BARTOW AIR BASE

SWIVEL HEAD

53-B

CLINTON A. GREIF

040
BARTOW

634

Swivel Head

Class 53-B

HEADQUARTERS

3303rd Pilot Training Squadron (Contract Primary)

Bartow, Florida

I congratulate the members of Class 53-B on the completion of the basic phase of pilot training.

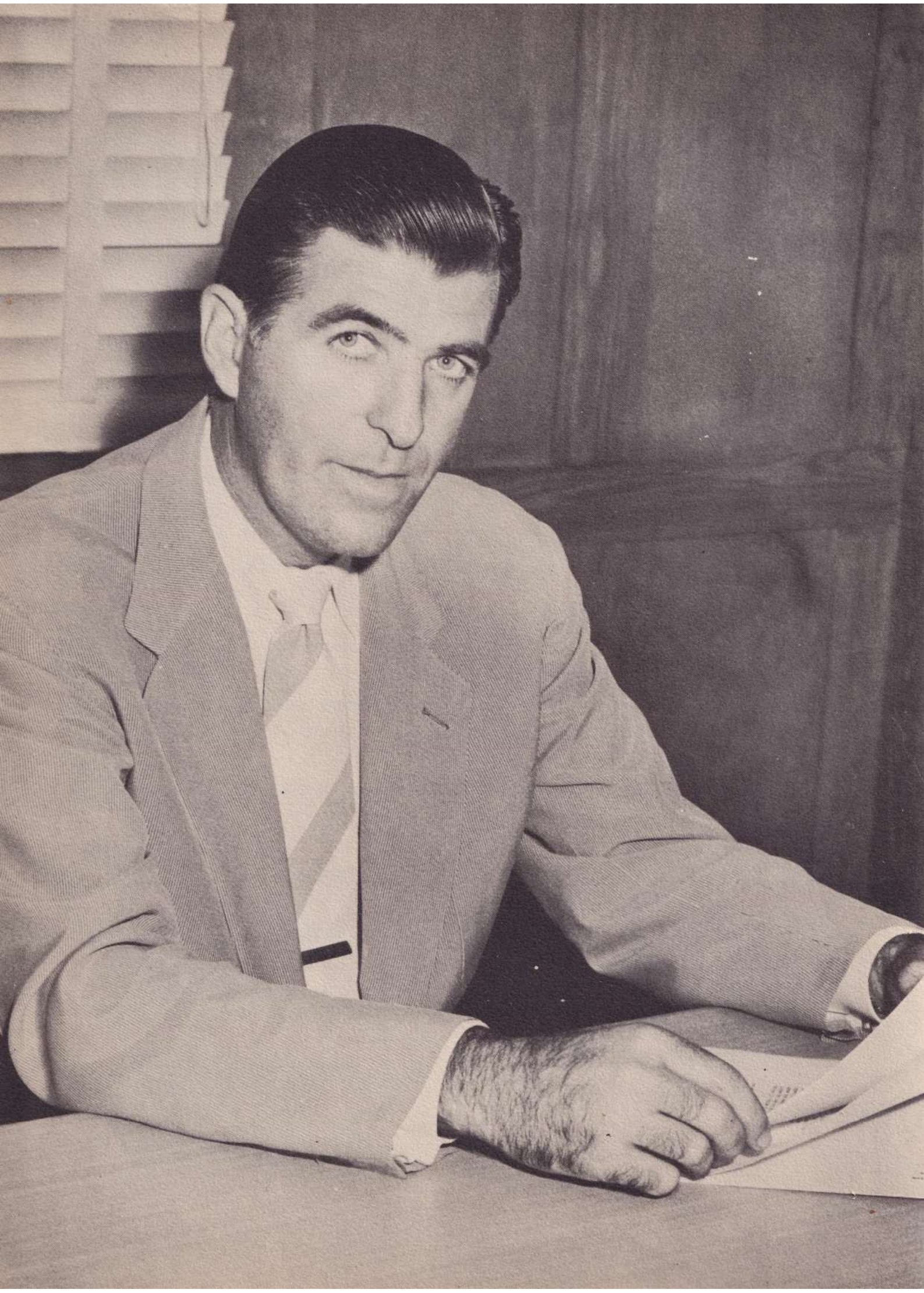
Through undivided effort, attention to duty, and application of knowledge, you have now become eligible for advanced training which, when completed, will make you a cog in the machinery of a vast and efficient organization dedicated not only to National Security but also to the protective assistance of all freedom loving nations and peoples. It is my profound hope that you will complete your advanced training as satisfactorily as you have completed the training given to you at this station.

Our mission has been to inculate in you the fundamental principles essential to becoming an officer and a pilot. Alert and continued application of the principles which you have been taught will enable you to achieve your objective of successfully completing your advanced training and receiving your wings and bars.

I extend to each of you my heartiest best wishes for success in the future.

Harold D. Paulin Jr.

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



GARNER AVIATION SERVICE
CORPORATION

BARTOW AIR FIELD
BARTOW, FLORIDA

Class 53-B
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,

Fleetwood Garner

Fleetwood Garner, President
Garner Aviation Service Corporation

WILLIAM P. TOMASELLO
Vice-President

DAVID L. SKELTON
General Manager

CHARLES H. RAYNOR
Director of Academics

VINCENT W. BURNETT
Director of Flying

LOREN M. HUTSON
Director of Aircraft
Maintenance

MAJ. GROVER C. MISE
Base Adjutant

MAJ. WILLIAM R. MALONEY
Base Operations Officer

MAJ. GUY L. BRYSON
Flying Safety Officer

MAJ. LAWRENCE J. YOUNG
Special Services Officer

CAPT. ROSS P. MENDELL, JR.
Director of Military Training

CAPT. WILLIAM ZAGROBSKI
Sr. Military Instructor

CAPT. KENNETH H. WERNER
OIC of Student Officers

CAPT. EDWIN H. COOPER
Military Instructor
Squadron A

LT. CLARENCE E. SHOWERS
Military Instructor
Squadron B

LT. PERRIN L. CALDWELL
Military Instructor
Squadron C

LT. BEN A. BARONE
Military Instructor
Squadron D

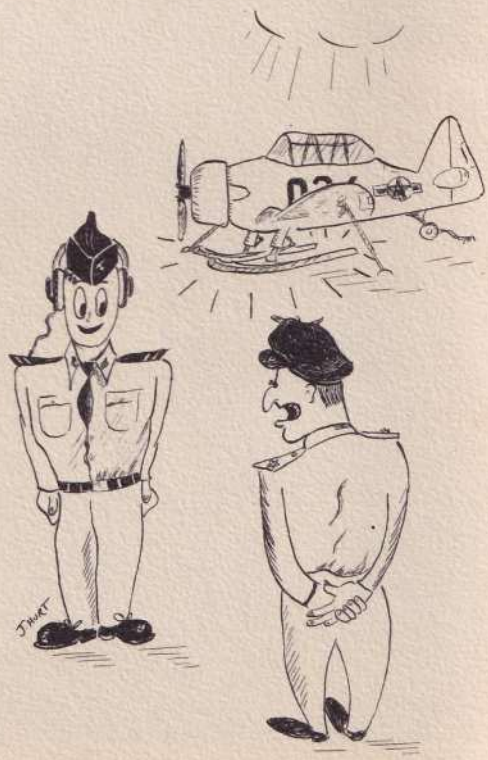
MR. PIERRE DE LESPINOIS
Allied Administration

CAPT. HENRI OGER
Belgian Liaison Officer

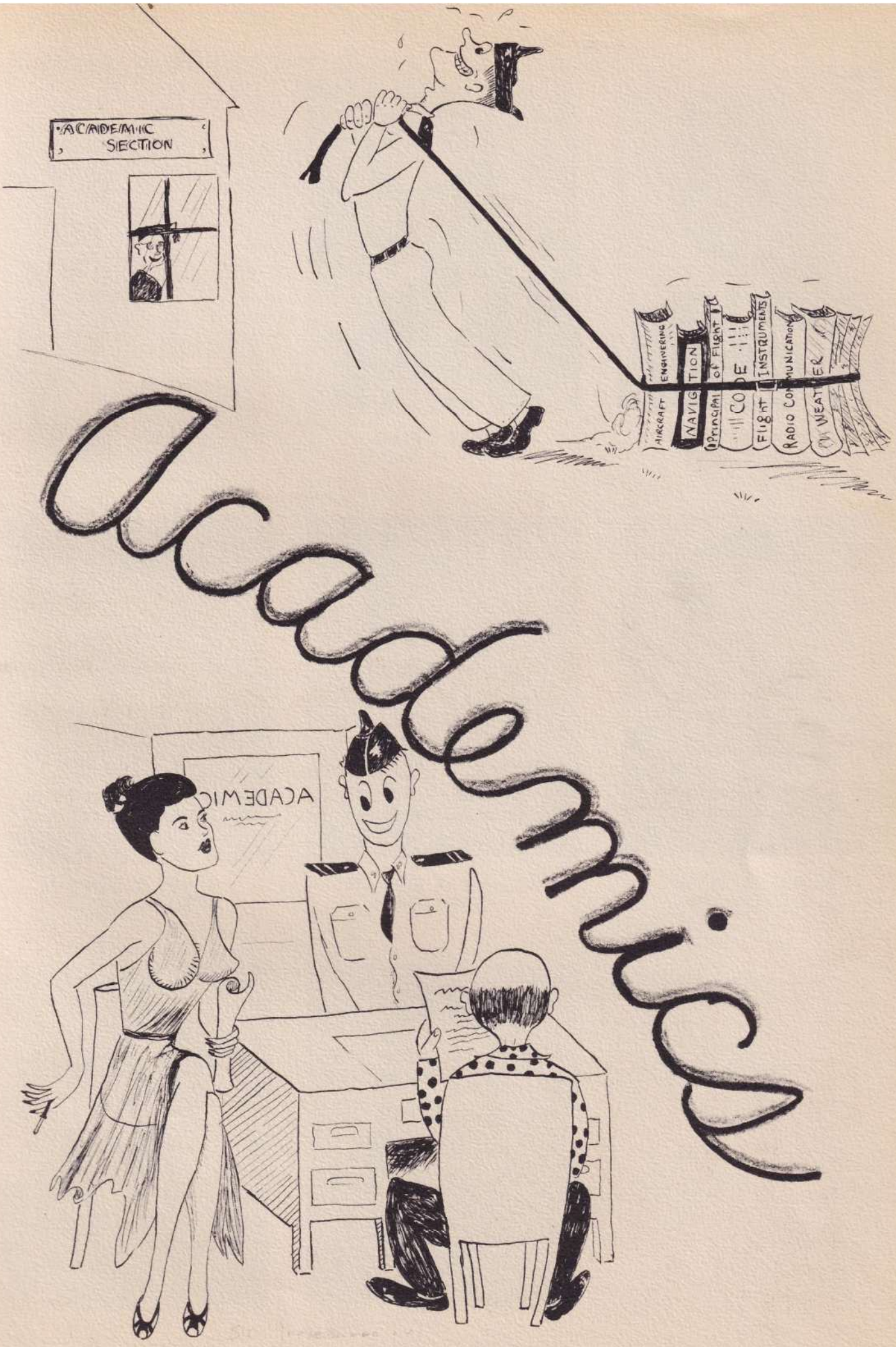
MILITARY CHECK PILOTS

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.

Happy cadets waiting for 50 hour checks.



Sir, What makes you think I've been buzzing Cypress Gardens again?



Sir, there were a couple of points you overlooked in class today.

ACADEMIC

JOHN A. NORFORD

ROBERT GALLO

LaMAR M. SILVER

WILLIAM M. KIDD, JR.

SIDNEY T. DUNCAN

JOHN G. HOBLER

WILLIAM N. SIELER

INSTRUCTORS

EDGAR A. FRANCIS

ELMAR F. JONES

LOUIS V. SERRA

HARRY KELLAR

OMAR WILSON, JR.

