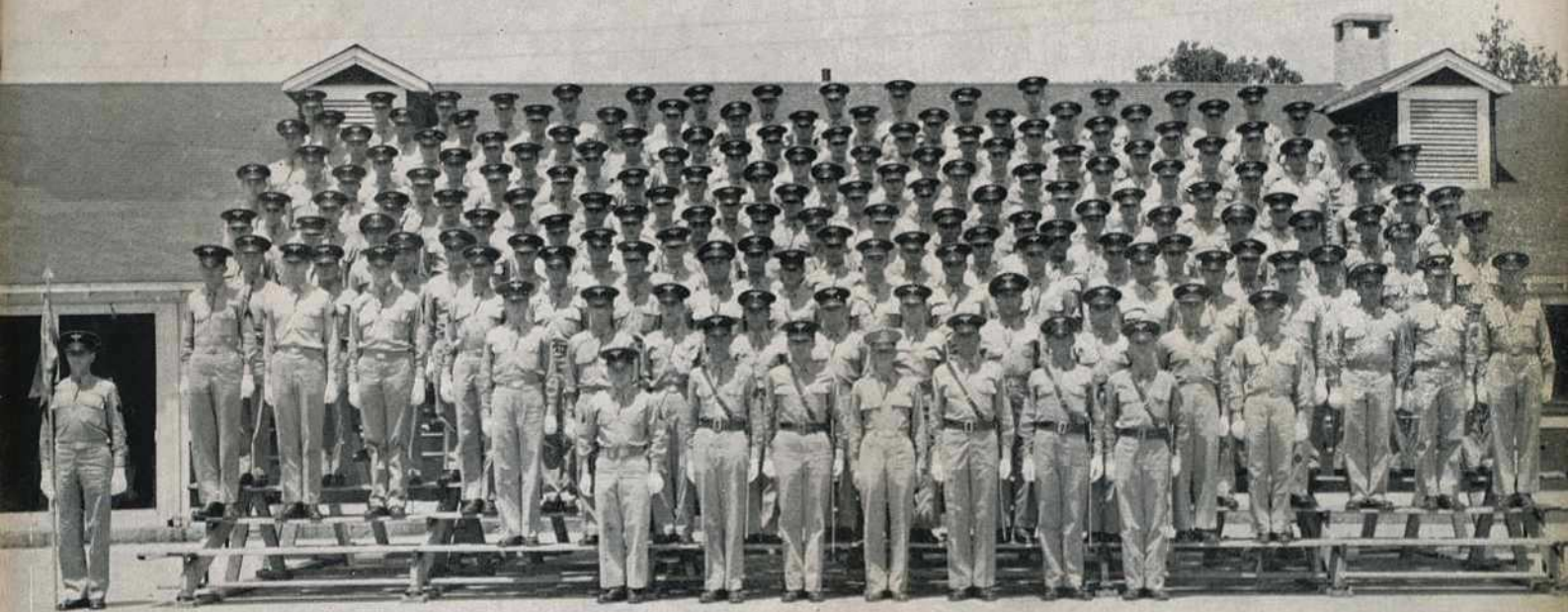


Section O, Squadron A

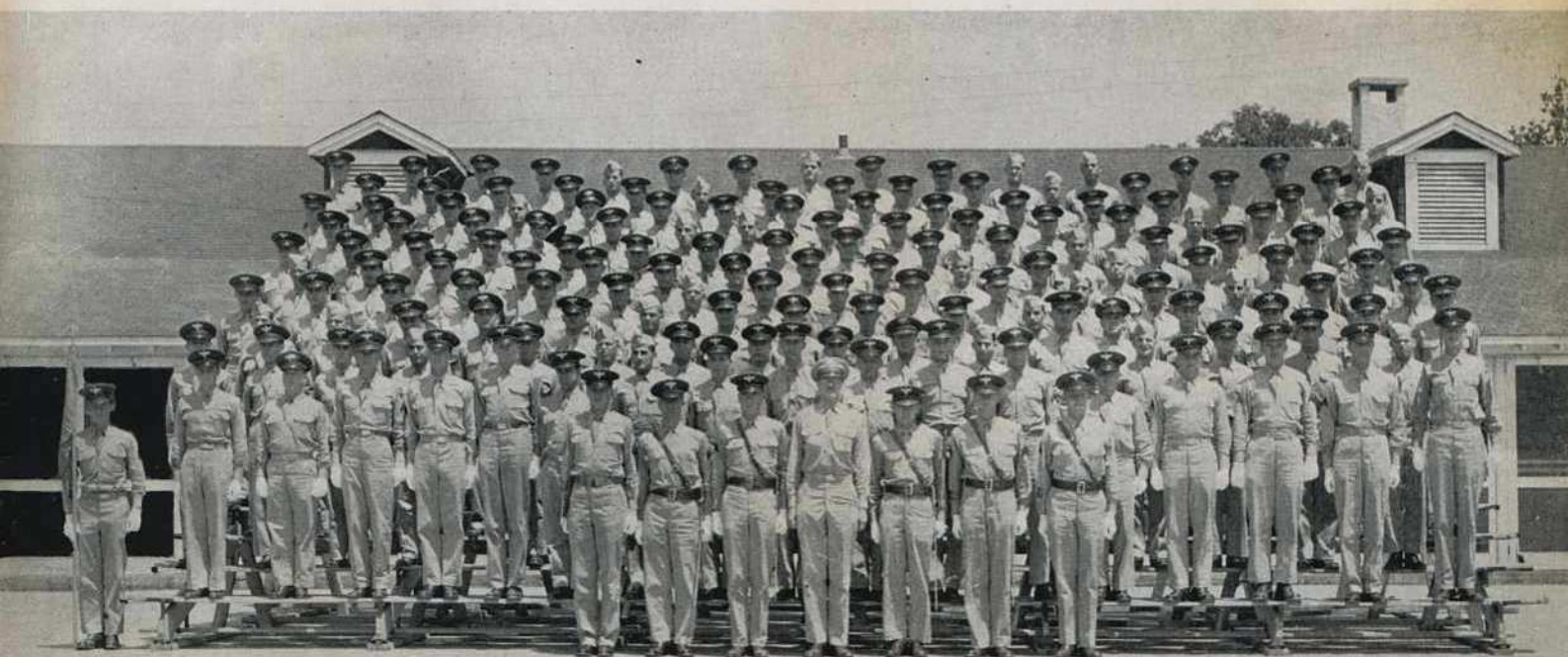


Section O, Squadron B





