

# "CLEAR ABOVE"

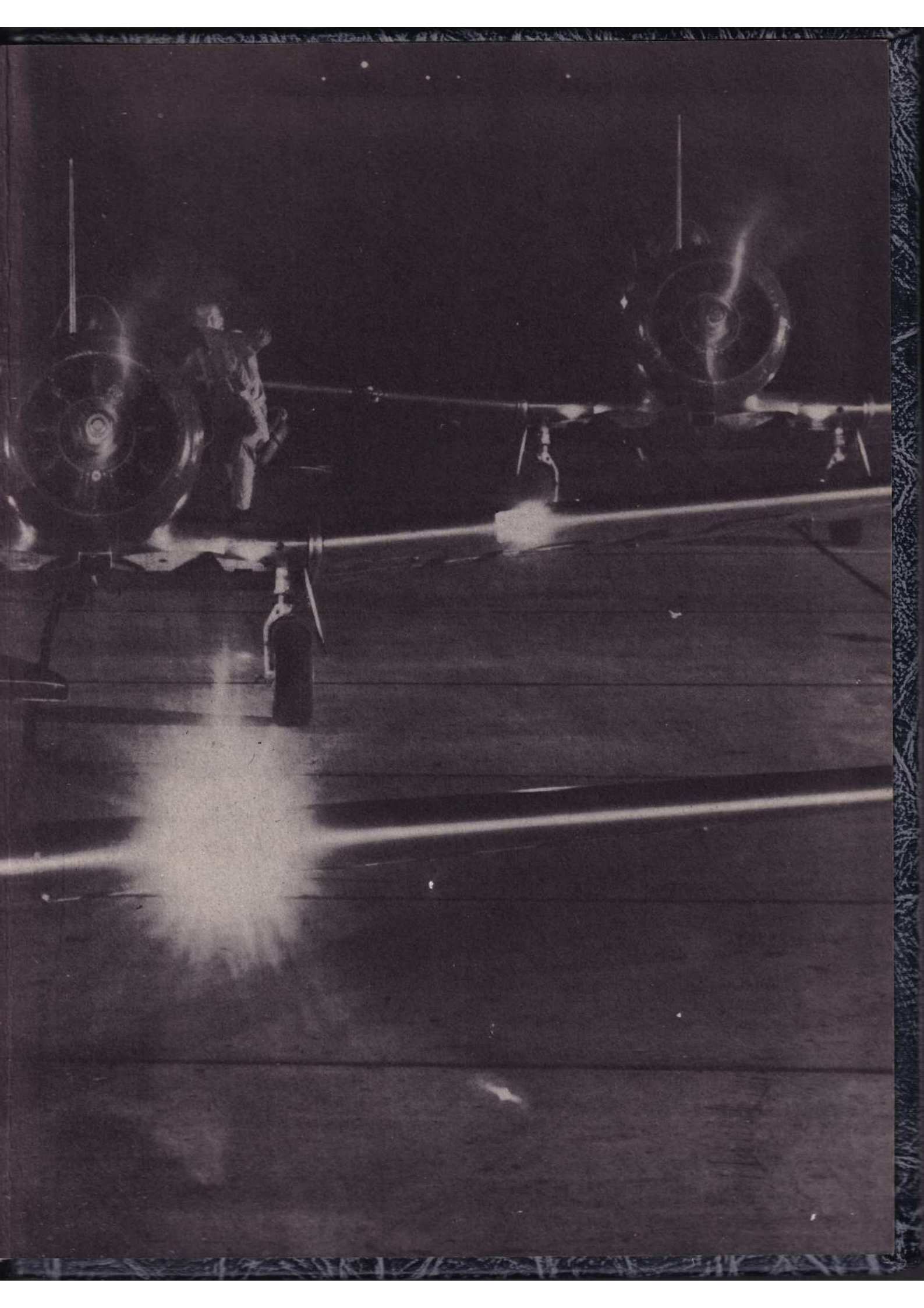


55-K









## GROUP STAFF

A/C MAJOR ROBERT H. CUSTER  
A/C CAPT. DELBERT R. MOTOL  
A/C CAPT. CHARLES E. JACKWOOD  
A/C CAPT. DAVID W. THOMAS  
A/C OTTAVIO A. CACCHIONE  
A/C CAPT. ROBERT E. PARKER  
A/C CAPT. JAMES A. ELLIOTT  
A/C CAPT. RONALD R. STAUFFER  
A/C LT. CLIFFORD J. BUESCHEL  
A/C LT. JEAN SCHUERMANS

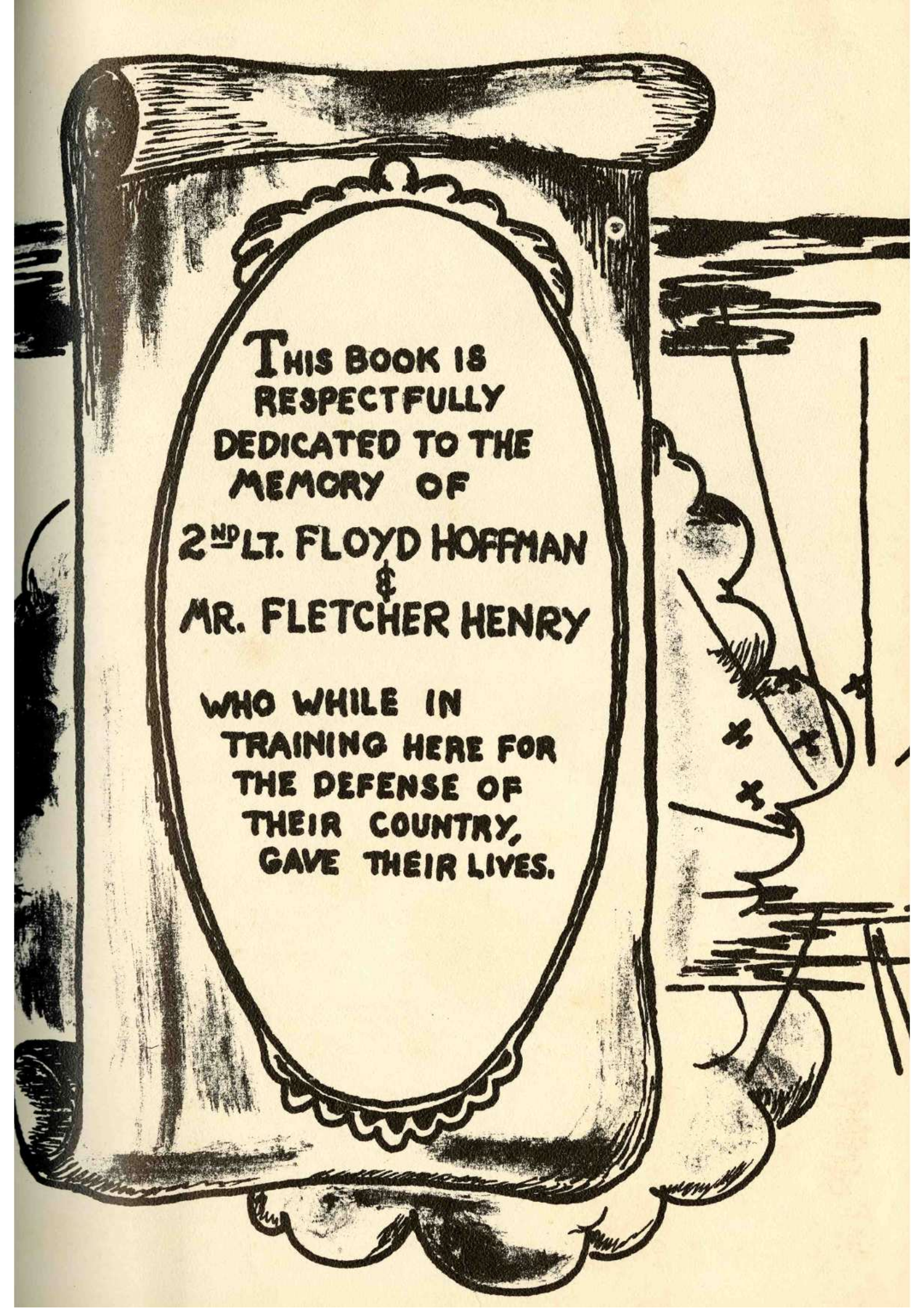
Group Major  
Group Executive  
Group Adjutant  
Group T. & O.  
Sqd. I C. O.  
Sqd. II C. O.  
Sqd. III C. O.  
Sqd. IV C. O.  
Group Welfare  
Group Liaison

