

BARTOW AIR BASE



SWIVEL HEAD

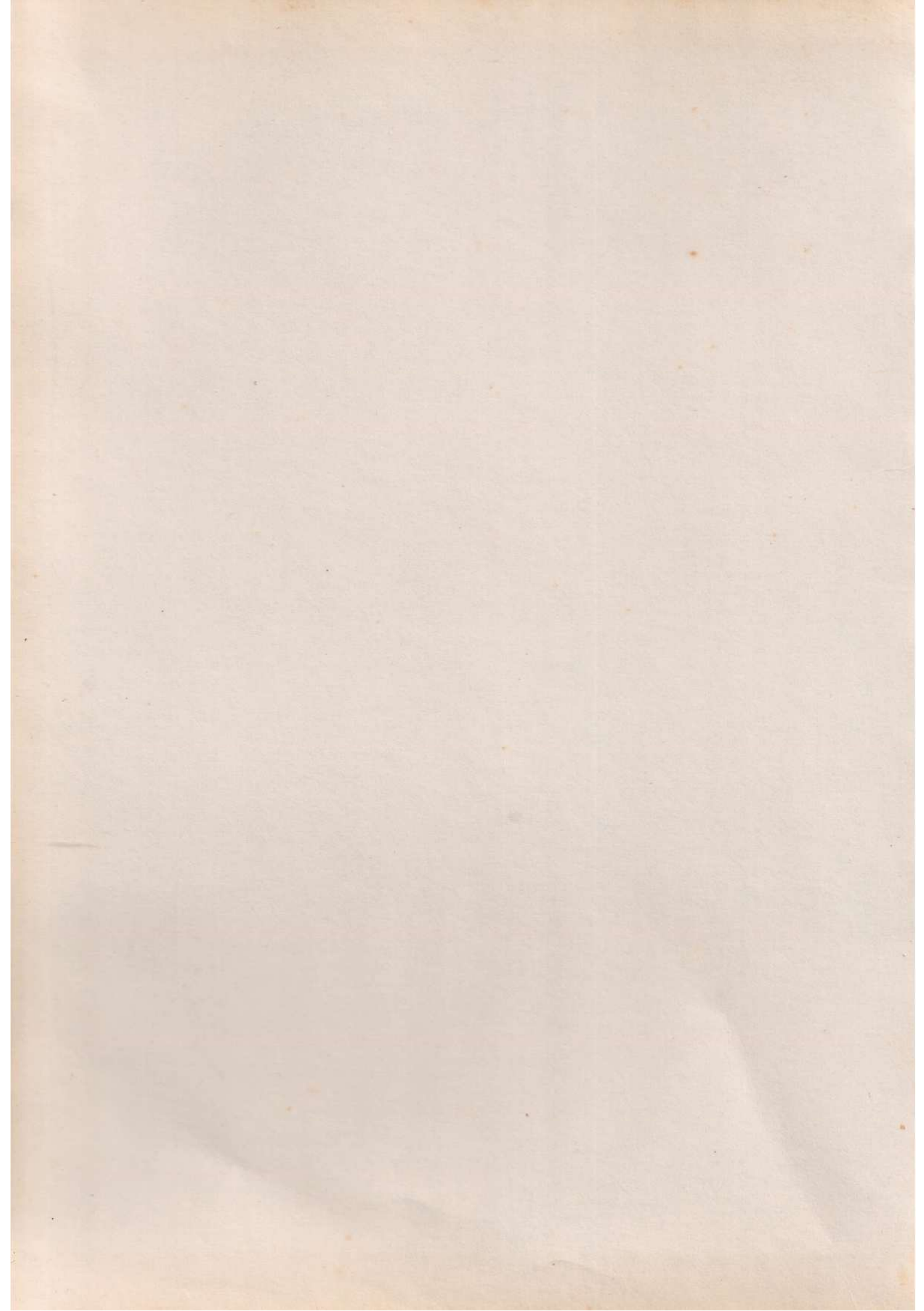


53 - G



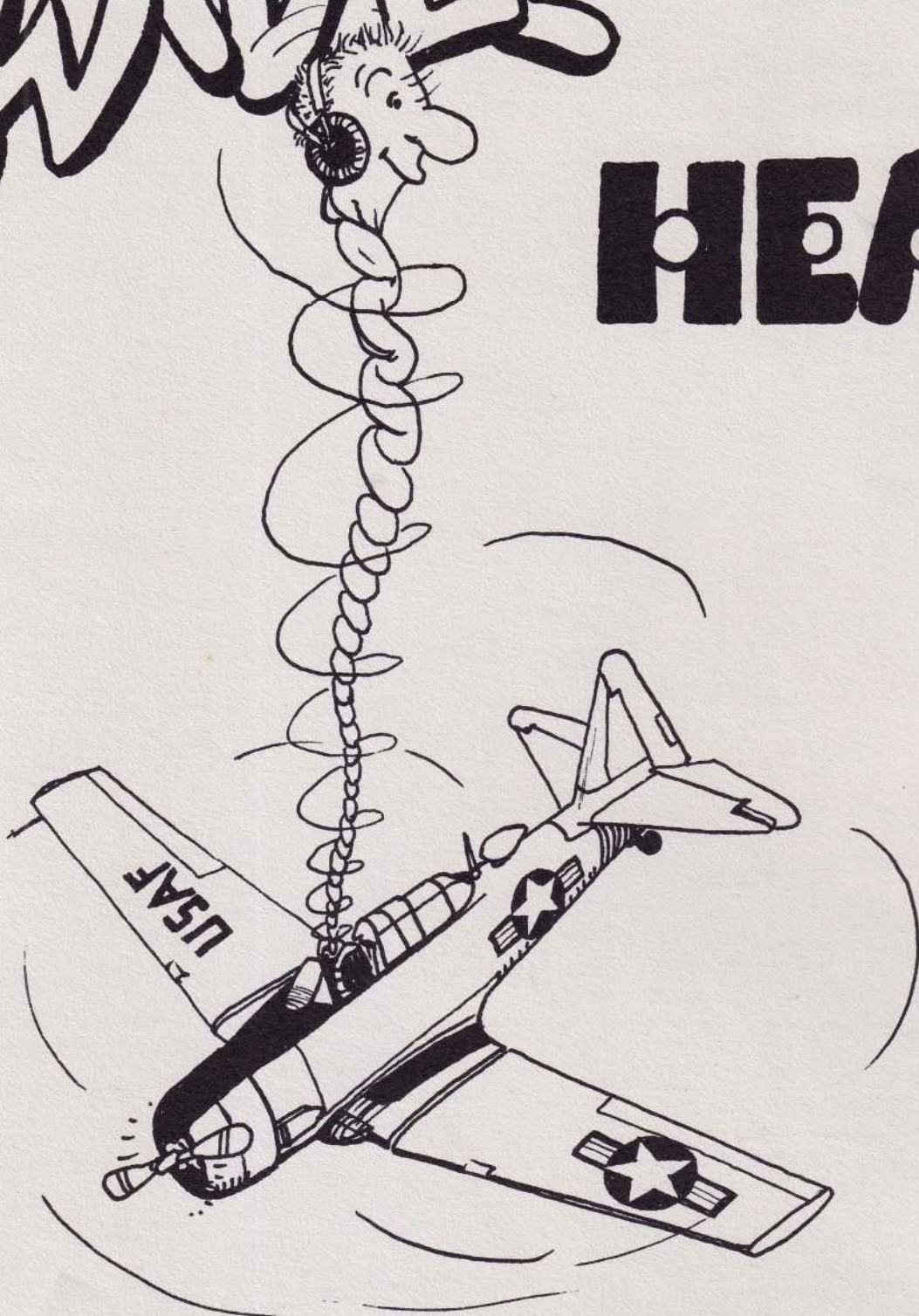






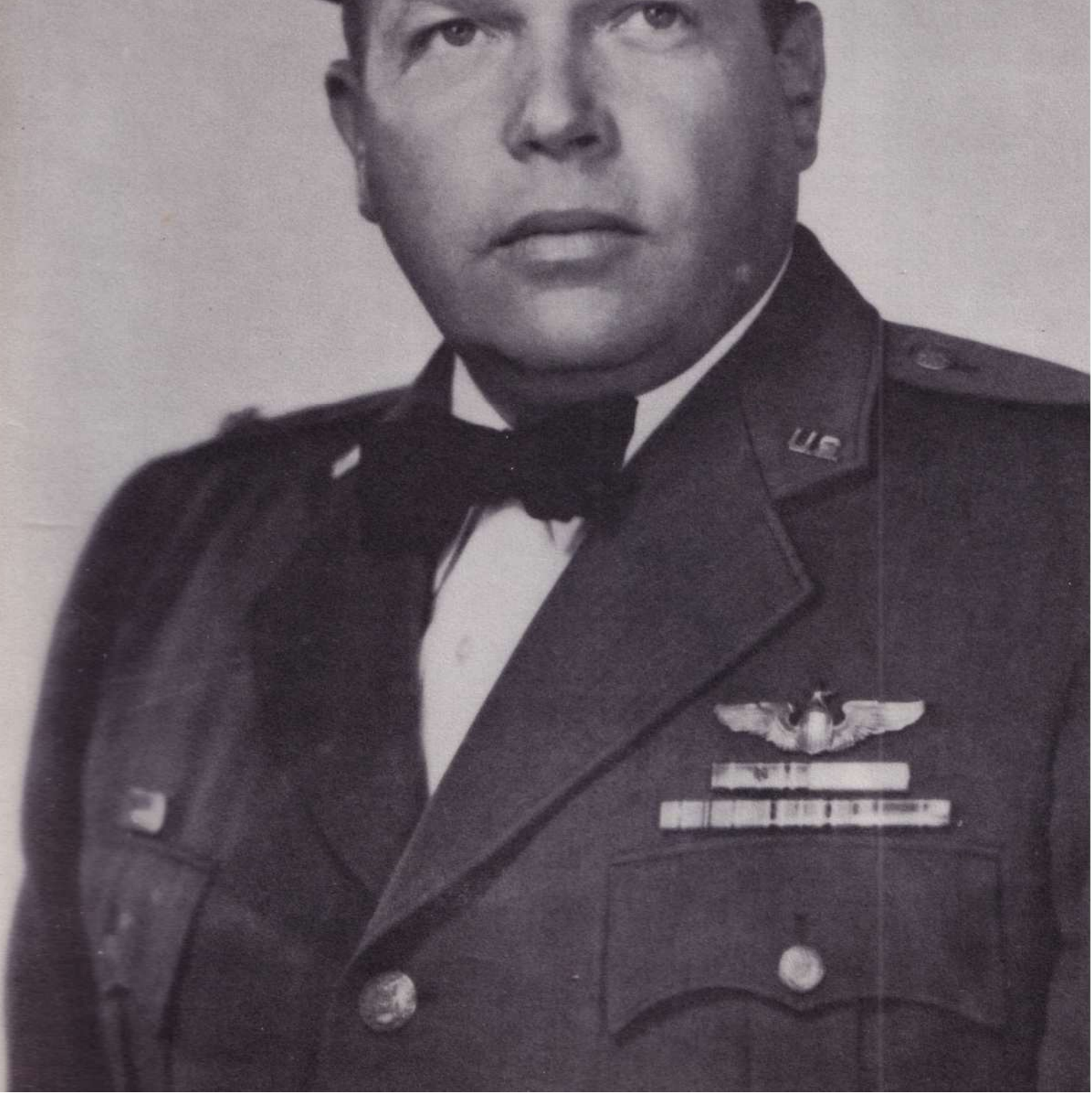
THE SWIVEL

HEAD



Class 53-G

Bartow Air Base
Bartow, Florida



HEADQUARTERS
3303RD TRAINING SQUADRON (CONTRACT FLYING)
Bartow Air Base, Florida

1 May 1953

TO THE STUDENTS OF CLASS 53-G

At the time of your arrival at Bartow Air Base, it was with pleasure that I congratulated you on your selection as pilot trainees. It is now an even greater pleasure to congratulate you members of Class 53-G on the completion of the primary phase of your pilot training.

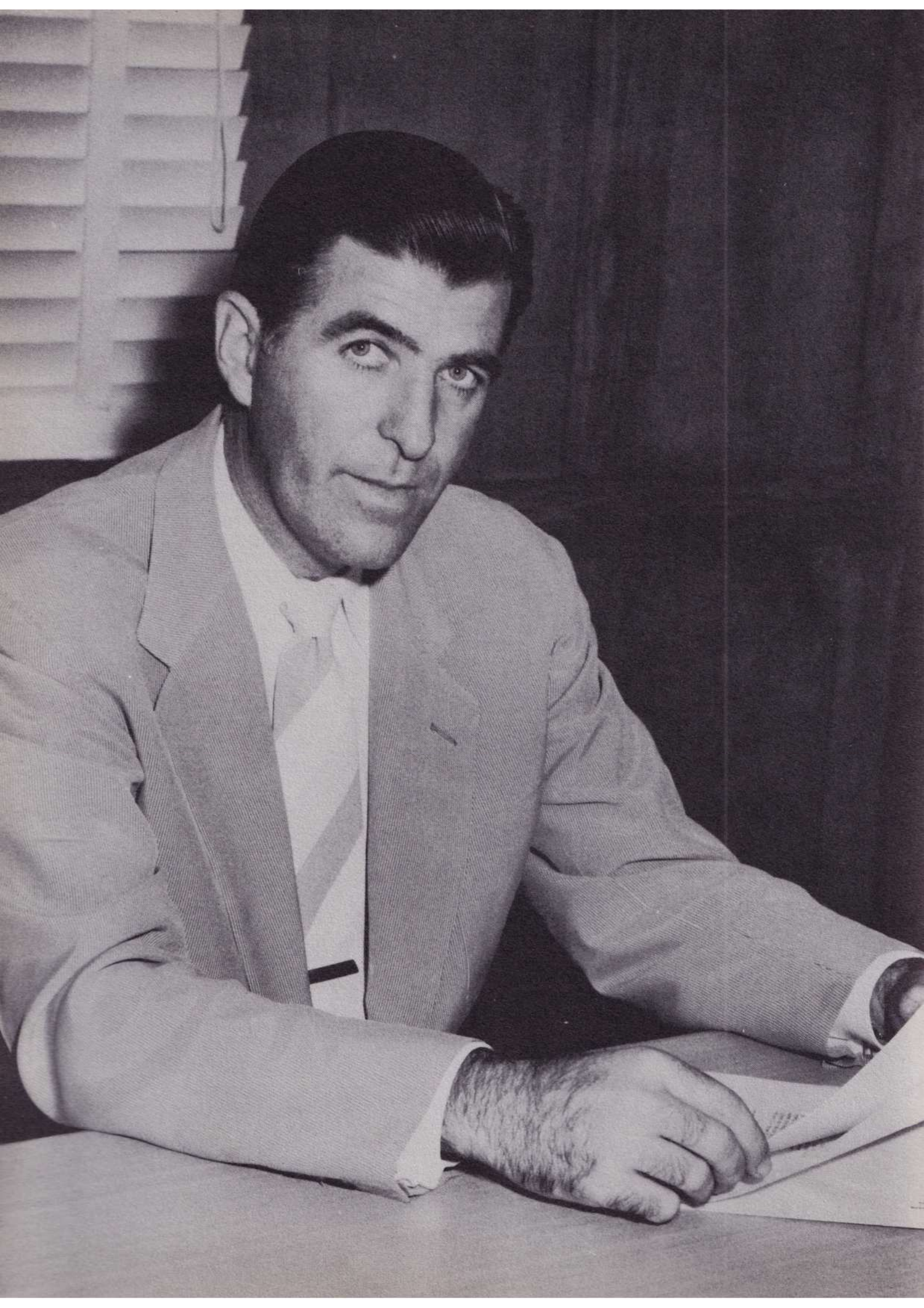
You have worked diligently to achieve this goal and it is with pride that we send you to the basic phase of your training. Our mission has been to instill in each of you proficiency in the basic principles of flying. The attainment of this proficiency is evidenced by your graduation which, in turn, is indicative of the accomplishment of our mission. From this our pride is derived.

This pride, however, must be extended beyond the training which you have received here at Bartow Air Base. The effectiveness with which you have assimilated instruction can be demonstrated only by your successful completion of basic flying training. This ultimate objective can be met if you pursue your instruction at the basic school as conscientiously as you have pursued it here.

All of the instructors and supervisors, both military and civilian, sincerely hope that you direct the knowledge which has been imparted to you in the basic concepts of flying, customs, courtesy, and moral responsibilities, into the channels leading to the completion of your training.

I congratulate you again and wish you success in your basic training and future undertakings.

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





It is my sincere wish that your training at the 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 continuous success.