WILLIAM H. FRANKS

JOHN B. BOYLE

This, gentlemen, is a "motor."

Boning for Phase Exam.

Mr. Hobler, come get me out of this thing.

And taking the reciprocal of the relative bearing, we have . . .

Now do you believe me?

BRAVO

March 4, 1952 will be remembered by class 53-B as the beginning of a flying career in the U. S. Air Force. That date will also be remembered as the beginning of a safe flying career. We would like you—our reader—to follow us through our seven months' stay at this field and share with us our joys and heartaches.

PRE-FLIGHT

To the novice the word pre-flight means before flight; to us that word meant four weeks of drill, physical training, lectures, welcoming speeches, and the making of life long friends. Not one man would go through it again, but none of us would take anything for our experience. Our first three days in pre-flight consisted of barracks and flight assignment, a welcoming lecture by Capt. Purple and Lt. Col. Paulin, drill and physical training by Sgt. Stancil. These three days are spent in a state of utter bewilderment. We can't go to the P. X., movies, or any place that might, in some way, be considered as amusement. After the first week we begin to settle down, if that is possible, and get accustomed to our new life. Sgt. Stancil begins to seem half human, and Capt. Purple turns out to be our best friend. The surprises begin to come thick and fast now. The second week we hear the rumor that we might get to see the "Terrible Texan" (T-6) up close in about two more weeks, so everyone works that much harder to make his fondest dream come true. Each of the four sections we are divided into becomes a close knit team which starts to function as one. By this time the spirit of competition has begun to flame and the whole class works with renewed vigor. The coming week, or the third, is our first big week. We start classes and begin to live on a set schedule. We drill one hour, take P. T. two hours, go to classes for two hours, and listen to indoctrination lectures by Capt. Purple for two. Now we begin to feel human. The men begin to call you by your first name; you know your way around and you look forward to the coming week-end. This last week of pre-flight is one we will never forget. We work hard in order to be sharp for our acceptance parade. Capt. Purple tells us all of the places not to go and the things not to do, and all along he knows we will make a bee line for the said places of business. After this hour long talk, we are told to be extra careful of these people who drive cars. It seems that people

Capt. Purple **Sgt. Stancil**

behind the wheel of an auto go beserk and lose all sense of responsibility and respect for their fellow man. The first open post comes and 126 pilots to be, take the open road to take their chances with the wild men of the highway. Needless to say, every man returns safe and sound. Old man Accident is foiled again. After such a safe week-end the higher ups decide to let the men of 53-B visit the flight line.

First Open Post

I am sure all of us have felt, at one time or another, like a shoe on the wrong foot. Readers, you have never seen so many men lost in so small an area in all your life. The fourth classman's life is split between upperclassmen, the military, and the flight line. Among the three, things become confusing as well as disheartening. The upperclassmen do not think we are sharp enough and they endeavor to change the situation. The military knows we aren't sharp enough and they do change the situation. At this stage our instructors on the flight line have started to look at us with that "I don't know" look in their eyes. For a better understanding of this new life, let us break it into its three component parts and look at them more closely.

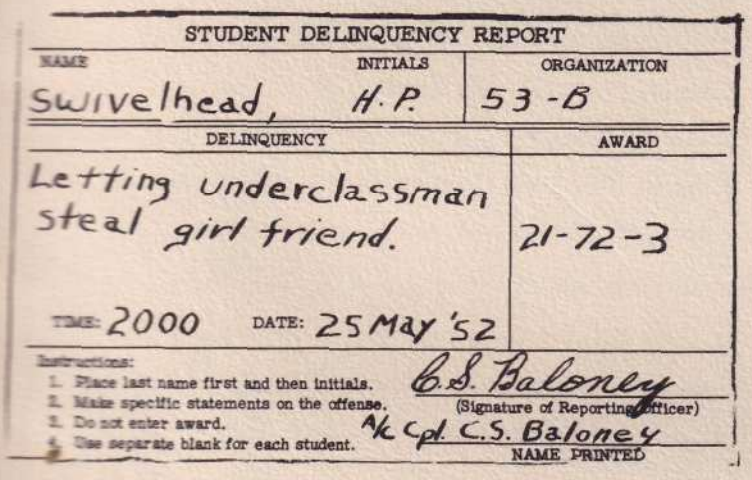
THE CLASS SYSTEM

To begin with, all upperclassmen are our friends. Their job is to teach us to be sharp cadets. To attain this end they use many playful tricks. The big stick in their hand is a small slip of paper called a delinquency report. All lowerclassmen are required to have five of these little notes of cheerfulness filled out with name, squadron, and class at all times. If we meet a friend in the squadron area and fail to salute, we give him one of our greeting cards. The next day we look

on the bulletin board to seen the gift we received. At this board we see many varied expressions and hear lots of words that our mothers taught us not to say. Another easy way we lose one of our greeting cards is to fail to clear the area before entering a building. The origin of this quaint custom is far back in the long forgotten annuls of cadet history. Before entering or leaving a building, a fourth classman clears to the left and right, above and, by getting in a most ungentlemanly position, clears below. In this limited space we won't go into the consequence if one fails to know his chain of command and a few hundred other small items that we are required to commit to memory. During these six weeks in fourth class we begin to look somewhat like cadets. Of course this is with the help and guidance of the military training section.

MILITARY TRAINING SECTION

The familiar saying "big brother is watching" has its own little place in the hearts of all cadets. Each squadron has one military training instructor assigned to look after the boys. It is this officer's job to see that all cadets conduct themselves in a military manner at all times. He is well known for his daily visit to our apartments, at which time he gives us gifts in the form of demerits. Also on Saturday mornings he will combine forces with the other officers and conduct exercises called open ranks inspections and parades at which time they may present other gifts.



STUDENT DELINQUENCY REPORT

NAME	INITIALS	ORGANIZATION
Swivelhead,	H.P.	53-B

DELINQUENCY	AWARD
Letting underclassman steal girl friend.	21-72-3

TIME: 2000 DATE: 25 May '52

Instructions:
1. Place last name first and then initials.
2. Make specific statements on the offense.
3. Do not enter award.
4. Use separate blank for each student.

C.S. Baloney
(Signature of Reporting Officer)

A/C Cpl. C.S. Baloney
NAME PRINTED

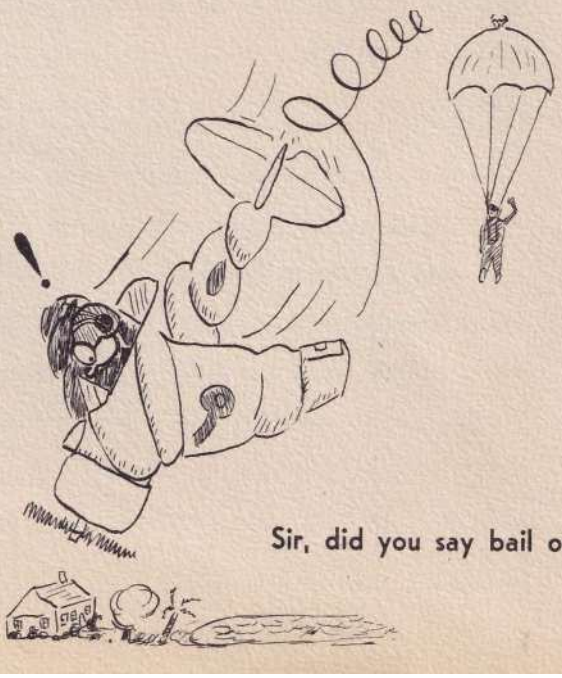
THE FLIGHT LINE

Find a cadet on the flight line and you will see a man who has one foot in heaven. Every man in cadets is there to fly, and when he gets on "the line" he sees the real job of being a cadet. The first few weeks of a cadet's flying consists of learning procedures and getting thoroughly briefed on the military way to fly. Each civilian instructor has four men which he must try to teach to fly the beautiful T-6. All men know when they start that some will not complete the course, and each hopes that he will not be the unlucky one. As time goes by we begin to lose some of our classmates and the best friends we will ever have, but all men recognize the fact that those who do leave are going on to something equally exciting and important.

THIRD CLASS

Those of us who are lucky enough to remain move on into third class after six long weeks of "double timing," worrying, and becoming accustomed to the "Terrible Texan." This next six weeks can well be called the solo class because during this time our class became junior birdmen. For 53-B this six week period was also our accident period. It seems that Mr. Accident returned from his vacation to pay us a visit. Mr. Love upset our safety record by performing a perfectly coordinated ground loop while shooting his second supervised solo at Drane Field. This started the ball rolling. Mr. Kimball, not to be out done, beat his head against every hard object at hand trying to thing of an appropriate gesture to bring himself into the good graces of Mr. Accident. After many bumps and a lot of deep concentration our parachute artist decides to spin in from 7500 feet. This feat accomplished, Mr. Kimball is Mr. Accident's Number One boy in 53-B. The men of our class wish to thank Mr. Kimball for not trying to ride the ship down because that would have shot our record to hell. With this incident behind us we carry on with our usual vigor and enthusiasm toward our final goal. After solo we begin to worry about our 50 hour ride with the military. This little jaunt into the wild blue with the military check pilot decides whether or not we have the ability to be a military pilot. These men with wings of silver let us fly them around the sky for about an hour and when we bring them back to mother earth they either pat us on the back or give us a swift kick a little lower down on the body. Some of us were lucky and passed on our first ride, but others had to sweat out two or three trips before convincing the military that they could fly that "Yellow Monster."

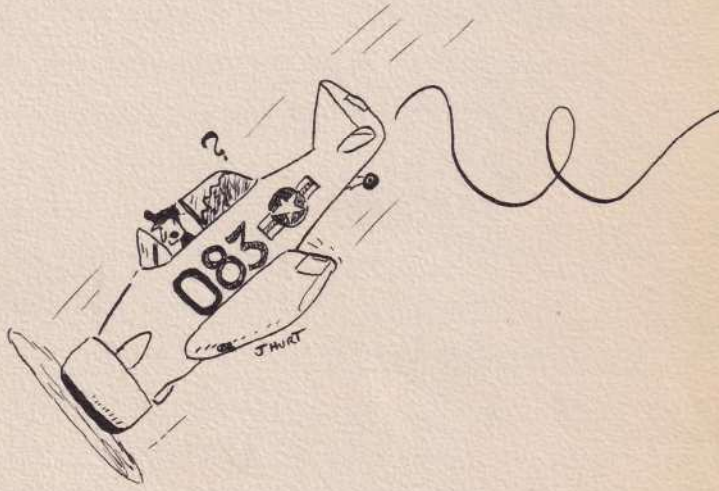
The Terrible Texan



Sir, did you say bail out?

SECOND CLASS

After our 50 hour check we begin instrument flying, better known as flying the gages. This consists of climbing into the back seat and trying our best to make a wreck of our instructor. It is a simple task because by this time he is half shot from all of the other ordeals he has endured. To you, the reader, this instrument flying may sound difficult, but it isn't. If you wish to have the sensation, just paint the windows of your auto black and try to drive from Bartow to Lakeland on a Saturday afternoon. It's really a simple process. During this section of our training we also start our night flying and cross countries. This is the time that everyone is at his best. The cross countries are merry jaunts to different points of interest in the state of Florida. It is a typical sight to see a cadet with a tennis racket and golf clubs set out for Daytona Beach or some other Choice spot. These accessories are in case of rough engine or a forced landing over one of the resorts of Florida. Of course, this never happens. All of the men want to make a rapid tour of the circuit and get back to the home base. During our night flying phase our equipment is altogether different. We wear the familiar mae west, and carry a flashlight wherever we go. The men who are overly cautious carry two flashlights, a flare gun, no doze pills, and two soft pillows. Be prepared and be safe is the watch word.



