

BARTOW AIR BASE



SWIVEL HEAD

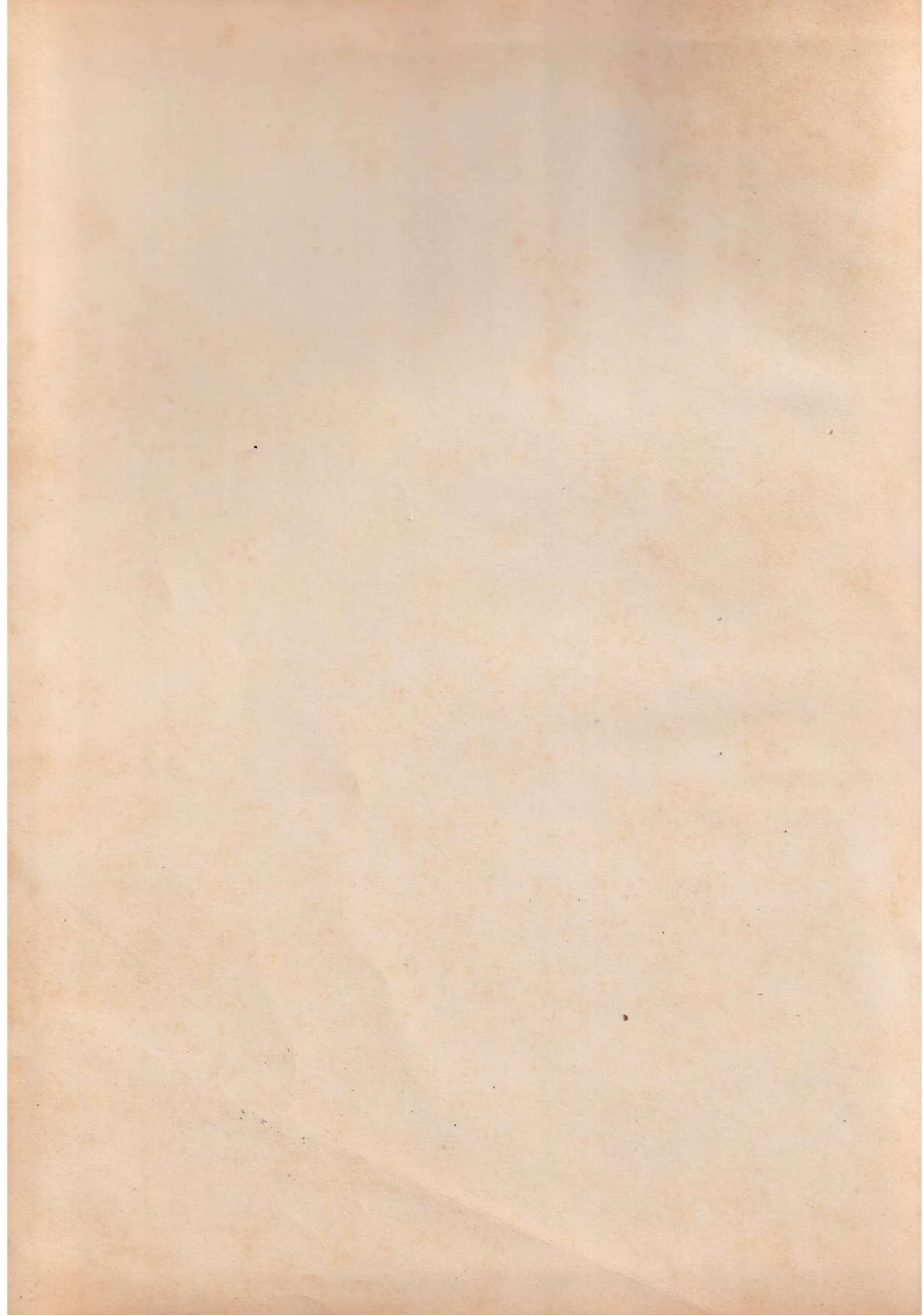


CLASS 53-A

ANNETTE ANDERSON







"Swivel Head"

A record for remembrance

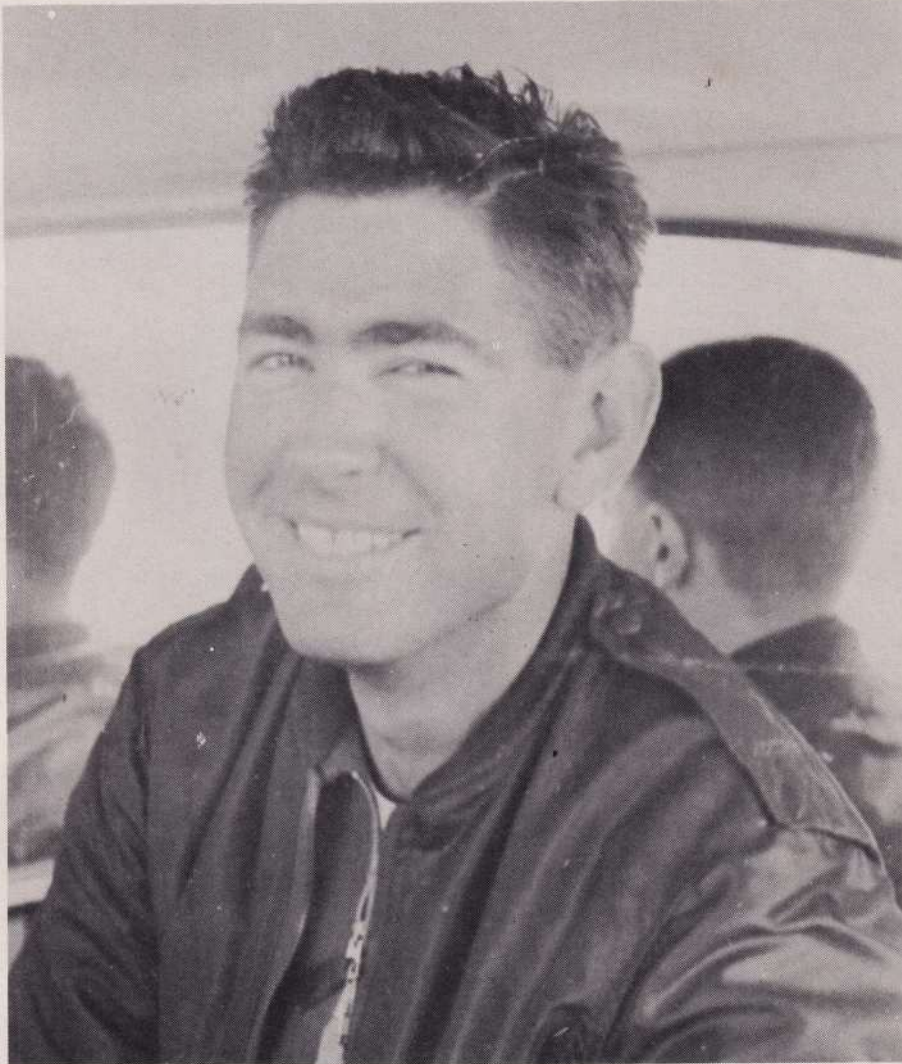
Class 53-A

at

Bartow Air Base

Bartow, Florida

In memory of 1/Lt Don McCormick



This book is dedicated to 1/Lt. Don McCormick by his friends and associates.

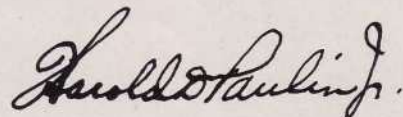


HEADQUARTERS
3303RD TRAINING SQUADRON (CONTRACT-FLYING)
BARTOW, FLORIDA

TO THE MEMBERS OF CLASS 53-A:

I consider the following quotation significantly vital to you graduates of Class 53-A. The quotation is from the Preface of the Sixth Edition of The Air Officer's Guide. No doubt you have read it before but because of the impetus it provides, treat it subjectively, reread and absorb its contents each time you open your Classbook to reminisce:

"The United States Air Force is an instrument available to the people of this Republic for their common defense, and for the advancement of the interests of the United States throughout the world. Insofar as this Air Force—this Instrument—is strong, sharp, and ready, its existence tends to deter the potential aggressor, giving warning of swift punishment for the lawless. A great and historic interest of the American people lies in their desire for a world of peace and justice. Twice in ten years, the people of the United States have ordered their Armed Forces to subdue international brigands who broke the peace and flaunted human justice. The United States Air Force, through prompt and efficient completion of its assigned missions, can insure the arrival of that long-hoped-for day when all human beings may walk in freedom, and in fear of none save their God . . . or, by slipshod and indifferent performance of its part, the Air Force can cause the American people to meanly lose what Abraham Lincoln called the last, best hope of earth. The issue is in the balance. You, as a member of the United States Air Force, will tip the scales for better or for worse."



HAROLD D. PAULIN, JR.
Lt. Col., USAF
Commanding



GARNER AVIATION SERVICE
CORPORATION



BARTOW AIR FIELD
BARTOW, FLORIDA

9 May 1952

Class 53-A
Bartow Air Base
Bartow, Florida

Gentlemen:

I congratulate the members of your class upon the successful completion of the primary phase of your pilot training. It has been our desire to make available to you adequate equipment and competent personnel to fulfill every need of your training. The fact that you have taken advantage of the information and experience of our staff has been demonstrated by your rapid progress at this school.

It is my sincere wish that your training at Bartow Air Base has been such as to insure your successful completion of the Air Force training program.

Our entire staff joins in extending congratulations and every good wish for your continued success.

Yours very truly,

A handwritten signature in cursive script that reads 'Fleetwood Garner'.