Section O, Squadron C

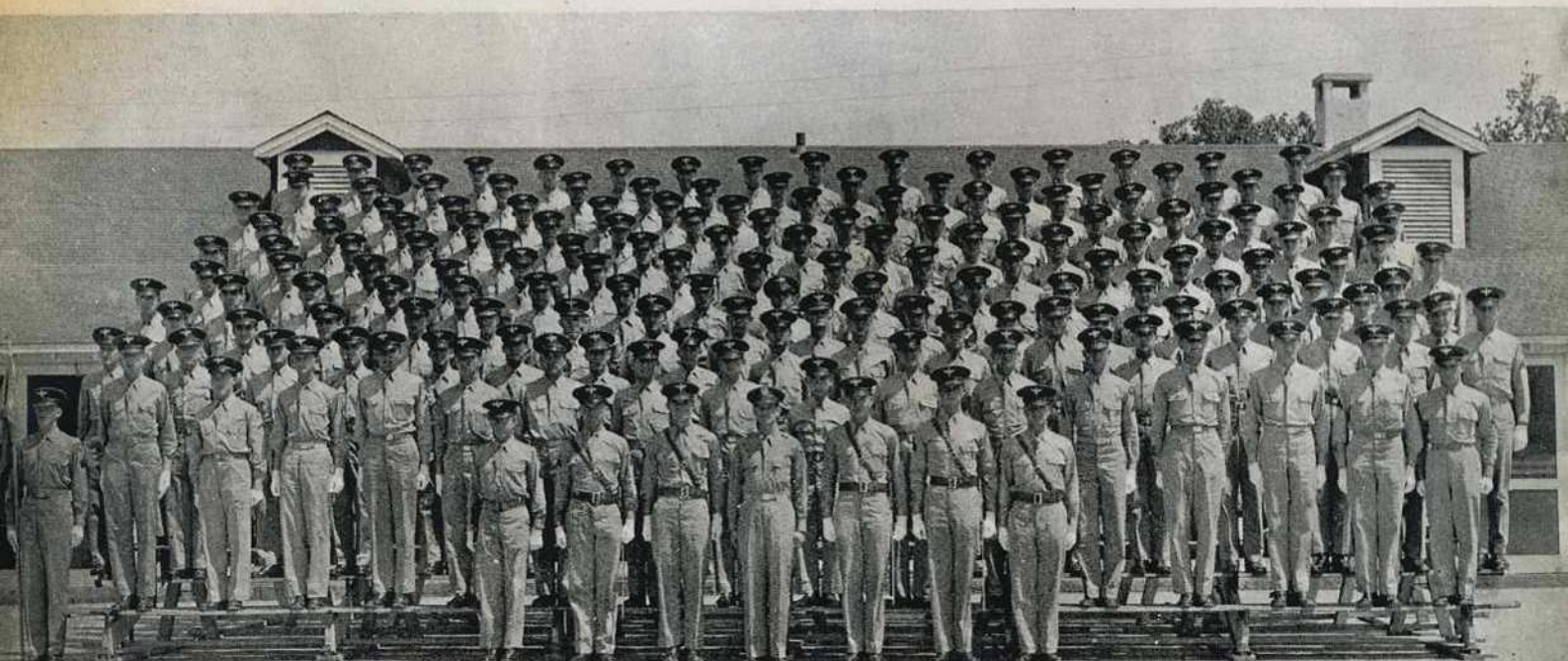


Section O, Squadron D



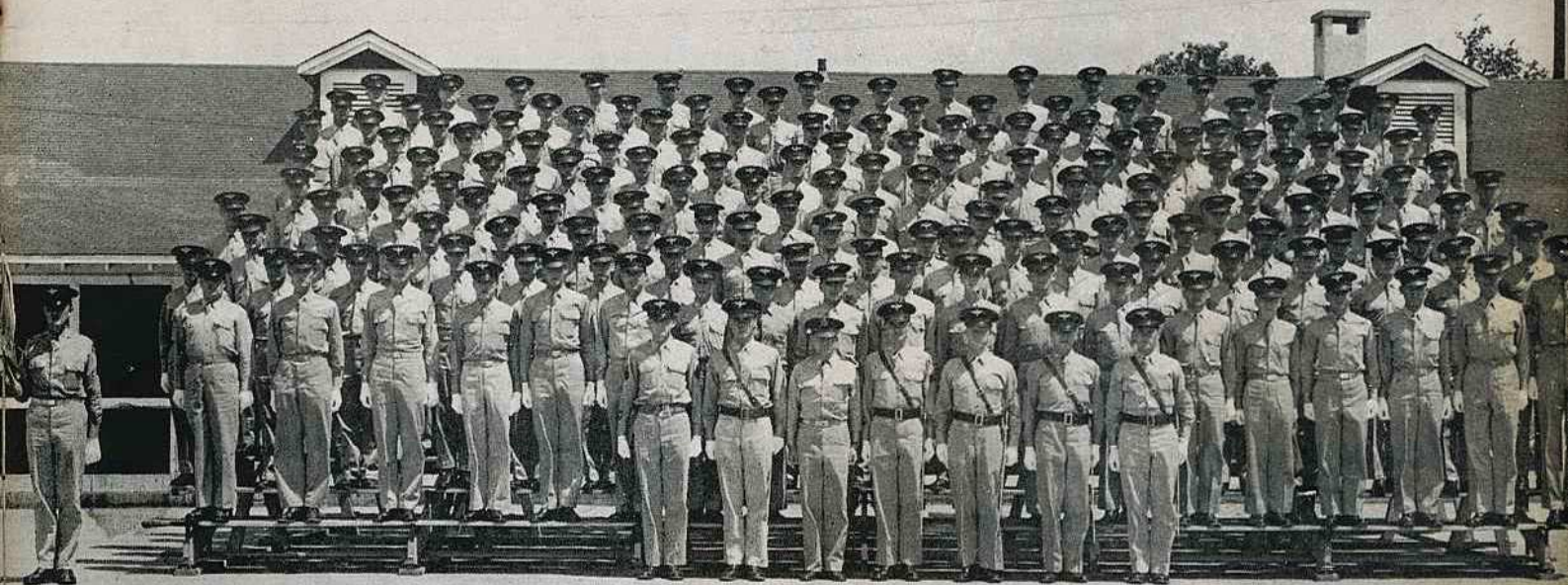


Section P, Squadron E