Richard Garner



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



MAJOR GUY L. BRYSON
Operations Officer



MAJOR GROVER C. MIZE
Base Adjutant



MAJOR LAWRENCE J. YOUNG
Special Services Officer



Military Training

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



LT. PERRIN L. CALDWELL
Senior Military Instructor



LT. HARLAN L. SAILOR
Squadron "A"



LT. ALLEN STEIGER
Squadron "B"

Military Instructors

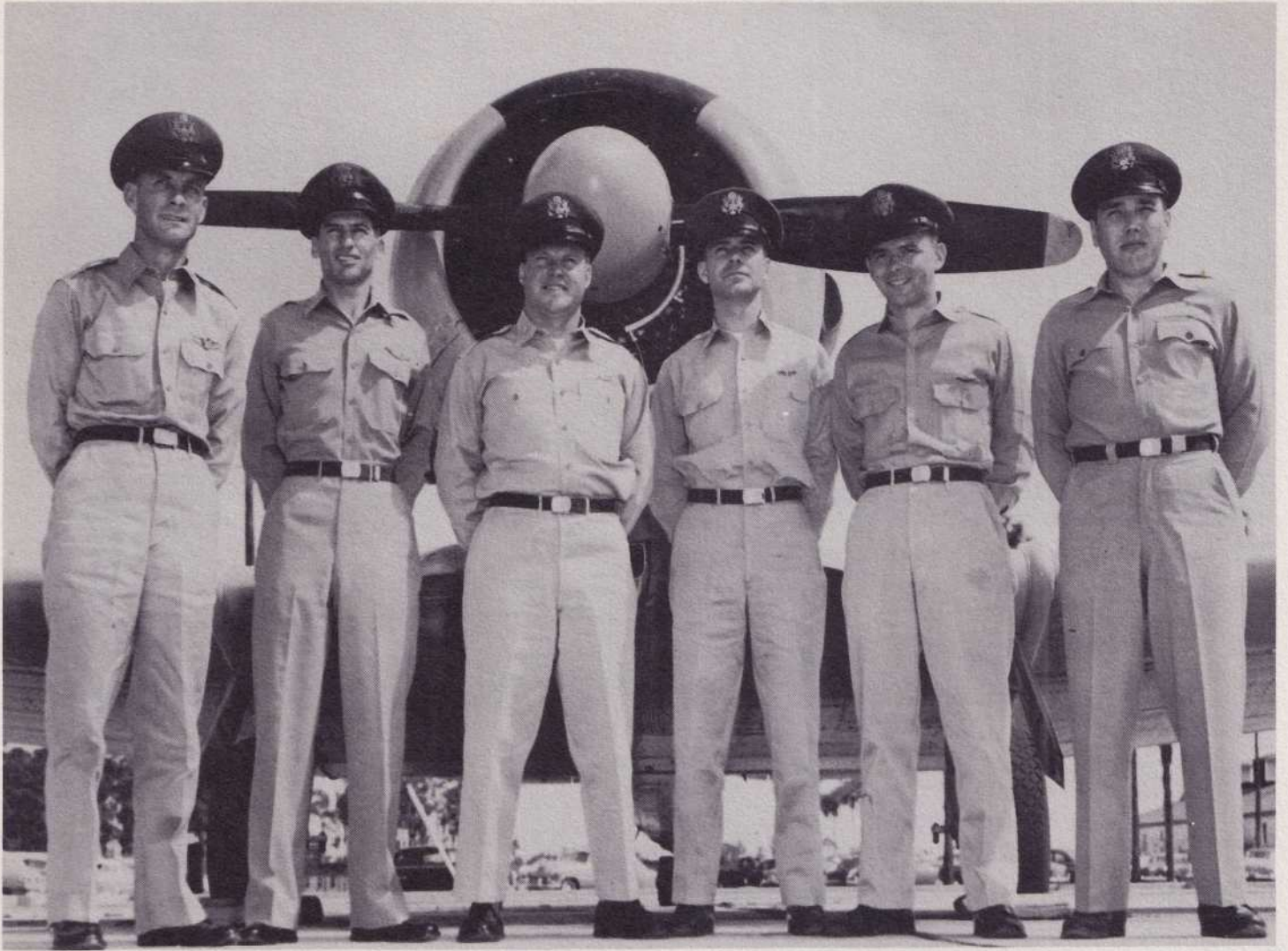


LT. JACK B. WILHITE
Squadron "C"



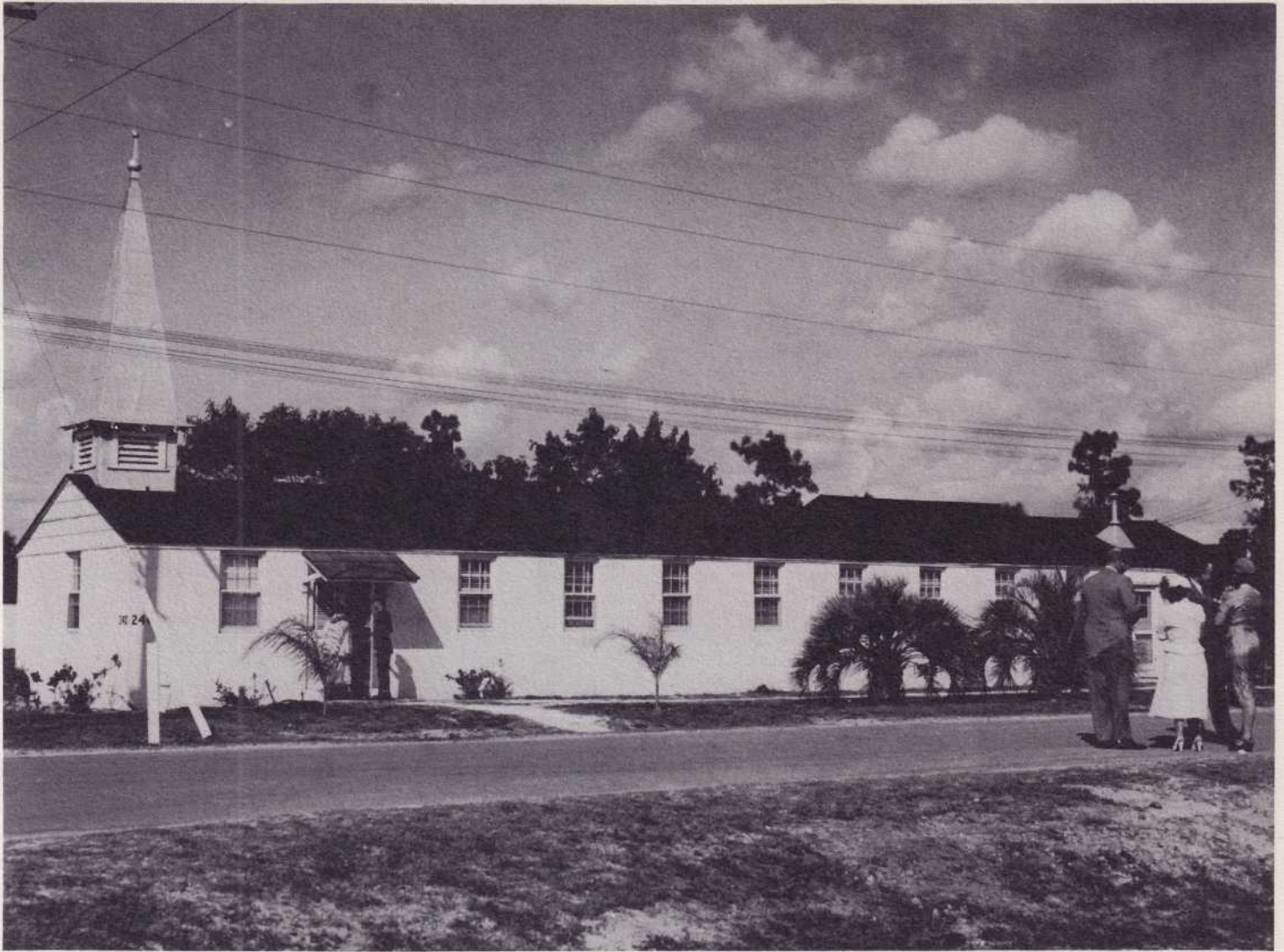
LT. DAVID S. SCHWARTZ
Squadron "D"

Man Eating Tigers



L to R: Capt. Joseph W. Searle; Capt. Ward A. Steorts; Major Lawrence J. Young; Capt. Verus A. Yon; Lt. Albert A. Avery; Capt. Robert W. Hall





CAPT. LEON F. MILNER



The Chapel personnel consider it a privilege to have had the opportunity of associating with you men of Class 53-G during your training at Bartow Air Base. It is our hope that you have gained some new spiritual insight by your attendance upon the worship services, Character Guidance lectures and personal conferences. We want to assure you that our prayers and best wishes go with you in your future assignment.

We are confident that each of you will make a fine contribution to the Air Force by continuing to practice the high qualities of leadership which you have shown during our association together.