Fleetwood Garner, President
Garner Aviation Service Corporation

Garner Aviation



Mr. William P. Tomasello
Vice-president



Mr. David L. Skelton
General Manager



Mr. Vincent W. Burnett
Director of Flying

Mr. Loren M. Hutson
*Director of Aircraft
Maintenance*



Mr. Charles H. Raynor
Director of Academics





Major William R. Maloney
Operations Officer



Major Grover C. Mize
Base Adjutant



Capt. John M. Ford
Base Surgeon



Capt. Versus A. Yon
Military Personnel Officer



Capt. Ross P. Mendell, Jr.
Commandant of Students



Capt. Kenneth H. Werner
O.I.C. of Student Officers



Capt. William Zagrobski
Senior Military Instructor



Capt. Edwin H. Cooper
Military Instructor



Lt. Clarence E. Showers
Military Instructor



Lt. Perrin Caldwell
Military Instructor



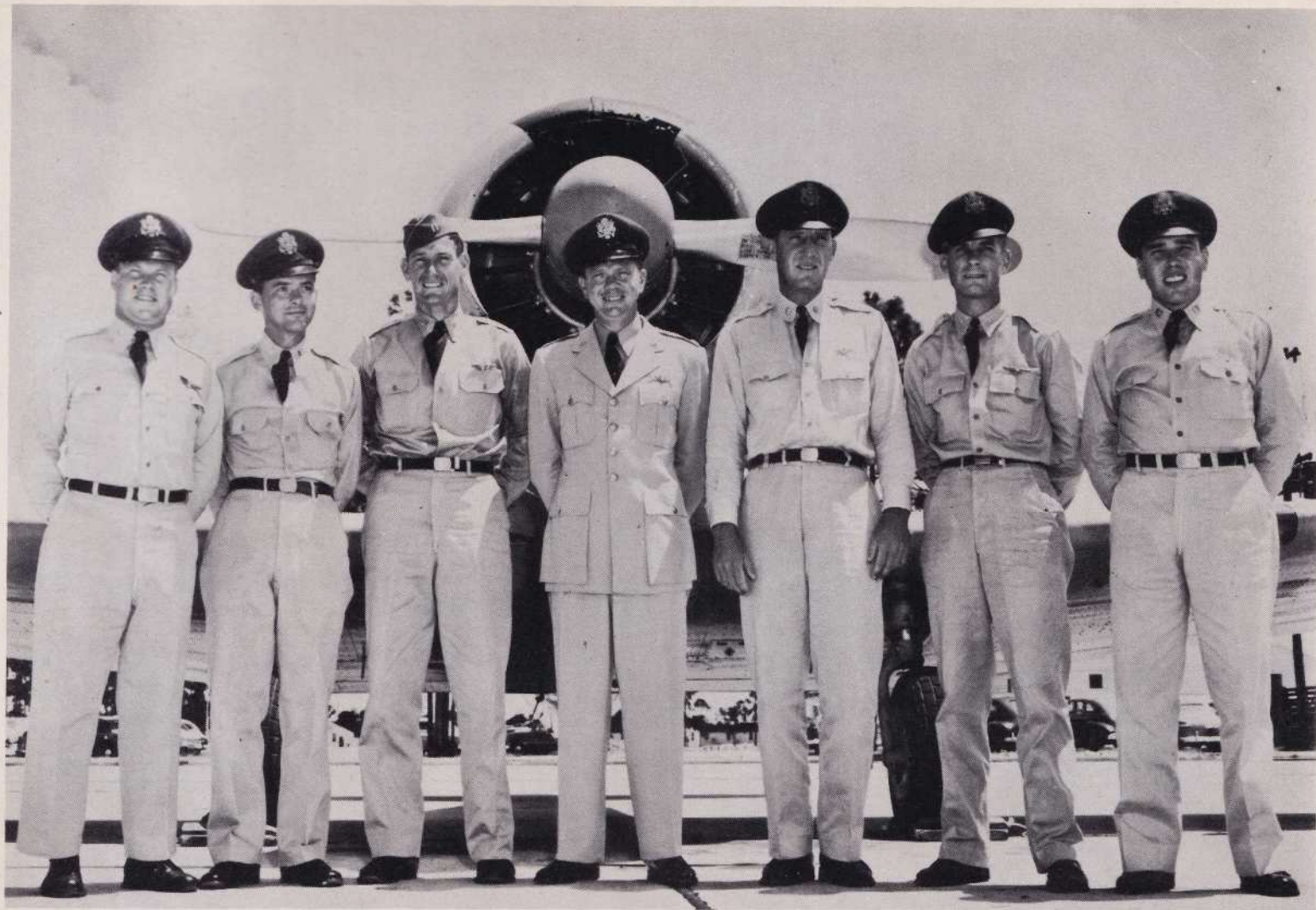
Lt. Ben A. Barone
Military Instructor



Mr. Pierre de Lespinois
Allied Liaison Administrator



Capt. Henri Oger
Belgium Liaison Officer

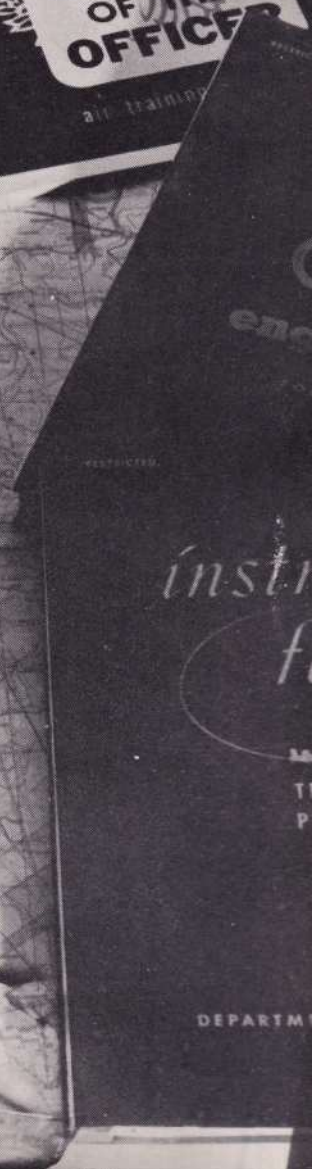
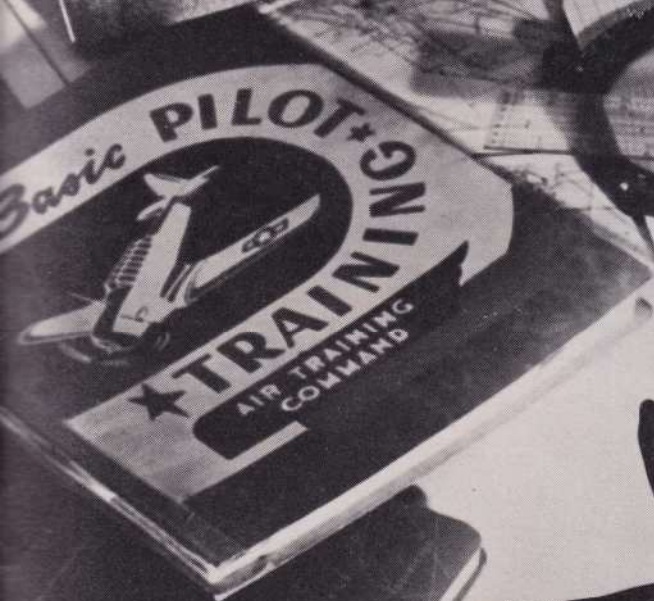
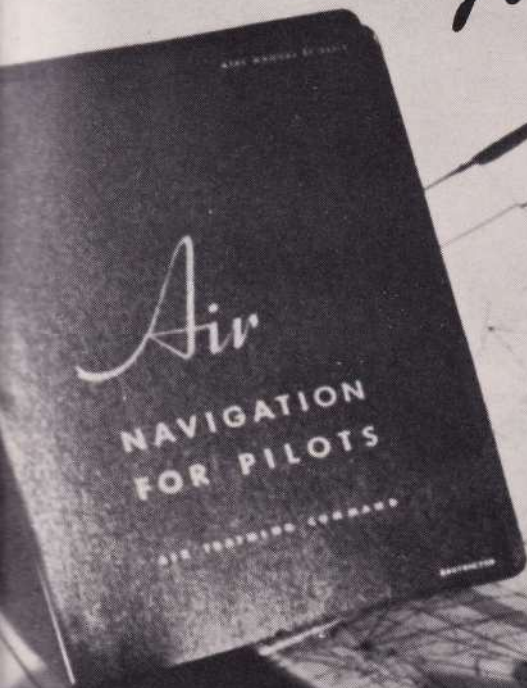


MILITARY CHECK PILOTS

L. to R. Major Lawrence J. Young, 1st Lt. Abert A. Avery, Capt. Milton A. Henderson, Major William R. Maloney, Major Guy L. Bryson, Capt. Joseph W. Searle, Capt. Robert W. Hall.



Academics





Mr. Robert Gallo



Mr. John A. Norford
Ass't. Director of Academics



Mr. John G. Hobler



Mr. LaMar M. Silver

Academic



Mr. Donald L. Evans



Mr. Sidney T. Duncan, Jr.