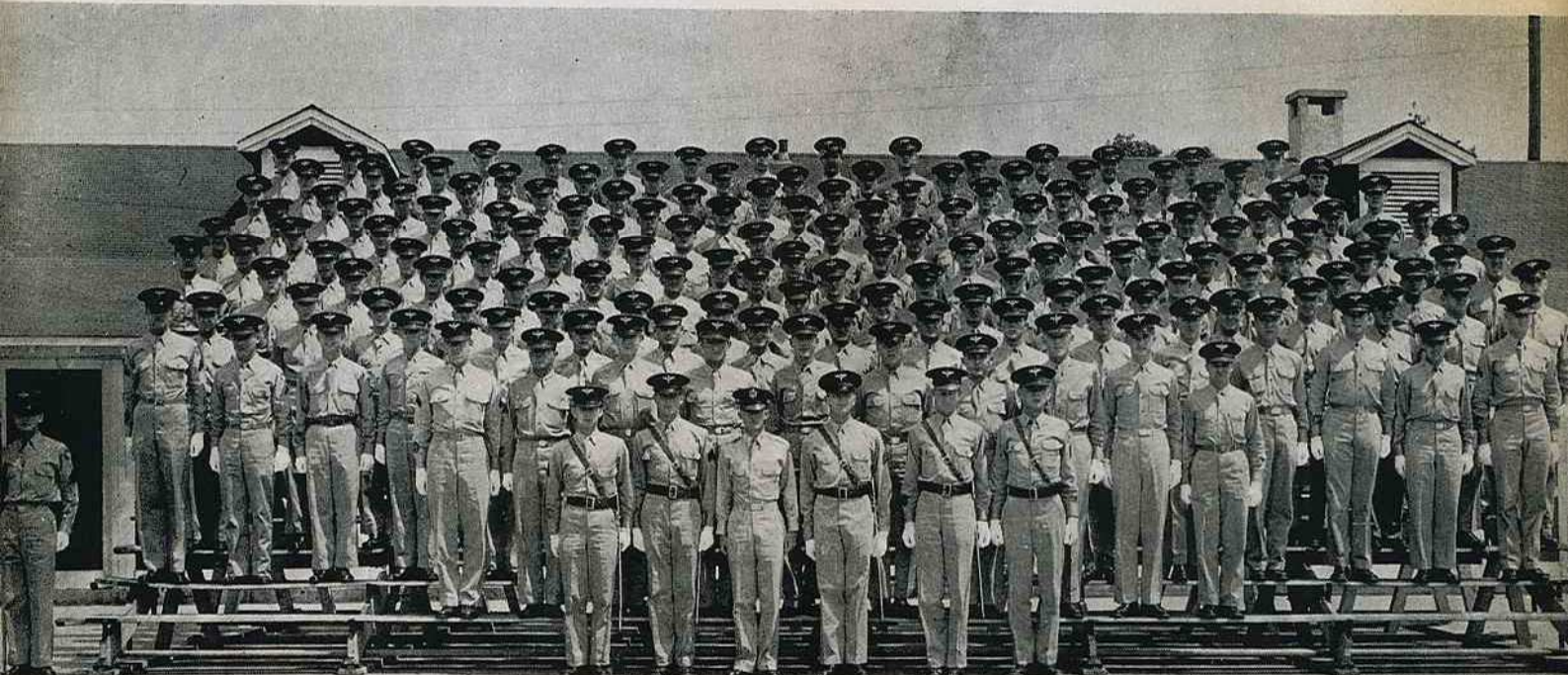


Section P, Squadron F



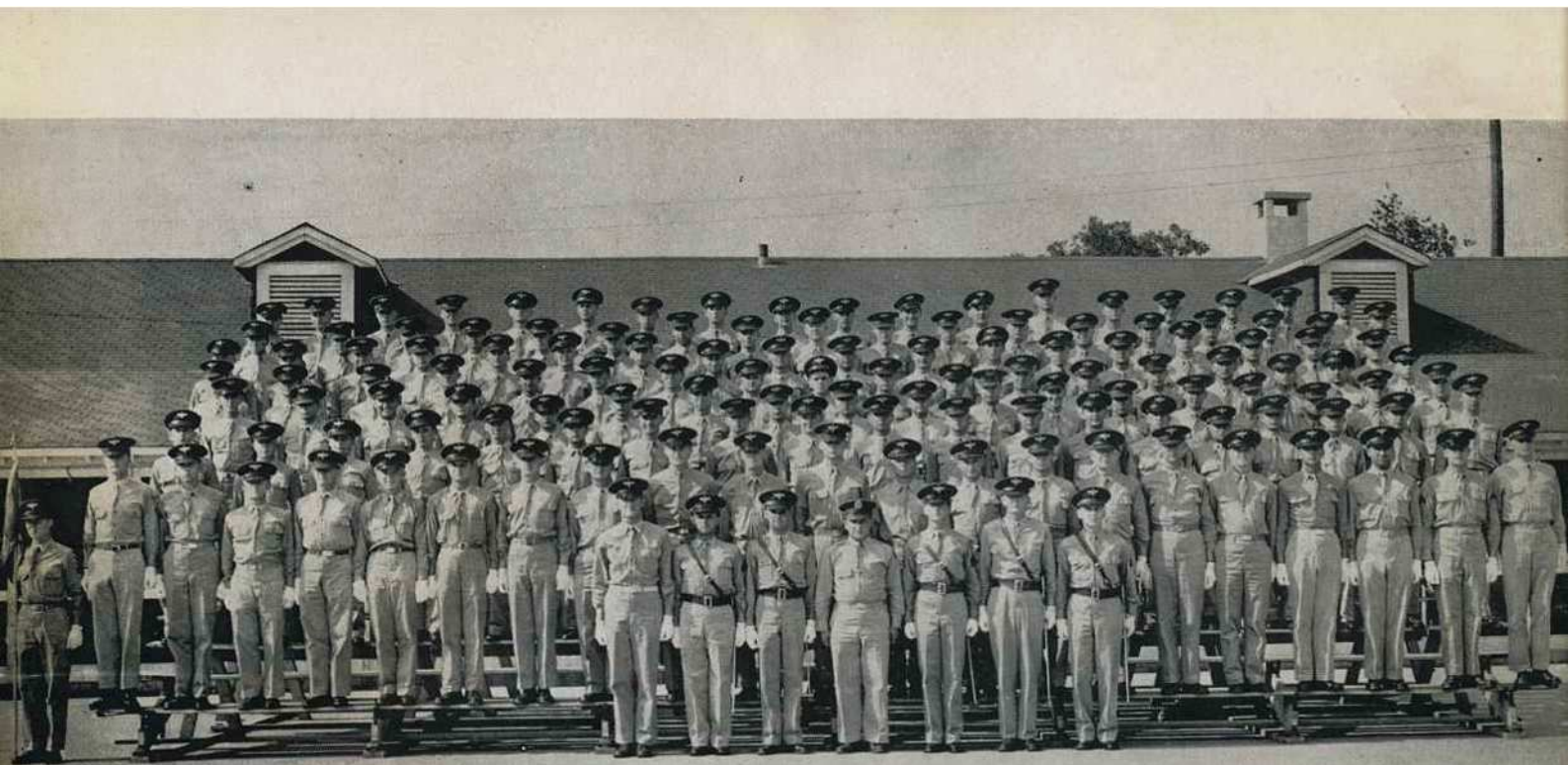


Section P, Squadron G