## YEARBOOK STAFF

A/C CAPT. OTTAVIO CACCHIONE  
A/C MAJOR ROBERT H. CUSTER  
2/LT. CHARLES A. DINSMOOR  
2/LT. JERROLD E. PATTERSON  
A/C SGT. JOSEPH B. NEIL  
A/C LT. RICHARD D. FROST

Editor  
Asst. Editor  
Layout  
Layout  
Feature Writer  
Cartoonist





**THIS BOOK IS  
RESPECTFULLY  
DEDICATED TO THE  
MEMORY OF  
2<sup>ND</sup> LT. FLOYD HOFFMAN  
&  
MR. FLETCHER HENRY  
WHO WHILE IN  
TRAINING HERE FOR  
THE DEFENSE OF  
THEIR COUNTRY,  
GAVE THEIR LIVES.**





**Southern Airways School**  
United States Air Force Contract School  
BAINBRIDGE, GEORGIA

To Class 55-X:

I want to extend to you congratulations from each of the Southern Airways organization and sincere best wishes for the future. You have been here long enough for us to feel that you have become a real part of the team working together to train the best pilots for the United States Air Force. You have made many friends, and all of us regret that you are leaving. We realize that you have further horizons to conquer and more important assignments.

You have our best wishes for your future and our confidence in each of you individually to do the job that you are called upon to do.

Sincerely,  
*Tom D. Eve*  
Tom D. Eve  
General Manager





HEADQUARTERS  
3306TH PILOT TRAINING SQUADRON (CONTRACT PRIMARY)  
BAINBRIDGE AIR BASE  
Bainbridge, Georgia

Class 55-K

I extend congratulations to each member of Class 55-K upon completion of the primary phase of pilot training. Yours is the satisfaction of having met and conquered this which is probably the most difficult phase of your entire training period. I hope that you will continue into your next phase of training with the same aggressive spirit that you have shown here at Bainbridge.

My best wishes go with you for a successful career in the field of aviation.

*William A. Gunter*  
WILLIAM A. GUNTER  
Lt. Colonel, USAF  
Commander



# TACTICAL SECTION



MAJOR HARRIS



MAJOR TERRY



CAPT. WALKER



LT. CHAPMAN



LT. KELLY



LT. BRIDGER



# ACADEMICS



C.S. SYER  
Director



J.E. LEONARD  
Asst. Director

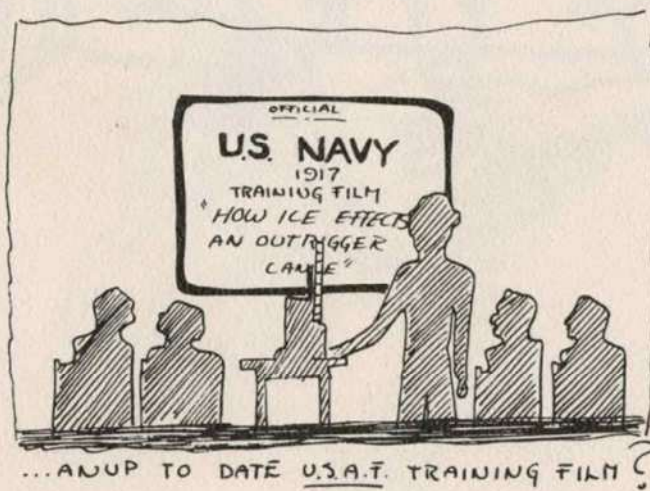




A. C. PATE



J. C. THURSBY



...AN UP TO DATE U.S.A.F. TRAINING FILM?