Mr. William N. Sieler



Mr. Edgar A. Francis



Mr. Elmar F. Jones



Mr. Louis V. Serra

Instructors



Mr. H. C. Barker



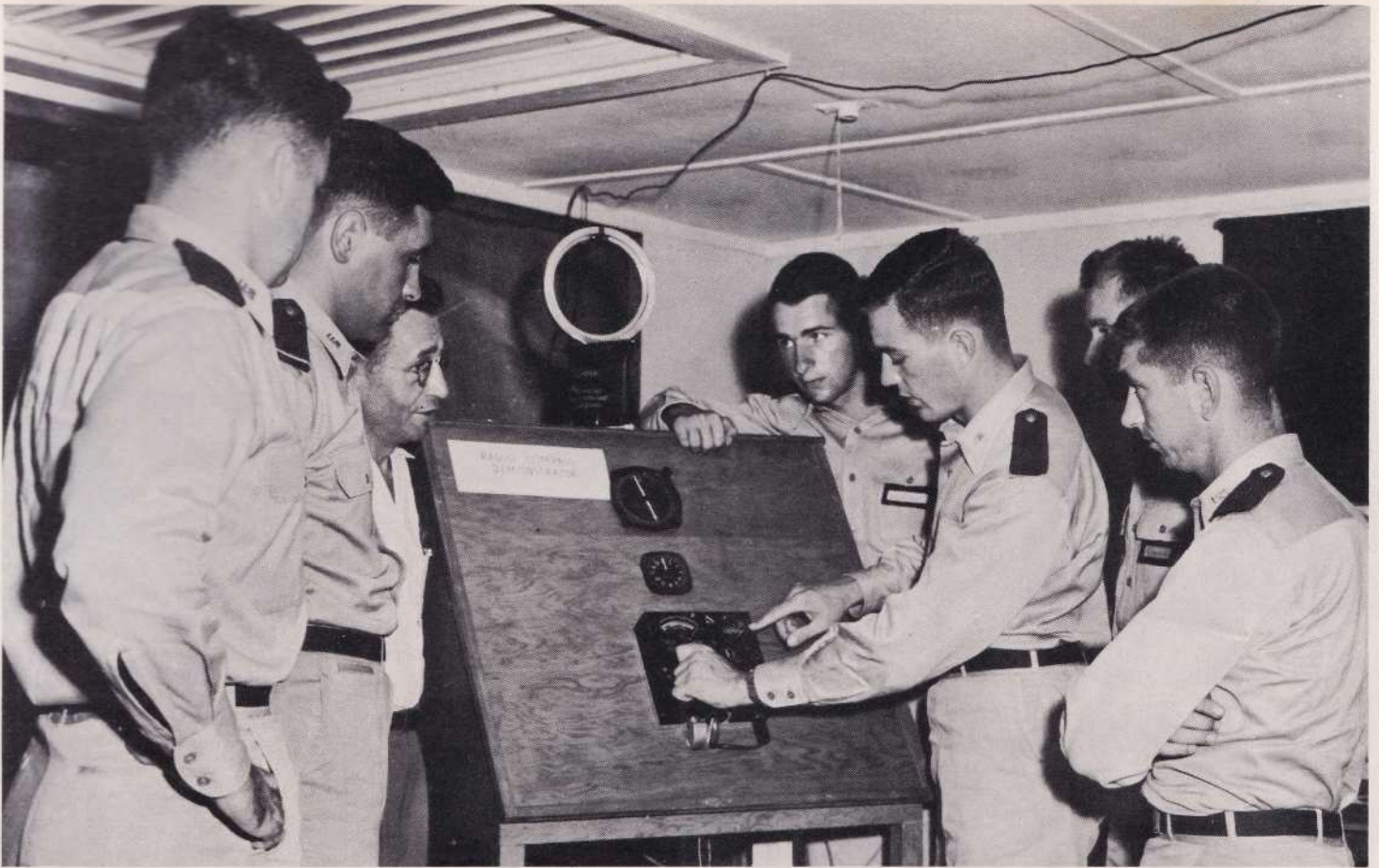
Mr. Harry Kellar



Mr. Omar Wilson, Jr.



Mr. William H. Franks



Radio Instructors



Mental?



"A day at the Flight Line"



Trying To Gain an Hour



Flight Planning



Rain or Shine--Flight Line



MR. ALFRED MANUCY
Flight Supervisor



MR. R. M. WELLS
Flight Supervisor



MRS. ANNETTE ANDERSON
Dispatcher



MISS RUTH DIX
Dispatcher



MR. EMERSON AVERY
Assistant Supervisor



MR. RICHARD HARLEY
Assistant Supervisor



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854 Washington Ave.
Huntington, W. Va.



MR. ROBERT M. VALENTINE
624 7th St.
Winter Haven, Fla.



A/C ROLLIE D. LEACH
1013 Slashes Rd.
Lexington, Ky.



"Never cracked a book!"



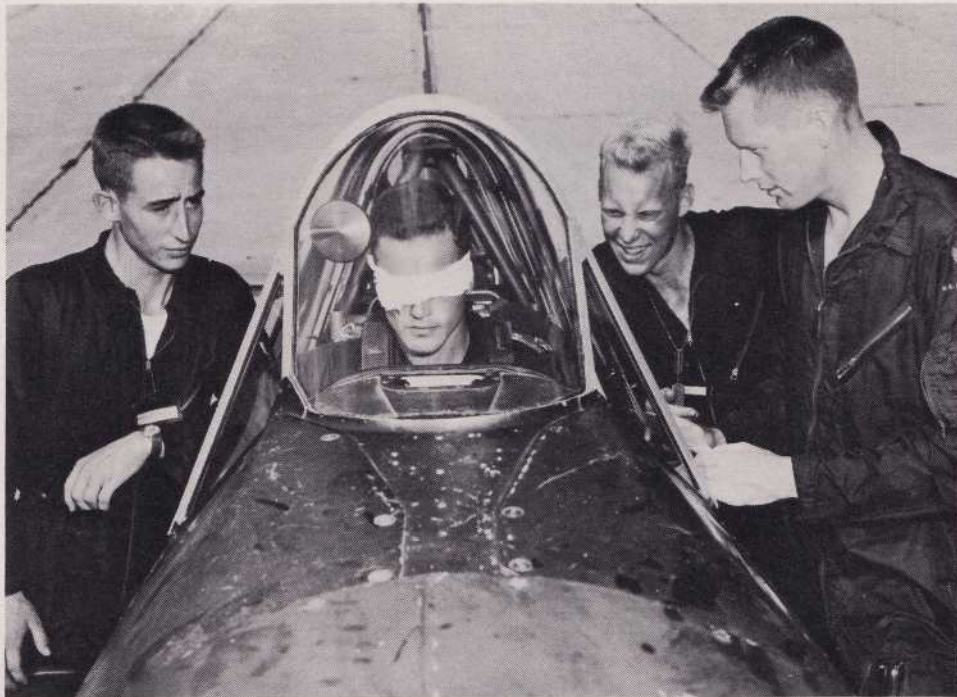
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Lake Morton Apts.
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A/C JOHN F. MYLOD
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Atherton, Calif.





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Hartford, Conn.



MR. R. A. DAVENPORT
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E. Lakeland, Fla.



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Hillsboro, Calif.



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St. Petersburg, Fla.



A/C JIMMIE L. LITRELL
615 North Hinkley St.
Holdenville, Okla.



A/C WILLIAM R. WYATT
1916 Geneva St.
Aurora, Colo.



That Moment

O.K. Now give me
Three good ones!



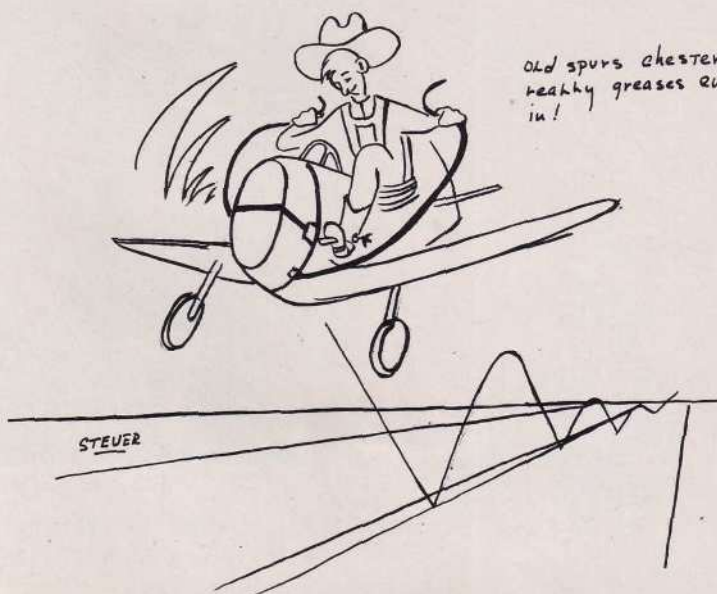
A/C CHESTER L. EBY
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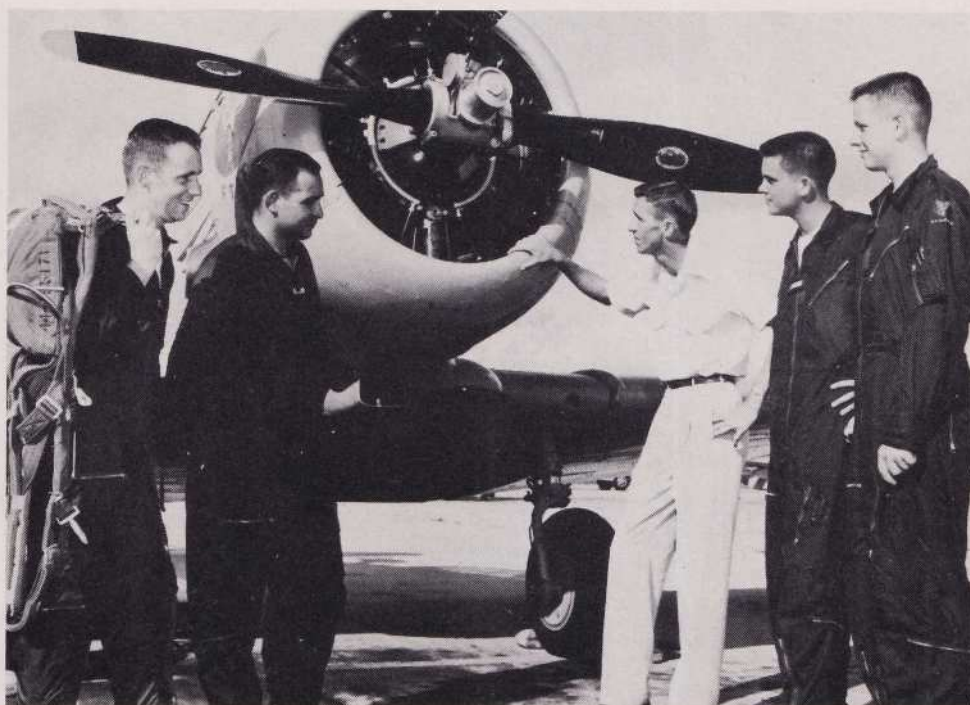
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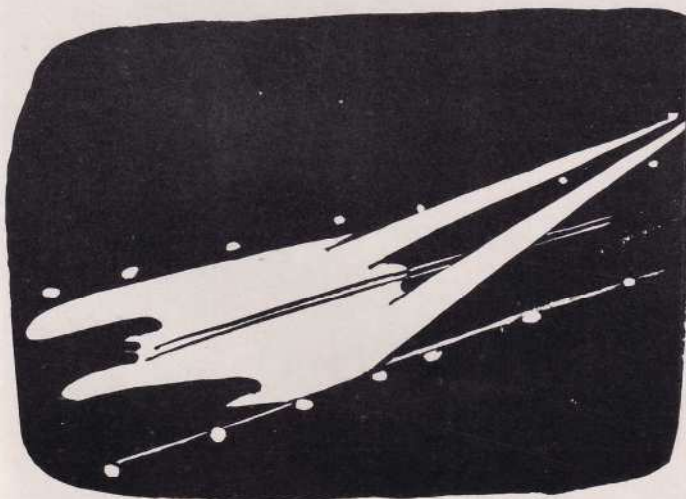
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314 Porter St.
Eureka, Calif.