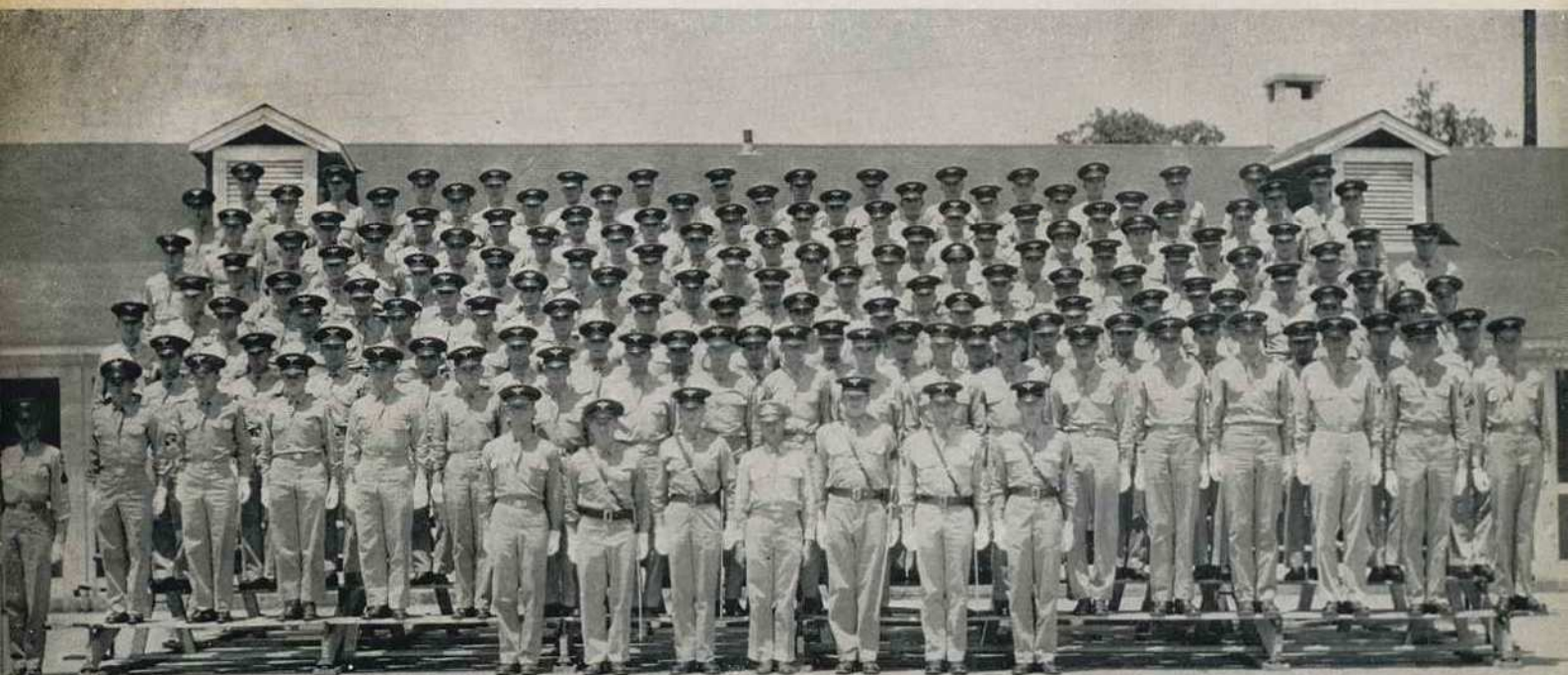


Section P, Squadron H





Section Q, Squadron I



Section Q, Squadron K