MR. RAINEY



Q. P. UMPHREY





MR. F. CARNLEY



MR. L. E. SKIPPER



MR. JOLLEY



MR. FREEMAN



MR. TONDEE



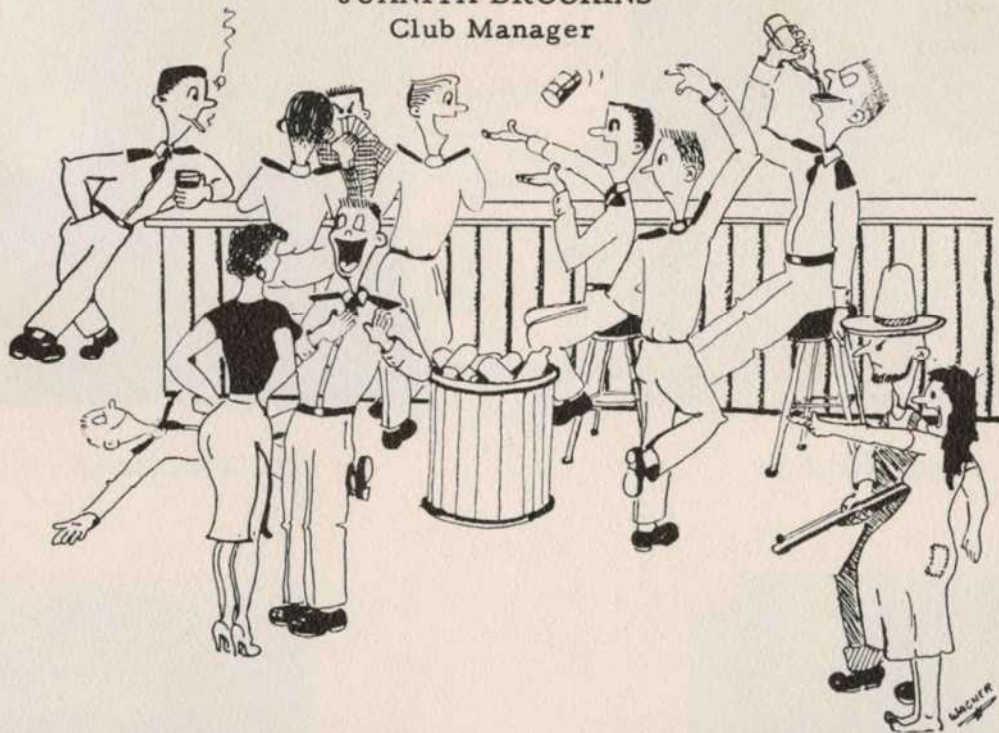
MR. RAHN



# CADET CLUB



JUANITA BROOKINS  
Club Manager



Ozzie and Evelyn



Thelma and Mary



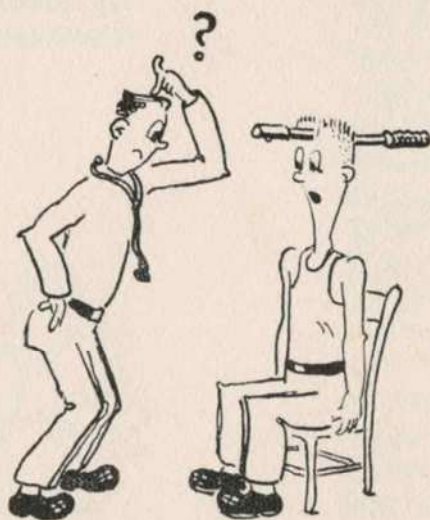


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CAPT. CLARO

LT. SMITH



ONLY WHEN I LAUGH...



# AND TO BAINBRIDGE CAME 55-K

If you try and think back to the first day when you rode through the gates of Bainbridge for the first time you can't remember exactly how you felt. Kind of excited, but for sure you were glad you were here. At last you'd made it, "Here I am boys, show me the planes, I'm ready to break the sound barrier." (The only sound barrier you'll want to see for the next few months Boy will be one between you and the voice in the back seat.)

So you took a look around and it kind of shook you up at first, no MP's around checking passes (most of the Cadets stored this little gem of information for later use) and not a single barracks in sight. Yes, you were pleased, at last the Air Force has come through with a good deal, "They've finally recognized my talent." (You'd better have some talent Boy or you'll go out



as fast as you came in.)

After a couple of days processing you went down to the line and met your instructor and he gave you your first ride in a T-6 and when you got down you thought you were real hot because he let you skid around a couple of turns. Then he showed you the inside of a PA-18 and you thought to your self, "Man I could take this thing off the ground right now." (When they make "S" shaped runways Boy you'll be in.)

Traffic patters became ten minutes of stark terror as you got a verbal barrage that made you wonder where one man could learn so many nasty words. But then the Big Day, "Do you think you can make it around the pattern Boy?" "If anything goes wrong Boy, please, and I repeat, please



Boy--TAKE THE GOD DAMN THING AROUND." So you did it, maybe a little wheels first bounce or a crow hop down the runway but you got it around and your instructor actually smiled and shook your hand. (Actually the only reason he smiled was that he was happy to see that you hadn't piled up three thousand dollars worth of Southern Airways property that he would probably have to pay for.)

Then you started in the Six, those first few landings were a little hairy but you settled down gradually and after about sixty landings you finally got one in without his help. Once more you soloed and once more you got thrown in the pool. (This was a good deal, you could go another week without washing the flying suit.)

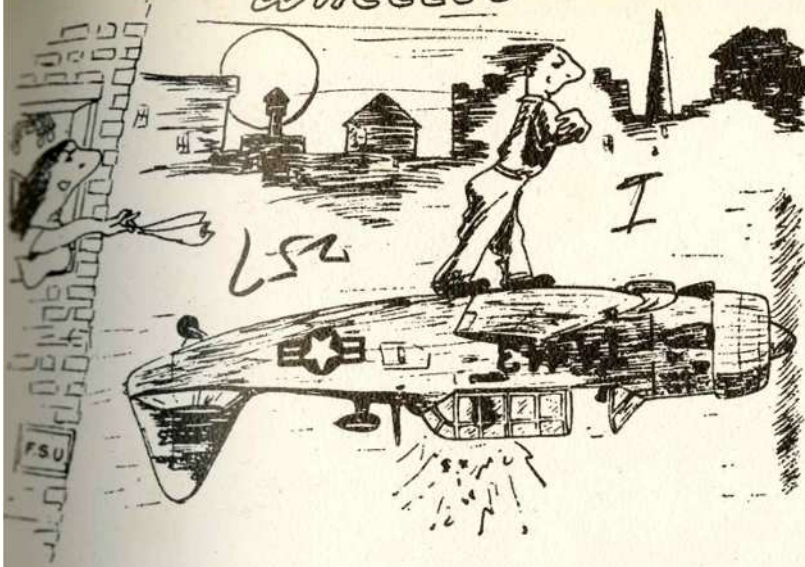
Flying got a little easier, the black ball began to stay in sight once in a while and you could hold your altitude within a hundred feet in the traffic pattern. And after about twenty hours you begin to wonder what a barrel roll was like so you probably looked it up in the Primary Flying Manual and being thoroughly briefed on it you tried one. After your first attempt



I'M GONNA GREASE THIS ONE IN, COACH!



WHEEEEE



it suddenly comes to you why you have been taught spin recoveries and runaway prop procedures. So you tried it again and this time you got a hammerhead stall and you wondered how a propeller could go from 1850 RPM to no RPM so fast. (Back to the power on stall series Boy, your time will come.

And it did, after the fifty hour check your instructor showed you how the various aerobatics were supposed to be done. He also introduced you to a little piece of canvas and wire known as "the hood." (Within a very short time this little object was to become the source of a great deal of frustration and sweat.) He showed you where to put it and told you what he'd expect from you while you were under it. After five minutes you felt like telling him where he could put it and if he expected you to fly while the damn thing was over your head he was crazy. (A monkey on a telephone could fly this thing better on instruments than you can Boy.) But somehow or other you got by and made it past the instrument check but you'll always remember that voice, "Watch that airspeed, your altitude's

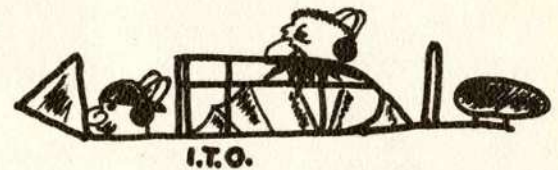


No! WE DONT TAKE SIX PACKS ON NIGHT CROSS COUNTRIES, TAYLOR!!

going to hell, cross check, cross check, cross check."