Pressures, H. P. —Small, easy pressures—%$"*!&$—"$

H. P. reporting for cross country, sir.

The day we move up to first class is at hand. Now we are the top men on the base. We begin to feel that all of the work, sweat, and tears were not in vain. We have our landing stages behind us and now we start getting ready for our instrument check. This is our second ride with the military and on this one we don't see where we are going. We take the check pilot up and show our stuff on the gages. Of course we pass because our instructors have taught us all they can pound into our thick skulls over a period of twenty-five hours, and they know we are ready. After our instrument ride the final check ride arrives and we know that graduation is near. After the final our instructors

watch us like a hawk to make sure that we dont foul up on the last hour or so. Our last week on the base is one continuous line of tests and parties. The instructors have a party for us. There is a stag party, and the big blow out for all the men and their ladies. We look back on the last seven months of our life and thank the men and women that have done so much to teach us all that we have learned in this short period. We also look forward to the coming six months with new friends and many happy flying hours. And as we leave we can hear the boys giving a word of encouragement to those who were sent to multi and a life of box car driving. They in turn chuckle and make some crack about singeing their eyebrows. The time of parting has come and good friends must go their respective ways—but with the fond hope that they will meet again some day when they will grace a gold bar and proudly wear a pair of silver wings.

Whew! I made it.

Flying Training Air Force

FTAF Form No. 51-15
17 Jan 52

GRADE SLIP
(BASIC)

Student	Rank	Date
SWIVELHEAD, H.P.	Peon 1st.	Yesterday

Organization	Mission	Grade
YWCA	SECRET	-20

1. Visual Inspection	NO PROP	20. Chandelles	LOST 700'
2. Cockpit Procedures	What Procedures	21. Lazy Eights	went to sleep
3. Taxiing	90 M.P.H Indicated	22. Slow Rolls	IMPOSSIBLE
4. Take-Off	Nose First	23. Barrell Rolls	Hole in Bottom
5. Climbs and Climbing Turns	Snap rolled	24. Half Roll and Reverse	NO Reverse
6. Straight and Level	Unheard of	25. Loop	INSTRUCTOR Bailed out
7. Trimming	Ha !!!	26. Immelman	Who's She ?
8. Medium Turns	INVERTED	27. Formation	Military & I
9. Steep Turns	At 200'	28. Navigation	Where is SAND Mt.?
10. Stalls - Power On	Spun out	29. Traffic	Hit four cars
11. Stalls - Power Off	Gained 2000'	30. Landings	Co-ordinated Gnd. LOOP
12. Spins / Turns	13 NO MORE ALTITUDE	31.	Shot down two F-80's.
13. Coordination Exercises	Joker !!!	32.	Flew through Hangar.
14. Forced Landings No.	Killed two cows	33.	Speared two crows with
15. Glides and Gliding Turns	200 M.P.H. Ind.	34.	the Pitot TUBE.
16. "S" Along Road	Hit fence Post	35. JUDGMENT	NONE
17. Rectangular Courses	Egg Shaped	36. PROGRESS	3 Months Ahead
18. Elementary Eights	2 Fours	37. TECHNIQUE	NONE Whatsoever
19. Max Perf Climbing Turns	TAIL High	38. ATTITUDE	All Kinds.

WORD PICTURE OF FLIGHT

Beautiful

MAL Function
Instructors Signature

R.A.T.
Supervisors Initials

53-B-1

WILLIAM T. REID
Flight Supervisor

MRS. DORIS E. GARNER
Dispatcher

JAMES H. CHANCE
Assistant Flight
Supervisor

53-B-2

ROBERT P. VALENTINE
Flight Supervisor

MRS. MAY DAUGHTRY
Dispatcher

ROSS I. ROBERTSON
Assistant Flight
Supervisor

ROBERT T. DUGAN

T. F. CHRISSINGER

JOHAN KJAERSTAD

LT. BJORN H. OHME

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Winter Haven, Fla.

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Abilene, Texas

Johan Kjaerstad
Kirkegt. 49
Bergen, Norway

Bjorn H. Ohme, Lt.
Oslo, Norway

James E. Woodward
Ft. Thomas, Ky.

JAMES E. WOODWARD

R. V. BEEN

EDWIN W. BENNETT

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ROSS B. DANIELS

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Vrengen, pr. Arendal
Norway

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ERLING JENSEN

J. R. MERRITT

ARCHIE J. DOWNEY

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RFD 5
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William S. Criddle
Murfreesboro, Tenn.

WILLIAM S. CRIDDLE

EDWARD A. SHEALY

D. B. RILE

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28 Hamlin St.
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John P. Frink, Lt.
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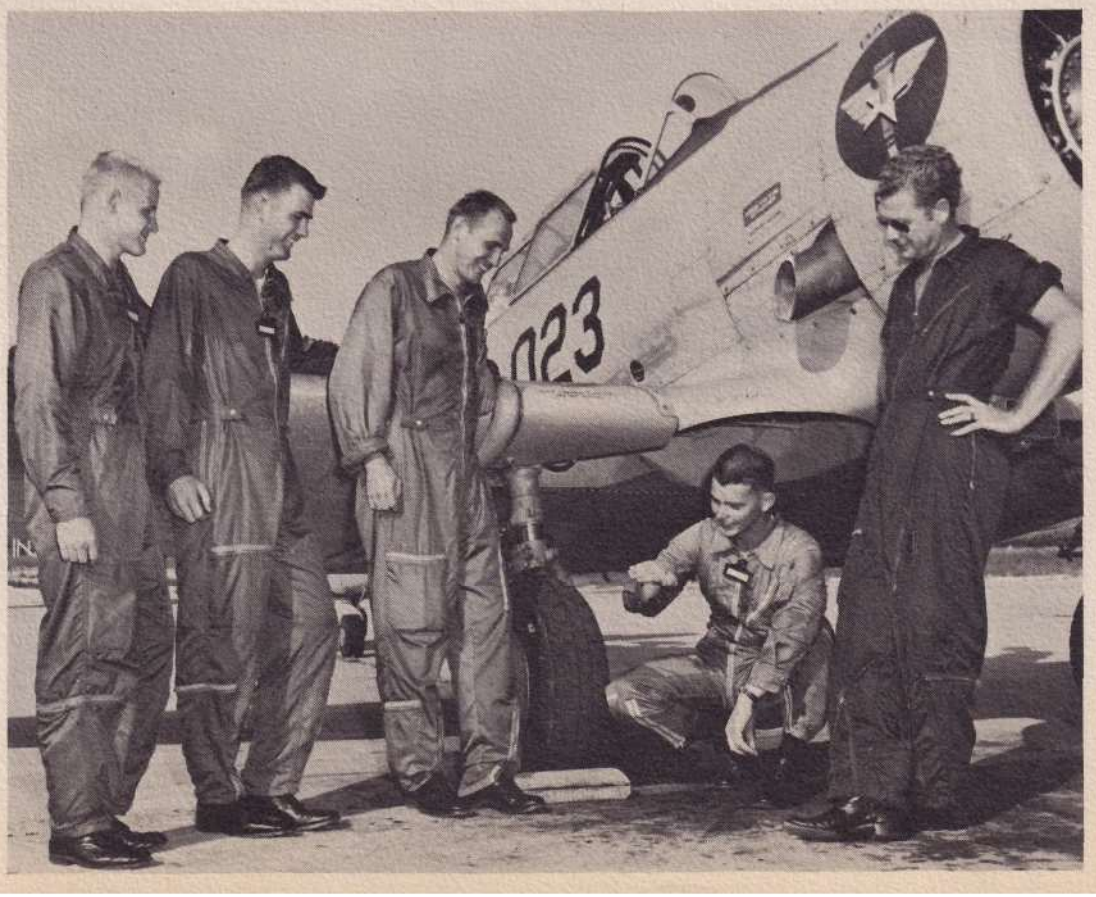
New Hampshire

Billy C. Love
11145 Maplefield St.
El Monte, Calif.

BILLY C. LOVE



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ROBERT L. BUSS

ROBERT J. CROCKER

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Ray A. Oleson
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Seattle 8, Wash.

ROBERT H. GEORGE

B. L. CLARK

CARL E. MARTIN

RAY A. OLESON

ROGER H. GALLUP

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ROBERT E. CHAMBERLEN

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Carroll L. Ligon
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CARROLL L. LIGON

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LT. DONALD ROMANS

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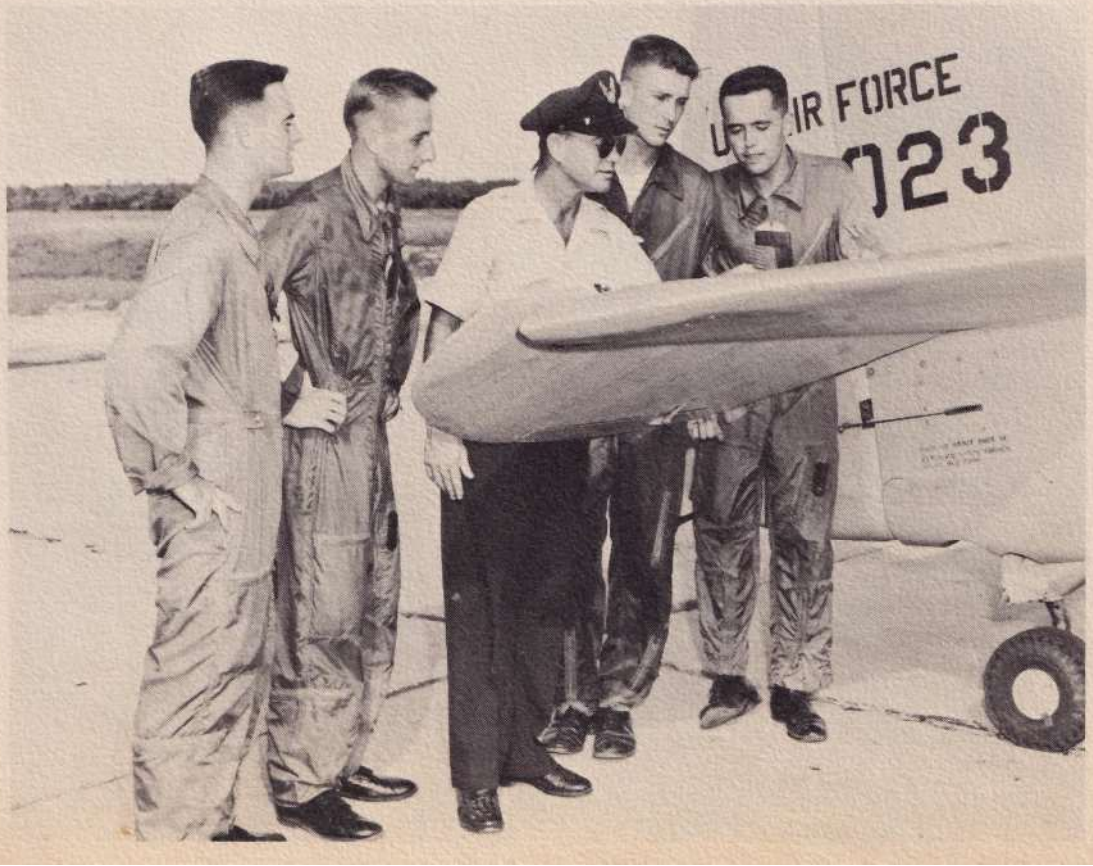
Staint-Leger (Lux), Belgium