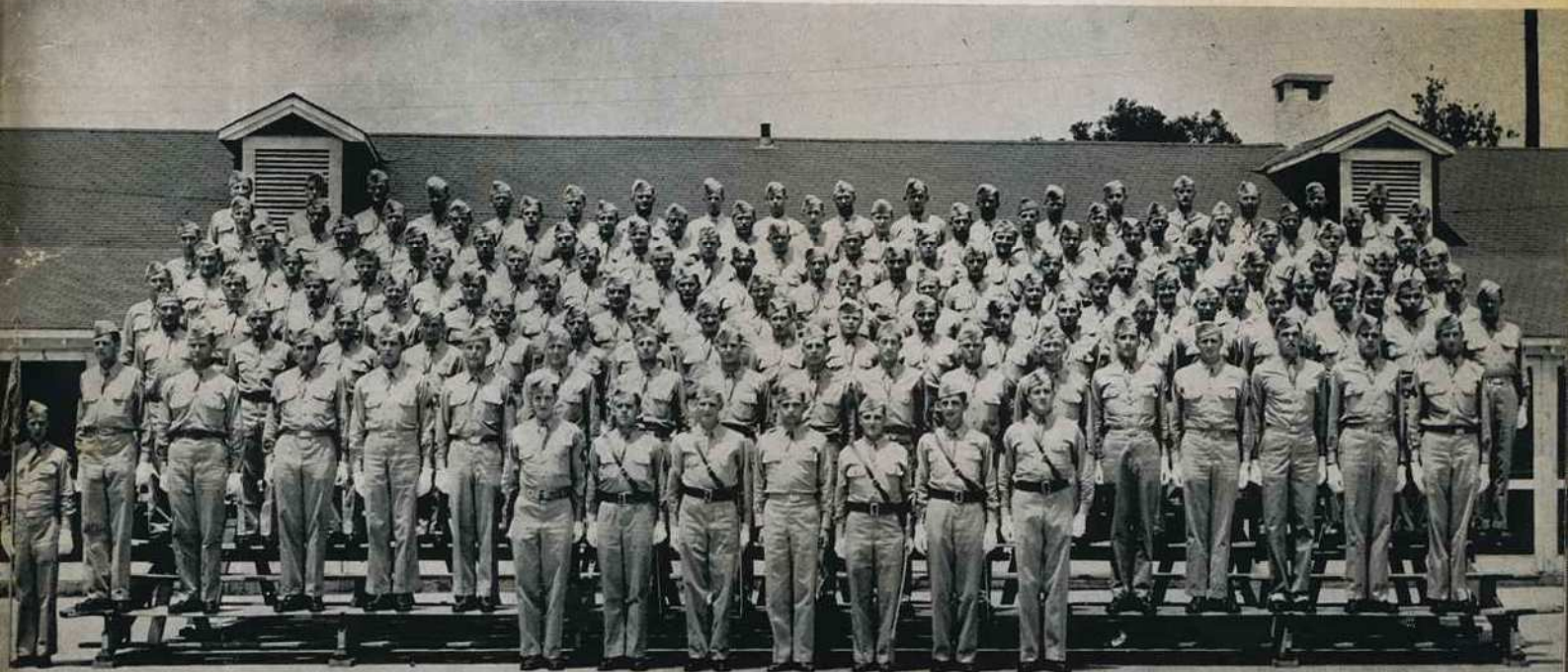


My Class



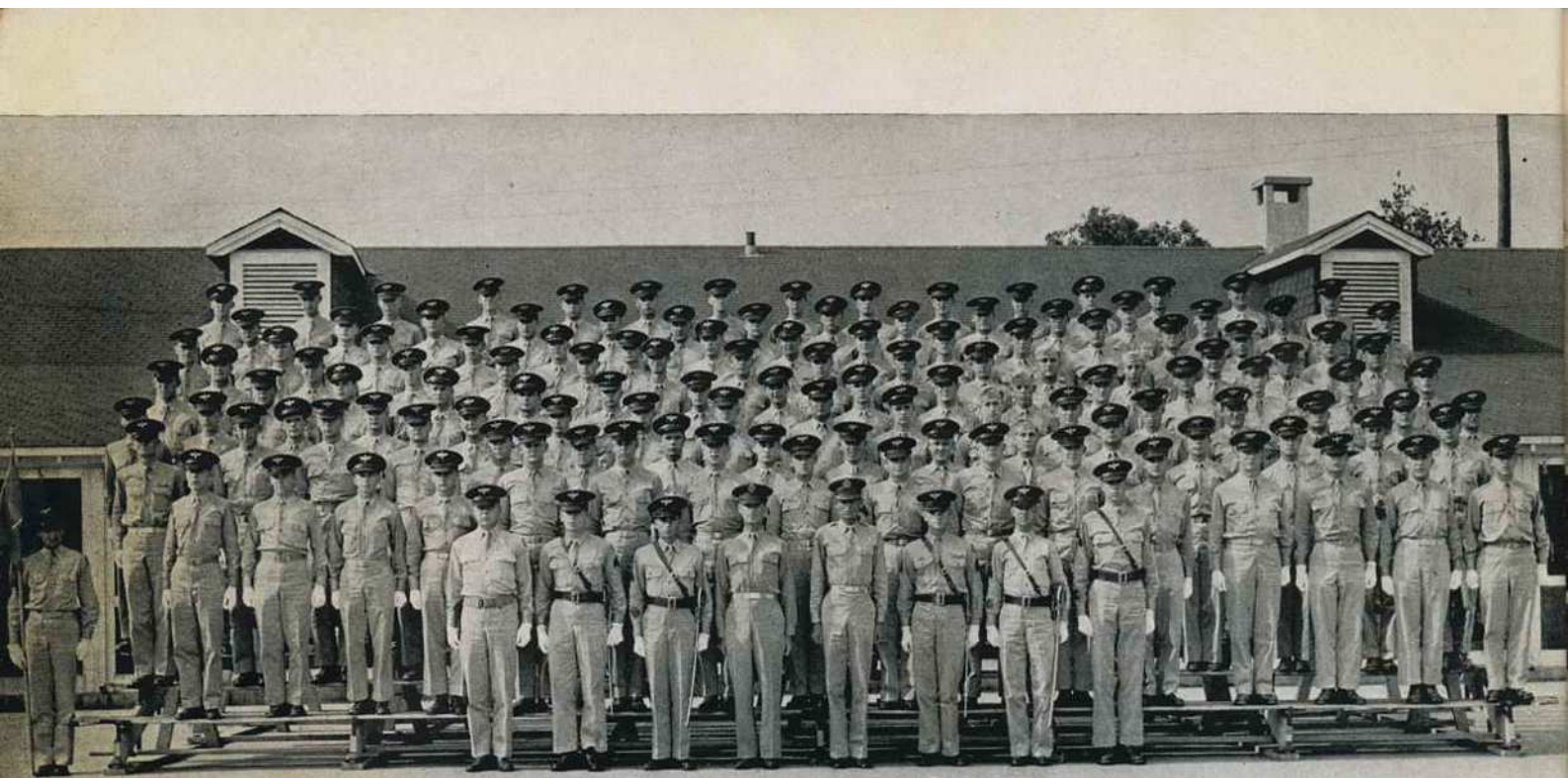
Section Q, Squadron L

7 row from top  
6 from right  
its me.