The cross countries were the best, you got to try a little formation flying and also a chance to show off to your buddies just what an HP you really were. Halfway between Dothan and Albany you sight a dual ship, everybody peels off, "I hope he didn't get my number." Then that voice out of the blue, "Alright you guys knock off the formation flying and get back on "C" channel," And when you got back to the flight shack the "war stories" were flying thick and fast so you joined in with your experiences and when you went home that night you felt like the hottest thing that ever hit the Training Command.

Then there was night flying, barrel rolls at three thousand feet with the lights out, sleeping in class the next day, getting blinded on final approach by some idiot taxiing with his landing lights right in your face. But it was "no sweat all the way" and when you were finished you were all set to



take the T-6 off in any weather any time of day or night. (Wait'll you get to Basic Boy, you'll be doing without any landing lights on a field you've never seen before.)

The time slipped by and all of a sudden Friday the day before graduation was here, only twenty minutes more to log and you'd be finished. Maybe you got a little tight that week-end, it was the best excuse you'd had in months, you'd just hit the half-way mark in your flying training. Monday came and you took it around the pattern once and you were finished with the T-6. As you climbed out the plane for the last time you were already thinking what you were going to do on that first date with your girl in the few hours you'd have with her between here and the next base. So you shook hands with your instructor and left and you thought to yourself, "He's not such a bad guy, with a little effort he could be a human being." (If you don't bust your butt at the next base Boy you just might make it through the program.)

"IHTFP"



FLIGHT



IRA L. GREY



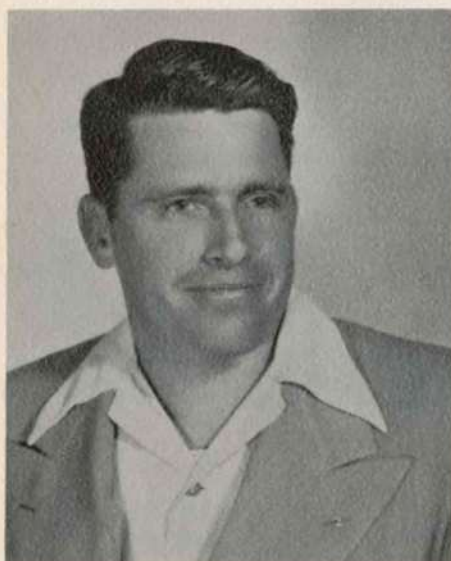
WILLIAM T. WHITE

Flight Commander



ALTON EVERSON

Asst. Flight Commander



Dispatcher

# FLIGHT

# A1



"HTFP"

1/LT. FRANK J. MERRILL



WALTER K. HINTON



"When I spin I trim em for it."

THOMAS E. BAHAN



"Ready for take off prop 2,000 RPM, full flaps & trim set for glide."

Instructor  
MR. JAMES I. TURNER



"We're just wasting time dammit!"

"But sir, I thought it was Saturday night!!"

ROBERT J. VAUGHN



"You mean I can get gigged for holding hands?"



Instructor  
ROBERT L. PICCININNI



M. W. ANDERSON



"Gee, 10,000 on one ball!!!"

JAMES A. BRENNAN, JR.



"But sir, I wasn't sleeping,  
the True Course is 465°"

1/LT. L.K. PFEIFFER

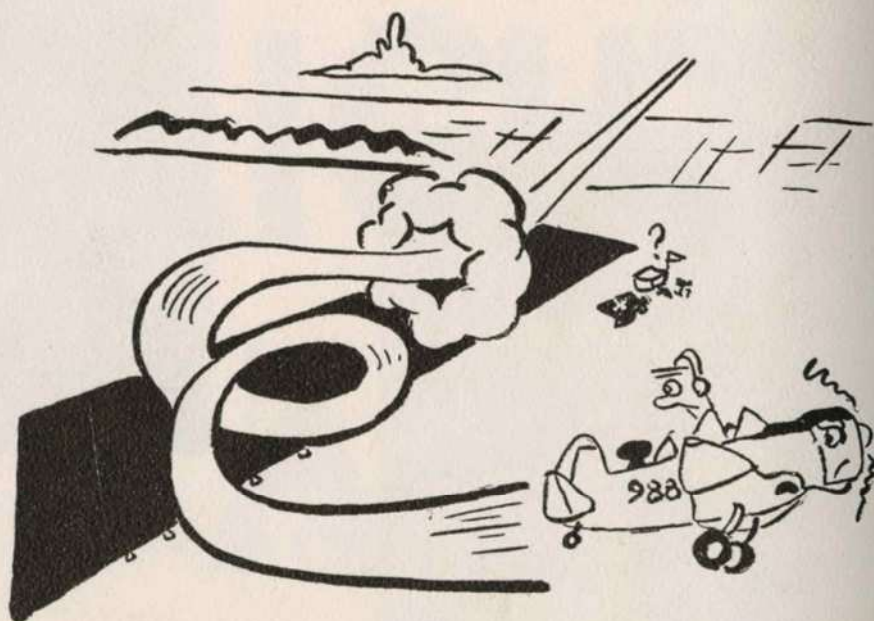


"Oh, now just a minute Downs."

JOHN D. ALEXANDER



"Who tilted the runway?"







A. D. COTTRELL



"Load up, Peon!!!"

ALBERTUS ROETMAN



"Gottford ammit! I did polish them."

"IHTFP"

2/LT. C. A. DINSMOOR



"When I say feather #10, he'll say, which side sir!"

JOEL DUNIPACE



"Maybe I'll go to Multi too."

Instructor  
JAMES N. KENNEY



"I want a high easy round out."



Dinsmoor - 1955



Instructor  
DALTON B. McCOY



"And when you decide to go--  
"GO"--3,000 my altitude."

GARY R. BROWN



WILLIAM R. FOUTCH



"Who's Foutob??"

HENRY E. CRAMPTON



"No, please sir, not another  
clover leaf, urp!!!!"

L. G. ANDERSON



There aren't no rats in the  
barracks, anyhow."

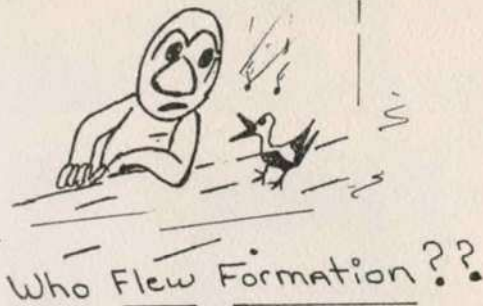




INSTRUCTOR'S ROOM

"HTFP"

A. R. FRIESEN



G. T. BECKMAN



"It started to stall at 20,000."

RICHARD D. FROST



"It looked good five in echelon!"