Sincerely yours,

Leon F. Milner

LEON F. MILNER
Base Chaplain



MR. S. T. DUNCAN



MR. JOHN A. NORFORD
Assistant Director



MR. ROBERT GALLO



MR. EDGAR E. FRANCIS



MR. WILLIAM H. FRANKS



MR. H. C. BARKER



MR. LaMAR M. SILVER



MR. JOHN B. BOYLE



MR. RAYMOND A. DARRE



MR. DONALD L. EVANS



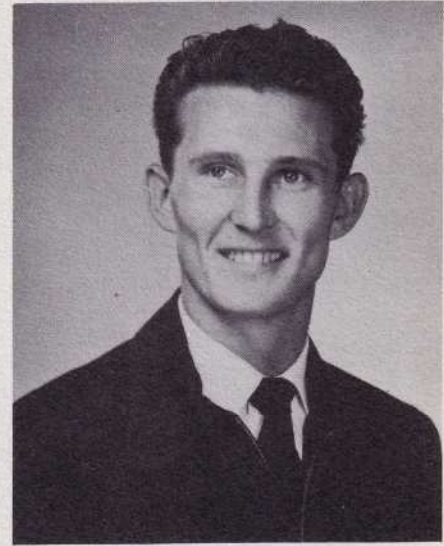
MR. JOHN G. HOBLER



MR. ELMAR F. JONES



MR. HARRY KELLAR



MR. WILLIAM M. KIDD, JR.



MR. WILLIAM N. SEILER



MR. LOUIS V. SERRA



MR. OMAR WILSON, JR.



AS YOU WERE...

Remember that day in November when you first struggled into a parachute and hurried out to see me? Your instructor carefully made a preflight inspection, pointing out the things about me which you would check each time you flew me, and then you climbed in, rather awkwardly perhaps for that first memorable ride. Ever since that day I have taken a great interest in you, because you are the last class to begin your flying career in me.

But that day in November is not the beginning of the complete story. Let me go back to September 1952, when you were first notified that you were at last going to enter Pilot Training Program, and in sunny Florida of all places. You had survived a battery of tests, both mental and physical, and felt slightly superior because you had been told that only the best are good enough. Some of you left schools or civilian jobs, others came from Air Force Bases all over the country, some from our allies across the seas, and there were those fortunate lads among you who already sported bars on the shoulders. You converged on Bartow Air Base around the sixth of October, with bathing suits packed near the tops of suitcases and foot lockers.

You drove your car, if you had one, into the preflight area and dismounted to survey the accommodations, only to receive your first reprimand in the form of a sharp request to get your heap out of there! For the next four weeks you were indoctrinated by taking commands, learning to march, exercising two hours a day to "get those legs into shape, because that T-6 is tough", and by listening to lectures on courtesy, honor system, and rights and privileges.



You got up at 4:30 (AM!) and leisurely cleaned up the barracks, wandered down to the chow hall, stood around in small informal groups outside telling jokes while waiting to order breakfast. Once inside, you gave the waiter your order and relaxed at attention in a sitting position. You digested your food by doing the Randolph Shuffle and then went back to the barracks for a fresh set of fatigues... What a relief to go to class and sit for awhile and absorb the theory of aerodynamics followed by an intimate discussion about engines.

At various times you visited the hospital for a few shots, via the academic area because singing was taboo there. After a well balanced dinner, a few (about 100%) of you went to the chapel for a sincere desire to round out the week of singing with an anthem on Sunday mornings and were positively amazed to discover that second class privileges accompanied this endeavor. You had time for a haircut before crawling into your comfortable cot at 9 o'clock. You had hardly gotten your eyes closed when the chimes rang and the routine was repeated. The only comforting thought was knowing that some day you would not only see me and touch me, but fly me.

One day you sadly left the woods on your first open post. Need I say more? Shortly you were welcomed with open arms clutching your neckties and informed that fourth classmen saluted everything, always double-timed, executed square corners, and that your status as humans was dubious. But you were fourth classmen and soon sang with renewed vigor as you marched to the flight line for the first time. You were actually in sight of me when you went into the briefing room to be instructed in flight line etiquette. It wasn't long before you met the man who would teach you how to fly me, and he showed you how to raise and lower the gear, what the stick and pedals did, and how to start me. You also learned how to stand fire guard and at first enjoyed the opportunity to stand by my wing while a fellow student started my engine. And didn't it seem that I always started easier for your instructor than for you?

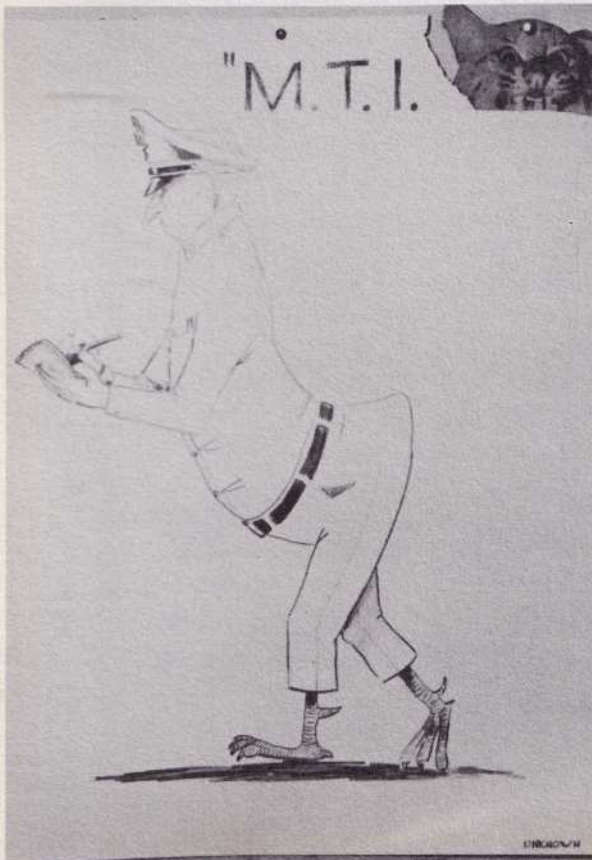
Soon you had your first ride and saw what Florida looked like from the air. Quite a bit of water down there. With it came the intricacies of the Form I followed by trips to Maintenance to correct same. You sat by the hour in me and memorized your procedures and location of switches and instruments. In the air, you learned what I could do when you erred in controlling me by practicing stalls and coordination exercises. Before you knew it you were trying to take me off the ground by yourself with an occasional slight correction by your instructor. You soon found that the most difficult part of learning to master me was in getting me back on solid ground.

Sixty landings seemed far away as you rode to Drane Field to spend an hour in closed traffic, and an hour or so on the grass by runway control analyzing the mistakes of others. Back at the barracks a first classman awaited your return and promptly proceeded to gig you for anything and everything while trying to impress

"AREN'T YOU EXAGGERATING THIS THING A LITTLE, MISTER?"



TEG



upon you that you must be scrupulously concise in every act that you performed. You also had to carry five gig slips, five nickels, know the chain of command, the latest movie and two personages therein. But you also discovered that Bartow had a Cadet Club and a PX, even though you couldn't eat, smoke or drink in the latter.

Another graduation parade passed and you became third classmen. You began to feel less tired (?) at night from not double timing and enjoyed the PX for an hour before academics.



Speaking of academics, you started Navigation and explored the mysteries of the E-6B confuser, followed by the complexities of Flight Instruments. I was the one, however, who caused the most excitement, because you began to see your friends attempt to land me at Drane Field with the back seat empty. "Why, oh why wouldn't your instructor get out?" One day, when you least expected it, he told you to pull off the intersection and he climbed out, muttering something about being too scared to fly with you anymore.

You taxied out, called Drane Control and made a rather good take-off. Suddenly, all the things your instructor used to chew you out about seemed important. You reached down and adjusted the trim better. You looked around a lot. You checked your instruments carefully and were pleased to see that you were holding 900 feet and 120 mph easily. You went through your GUMP check and rechecked it several times. You called runway control, turned onto base, cut your throttle and trimmed quickly to hold 100 mph carefully, wondering all the while if you had remembered everything. As you turned onto final, you licked your lips a little while you lined me up