Section Q, Squadron M





Section R, Squadron A



Section R, Squadron B





Section R, Squadron C



Section R, Squadron D



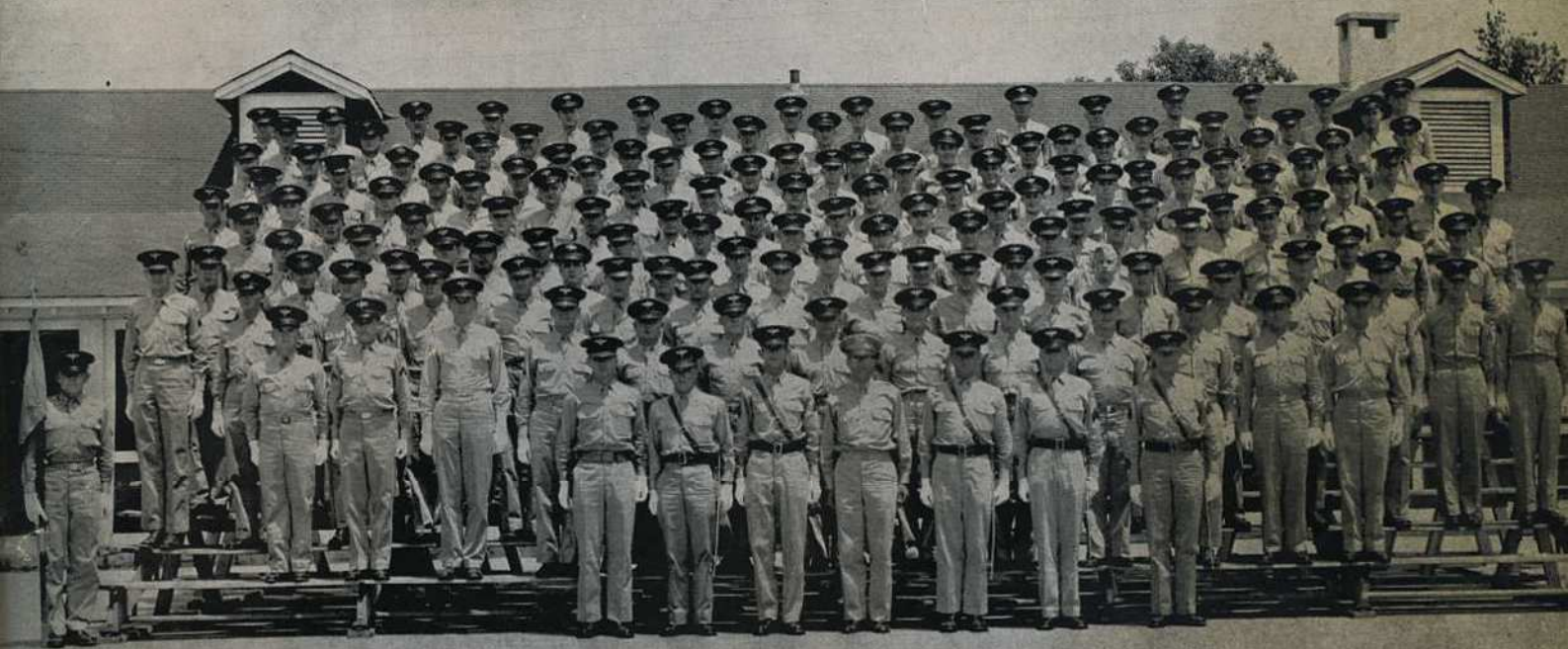


Section S, Squadron E



Section S, Squadron F



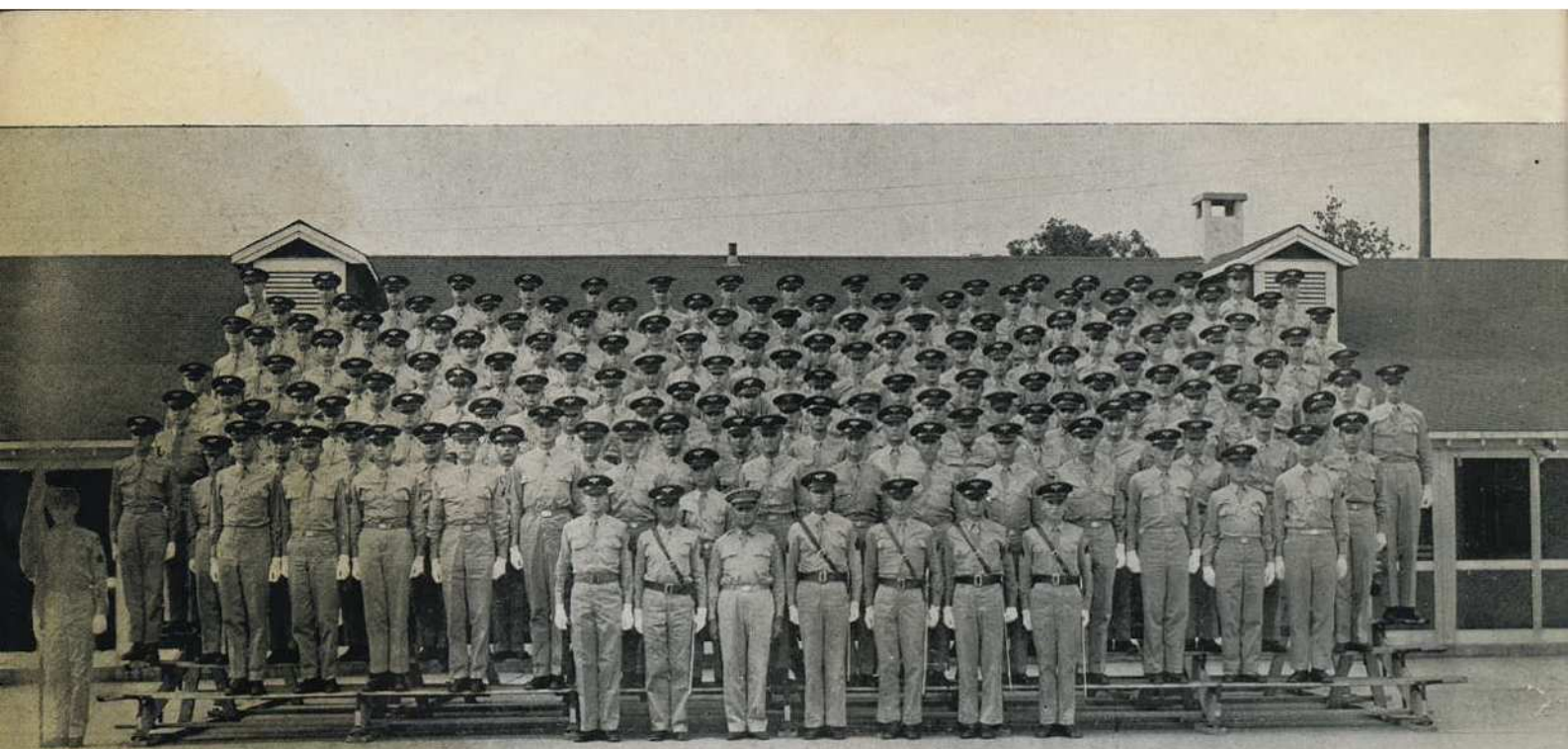


Section S, Squadron G

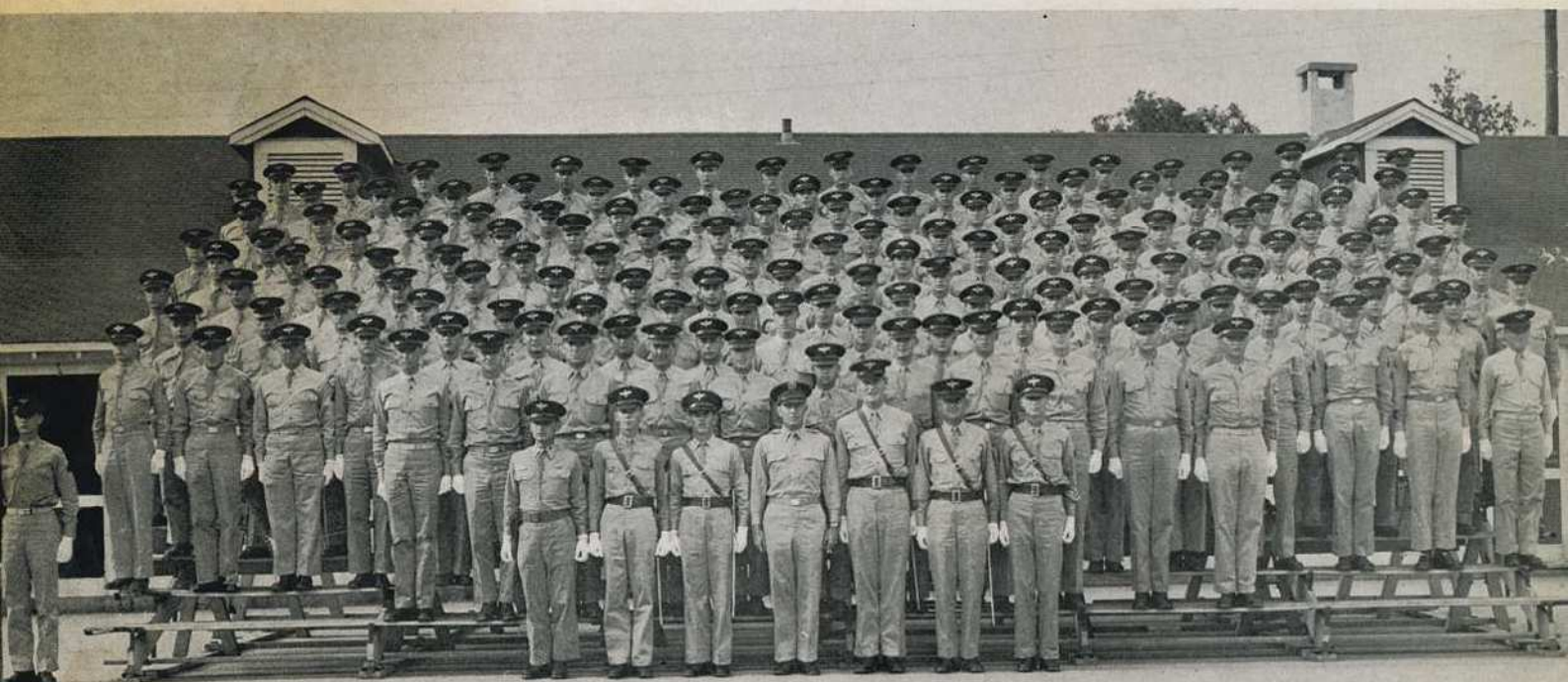


Section S, Squadron H



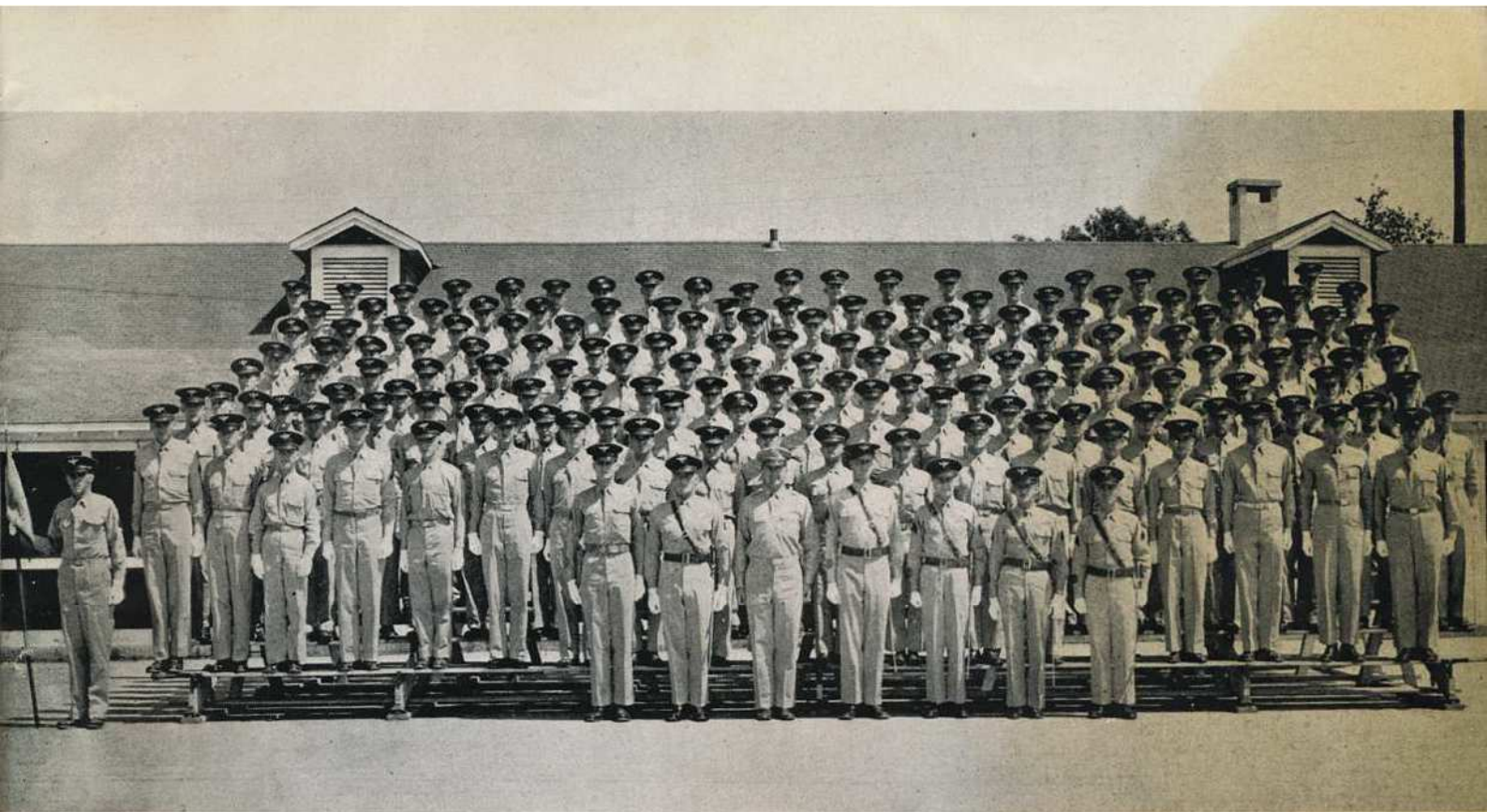


Section S, Squadron I

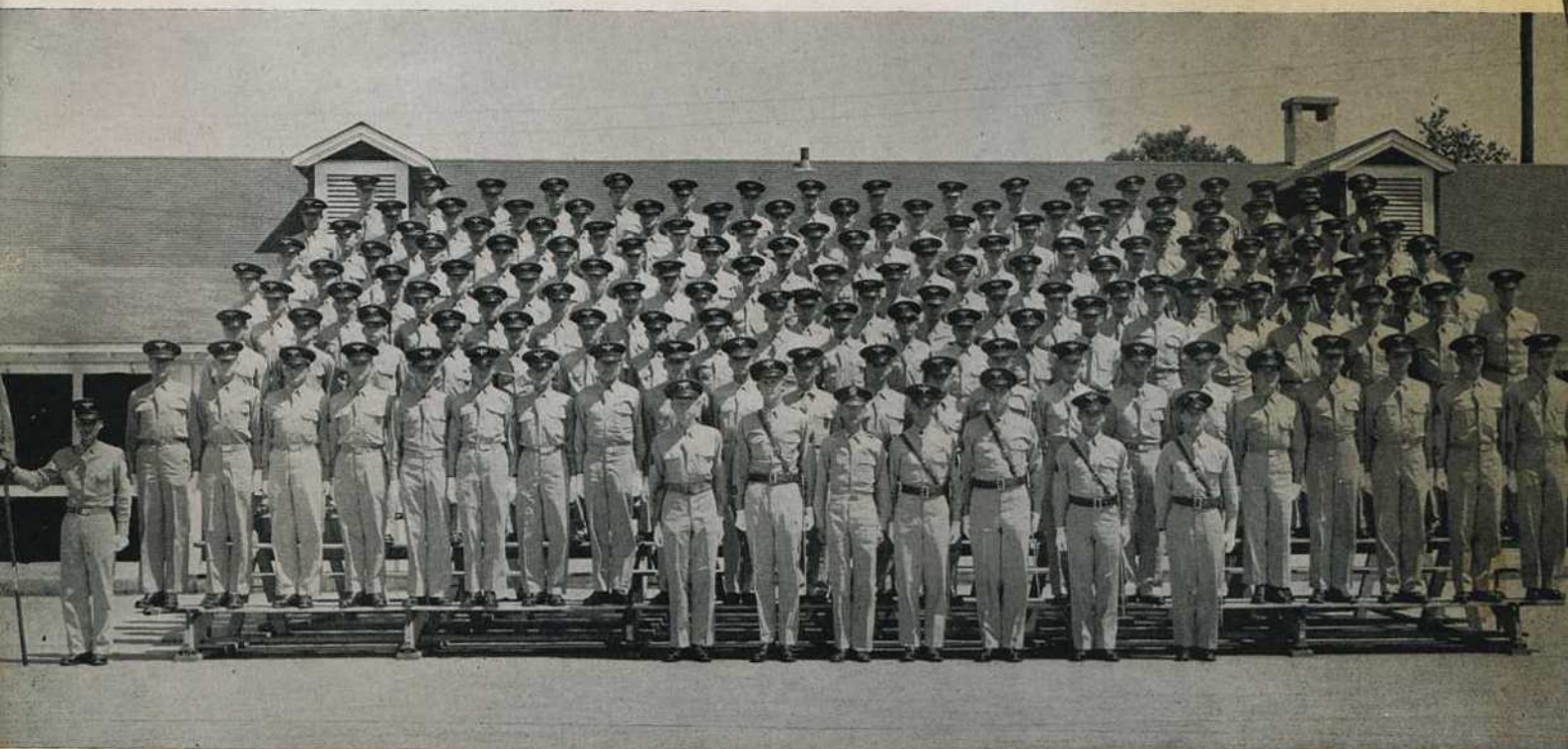


Section S, Squadron K





Section S, Squadron L



Section S, Squadron M



# THE JOB AHEAD

With nine weeks intensive training behind them, the members of the Class of 44-K are now prepared to move on to the more specialized stages of the program designed to prepare them for their part in the present world conflict.

Bombardiers and navigators must complete six weeks of gunnery instruction before entering the final eighteen weeks of their Cadet training in advanced bombardiering or navigation schools. Some members of the class have, however, previously qualified as gunners and are scheduled to ship directly to advanced schools.

The first stop for pilots after Pre-flight will be nine weeks of primary flying training, to be followed by similar periods in both basic and advanced schools. Transition training of from three to nine weeks follows graduation from advanced schools.

Months of work still lie ahead. Yet the ultimate goal is far greater and holds a meaning of such magnitude as to reduce the more immediate prospect of winning those long-cherished silver wings almost to insignificance. The job of each member of the Class of 44-K lies before him, and cannot be laid aside until final victory is ours.

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AND NOW WE FLY