Instructor  
ISSAC C. EUBANKS

"Stay off the Suedes, man!"

A. E. BELFORD



"Big grapes aren't as good as Big Oranges."



"But sir, I can't see over my knees."



Instructor  
LeROY H. DEWKETT



"You guys aren't as co-ordinated as my two kids."

C. R. HORSTMAN



"Yeah man, right in back of the cadet club."

JEAN L. SCHUERMANS



"Wee, wee, request ze D.F. Steer."

C. L. CHAPMAN



"But Lucille Sweeney isn't my sister!"

2/LT. ROBERT E. DOWNS



"Why shouldn't I call you the animal?"







...the mixture and prop... stay cool... full forward... don't get excited... change tanks... use the wobble-pump... keep your head... Altimeter reading 3005... and try blah blah... be calm... blah, blah... Screeeeeeeech.....

"IHTFP"

1/LT. POOVEY

WILLIAM R. ETTER



Photo  
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H. S. BATEMAN, JR.



"Say does anyone know some-  
one that works on carburators?"



"Why for you do that??"

Instructor  
FRANK L. CHEEK



"Pant, pant, pant, pant!"

RICHARD R. BROEHM



"That formation was raunchy,  
let's have a little close order  
drill."

"Change fuel tanks, hit wobble  
pump, gear flaps up, mixture  
'Idle cut off' 'what'"



Instructor  
EUGENE McALPIN



"Sure, you'll solo! when??  
When I'd let my kid ride in  
the back seat with you."

C. E. HARRELL



Who me, speed?

THEODORE FLETCHER



"That is not the way Spillane  
does it."



NO 1 REPORTING OVER  
YOUR STATION FROM ESTES !!

GEORGE R. HENLEY

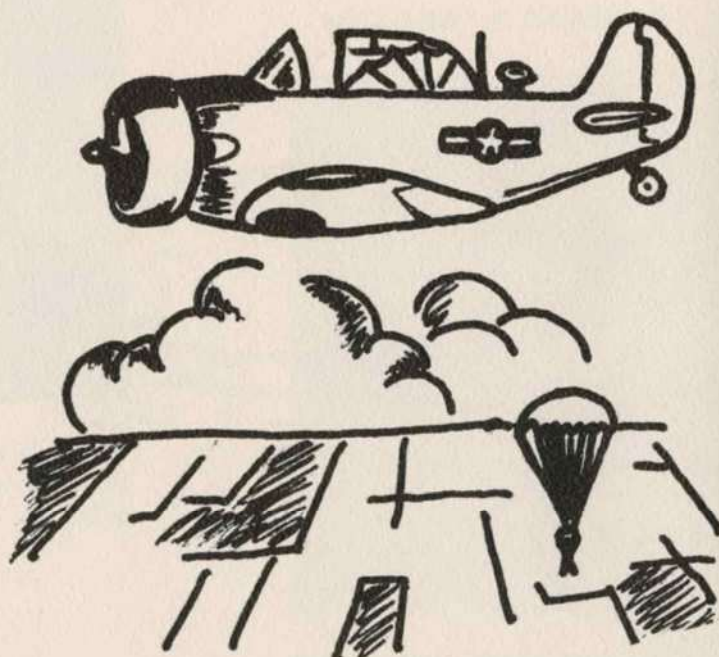


"I'm the only guy that came  
out of Lackland who knows how  
to march."

2/LT. ROBERT E. GREGORY



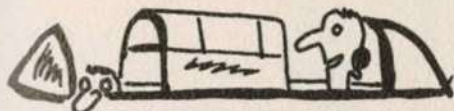
"Tobaggan, I'm at 2,500 ft.  
and I'm still solo."





"IHTEP"

2/LT. CHARLES H. EMPEY



SOMEBODIES GOT SIX OF MY CUSHIONS!!!

OTTAVIO CACCHIONE



"So what if I do use five cushions!"



"Why do those girls keep bothering me so?"

LEO E. FLOCKEN



"Oh!! You bunch of wise guys."

Instructor  
REO L. ROOD



"We musn't use rationatization."

JAMES W. CARLSON



"All you do is put a match  
behind the golf ball, like this."





Flight Commander  
HOWARD F. MOORE

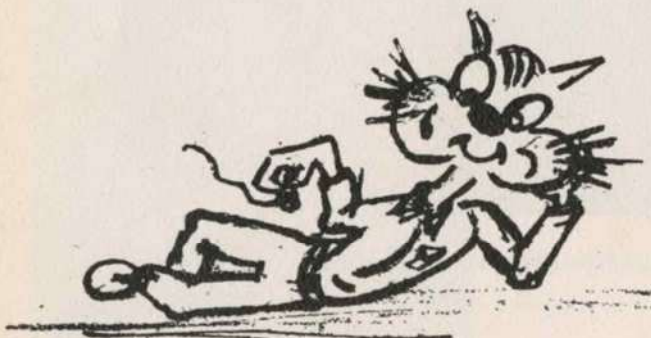


"Who called me Flaps?"

Asst. Flight Commander  
JACK D. ROWAN



"Don't forget to call 1440....  
.....collect!"



"Ahh got this stuff cold"

# FLIGHT A-2

Dispatcher  
EVELYN L. RAGAN



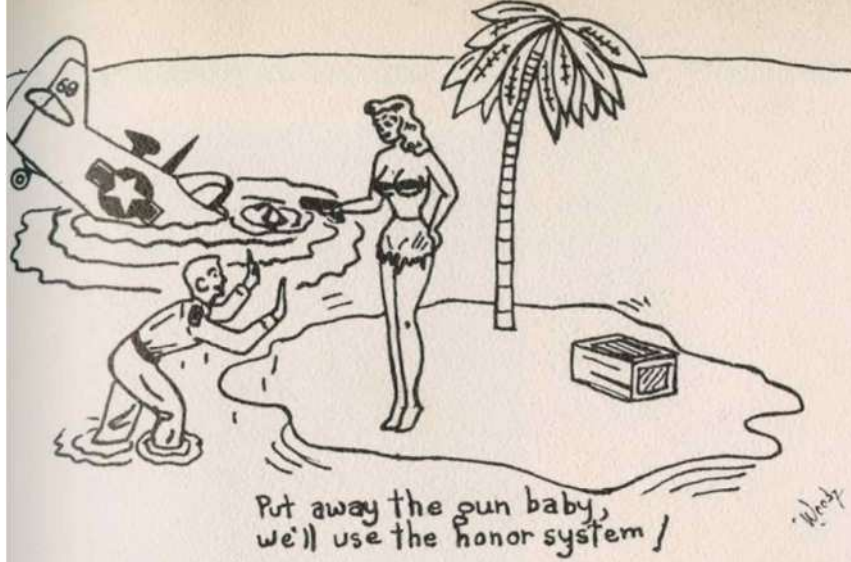
"I don't know about you."



Element Leader  
ARTHUR C. SMITH



"Look back here!.....  
now smile!!!!!"