Nothing to it!



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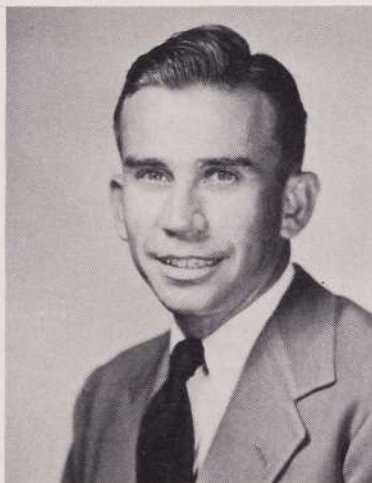


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A/C WILLIAM F. TURNER
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R.F.D. 2, Box 527
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68 Howard St.
West Lawn, Pa.



2/LT. NORBERT L. SALBER
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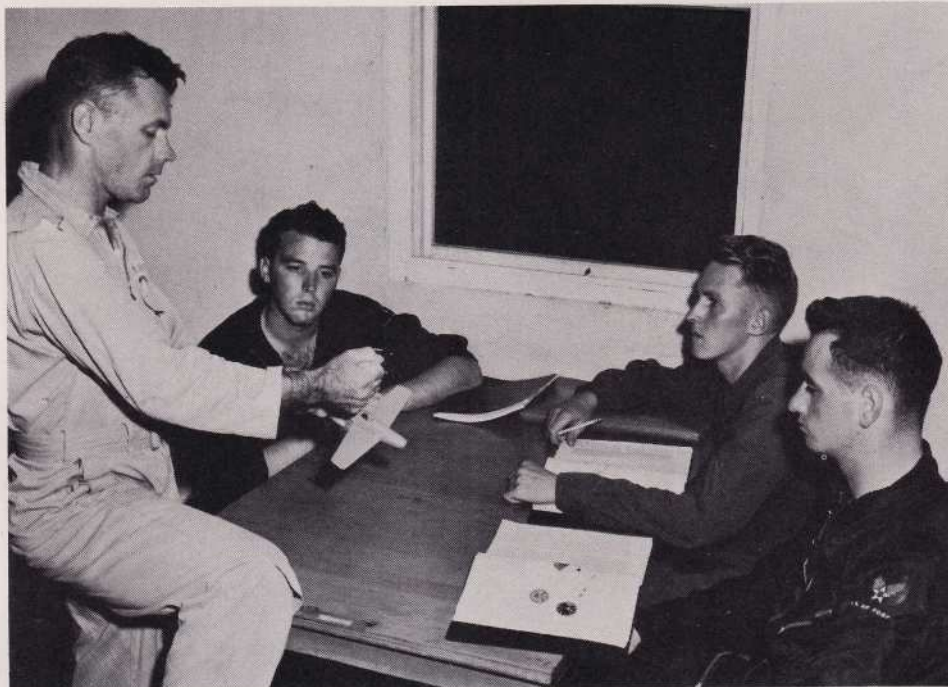
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Winter Haven, Fla.



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8 Rue Bouin
Colombes, Seine, France



A/C ROLAND G. GYSELINCK
78 Fiertelmeers
Renaix-Ronse, Belgium



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Palestine, Ark.



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Willows, Calif.



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Winter Haven, Fla.



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Chambly (Oise), France



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Riverhead
Long Island, N. Y.



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82 Rue Battant
Besancon (Doubs), France



A/C RUSSEL H. SWANSON
Sac City, Iowa



A/C KEITH W. MILLER
Lacon, Ill.



A/C JACQUES J. DUCHEZ
19 Rue Grusse
Caen (Calvados), France



A/C NIELS B. JOSEPHSON
Sonderbro 31
Aalborg, Denmark



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2/LT. ALAN G. WITHERS
Summer Lake, Ore.



1/LT. ROBERT E. WORSHAM
1701 Gould Lane
Manhattan Beach, Calif.



INSTRUCTORS Log TIME
TOO ?

STEVEN



MR. EUGENE G. WULFF
Lake Jesse
Winter Haven, Fla.



2/LT. JAMES C. FAILS
Route 1
Comanche, Tex.



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A/C JOHN B. BENNETTI, JR.
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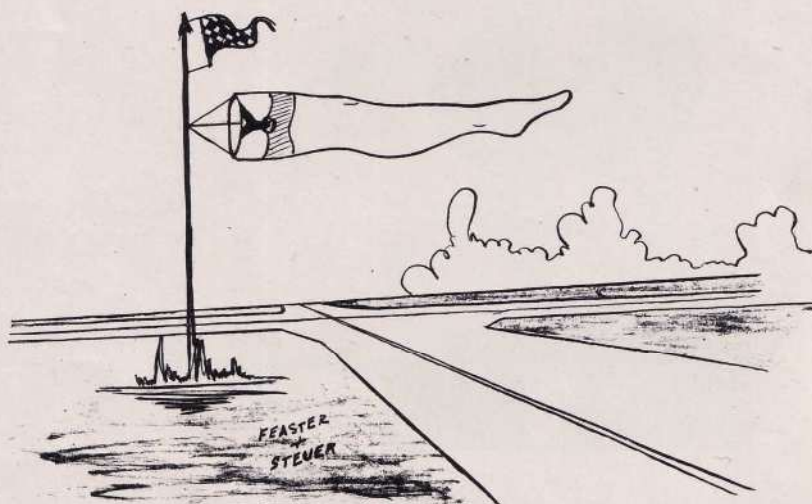
MR. LEIGHTON T. YONGUE
540 Ave. C, S. E.
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A/C BERNARD L. DEVAUX
12 Rue A. Metin
Besancon (Doubs), France



I/LT. WILLEM M. VALSTAR
Valkenboslaan 344,
The Hague, Holland





Yes, it happened to you!

The thrill of flying solo and watching your friend on that first one, is a feeling and a spectacle never to be forgotten. You're sitting at Runway Control watching his plane circle the traffic pattern; then you hear him call in and state his position in the pattern, and you suddenly become all eyes and ears and nervous anxiety, watching him make ready to land. "This is five, zero, one turning base" booms his voice from the radio control box. His instructor ever watchful, knowing every thought and movement he must make, stands in a somewhat rigid state a few feet from you. Your friend then cuts his engine, is on the glide to turn final, maintaining airspeed and altitude, lining up with the runway and judging the distance and then it happens; flaps are dropped, the plane slows down for the flare out and now only a few feet remaining to conquer the "yellow monster." "How about that landing?" says the proud instructor.

And so its around twice more for your friend and the only thing lacking to complete that first solo is the barrel.



The Barrel



"Me Study?"



Before



After

HERE'S A CADET!

Ever since that day you qualified you realized with anxious pride, that this was something savoring of the sensational and you held your head a little higher for that.

A date arrives, and you with it at a certain destination, marked for your training to become one of Uncle Sam's pillars of defense and attack; an officer and pilot in the United States Air Force.

To your surprise and pleasure you're among a Polyglot lot, borne to a common goal and consisting of American, Danish, French, Belgium and Dutch Cadets.

Training begins immediately as you are administered into Pre-Flight for a five-week period of orientation and acclimation to the world of flying. Here starts Military Training to become an officer and academics as the integral phase of ground flying training. You discover within this period, that the world of Cadets in upper classes have their own set of privileges, customs, and responsibilities. You're introduced to the Cadet Club, its functions and attempts at entertaining your leisure hours. And at this point, you're still a mixture of anticipation, apprehension, and general confusion, to the seeming ethereal pinnacle about which the upper class cadets seem to exist. You expect the worst, receive the best and in short order, realize that this life and its training does not vary from the normal, the natural way of life you had; and you like it and its challenges.

With your final week end of Pre-Flight comes the first privilege, the most restricted one; you can leave the base (Open Post) for eight hours, and discover what there is to see and do within your twenty-mile radius limit. The next day you don khaki and epaulettes and officer brass to complete your official decor, and join a parade accepting and graduating you to the realm of "Lower Classmen." Here results in introduction to your participation and responsibility as aviation cadet. You're fourth class and very much exposed to whims and disciplinary measures of your immediate superiors. You gyrate in obstreperous absurdity, clearing sky and multi-dimensional objects within your vision, as you enter or leave a building.

You're in academics and now too, introduced to your flying instructor and that is a great moment—to enter the AT6G (Terrible Texan) and get down to work. Comes the first ride and you love it, its ——— just different than anything you've done before. You try basic maneuvers for twenty some hours; "shoot" some sixty landings and buster, that man in back climbs out and you're "giving him three good ones," after some four go arounds. You're down and dunked in the traditional barrell and a mighty happy lad; shaking hands with that terrible "teeth chipper" and he, the instructor, is proud.

That week end there's a dance in your Cadet Club (which let's state here, is short only the waiters that make the ballroom of the Waldrof Astoria, any more plush). You're there in close alliance with your buddies in this special fraternity, and pride almost chokes off that cold glass of beer, that you're drinking as if it were your first—Just a brand new feeling.

A third and upper-classman you are in six short weeks; you've soloed; stopped gyrating and have both Saturday and Sunday as Open Post privilege. Things are picking up, and getting tough. You discover link and its twenty some hours; weather, navigation, code, and shoot some accuracy stages in the Texan. You're still gigged and walk tours, write letters of explanation; get up at four thirty a. m., and sack at nine p. m. You're tired but content in supreme accomplishment.

Six weeks just a blur; second class and you thought the third was tough; you've got Cadet rank now (one stripe on that epaulette), call you a Corporal. Some of the guys left for some reason; couldn't land, one said— got air sick someone said— this one guy got crowded in time before solo—told me he had trouble with maneuvers—that's the way! But you go "under the hood," ride in the back seat and see why Link Trainer was, after all. Some nineteen hours and you're checked out for that, tried a few cross countries and by now discovered where the landing light switch is. You're up there night flying, and soloing it after just three more "good ones." This week end you have your first of two overnights in second class and on your way to Daytona Beach and, lad—some fun! Florida and Bartow Airfield you figure then, can't beat that combination. You like your work, the activities of cadet life, and the civilian personnel for your training and the Military for passing you on those checks: (The fifty hour, the instrument), now the obstacle, the final.