RAOUL R. TRIEGNER



GUY H. PIGET

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RAY M. SHORE

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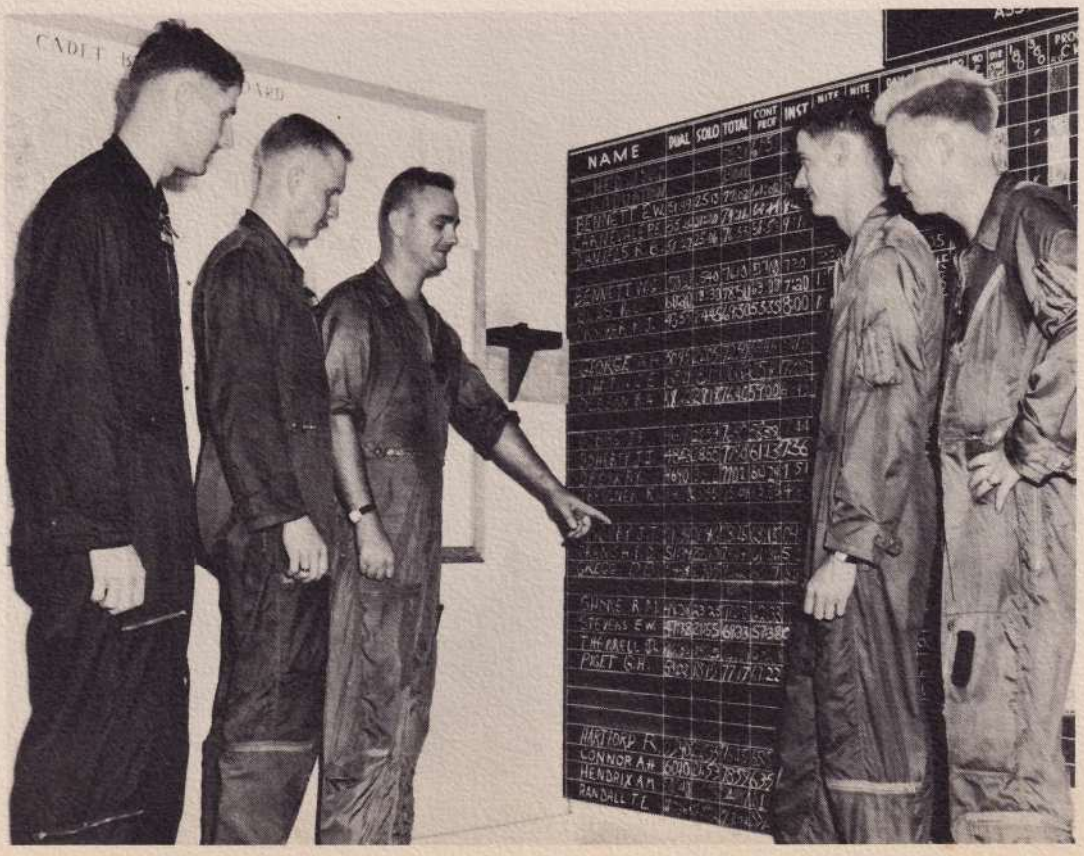
JOHNNY L. THERRELL



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BURL M. REID

JAMES L. WALLACE

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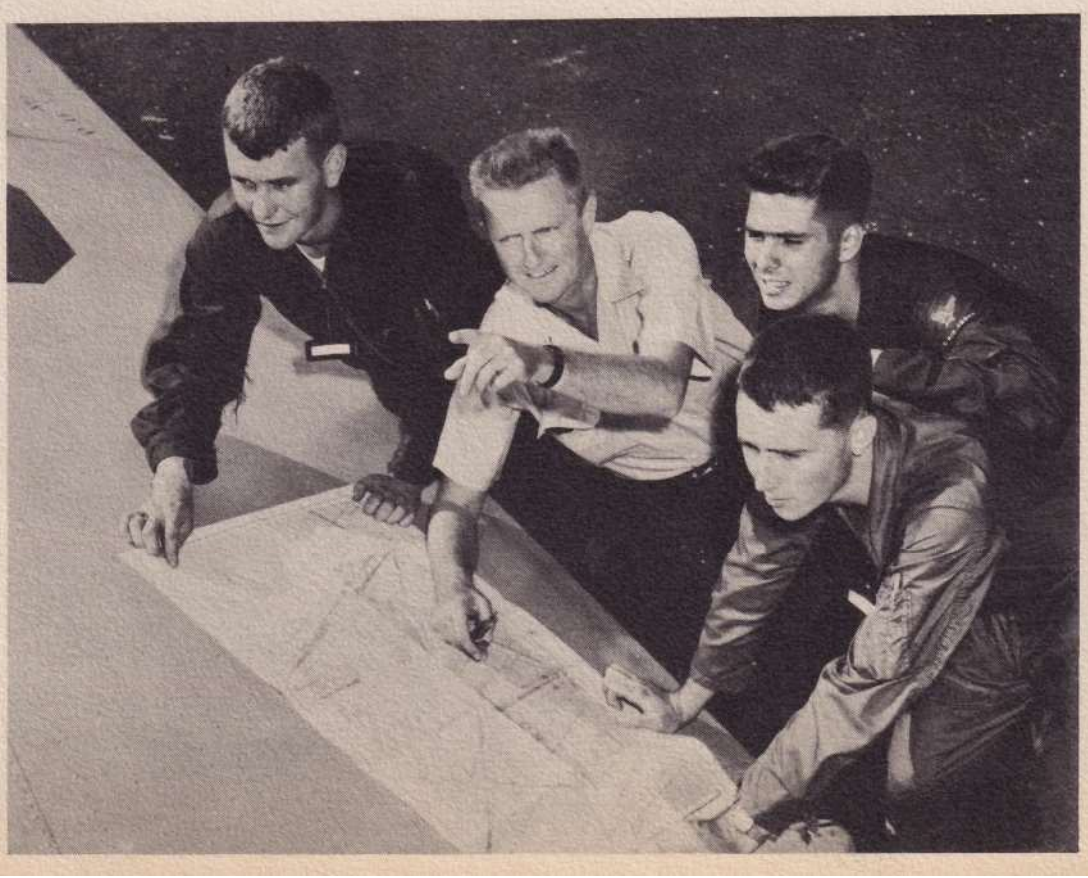
DONALD A. BORNKESSEL

C. PREISLER

WILLIS D. CALICOTT

ROBERT E. KIMBALL



LT. ROBERT R. COLLINS

G. KRIEGER

EDGAR L. HELMEY

JOHN C. HOWINGTON

G. Krieger, Inst.
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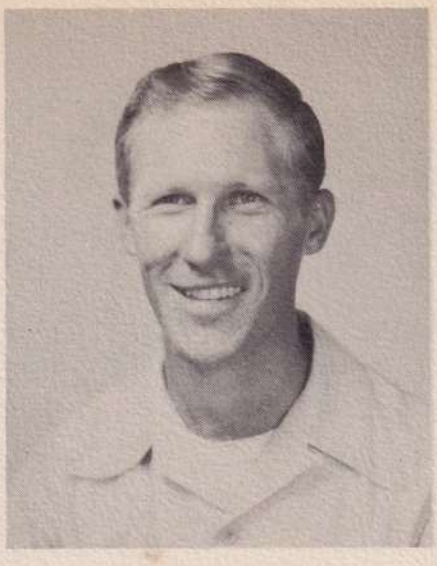

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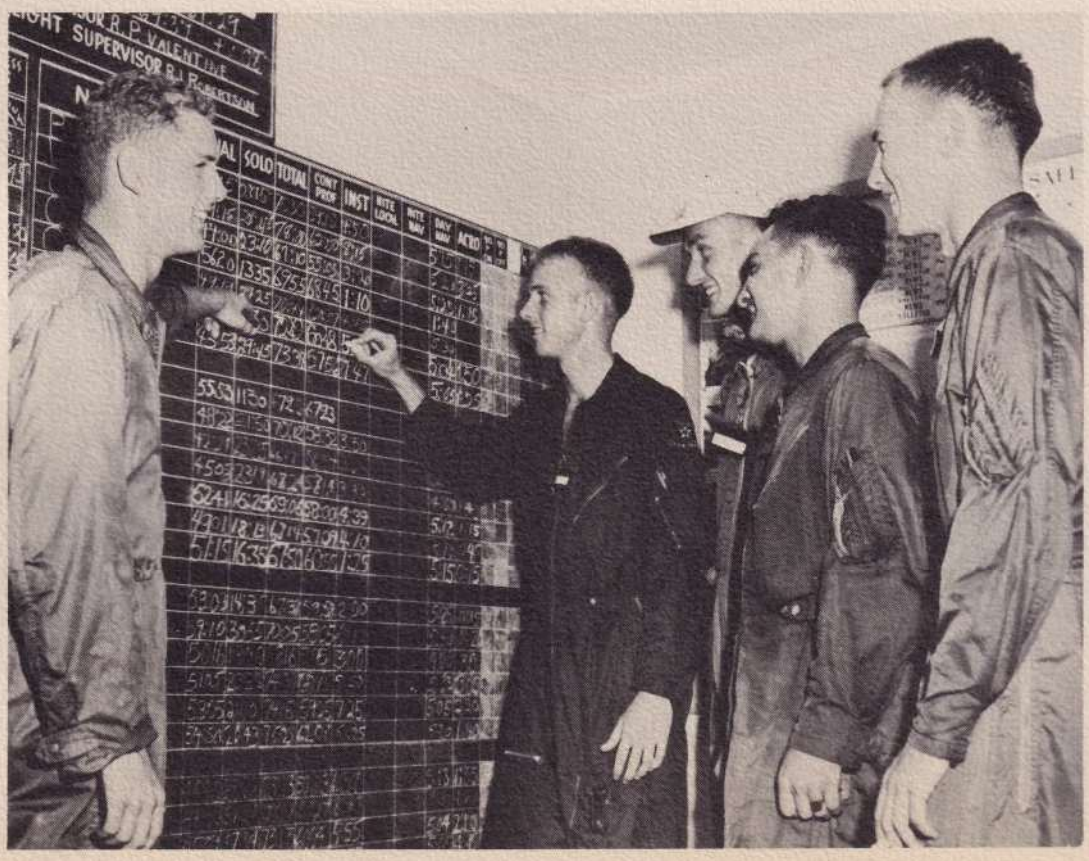

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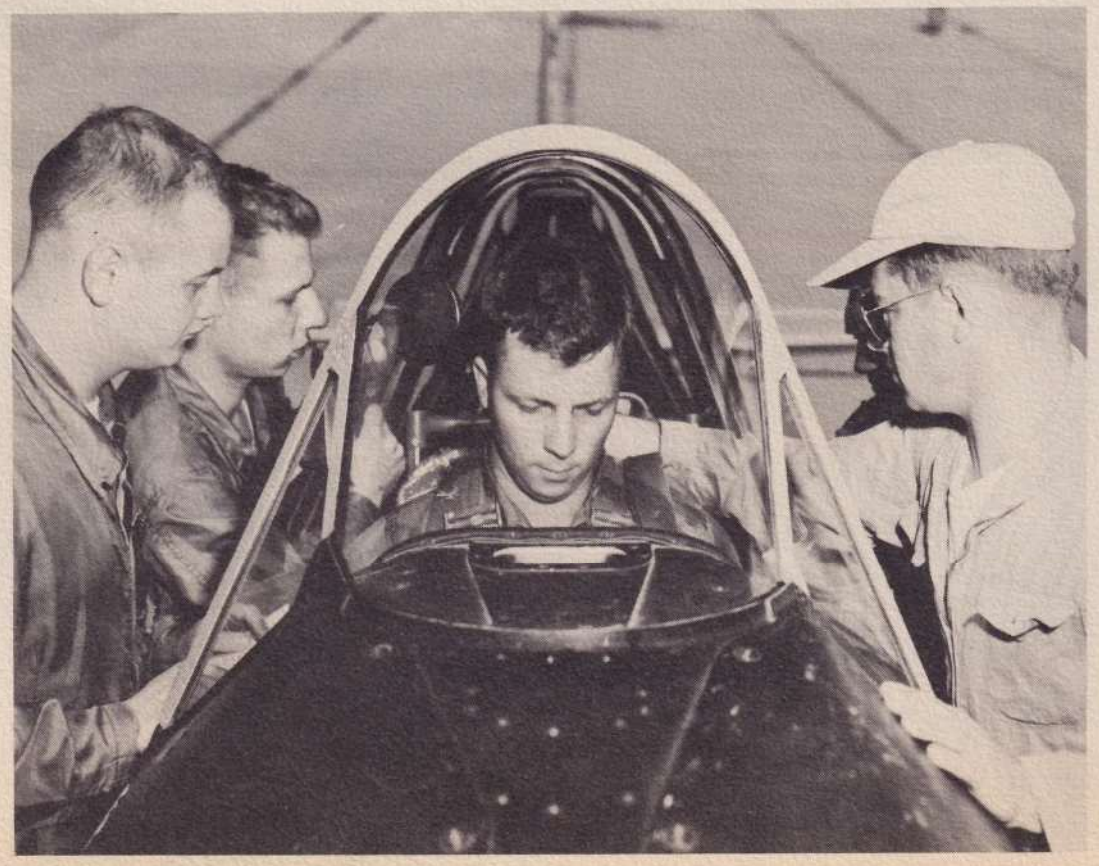