LT. CHARLES M. LAVENDER



"This place gives me the reds."

LT. JERRY L. WHYBARK



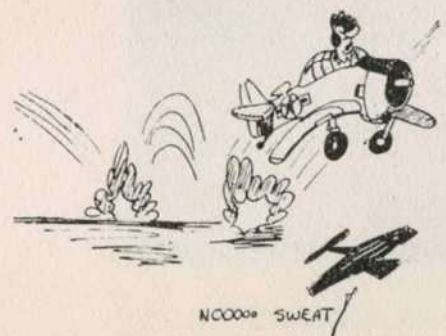
"Not too good...only two  
dates last night."

"HTFP"

A/C PAUL W. LINDEMUTH



"Let's go to Dollars"





A/C JOEP W.H. FRIELING



"In Holland we are having  
no ramp."



Element Leader  
CLARENCE V. HORNER



"You got that! ? ?"

LT. ROBERT J. HOCHSTETLER

Photo  
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Available

"Anyone want to draw bottles?..  
.....honest I didn't plant any."



A/C WILLIAM H. KLECKER



"Me, take a drink? ?"

A/C MALCOLM C. MacLEOD



"It looked just like Waycross!"



A/C ROBERT J. McELYEA



"HTFP"

A/C RICHARD J. SHERRIER



"That's what's wrong with the program, no culture."

JIMMY E. RODGERS

"You got that right ace."



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OOooo - I - HAVE - CAUGHT - YOU - IN - BED  
AFTER - REVEILLE, NOW - YOU - WILL - GET - A  
GROUP - BOARD - YOU - NASTY - CADET - YOU.

"Maybe someday you'll learn  
how to fly."

A/C GAYLON O. SMITH



"Sir, do I use top rudder in  
the 48th position of a 98 point  
slow roll?"

A/C DAVID L. THOMPSON



"Sure I'd walk a hundred forty-  
two tours for my country."





I DON'T KNOW WHY THEY  
CALL ME TAILSPIN TOMMY!!!

LT. DONALD MODEL



"I'll work out in the weight  
room coach.... 12 ounces  
at a time."

LT. DARVEL L. SUMNER



"Oh, very well."



"I don't care what the dis-  
patcher said!"



A/C JOSEPH B. NEIL



"If she'd only shave the mus-  
tache!"

A/C ALAN D. WILSON



"Hey, Li' bit, gimme another."





*I'll block him out this time!*



"That's right, seventh level."  
ROBERT S. CATHCART

A/C ROBERT E. PARKER



"Why weren't you at reville?"



"You never did that before!"

A/C WILLIAM K. MEIKLE



"Wait'll we get to jets."

A/C BERT E. PEKAREK



"Boy? it's time the world knew!!"



FORCED LANDING!



A/C WAYNE K. GUESSFORD



"What! Five minutes 'till flying training?"



A/C HERSHAL C. LACY



"I think I'll phase out of PT."

A/C MELVIN L. JACKSON



"Sir, could I have a Voco for Friday?"



LEWIS G. MURRAY



"You talk just like my Mother-in-Law."

A/C RICHARD ZENOZ



"Chess anyone?"



A/C JAMES E. MacDANIEL

"HTFP"

A/C LESLIE B. NEFF



"Ahhright, so she's skinny." HAROLD V. McALLENAN, JR. "You're all hypocrites."



A/C WALTER L. RAY

"Looka heah hoss."

A/C CHARLES L. TAYLOR



"Gigged! - for rusty trombone."

"What date's the re-exam, sir?"



A/C THOMAS W. JACKMAN



"Wanna wrestle?"

A/C JULES F. NIELSEN



"You ought to see the view from  
eighteen thousand!"



"I'll fly you first."



A/C DELBERT R. MOTAL



"I thought the gear was down."

A/C MAURICE E. PICARD



"Ninety-four in second gear."





"Oh, it wasn't as bad as I made it sound."

A/C ALFRED A. LEE



"Me, leave the base on a weekend."

A/C ARLO LEVI



LT. JERROLD E. PATTERSON

"Did you say take it around??!!"



"These poor bachelor officers."

LT. DAVID A. ZILLMER



"You can get a Ford thru anything... if you're in condition."





MR. PAGE



B-Flight Commander  
"As you were gentleman."

MR. GREEN



Asst. Flight Commander  
"Wing Walkers, more wing  
walkers."

MRS. ROBERTS



"What? None of my boys would  
do that!"

# B FLIGHT





ROBERT M. MOORE



"Why for U bury me in the cold, cold ground."

HENK KRAUSS



"Do you have a cigarette for me?"

"HTFP"

TOD C. CLEVELAND



"Just wiggle the trim."

Instructor  
RODNEY C. WURST



"Coffee break, who's buying?"

ROBERT H. CUSTER



"Just kept the stick back."



JAMES A. ELLIOT



"You are a jewel. "

BOBBY L. HENNING



"I'll be dipped. .... "

THOMAS E. WILLIAMS



"I'll never smile again (26 gun)"

MICHAEL ADAMS

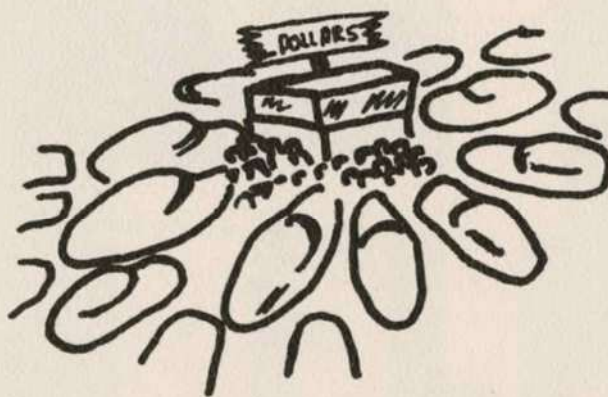


"That's neat. "

Instructor  
PAYNE



"Hold it like you would your  
girl. "



FRIDAY NIGHT.



ERIC J. MOORE



"And there I was....."

PAUL W. STONNER



"Did they go thru channels?"



"Definitely!"

WALDO H. MILLER



"Mo' beer"





Instructor  
RAYMOND FOREHAND



"Flying! Nothin' to it - Right?"

FRANK D. DITOMASO



"Women? Ha-cha-cha!"

THOMAS M. FORD



"The quiet one."

DELBERT F. GLEASON



"Back at Selfridge"

ROBERT H. GINGLES



"By golly!"



PONFORD!!! YOU'VE BEEN HITTING  
THE BIG ORANGE AGAIN!!





Instructor  
HENRY A. PAX



"This is the way I would do it!!"

"IHTFP"

DONALD L. ANDERSON



"I hate this \*#&\*# place."

HARRY D. FARENGA



"Now wait a minute!!"

DONALD S. RENSHAW



"I didn't think they'd get my number."