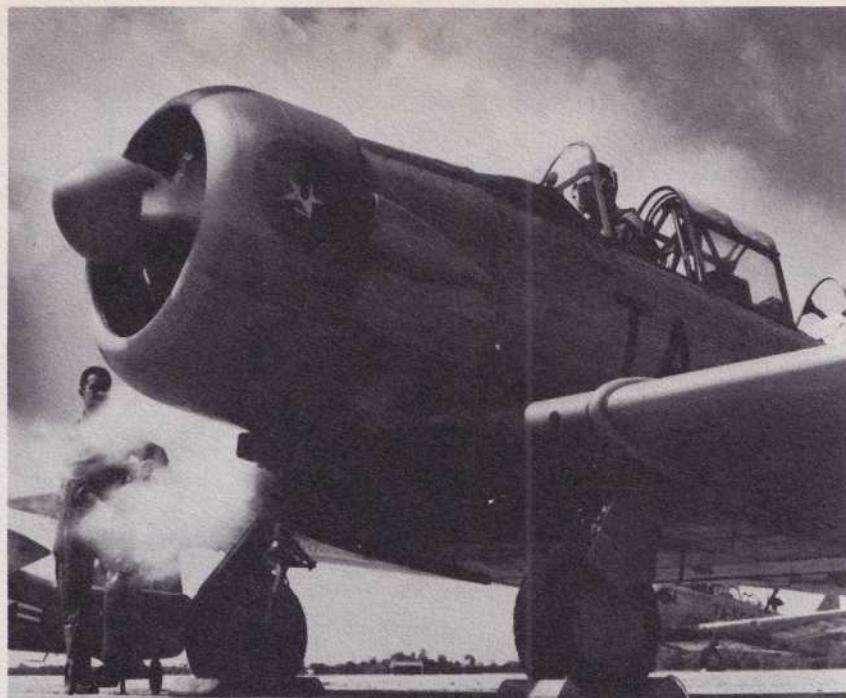
No. 1 ON FINAL, PLEASE GO AROUND!

with the runway and tensed up just a bit as you began your roundout. "Stick back, stick back" ran through your mind and with a slight bump, you realized you were on the ground and began to push the rudder pedals quickly to keep me straight. As you turned off the runway, your thoughts were racing away, mainly concerned with "I did it, I did it!". Twice more around and it was all over. You had soloed. Back at Bartow, all of your friends grinned as broadly as you as they suggested that you clean out your pockets. Into the can you went, protesting vainly the whole time.



One fine day you were checked out in me at the home field and began to practice earnestly every maneuver your instructor taught you. Well, maybe not at first. As I recall, the first time you went up alone, you took an extended tour of the area... Time passed quickly and one day you became involved in a room shuffle, meaning that you were second classmen already. You found that you had less time than ever, particularly for the PX. A new class arrived, fortunately, since you were becoming pretty cocky, and still didn't have anyone on whom to vent your wrath.

Just when you were becoming tired of practicing stalls and chandelles, you



FTAF Form No. 51-15
17 Jan 52

FLYING TRAINING AIR FORCE
GRADE SLIP
(Basic)

PUTTYCAT, A.P. NATURALLY HOW ABOUT TONIGHT
Student Rank Date

ZEBRA-1-DRANO GET LOST A, HOMOGENIZED
Organization Mission Grade

1. Visual Inspection NO INSTRUCTOR	20. Chandelles TURNUED 360°
2. Cockpit Procedures RELIEF TUBE O.K.	21. Lazy Eights STALLED AT 7 3/4
3. Taxiing CHECKED MAGS	22. Slow Rolls RELIEF TUBE NOT O.K.!
4. Take-Off 32 FROM COMPASS ROSE	23. Barrell Rolls 5 IN A ROW
5. Climbs and Climbing Turns TAIL FIRST	24. Half Roll and Reverse NO REVERSE
6. Straight and Level NOT DEMONSTRATED	25. Loop LOST FORM ONE
7. Trimming LAPSUS MEMORIAE	26. Immelman CAN'T REMEMBER
8. Medium Turns 110° BANK	27. Formation ARE YOU KIDDING?
9. Steep Turns ONLY FOR DRIFT CORRECTION	28. Navigation BAB- BOK TOWER- WEBBER COLLEGE AND RETURN
10. Stalls - Power On ON TAKE OFF	29. Traffic GOT A FINE IN EAGLE LAKE
11. Stalls - Power Off ENGINE STALLED	30. Landings 4 "G" ROUNDOUT
12. Spins 19 Turns WON THE KITTY	31. INVERTED SPIN O.K.
13. Coordination Exercises LACK OF	32. WHIP STALLS POOR
14. Forced Landings No. ON INSTRUMENTS	33. GROUND LOOPS FAIR
15. Glides and Gliding Turns O.K. INVERTED	34. 14,000' PROCEDURES FINE
16. "S" Along Road SPLIT "S"	35. JUDGMENT SNAP
17. Rectangular Courses WRECKED ANGULAR	36. PROGRESS WAY AHEAD OF MYSELF
18. Elementary Eights OX O S	37. TECHNIQUE UNUSUAL POSITIONS
19. Max Perf Climbing Turns SPUN OUT	38. ATTITUDE NOSE HIGH

WORD PICTURE OF FLIGHT

CHECKED PINS IN CHUTE AND LEANED MIXTURE OUT ON TAKE OFF. CHECKED BRAKES AT 3000' AND LOCKED PRIMER, LOST ALTITUDE IN PYLON 8'S AROUND BOK TOWER. CUT THREE CUBS OUT OF PATTERN WHILE PRACTICING INSTRUMENT FORCED LANDINGS AT GILBERT. GROUND LOOPS SHOWED MARKED IMPROVEMENT. LANDING UNEVENTFUL, MUCH EASIER WITH THOSE RED FLARES. WROTE UP THE RADIO COMPASS. *Headup and locked P. Puttycat A/C*

Tiger Hatredy
Instructor's Signature

FDR
Supervisors Initials

were revitalized by the sight of a diagonal chalk mark on the time board and you realized that your instructor had thrown you to the wolves, er Tigers, I mean put you up for your 50 hour check ride. You spent the next few days feverishly polishing up those stalls, lazy eights, and landings and satisfied your instructor that you could recover from a spin and were proficient in making forced landings (simulated, of course).



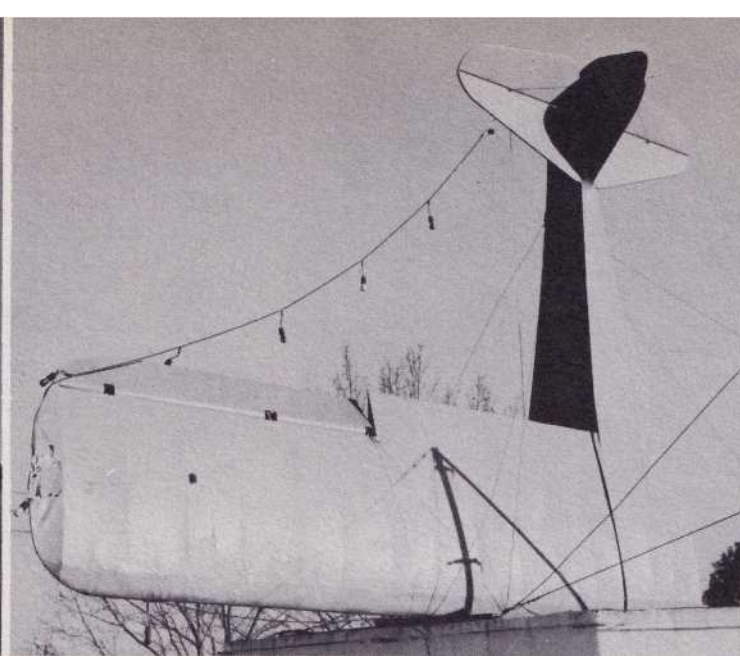
Then came the day that you warmed the bench outside of Military Operations while the roaring Tigers sharpened their fangs. Finally you met the great man and off you went in one of my relatives with a nose spinner. The new voice in the rear rattled some instructions and you struggled to remember in what order he wanted you to do what. Checkitis gripped you as you glanced at your airspeed and saw that it was five miles per hour off. You hardly made a correction when the voice announced, "Forced Landing". You went through your procedure beautifully and were relieved to hear him say, "O. K., take her up again". Well, maybe your stalls weren't good and you had a moment of anxiety when your spin didn't want to stop, and your landing wasn't exactly as you had hoped it would be, but the voice in the rear didn't say anything except to return near the end of the flying period. That is a maneuver designed to brighten your day.

You were amazed when he took out his little notebook and recounted your mistakes in the exact order in which you made them and not missing the slightest detail. You began to fear the worst, and your mind was off in the distance when you suddenly heard him say,



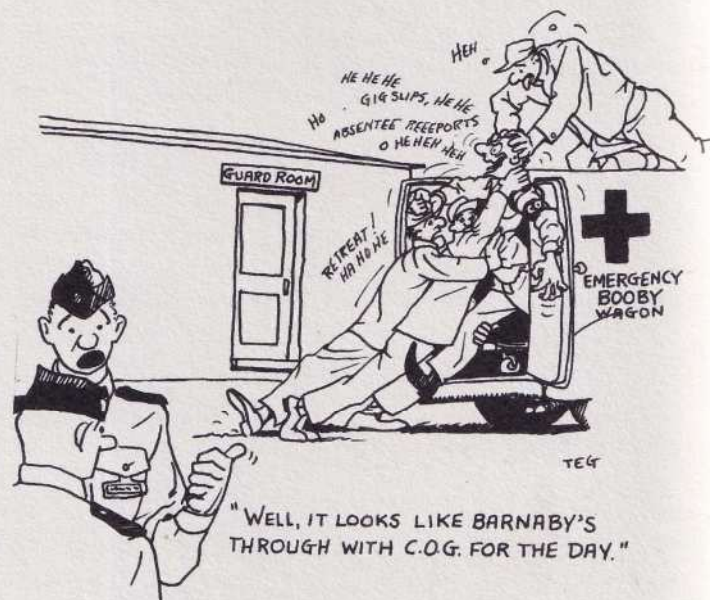
"Your flight was satisfactory. You are dismissed." You saluted smartly, executed an about face, and marched out feeling not unlike the day you soloed. Of course, not all of you experienced that sensation the first time you went up for your "50", but sooner or later it happened.