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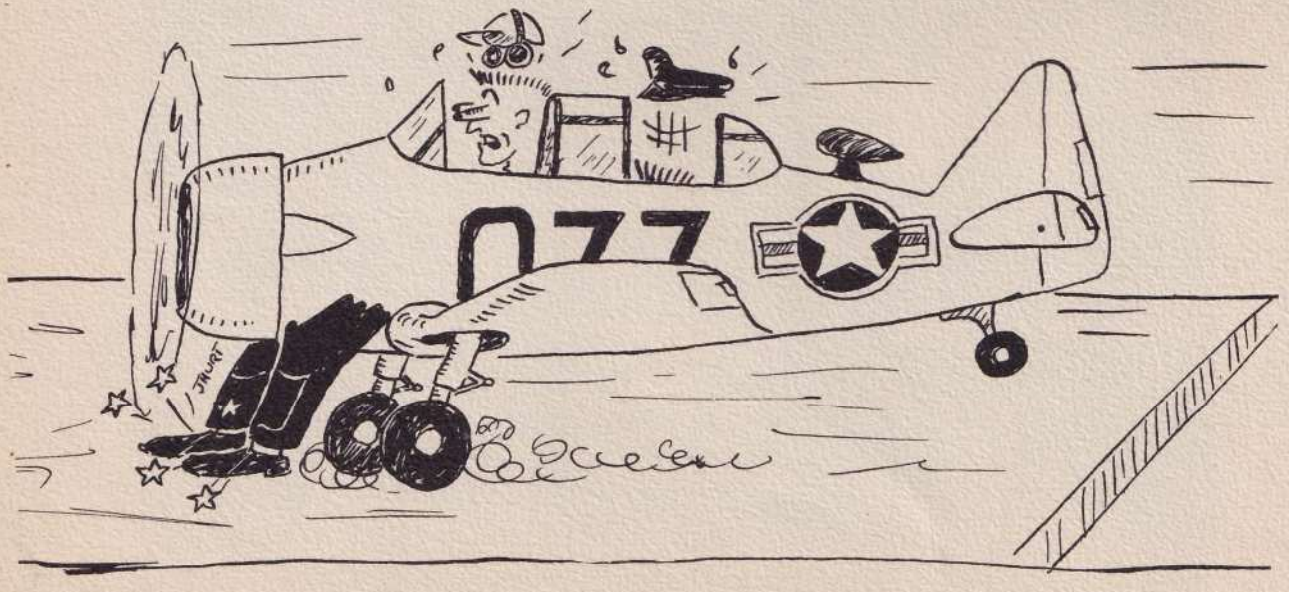
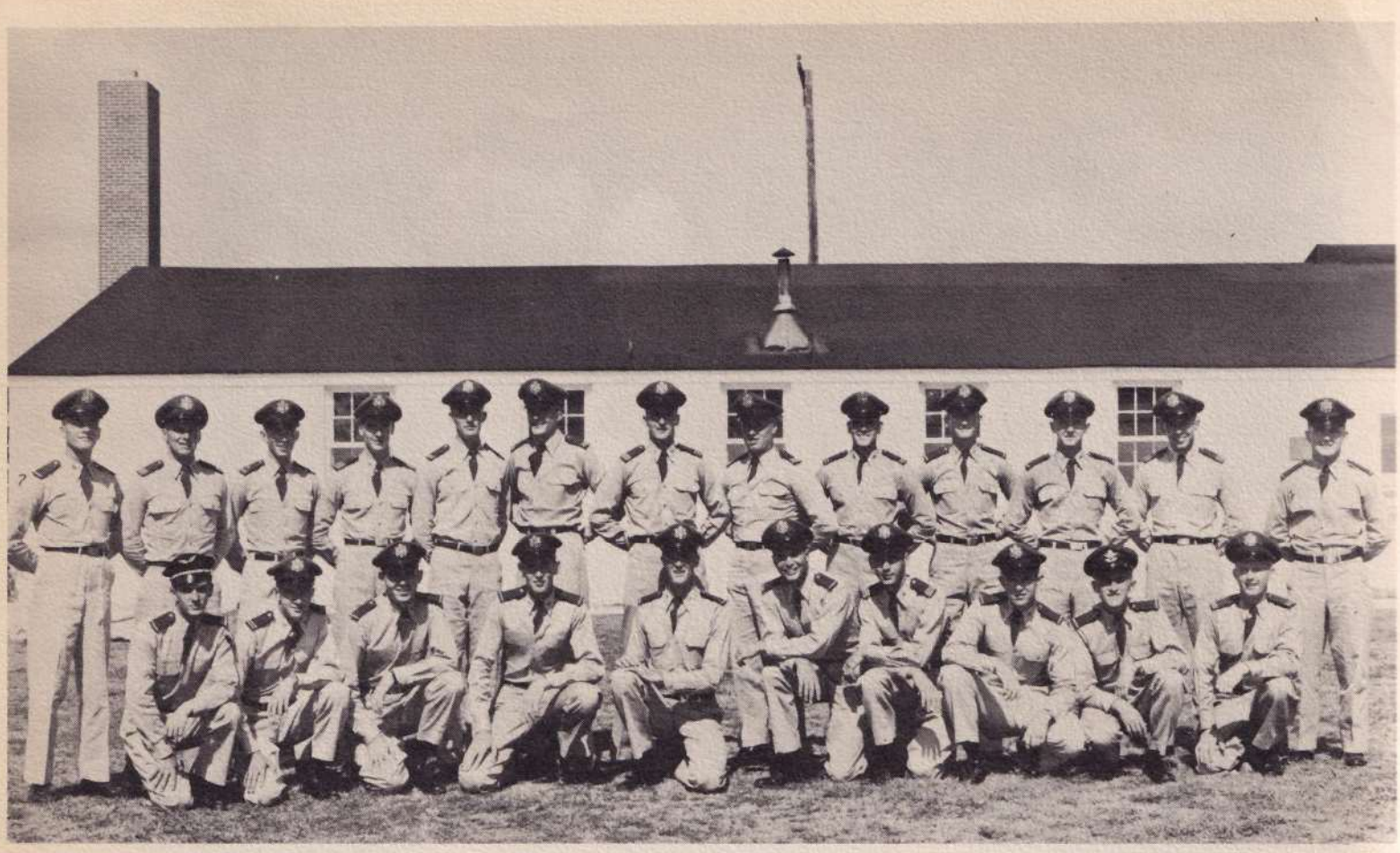


Sir, I don't think the brakes are working.

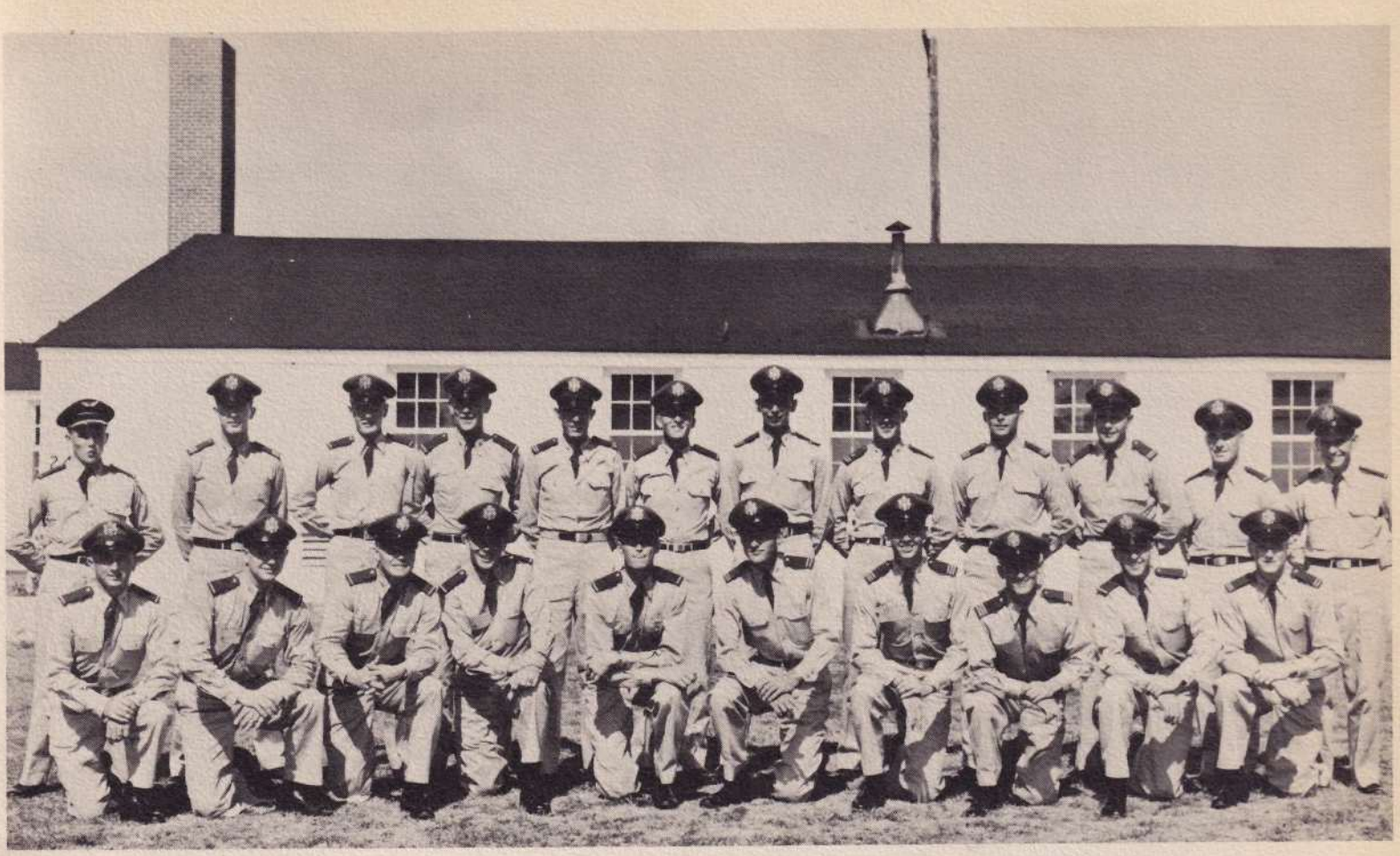
GROUP STAFF—L to R, Seated: R. M. Knodel, Group Major; J. L. Wallace, Group Adjutant; L to R, Standing: F. Y. Dreaux, Group Liaison Officer; R. B. Daniels, Group Supply Officer.

SQUADRON COMMANDERS—L to R, Seated: C. A. Greif, Sqdn. "C"; J. L. Therrell, Sqdn. "B"; L to R, Standing: C. R. Bradfield, Sqdn. 'D"; R. M. Shore, Sqdn. "A."