KAMIEL G. SMESSAERT



"Ve don do dis in Belgium."



DAVAID W. THOMAS



"x Crash x normal go around."

CARLTON R. GRACE



"Why don't you grow up?"

ROI H. ROSENTHALL, JR.



"This would make a good place  
for a training base."

Instructor  
THOMPSON



I bet I could teach a monkey  
to fly.

RICHARD B. GIFFORD



"Just for kicks."

"NUTTIN' TO IT!!"





"IHTFP"

RUSSELL D. BROWN



ARDEN A. WIGNESS



"The sky is falling in."

Instructor  
R. A. BAKES



"Huh, Hell, pay attention."

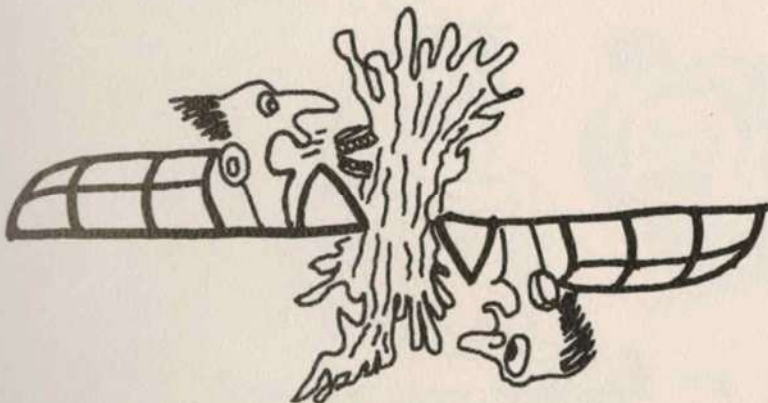
RONALD R. STAUFFER



"GEE I got it."



"Now when I do a loop....."





JOHN L. KIMM



HENK DEVOS



Instructor  
JAMES L. GUTHRIE



"Gimme a stamp."

CLIFFORD J. BUESCHEL

"Where's my comploter?"



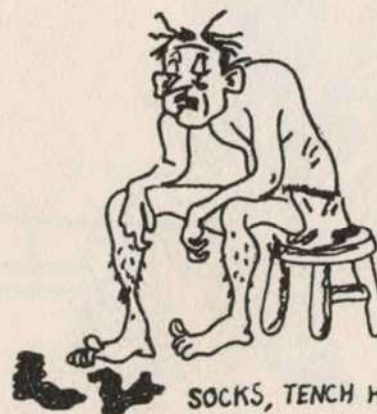
"These B-29 patterns!"



**BUT SIR MY TAILWHEEL  
IS LOCKED !!!**

"Now look boy

ROBERT B. KUENZEL



**SOCKS, TENCH HUT !**

"Who's eyes are bloodshot!"



DAVID M. YOUNG



Photo  
Not  
Available

"Now son, you know better  
than that."

"Serious"

E. J. WALKER



"You better not do that."

JOSEPH L. RITTER



"You got that right ace."

DONALD F. KILLIAN



"Sir, what, where, when, why,  
etc?"



A pink one Sir.



ALBERT L. JONES



"Muscles!"

ROBERT U. SNYDER



"Oh, I spent many hours...?"

Instructor  
BILLY A. DOUGLASS

Photo  
Not  
Available

"I want precision procedure  
flying, verbatim."



"At the academy...."



10 G's



"IHTFP"

FLOYD L. MONTGOMERY



"Negetive"

RONALD R. GLOCK



"97%! Not too hot!"

Instructor  
GEORGE W. HICKS

Photo  
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Available

THOMAS K. WYSZATYCKI



"Good gracious"

"A 67! -it must be the clubs."



THAT WAS HAIRY!!







"Where's my cat?"

GEORGE L. HALLENBROOK, Jr.



"Knock it off."

THOMAS K. BORRE



"A no sweat program."



Instructor  
WARREN H. WISE

Photo  
Not  
Available

"I have ze step..."

"It was a safe landing, but..."



IHTFP club meeting  
room 5 & 6



"IHTFP"



JOSEPH S. HLADEK



"Aw! Come on fellows"

RICHARD SILVIS

Photo  
Not  
Available

"Yea, dat's right dere"

MR. WEST

Photo  
Not  
Available

"No sweat"

EVERETT C. SHORT, JR.



"Great Hah!"

DAVID A. LAWTON

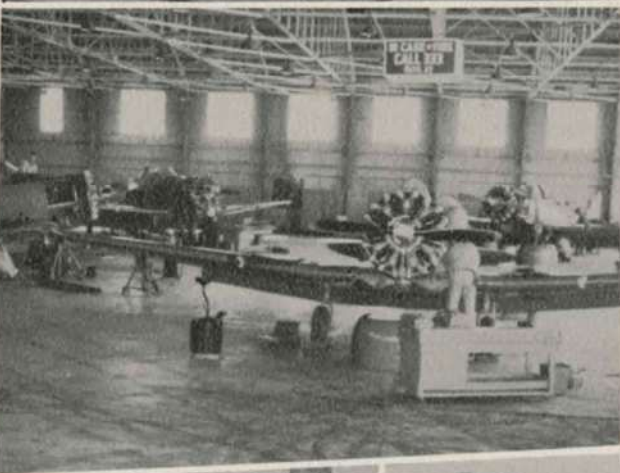
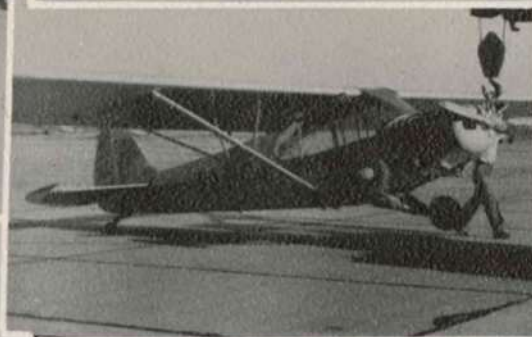


"I'm a lover."



You didn't like my patterne?