The first class comes despite the fact you just settled to second's trials; one guy makes five stripes (he's a swell boy; Dick Reese, a Californian lover who knows a pretty gal and, brother, sticks to it). The next one, Louis Kiker, made Adjutant; and Herve Consolo, Liaison Officer for that Polyglot lot; Victor Choupault takes care of Group Supply, and these cadets are Group Staff—Congratulations!

You've every week off now, and try Miami for size. Then too, you've some one hundred and twenty hours under your flying belt, only a few left for the final check; and a course in weather to finish.

You decide on jets as first choice in Basic (your next step), and take fifty one's and multi's after that.

We wish you luck cadet and pat your back for good work so far. As we said, flying is the top— you're top stuff too!

End





Squadron A Staff



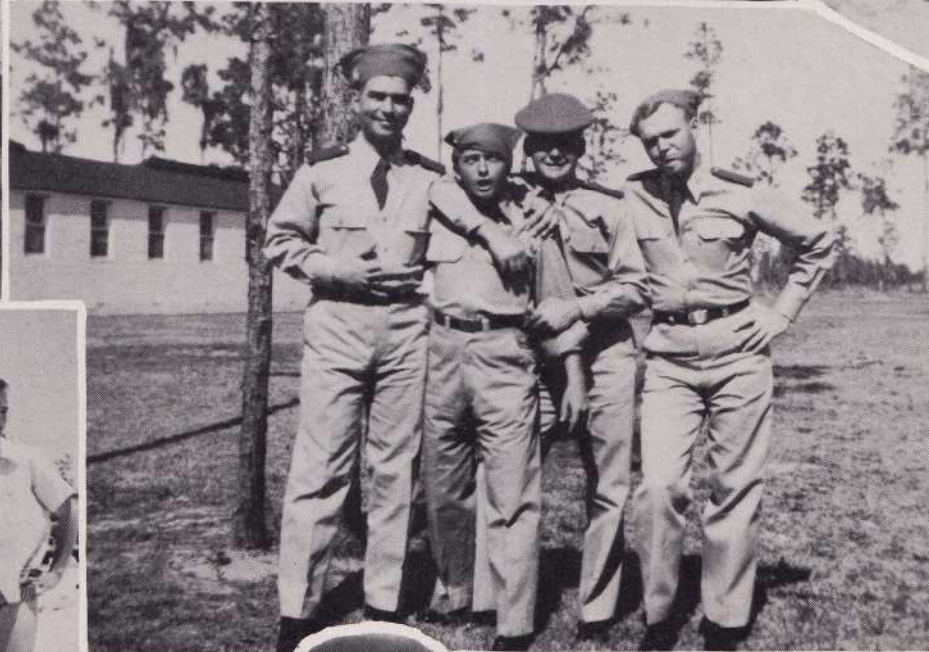
Squadron B Staff

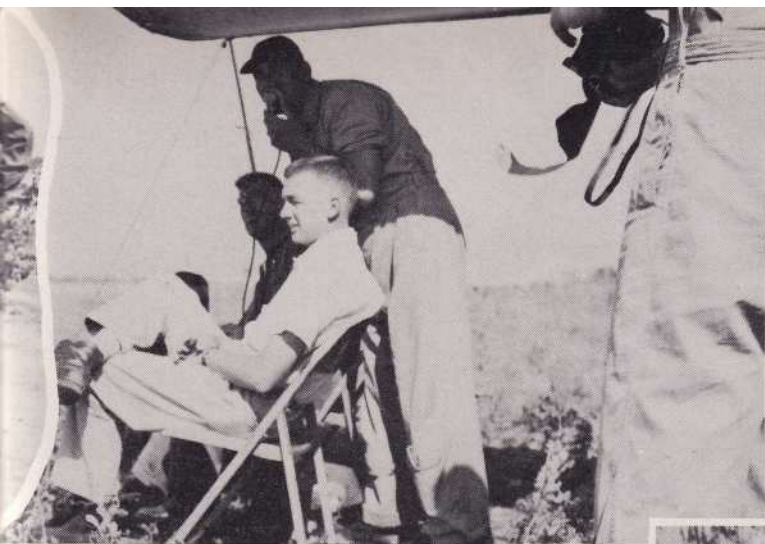


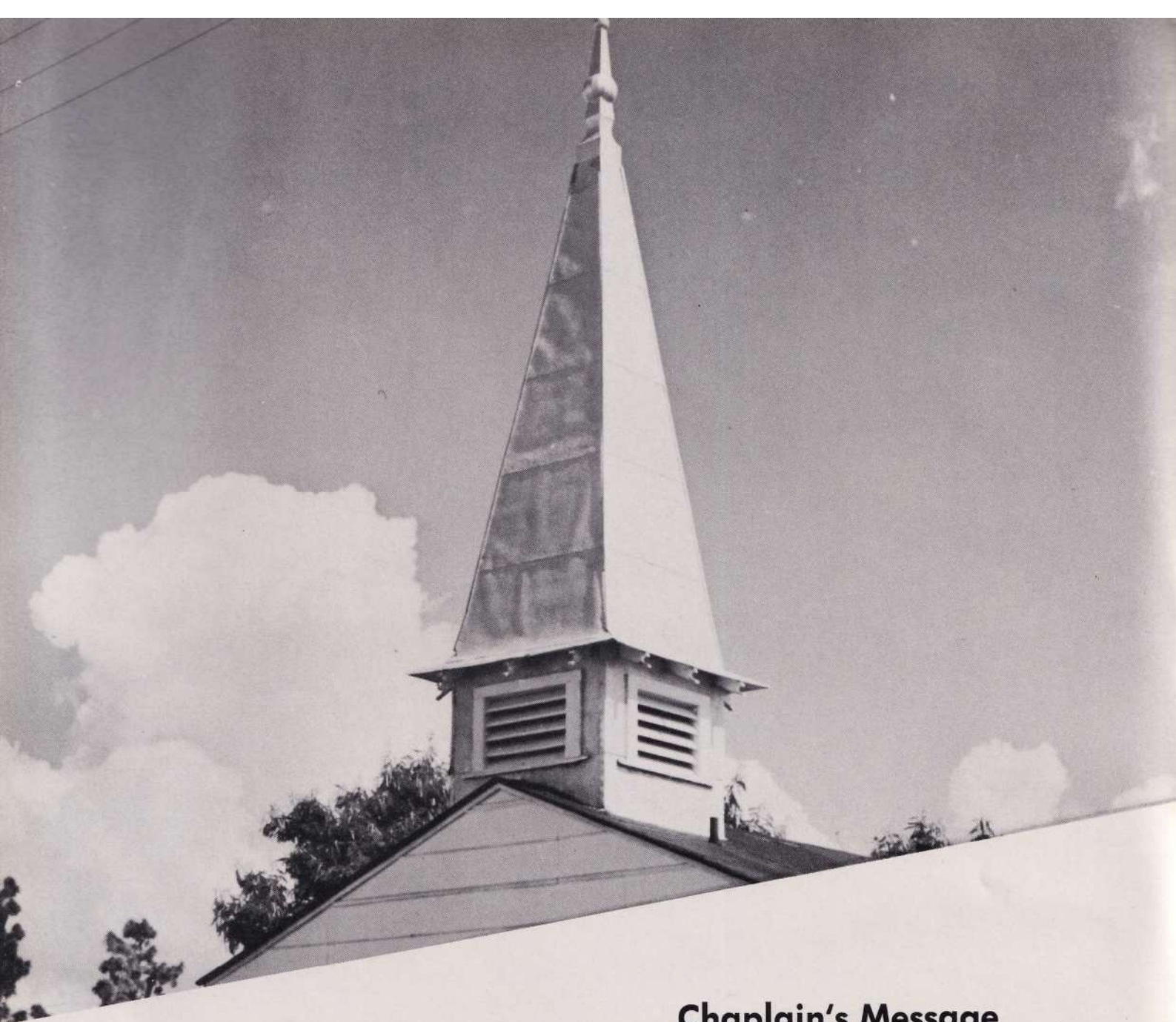
Squadron C Staff



Squadron D Staff







Chaplain's Message

The Chaplain's Section considers it a privilege to have had the opportunity of associating with you men of Class 53-A during your seven months of training at Bartow Air Base and of providing religious services for men of all faiths. We have appreciated the assistance of Father McGill who has served as an auxiliary Chaplain to provide Mass and special services for Catholic personnel and Rabbi Gelberman who has assisted the Jewish men. It is our hope that you have gained some new spiritual insights by your attendance upon the worship services, Character Guidance lectures, and personal conferences. The Chaplain's Section has been glad to provide some extra facilities in the way of relaxation and entertainment by having the reading room and library in the Chapel Annex open for all personnel.

We will miss you as you go on your way, but we are glad that you will be going into an advanced training program. We want to assure you that our prayers and best wishes go with you in your future assignments, and we wish for you a successful completion of your training. We are confident that you will make fine officers in the Air Force, and we hope that you will keep in mind the high qualities of leadership that will be expected of you which includes moral and spiritual as well as physical and mental leadership.