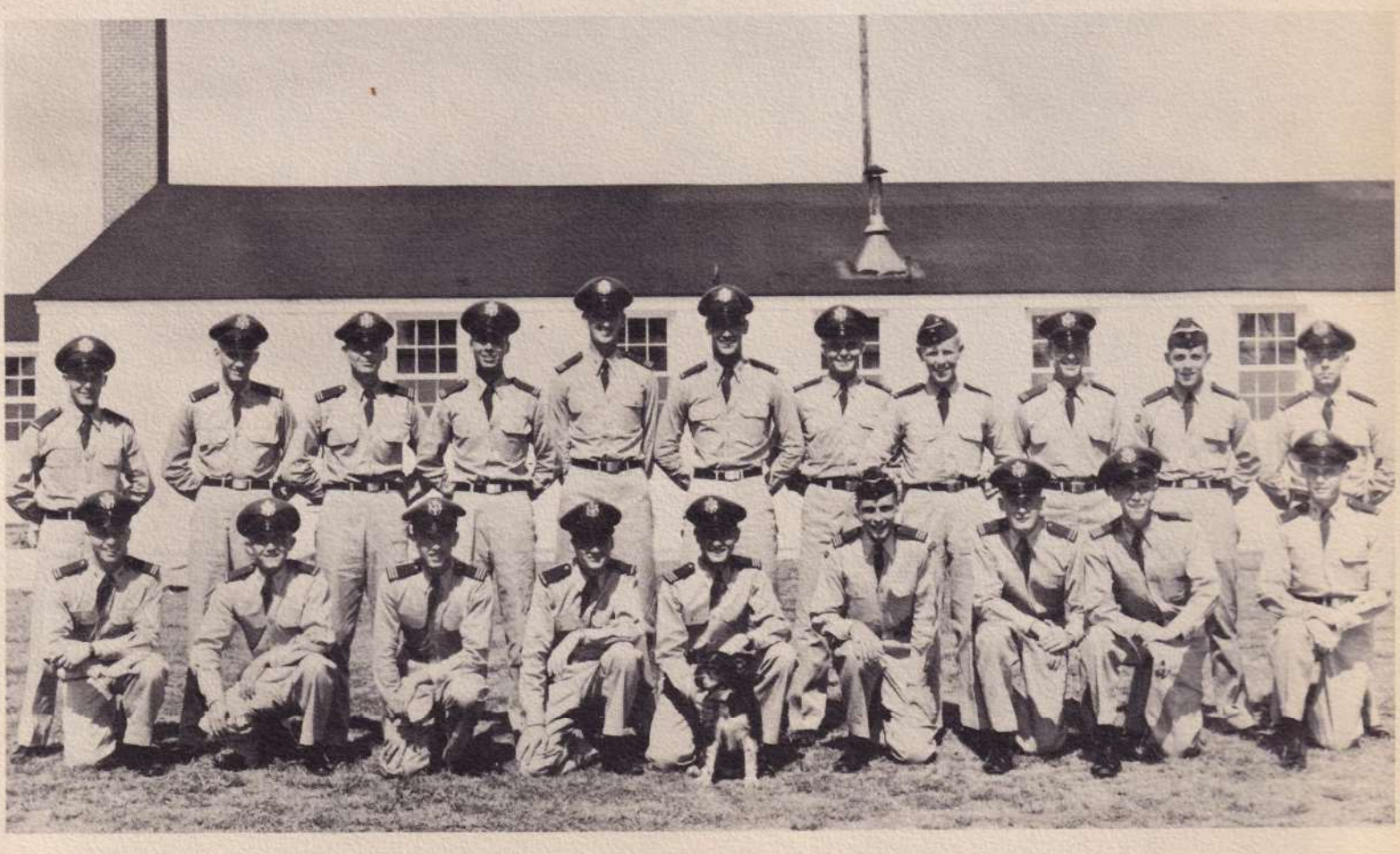


SECTION B-1A

SECTION B-1B



SECTION B-2C



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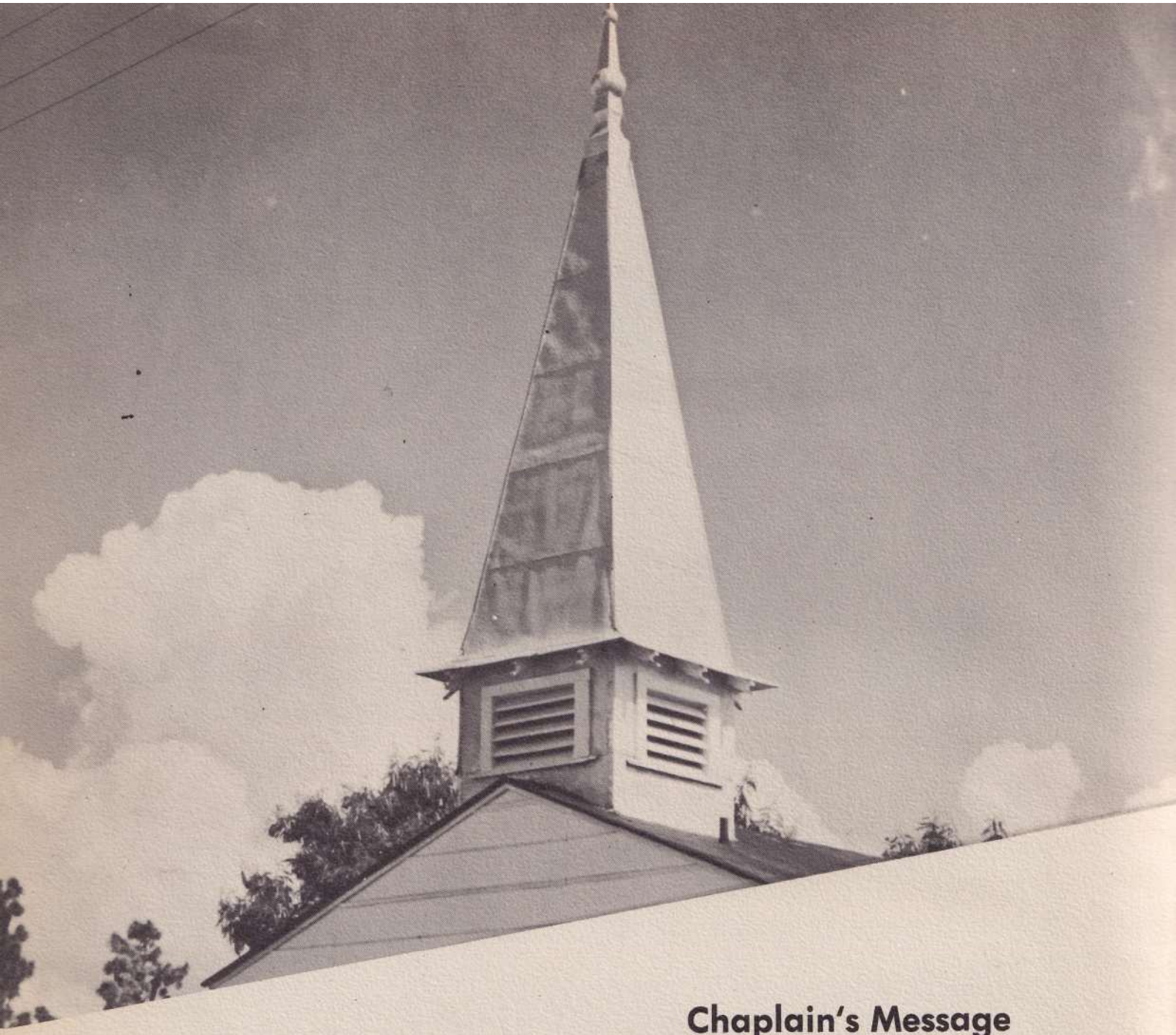


Chaplain's Message

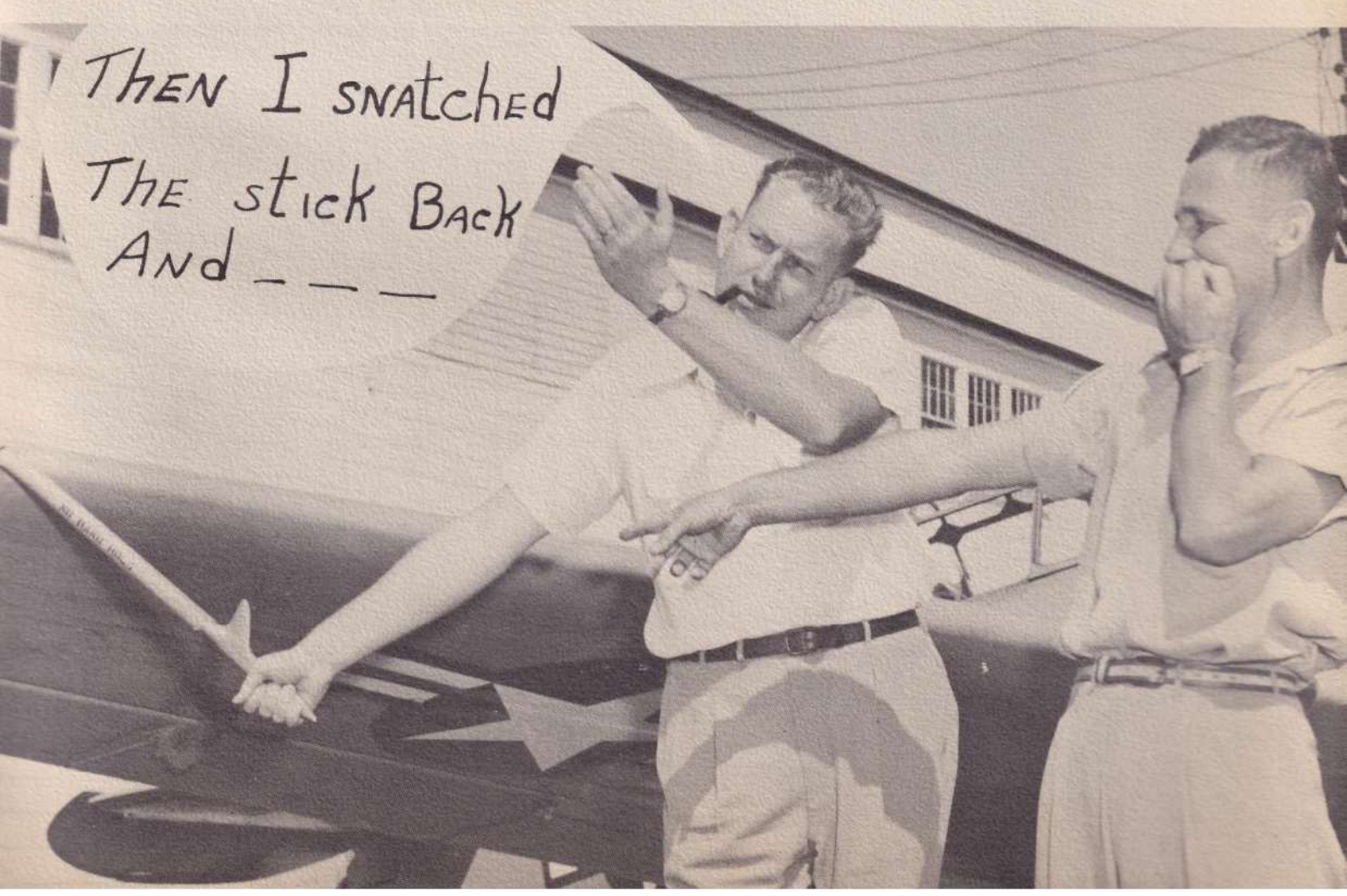
The Chaplain's Section considers it a privilege to have had the opportunity of associating with you men of Class 53-B during your seven months of training at Bartow Air Base and of providing religious services for men of all faiths. We have appreciated the assistance of Father McGill who has served as 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.