With the 50 hour check behind you, a new era of flying opened for you. Cross countries, acrobatics, instruments, and night flying. You envisioned how your Solo Grade Slips would soon appear. About this time also several little high-winged airplanes arrived, appropriately called "Cubs". I worried a little when you left me to inspect these



intruders, but I was very happy to discover that your curiosity contained a note of disbelief that the butterflies were airworthy. And the men who were to fly them were the subjects of some rather caustic comments. During your reign as second classmen, it was your great privilege to be COG...

In the air, you were putting me through all sorts of contortions and distortions in close approximation of loops, barrel rolls, slow rolls, and Immelmans, many of which developed into spins, split "S", or just plain old stalls with new twists. No matter what happened, it was certainly an improvement over the pre-fifty contact proficiency. To separate the pussycats from the tiger (excuse the term) cubs, instrument flying was presented both with and without the aid of gyros. Wasn't it peculiar how you could stare at one instrument and make it behave while the others gyrated madly? To help correct this, you spent quite a while in Link trainers to develop the knack of cross check, interpretation and control by visualizing my attitude from a bunch of needles. Remember Pattern



A? I really outdid myself in confusing you on that one, not to mention unusual positions.

Cross country flying was the first time you had an opportunity to practice straight and level. Your initial fears about getting a degree off course were dispelled when you hit your check points fairly closely even when the compass wandered ten degrees or so.



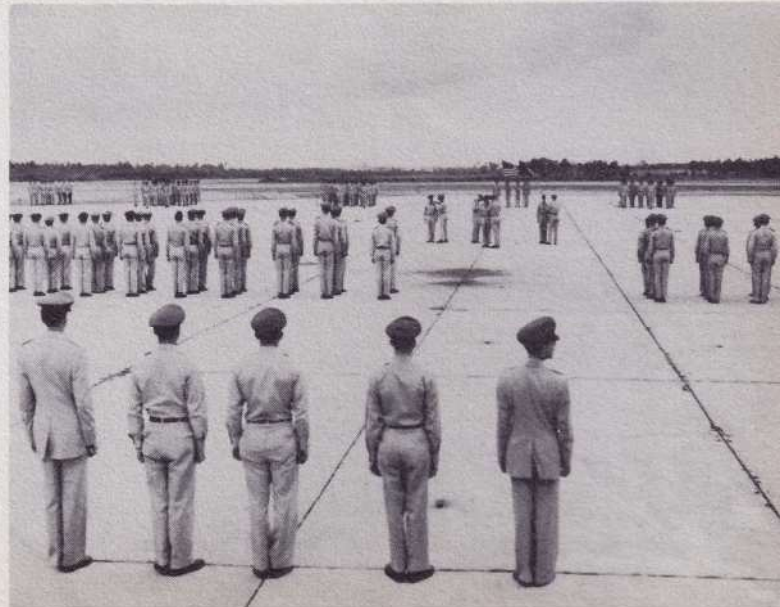
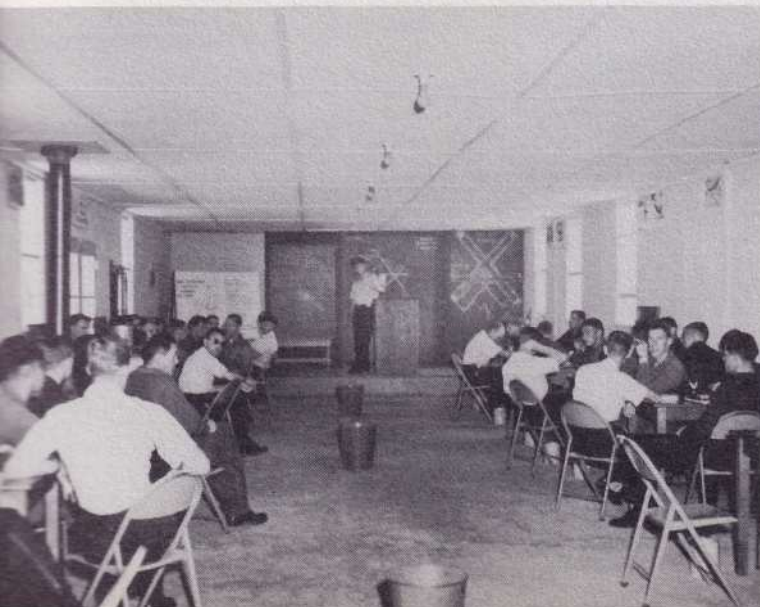


CODE

Of course, if the lead ship were off ten degrees, everyone disappeared over the Gulf in a line in the general direction of Mexico. Flying me at night proved to be quite thrilling, and you may have felt bulky with your Mae West, flashlight, whistle, knife, etc. You looked around a lot more at night, and got quite a shock when the instruments dimmed after you cut your throttle.

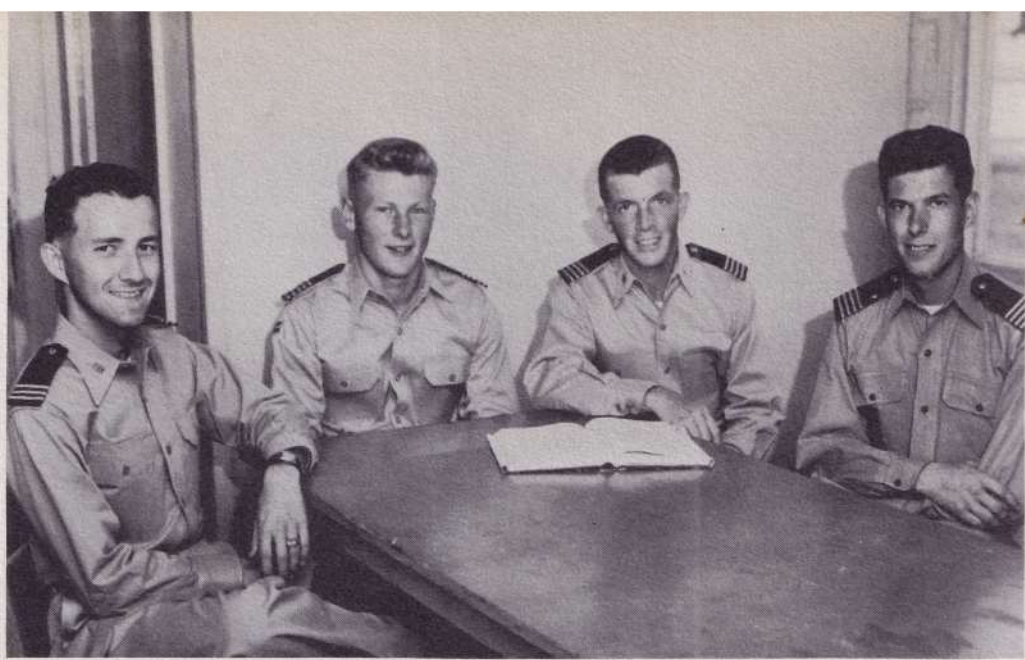
Intermingled with all this were accuracy landing stages at Drane Field where the idea was to hit a mythical spot with all of my wheels at once. Runway control gave such helpful hints as "-clear your engine out a little and bring it up to the field." In academics, you discovered why everyone talks about the weather and why nobody does anything about it. In Code, as long as you could tell an "A" from an "N", you had "nothing to worry about".