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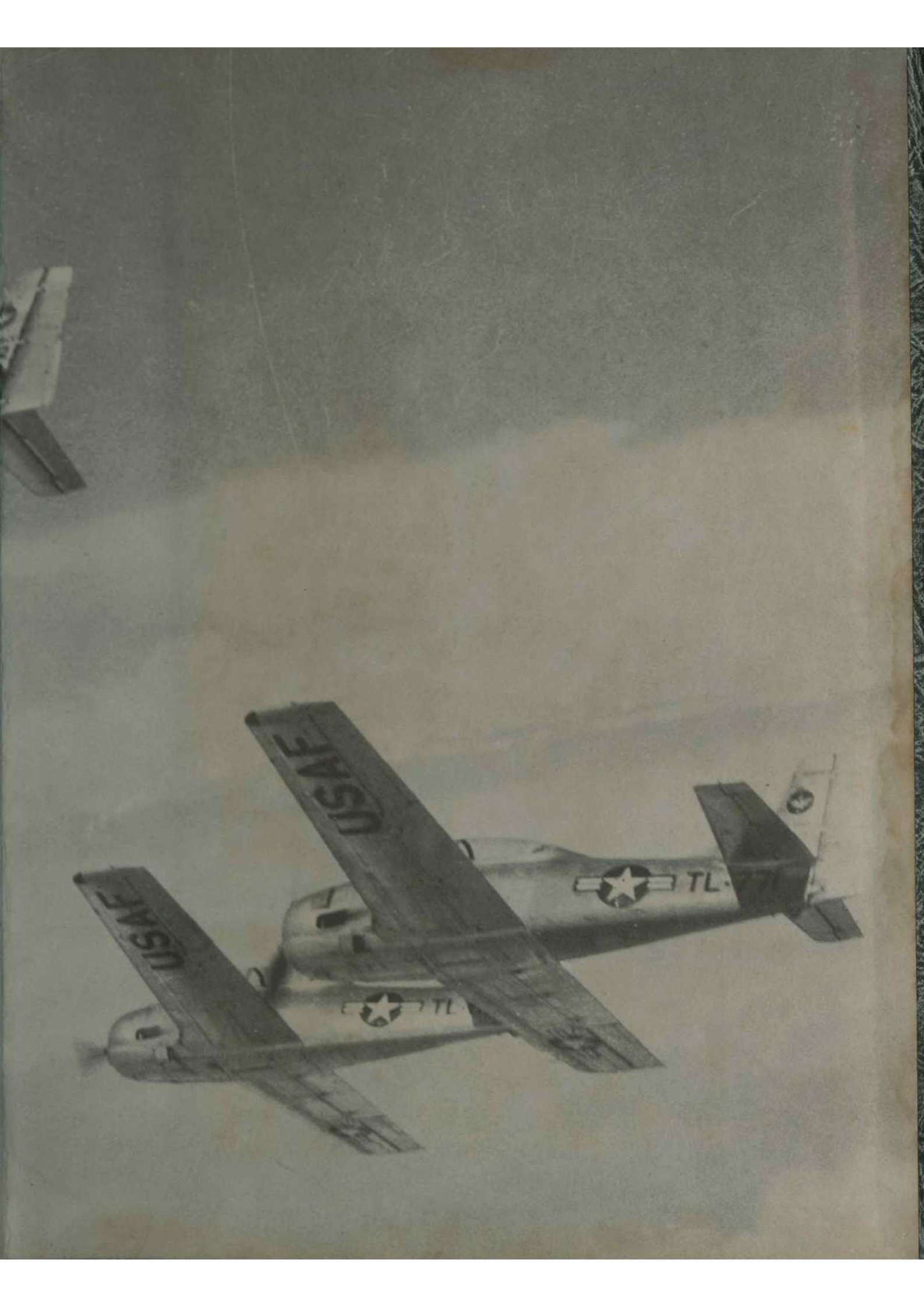
Bainbridge, Georgia



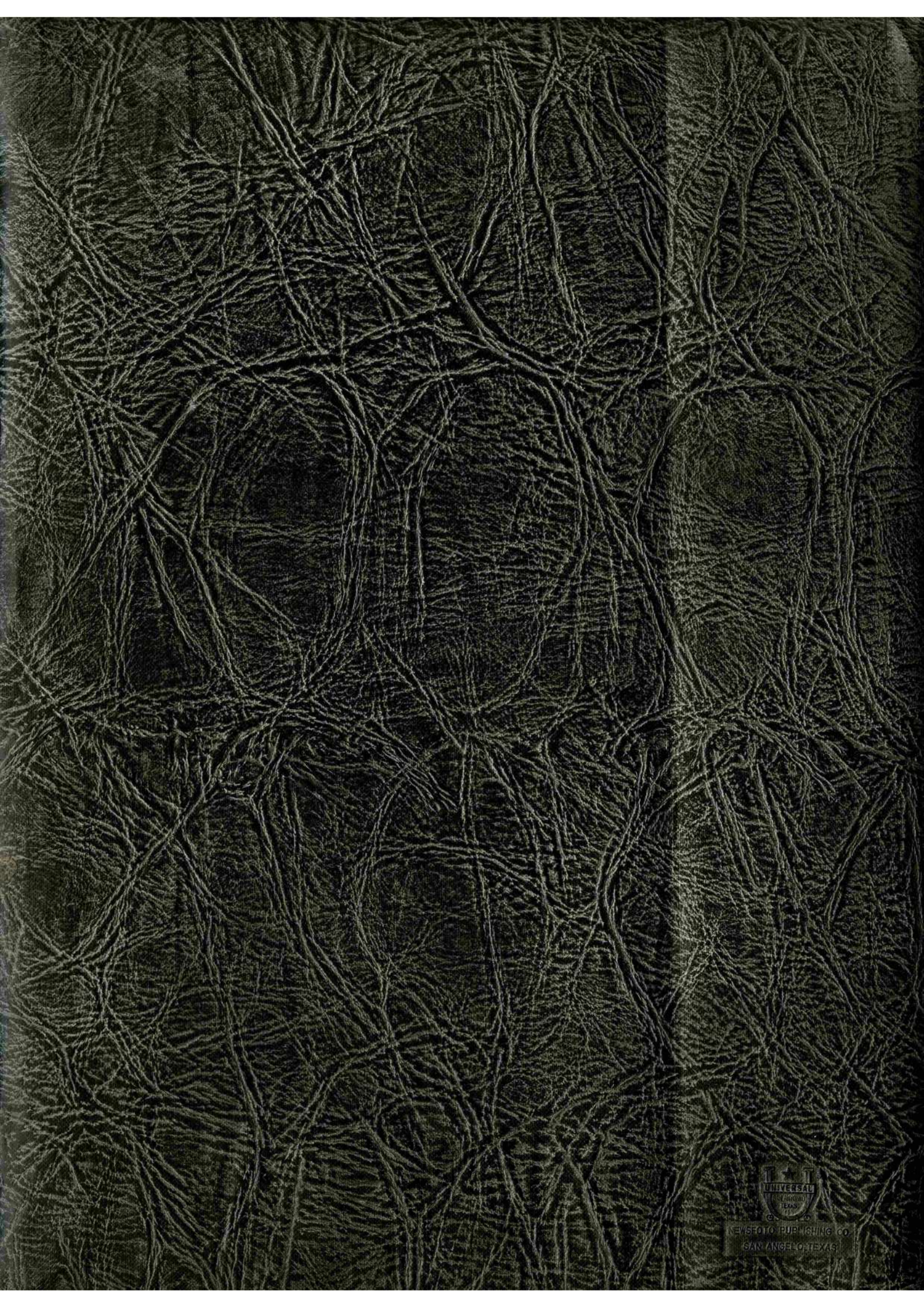












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