Your chaplain,
Archie N. Boyd

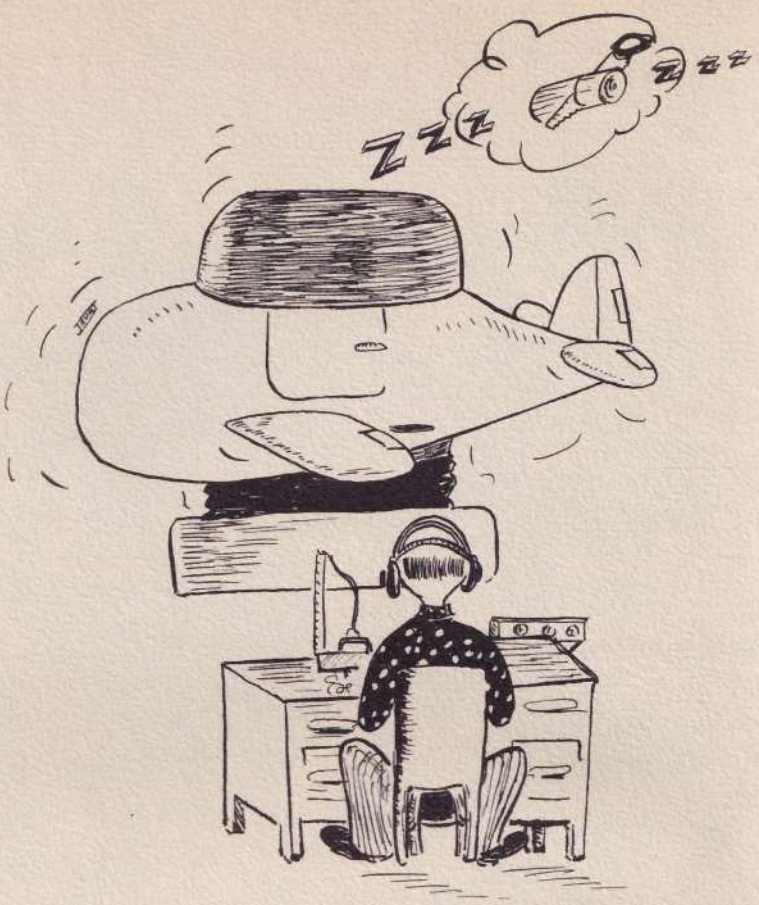
FLYING SAFETY

MR. RICHARD K. WALKER
Flying Safety Supervisor

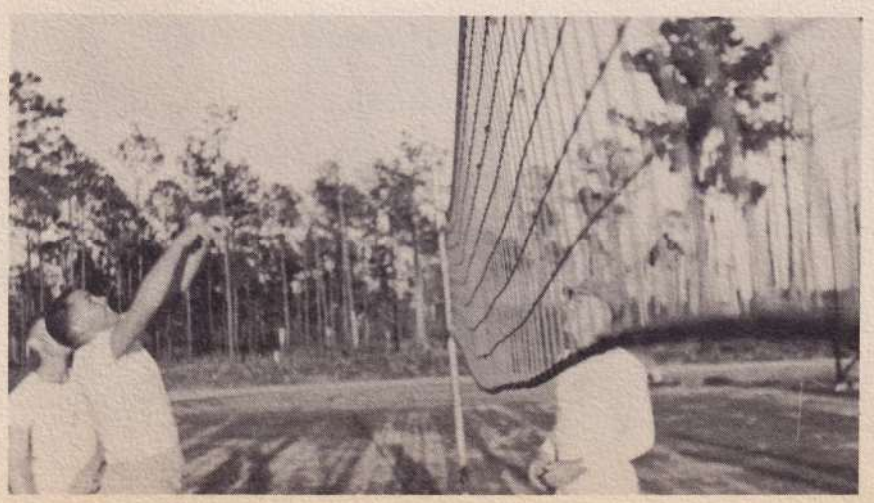


POSING FOR CLASS PICTURES OFFERED SOME PROBLEMS . . . . .

LINK DEPT.



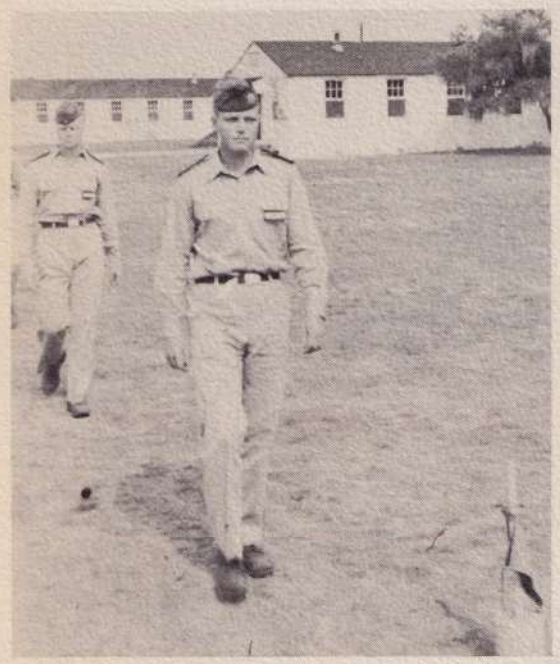
Best ride all year, H. P.



PHYSICAL TRAINING

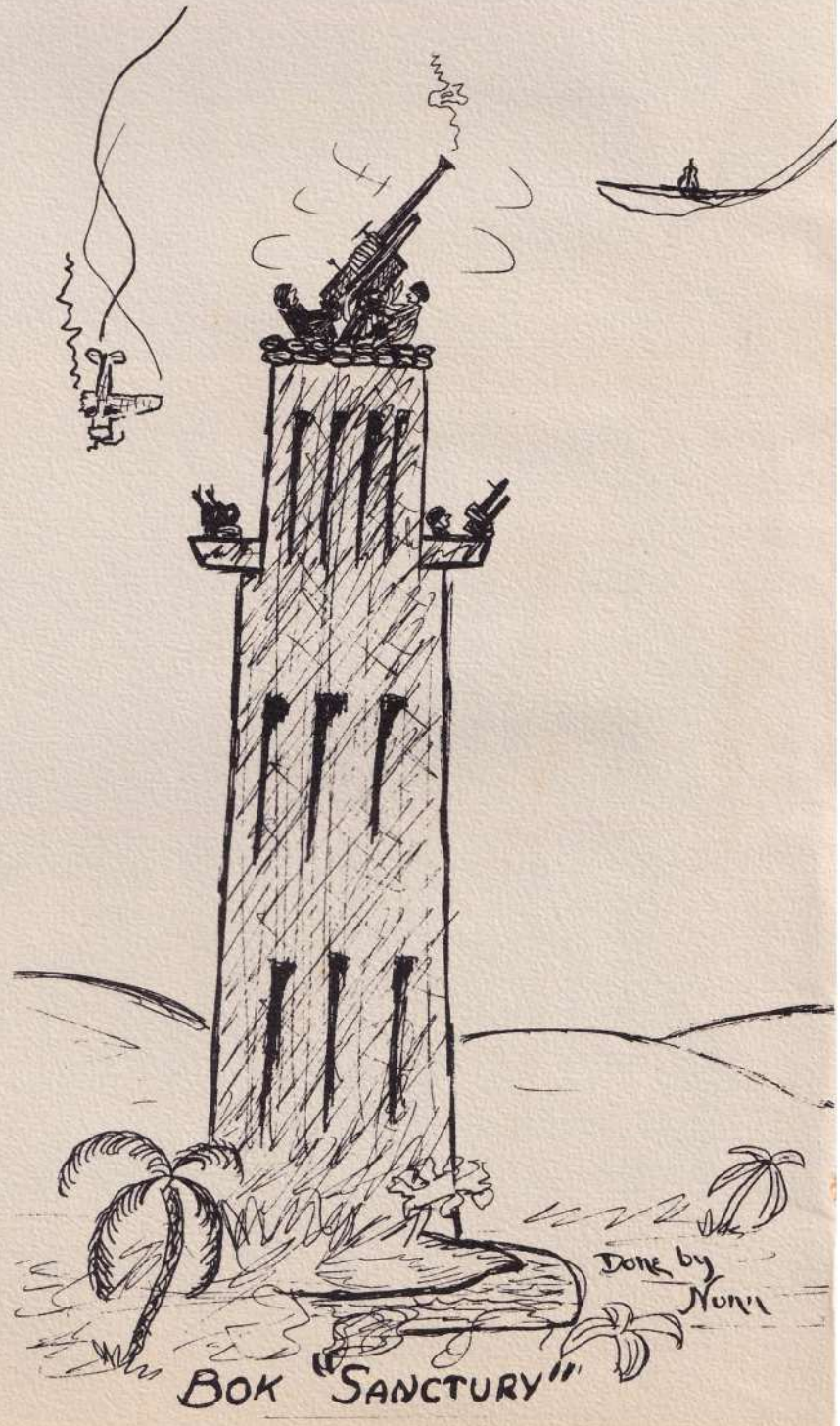
No stowaways allowed!

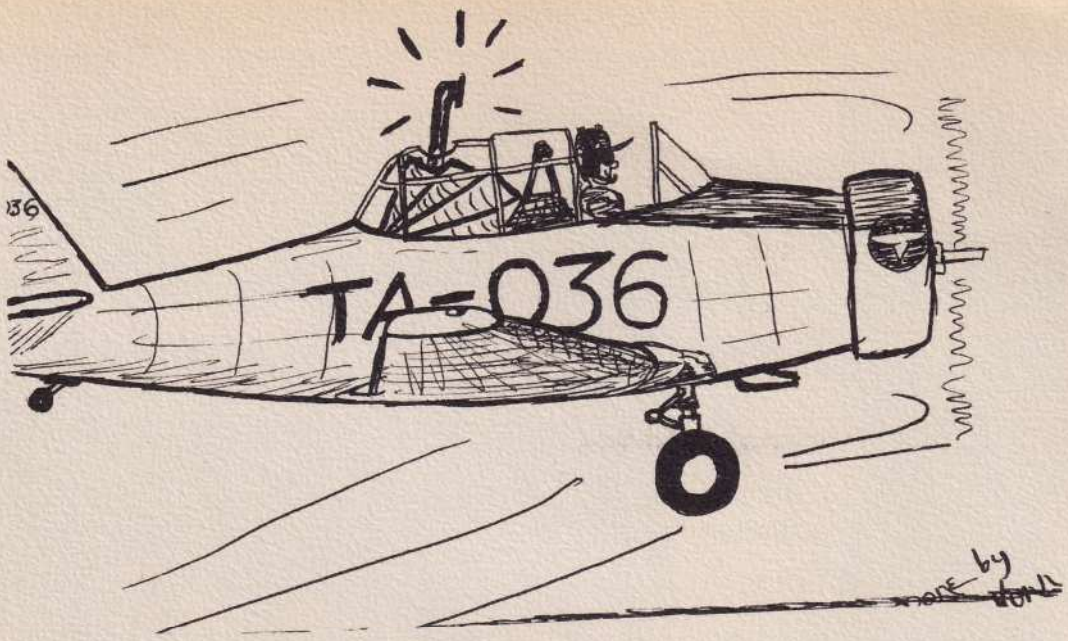
Join the Air Cadets and learn to fly.



That'll teach ya.

Don't get lost, boys.