† Archie N. Boyd †
CHAPLAIN

Your chaplain,
Archie N. Boyd



Determined to Solo





Cross Country Planning



An Instructor





Reading Up On Instruments



Nite Flying





Group Staff



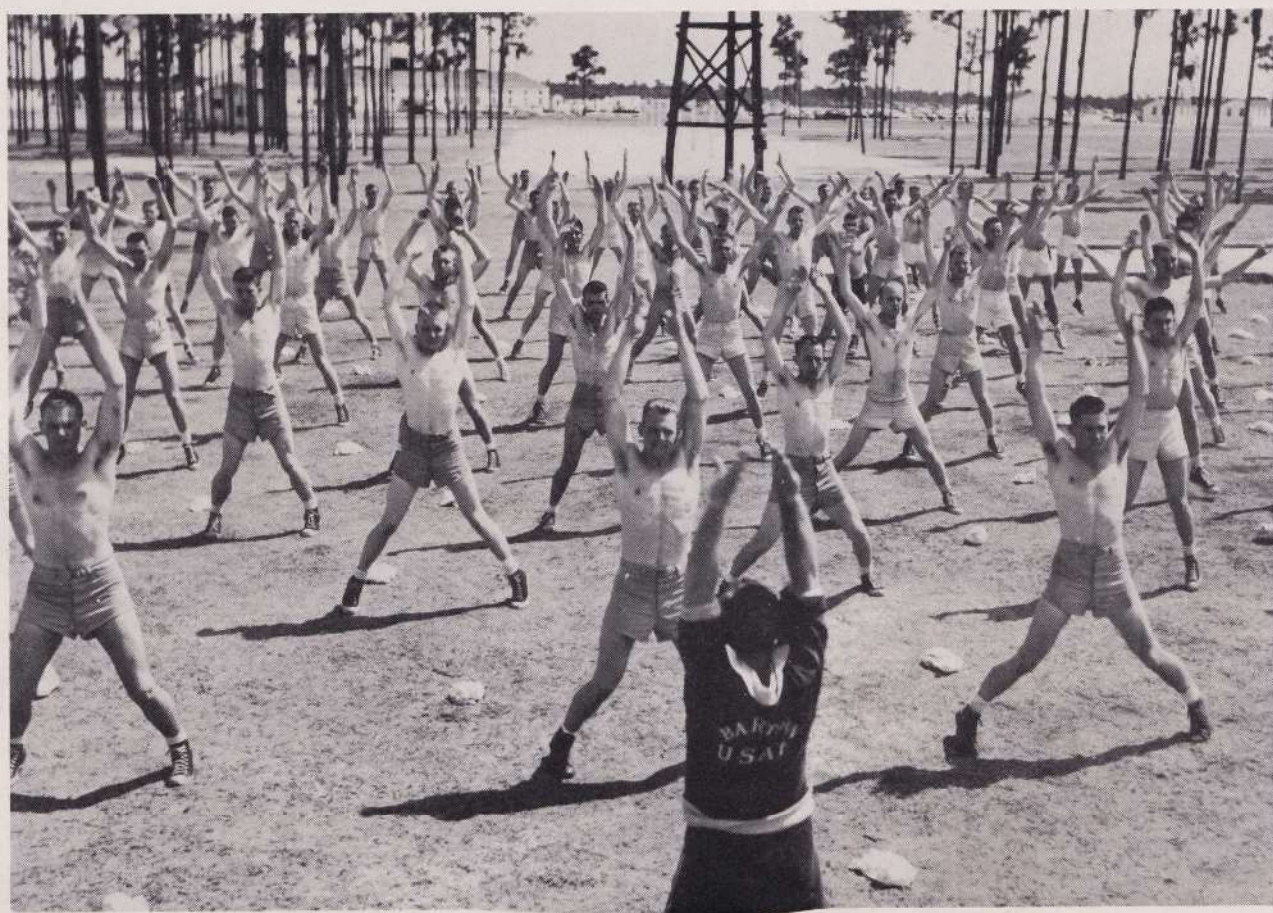


Mae West ?

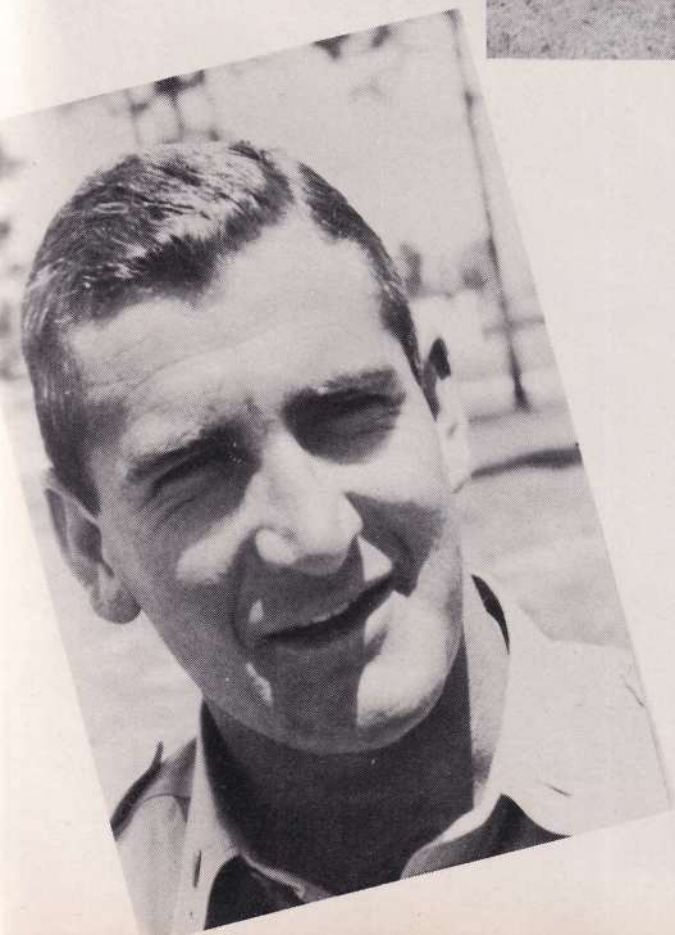




"Dit Dit Da"



Strong-?