In March, you reached the top and tiger stripes blossomed on shoulders. First class also meant that hour in the PX again. You began reckoning how much time you had left to fly before the last two bouts with the man-eating Tigers. Every second counted until one day under the hood, you nonchalantly opened the throttle and kept that DG centered after that unfamiliar roar from the front informed you, "O.K., you have it". Several times you almost suggested that he take over for just a minute. Not long after you passed your second or third instru-



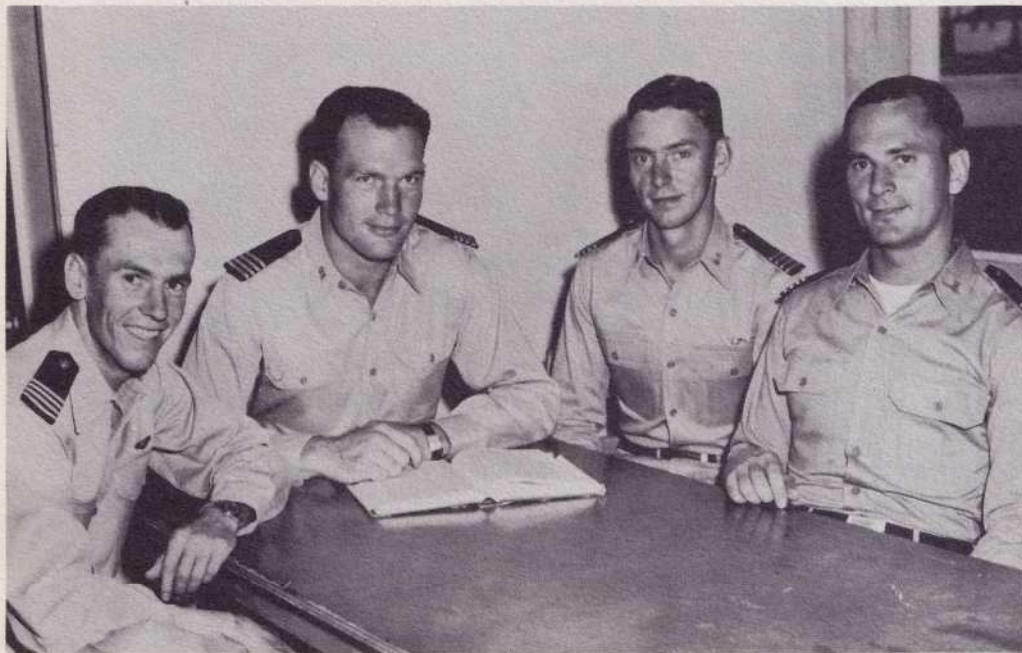
Cadet Group Staff

L. to R.
KENNETH W. FRY
Supply Officer
ODD SCHEEN
Group Commander
AMOS P. BROWN
Adjutant
ARNOLD H. GRIESDOORN
Liaison Officer



Cadet Squadron Commanders

L. to R.
JAMES A. SCOTT
Squadron "D"
BILL T. SPENCER
Squadron "C"
OMER H. LIEFER
Squadron "B"
JOHN S. HUDGENS
Squadron "A"



ment check, you took me up to prove to the Military that you could really put me through my paces. And you did too, thereby passing into that glorious realm of Basic Tiger, where you fly my relatives, the T-33 or the TB-25, depending on whether you thought two heads were better than one or not. I'm proud to have known you for six months, which at times seemed so long, but in reality were very short.







53-G-1



EDWARD W. SCHMOTZER
Supervisor

JIM HEDDON
Assistant Supervisor



53-G-2



JAMES H. CHANCE
Supervisor

MERL C. JENKINS
Assistant Supervisor

DISPATCHERS



MISS IRIS A. SULLIVAN



MRS. NANCY McCLURE



MRS. DORIS E. GARNER



Charles A. Dayton, Inst.
101 36th Avenue NE,
St. Petersburg
Florida

Henry J. Ginestet, A/C
a' Graunez
Moyrazes, France



LT. ALDEN R. TAGG

CAPTAIN MORRIS ELIASOF

Morris Eliasof, Capt.
1310 Manor Avenue
New York, New York



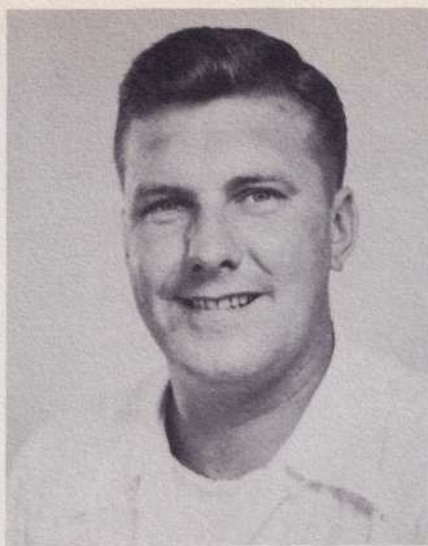
A/C HENRY J. GINESTET

Alden R. Tagg, 2/Lt.
3820 Orleans Avenue
Sioux City, Iowa





LT. JOHN E. CADOU



THEODORE D. COAKLEY



LT. LLOYD N. CAIN



A/C REIDAR N. LJOSTAD

Theodore D. Coakley, Inst.
806 Magnolia Drive
Clearwater, Florida

John E. Cadou, 2/Lt.
746 Hillside Avenue
Plainfield, New Jersey

Lloyd N. Cain, 2/Lt.
RD 3, Hartford City,
Indiana

James O. Carpenter, 2/Lt.
RD 5, Metz,
West Virginia

Reidar N. Ljostad, A/C
Eydehamn,
Norway



LT. JAMES O. CARPENTER





LT RAYMOND B. BRANTLEY



ALFRED J. BROOKS



LT. CLARENCE A. MURRAY



LT. THEODORE M. BALL

Alfred J. Brooks, Inst.
Eagle Lake,
Bartow, Florida

Raymond B. Brantley, 2/Lt.
Box 18, Hapeville,
Georgia

Clarence A. Murray, 2/Lt.
316 N. Main Street
Punxsutawney, Pa.

Theodore M. Ball, 2/Lt.
Fort Slocum
New Rochelle, New York

Edward H. Goldberg, A/C
711 Covington Street
Bennettsville
South Carolina



A/C EDWARD H. GOLDBERG





LT. VANCE B. RILEY, JR.



GORDON M. CURRIER



A/C ADRIAAN DeJONG



A/C JEAN-PIERRE JUPPE

Gordon M. Currier, Inst.
590 Stafford Street
Bartow, Florida

Vance B. Riley, Jr., 2/Lt.
RD 5, Box 453
Beaumont, Texas

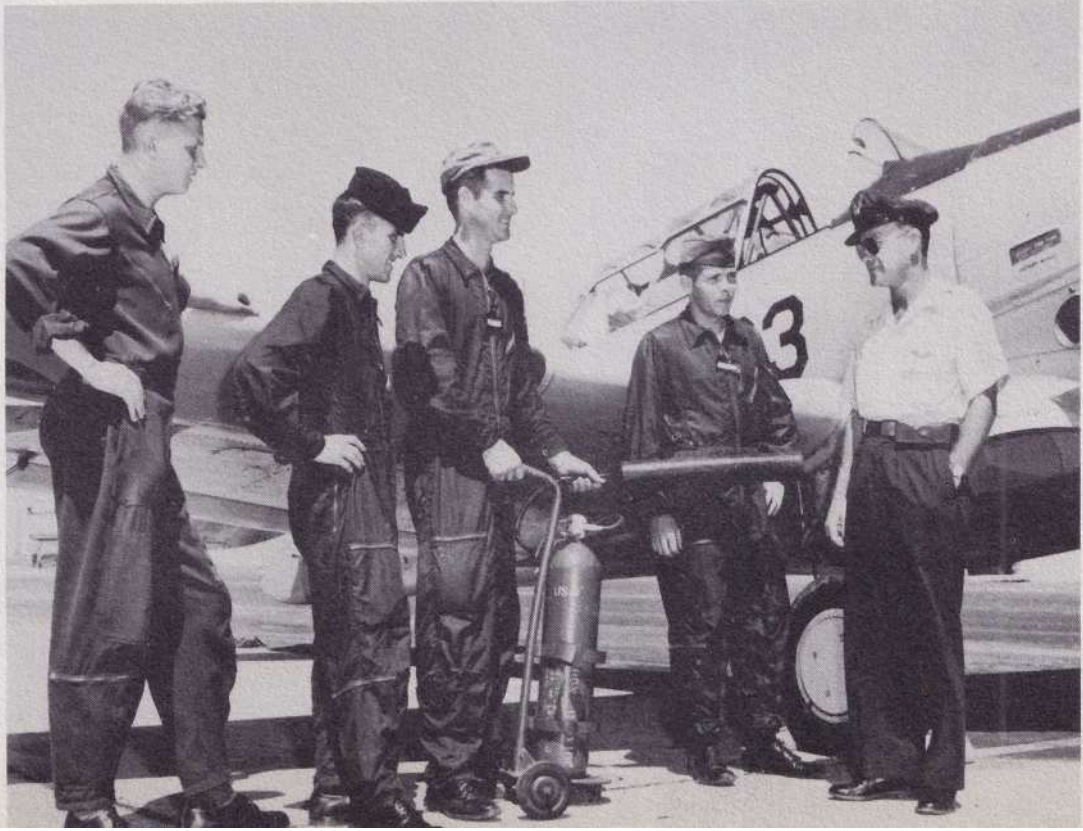
Adriaan DeJong, A/C
Lutmastraat 148
Amsterdam, Netherland

Jean-Pierre Juppe, A/C
96 Rue de Serlue
Tunis, Tunisia

Thomas E. McHatton, A/C
211 Albion Street
Edgerton, Wisconsin



A/C THOMAS E. MCHATTON





LT. MYLES R. HUTCHINSON



E. MUNROE BRADLEY



A/C CHARLES L. GRAHAM



LT. PAUL W. DAVIS

E. Munroe Bradley, Inst.
Dundee Road
Winter Haven, Florida

Jacob A. Robison, 1/Lt.
1547 Wadsworth Way
Baltimore, Maryland

Myles R. Hutchinson, 2/Lt.
635 Stanton Street
Greensburg, Pa.