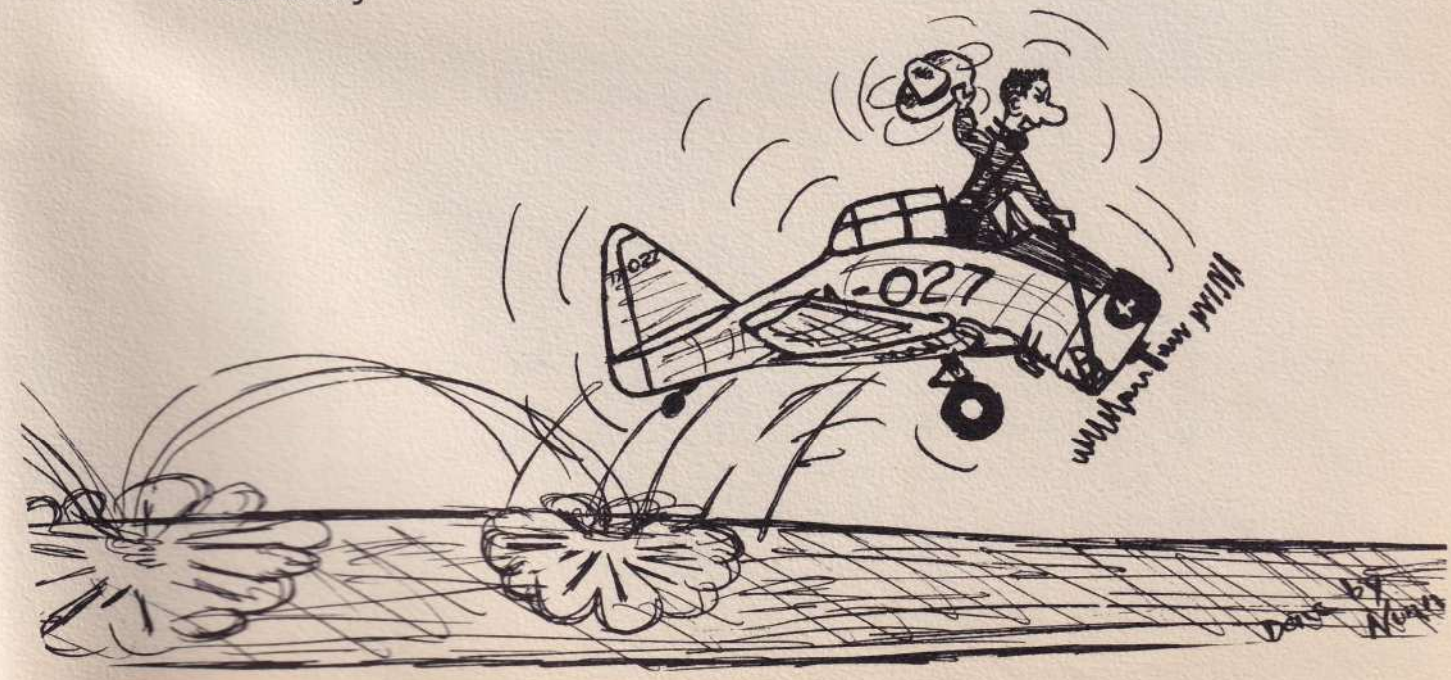




Very good instrument takeoff, H. P.

Just waiting.

Lose Something?



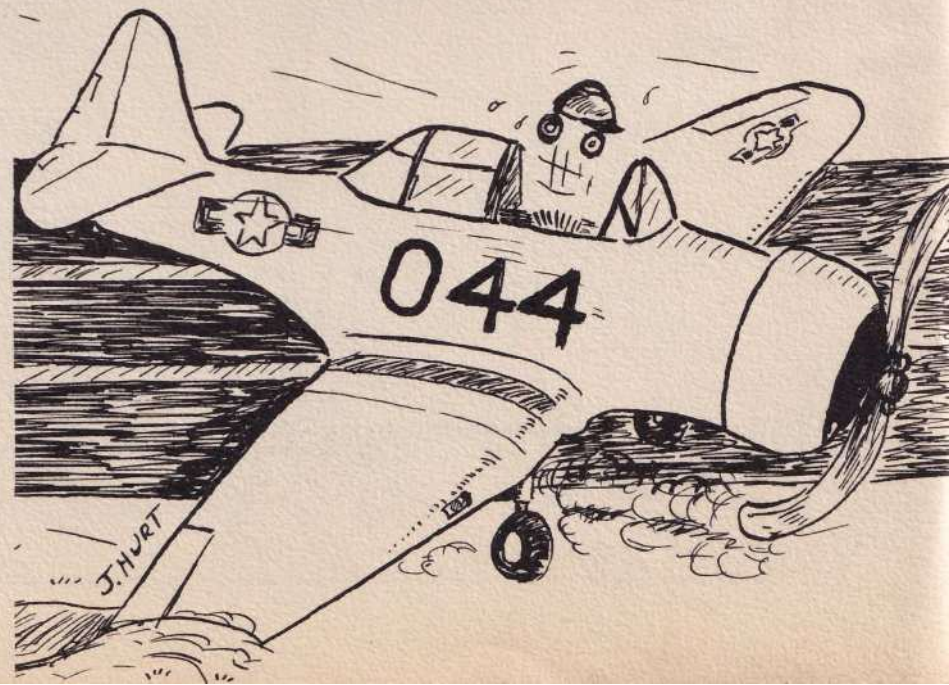
Be a Tiger!!!

Lady Killers.

Slow—men at work.

Uniform of the day.

Let's have a party.



"044, take it around—take it—$&*@??!!—attention all aircraft, Bartow Field is again closed for landings."

-035

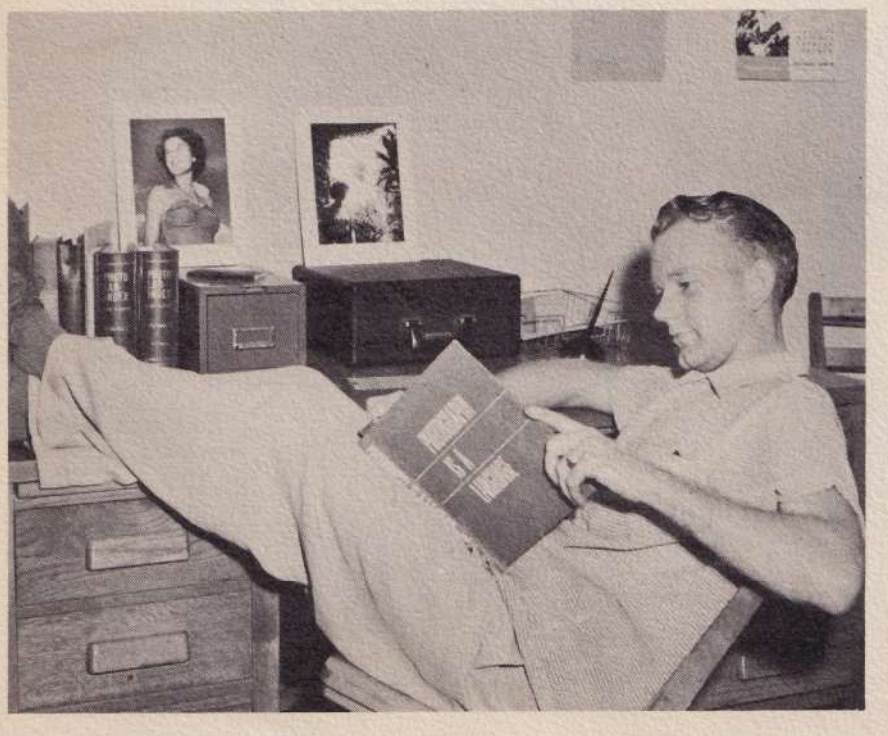
Every mistake costs "two-bits."

Out of my way, I gotta post my cadet club time.

"Two hours acro; ten minutes contact—"

After setting an outstanding safety record—having Instructor Hastings solo all four of his students the same day—adding a member to the Caterpiller Club—and many other accomplishments — Class 53 Bravo graduates.

THE STAFF—Seated: Capt. Ross P. Mendell, Jr., Military Advisor; F. W. Criss, Jr., Editor; Standing (left to right): J. W. Hurt, Jr., Cartoonist; T. E. Lowery, Feature Editor; D. L. Allen, Photography Editor; R. W. Eckley, Business Manager; R. M. Knodel, Section Representative; R. E. Chamberlen, Typist; B. M. Reid, Assistant Editor; R. B. Coburn, Layout.



Mr. John McDonald, Photographer

THE STAFF

The end of another flying day at Bartow —The end of our training here. Seven months of hard work, study, and many good times. We of the staff sincerely hope that we have compiled for you in this classbook a complete pictorial record of your training period here. If, in years to come, you can look at this book and relive some of your happy experiences, our efforts will not have been in vain.

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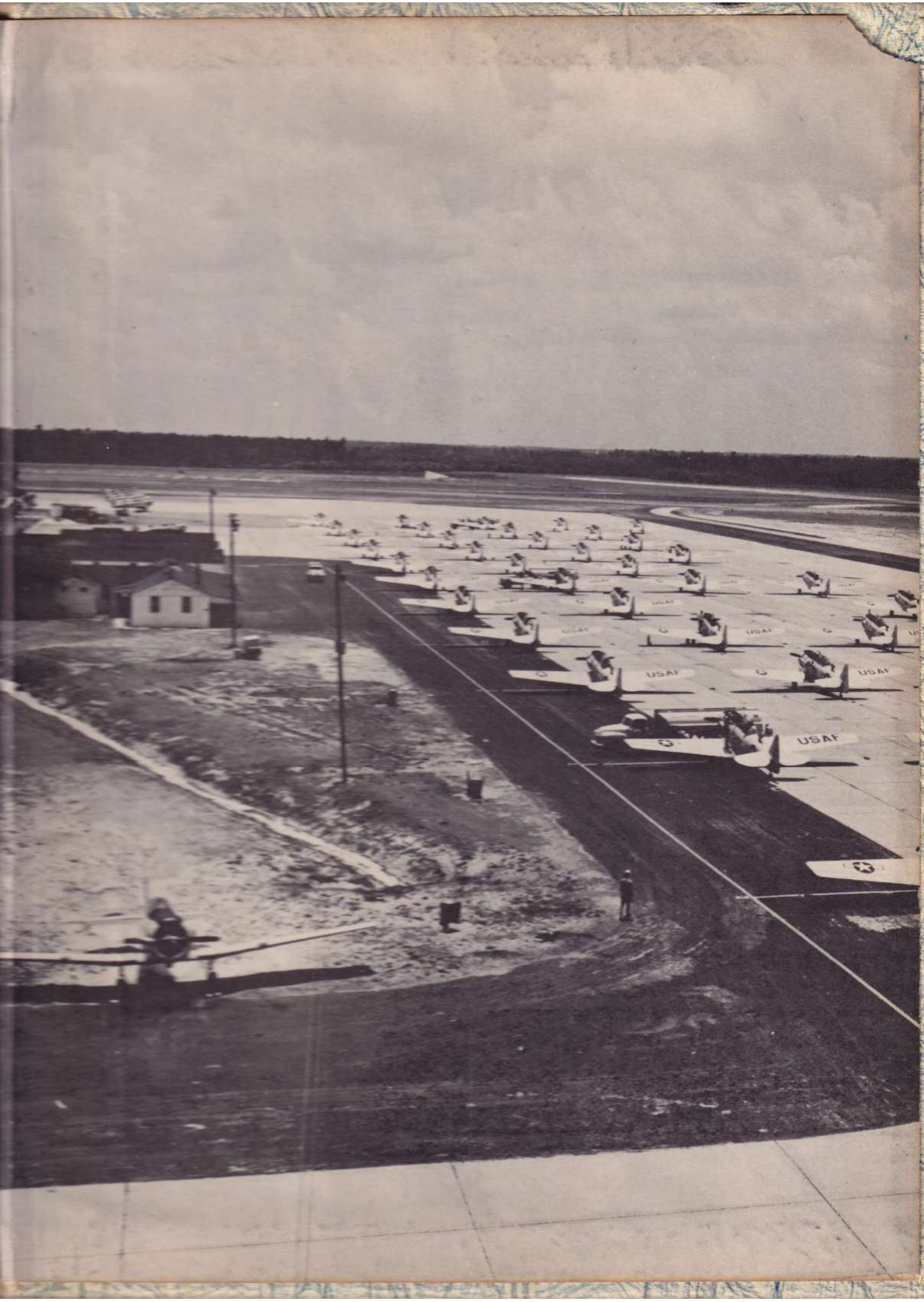
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