You Take It



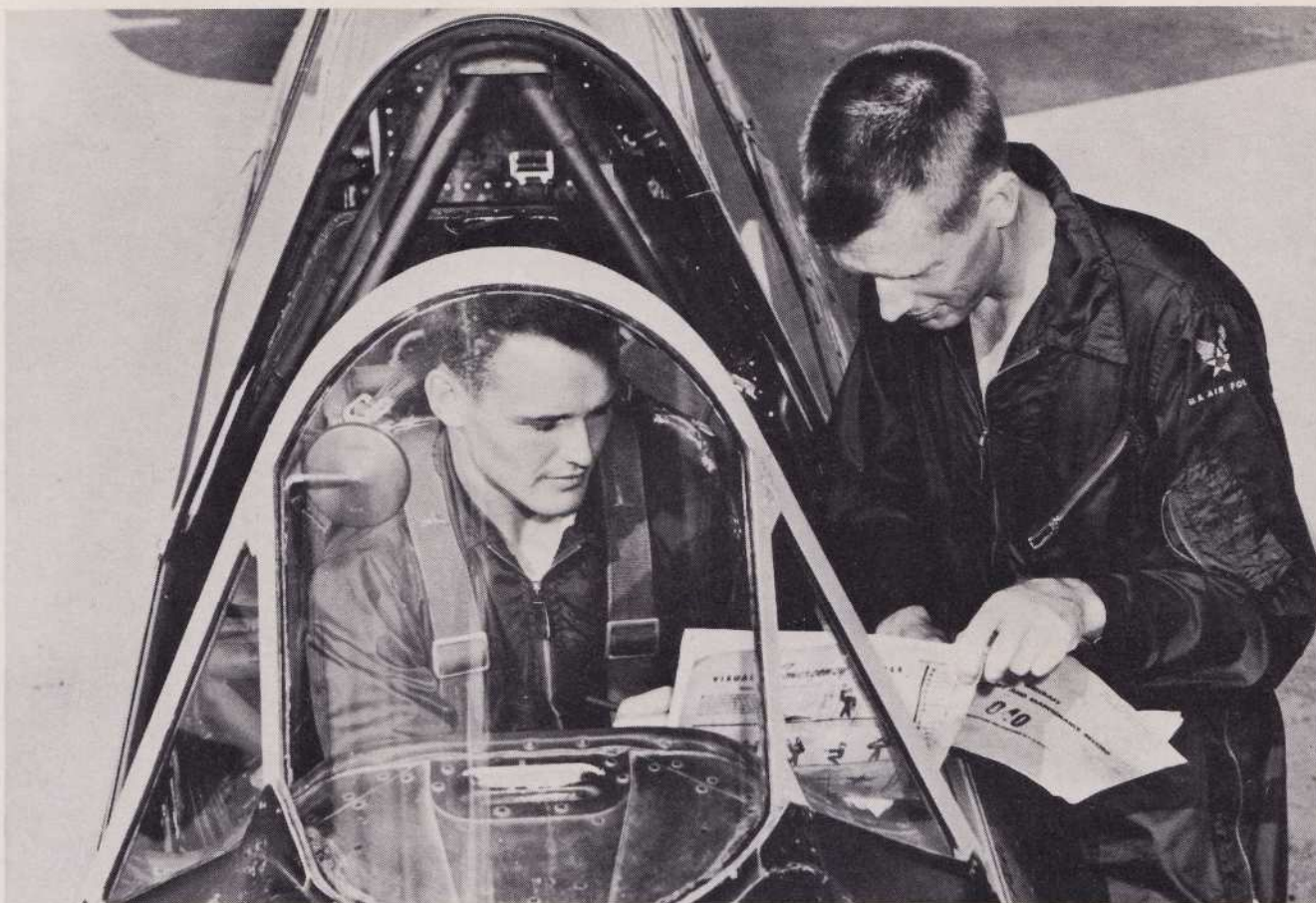
Manuevers



Night Mare Alley



Here's How



Form 1 Error



Must Be a Horrible Landing



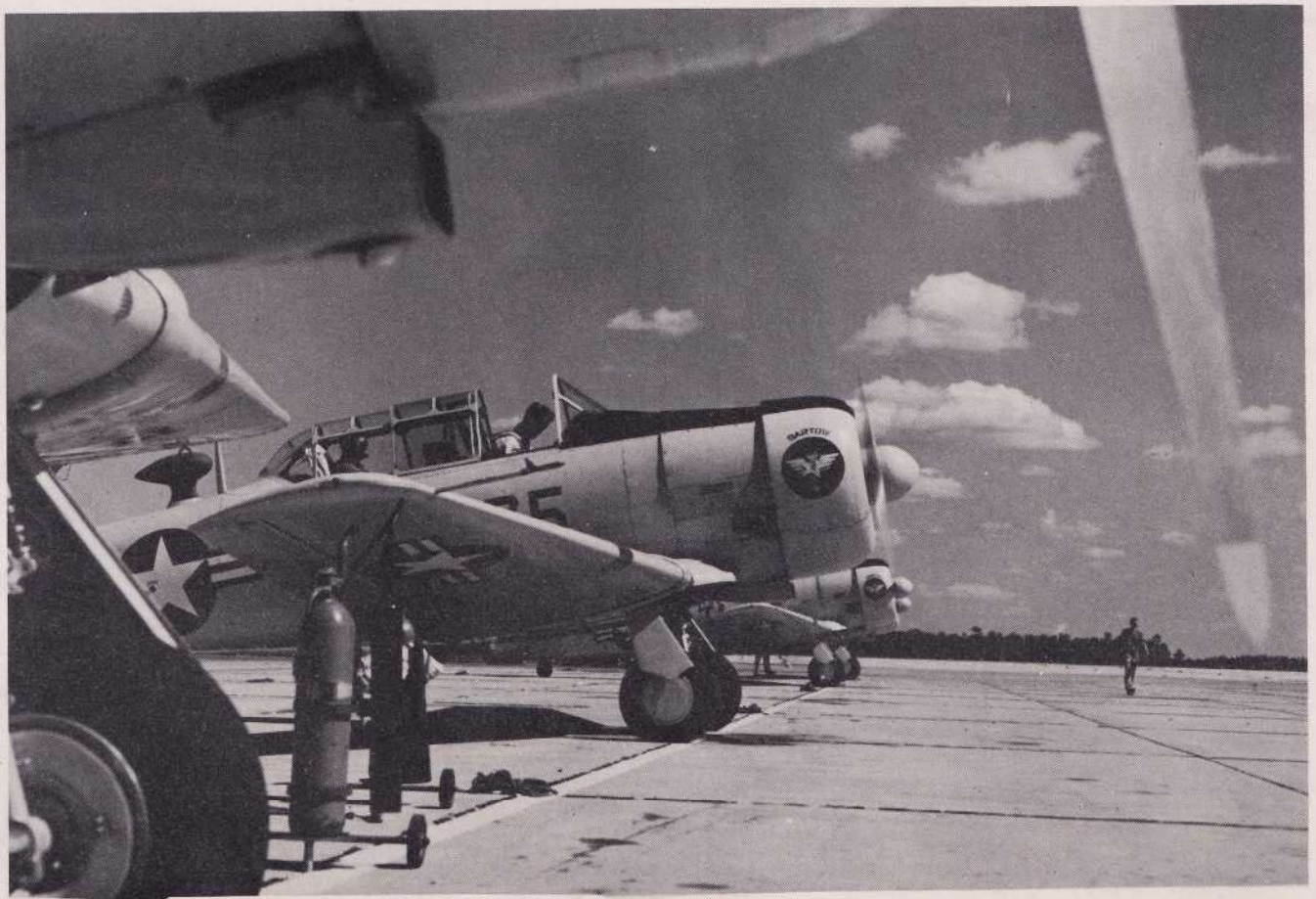
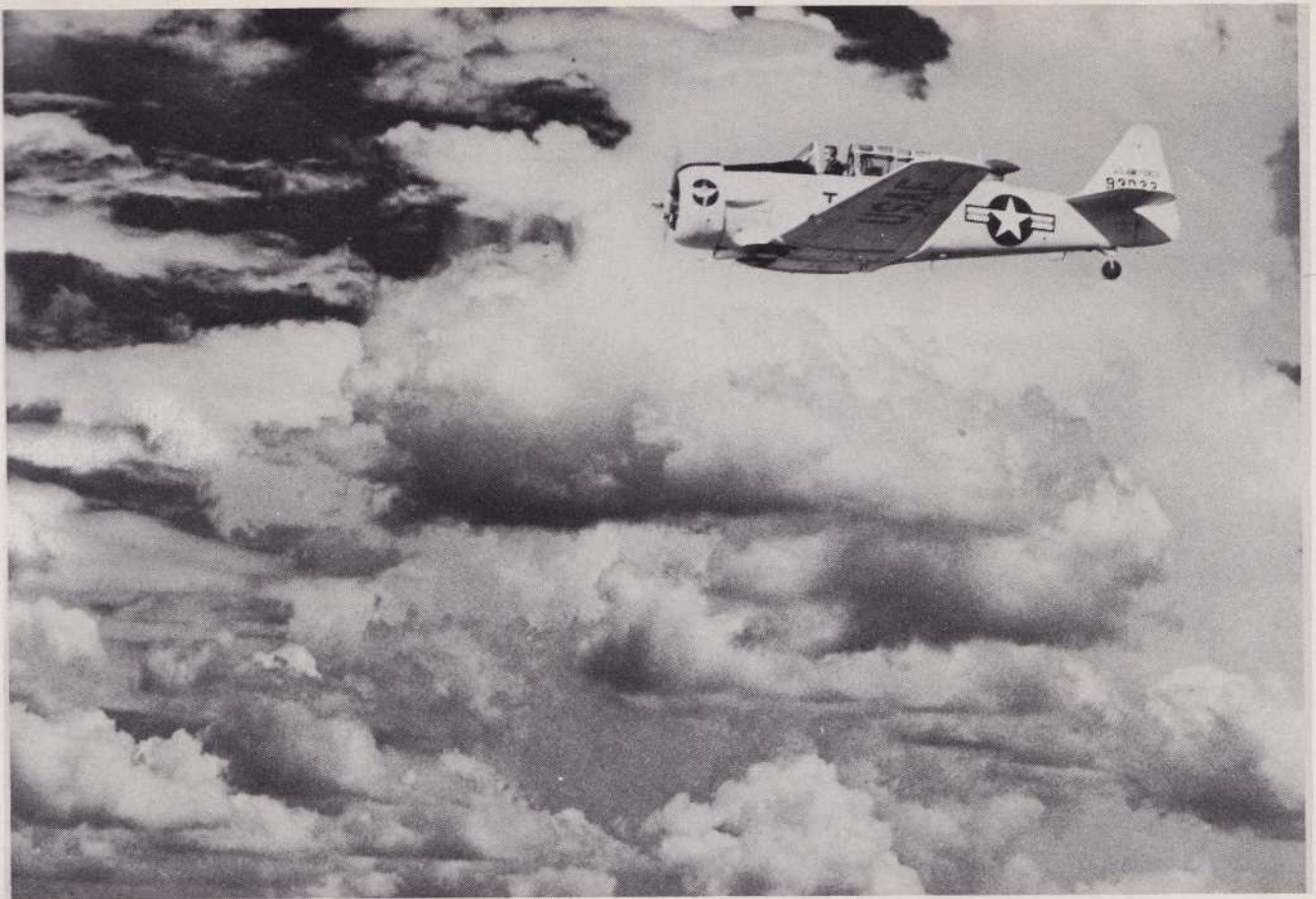
"Off We Go"



HP



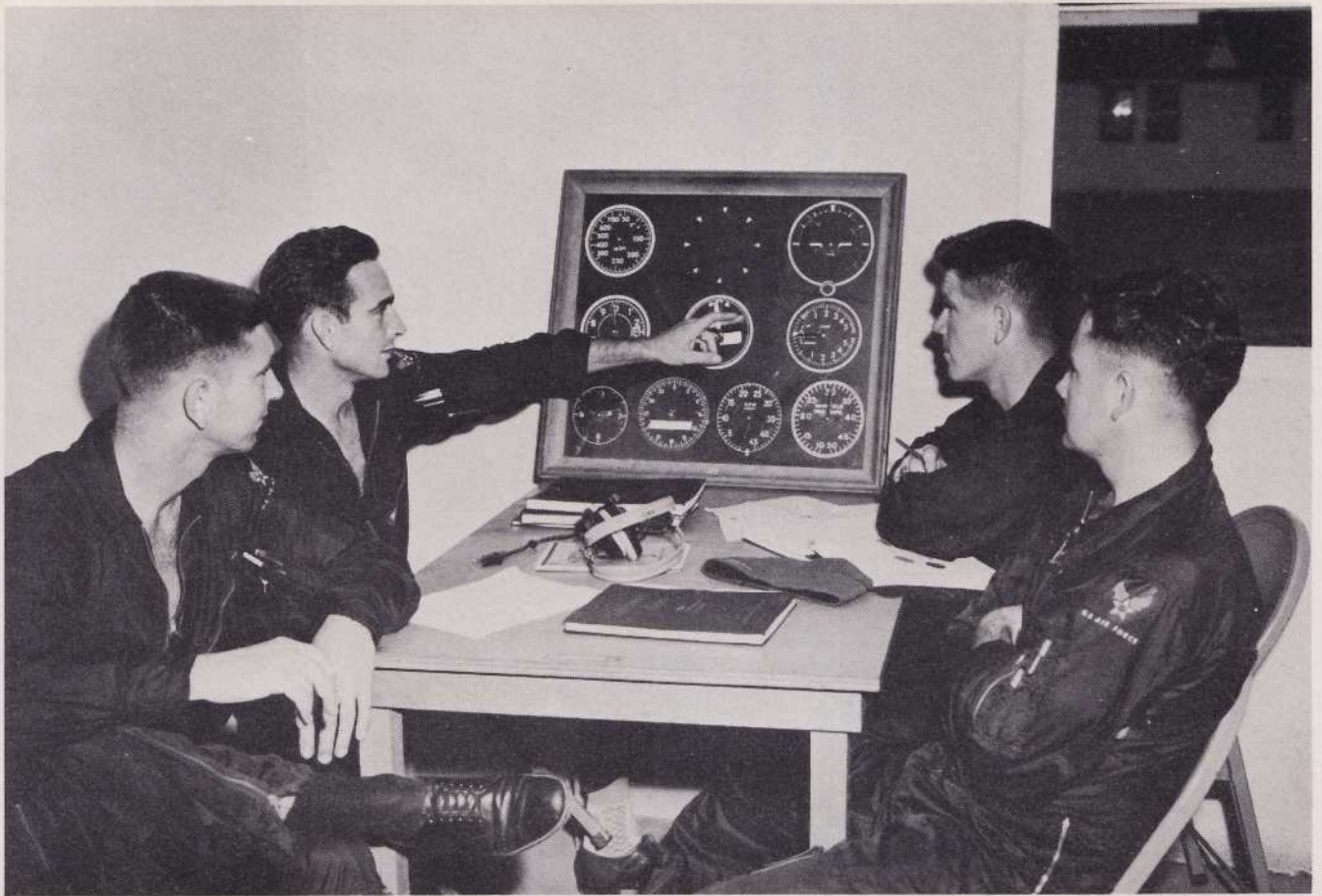
Beach Combers



Hot & High



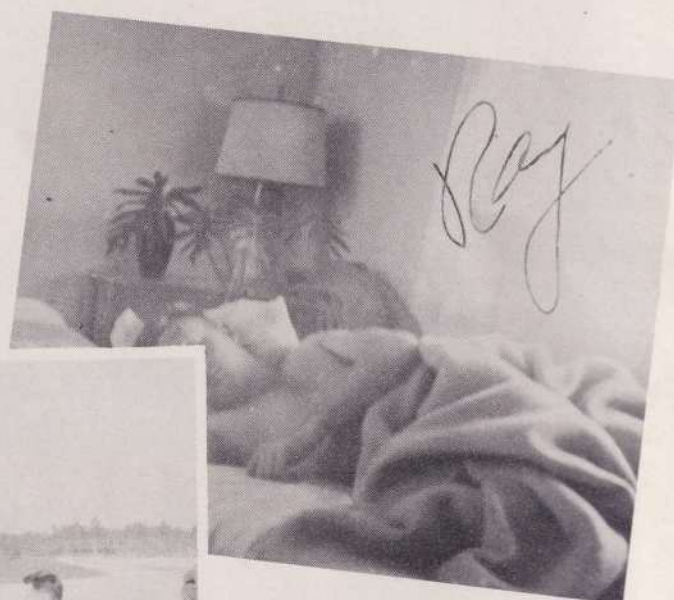
"Visions"



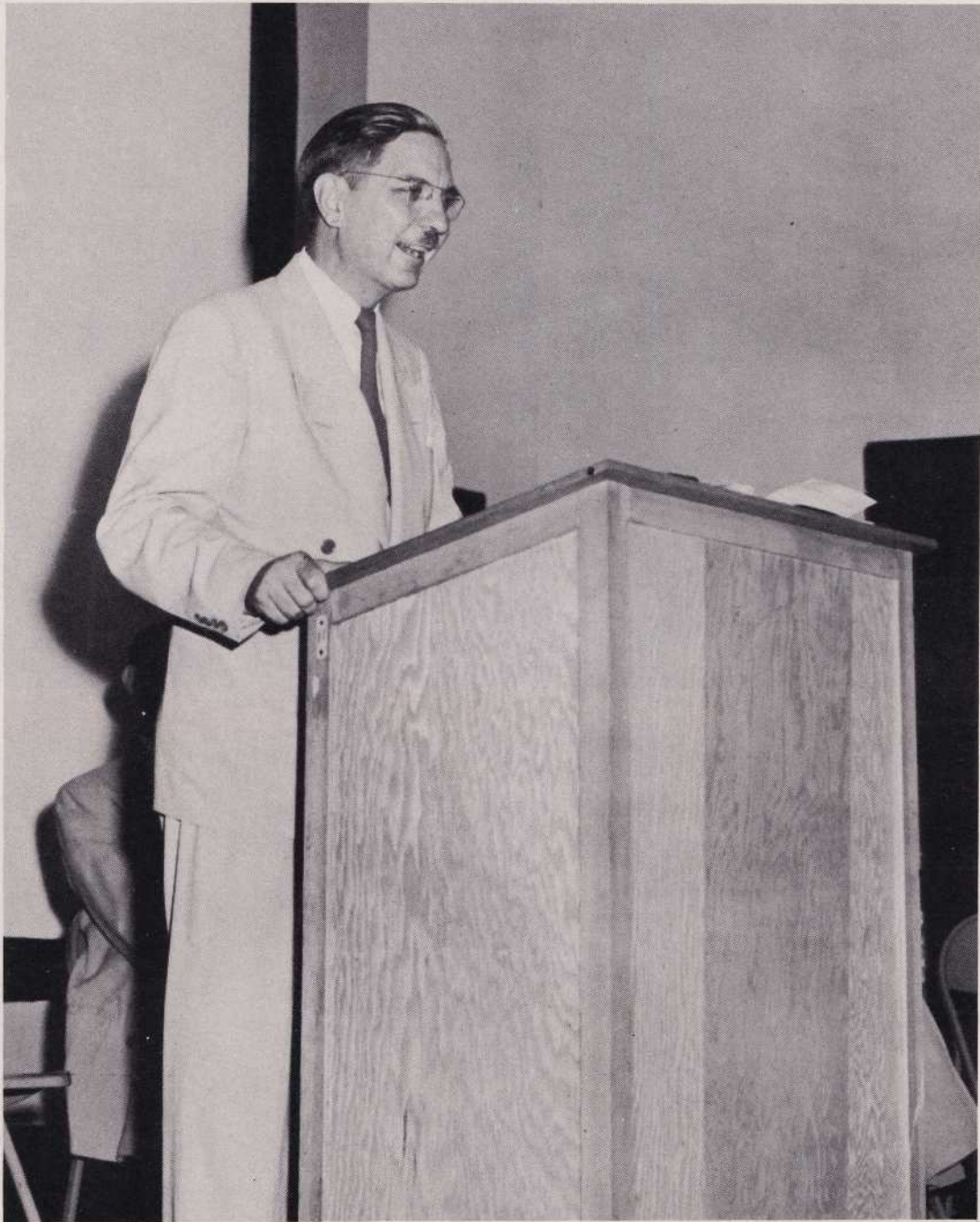
Scared to Death



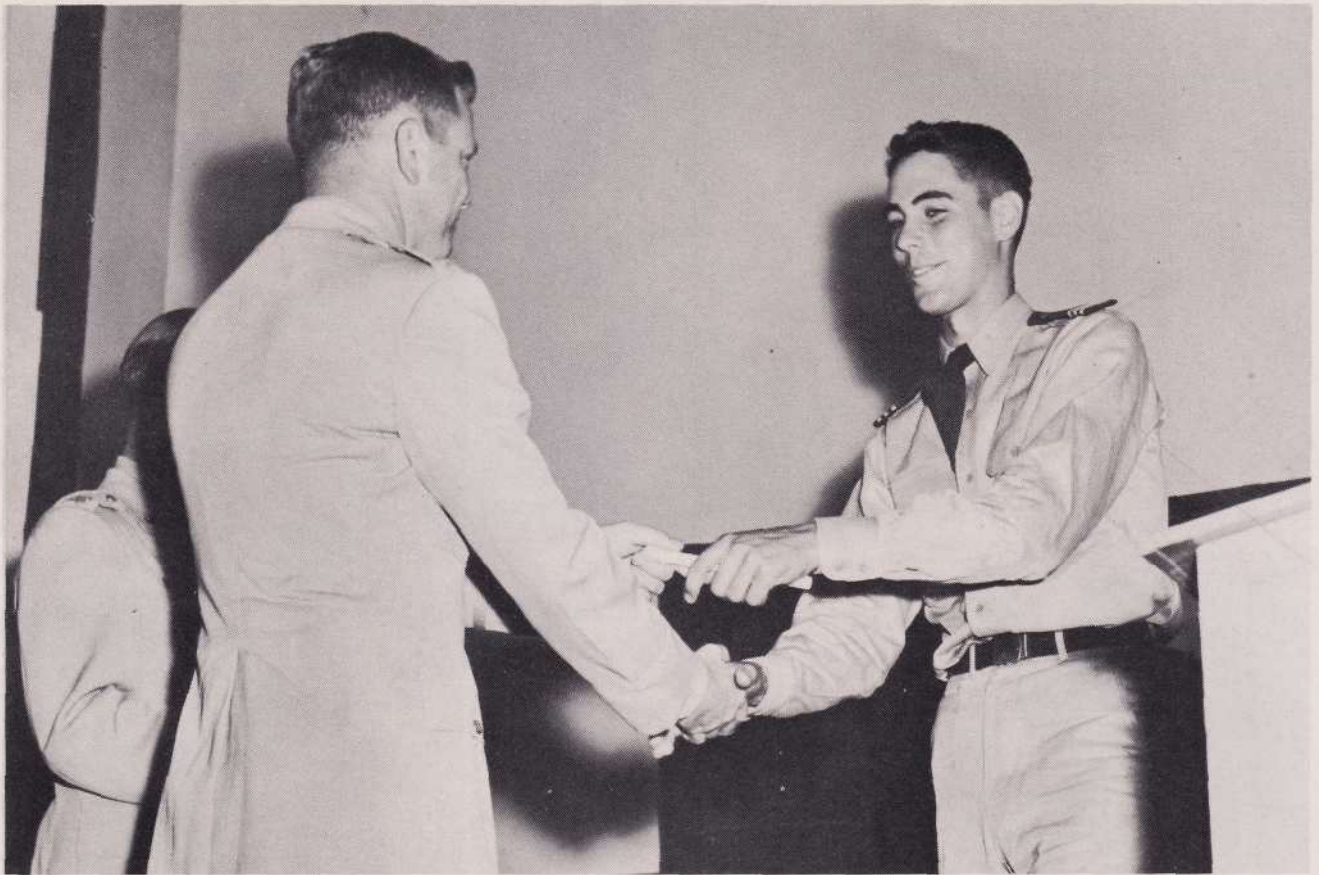
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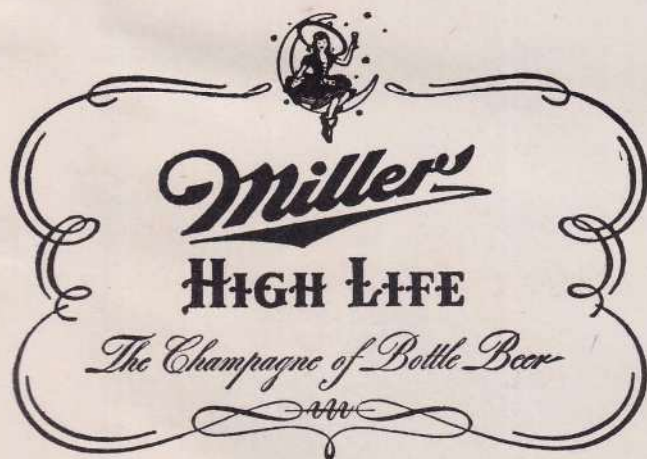
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