Paul W. Davis, 2/Lt.
418 Hulton Road
Oakmont, Pennsylvania

Charles L. Graham, A/C
Grundy Center, Iowa



LT. JACOB A. ROBISON





FRANK B. JUNKIN



LT. FRANK W. ELLIS

Frank B. Junkin, Inst.
101 5th Street NE
Winter Haven, Florida

Frank W. Ellis, 2/Lt.
39 Franklin Street
Peabody, Massachusetts



A/C PHILIP J. MORRIS



A/C JOHN A. ECHOLS

Philip J. Morris, A/C
Baker, Montana

John A. Echols, A/C
803 LaFayette Street
Quitman, Georgia



Wayne E. Cochran, Inst.
570 Avenue E, SE
Winter Haven, Florida



LT. FRANK W. PAYN



WAYNE E. COCHRAN

Frank W. Payn, 2/Lt.
RD 1, Box 152
Lampasas, Texas

Burnett Neal, Jr., 2/Lt.
2546 Willow Brook Road
Dallas, Texas



A/C ERNEST M. LATIL



LT. BURNETT NEAL, JR.

Ernest M. Latil, A/C
Les Milles (B du Rh)
France





A/C BILL T. SPENCER

Roy E. Thomas, Inst.
776 Bates Avenue SW,
Winter Haven, Florida



LT. CHARLES S. BADGETT

Bill T. Spencer, A/C
4200 E. 11th Street
Amarillo, Texas



ROY E. THOMAS

Charles S. Badgett III, 2/Lt.
1450 Agawela Avenue
Knoxville, Tennessee





Arthur C. Dunkelberger, Inst.
Old Eagle Lake Road
Winter Haven, Florida

William G. Ferguson
2139 High Street
Palo Alto, California



LT. JOHN F. NEWELL

LT. HUGH P. RUHSAM



Hugh P. Ruhsam, 2/Lt.
Shoreland Heights
Albert Lea, Minnesota

John F. Newell, 2/Lt.
Belle Plaine,
Minnesota

A/C WILLIAM G. FERGUSON





STANLEY M. VOSSLER



LT. ROBERT P. BARRY

Stanley M. Vossler, Inst.
714 Jefferson Street
Lakeland, Florida

Robert P. Barry, 2/Lt.
1406 Deer Avenue
Panama City, Florida



LT. WILLIAM L. COOPER



LT. FREDERICK G. MAXSON

William L. Cooper, 2/Lt.
310 Maple Avenue
Rocky Mount, Virginia

Frederick G. Maxson, 2/Lt.
848 Mandalay Blvd.
Clearwater, Florida



William A. Dow, Inst.
 440 21st Street SW,
 Winter Haven, Florida

Georges R. Parmentier, 2/Lt.
 Avenue Verhaeren No. 24
 Gentbrugge, Belgium

Wallace C. Ford, 2/Lt.
 2949 Payne St.
 Evanston, Illinois

George J. Feuerbach, 2/Lt.
 1990 Bedford Avenue
 North Bellmore, New York



LT. GEORGES R. PARMENTIER



WILLIAM A. DOW



LT. WALLACE C. FORD

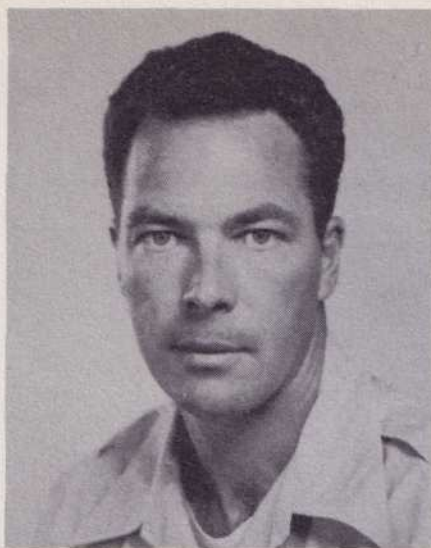


LT. GEORGE J. FEUERBACH





LT. ROBERT L. UTZ



EDWARD J. GREYSTOKE



LT. JAN HEINTJES



A/C KENNETH W. FRY

Edward J. Greystoke, Inst.
506 Richard Street
Leesburg, Florida

Robert L. Utz, 2/Lt.
3 Meade Avenue
Hanover, Pennsylvania

Jan Heintjes, 2/Lt.
Nieuwediepstraat 15
Den Haag, Netherland

Kenneth W. Fry, A/C
1107 Lulu Avenue
Wichita, Kansas

Arnold H. Griesdoorn, A/C
Doedesstraat 8A
Rotterdam, Netherland



A/C ARNOLD H. GRIESDOORN





A/C JAMES A. COLLINS, JR.



JOSEPH R. STURGESS, JR.



LT. HARRY F. HALL, JR.



A/C JACK R. FRENCH

Joseph R. Sturgess, Inst.
124 Bates Avenue SE,
Winter Haven, Florida

Harry F. Hall, Jr., 2/Lt.
82 Vinedale Street
East Braintree, Mass.

James A. Collins, Jr., A/C
27 Fourth Avenue SW,
Cairo, Georgia

Jack R. French
Route 3,
Levelland, Texas

Bruce W. Purdy, A/C
39 Payne Street
Hamilton, New York



A/C BRUCE W. PURDY





A/C OMER H. LIEFER



ROBERT C. HOWELLS



A/C JEAN J. RENARD



A/C ROBERT J. GALLIVAN

Robert C. Howells, Inst.
RD 2, Box 1187
Winter Haven, Florida

Omer H. Liefer, A/C
Box 607
Red Bud, Illinois

Jean J. Renard, A/C
Rue Andre' Deprez 42
Herstal-Liege, Belgium

Robert J. Gallivan, A/C
213 Hobart Street
Cadillac, Michigan

Coe F. Gordon, Jr., A/C
518 N. Williams St.
Paulding, Ohio



A/C COE F. GORDON, JR.





LT. WILFORD H. TAYLOR



CHARLES J. McCARRON



LT. RICHARD A. GUNST



A/C ROBERT L. CRIDER

Charles J. McCarron
Stewart Apartments
Bartow, Florida

Wilford H. Taylor, 2/Lt.
6349 S. Marshfield Avenue
Chicago 36, Illinois

Richard A. Gunst, 2/Lt.
965 Amsterdam Avenue
New York, New York

Robert L. Crider, A/C
7403 Briefway Street
Houston, Texas

John T. Jenney
1626 13th Avenue SE,
Cedar Rapids, Iowa



A/C JOHN T. JENNEY





A/C MARTIN B. FELDMAN



ROBERT G. BRANSON



A/C RICHELMO MISSONI



A/C WILLIAM W. GALBRETH

Robert G. Branson, Inst.
Avenue I NW and 24th Street
Winter Haven, Florida

Martin B. Feldman, A/C
4308 Windsor Parkway
Dallas, Texas

Richelmo Missoni, A/C
S. Croce 1530
Venezia, Italy

William W. Galbreth, A/C
179 Kent Street
Brookline, Massachusetts

Allen Sorah, A/C
584 Dearborn
Toledo, Ohio



A/C ALLEN SORAH





A/C GERARD R. GEMMETTE



HARVEY A. SMITH



LT. DAVID G. TRYLING



A/C GEORGE PELECHIC, JR.

Harvey A. Smith, Inst.
414 Minnehaha Trail
Lakeland, Florida

David G. Tryling, 2/Lt.
Post Office Box 1572
Plant City, Florida

Gerard R. Gemmette, A/C
62 Swaggertown Road
Scotia, New York

George Pelechic, Jr., A/C
RD 1, Wharton,
New Jersey

Millard F. Fillmore, A/C
RD 3, Box 712
Reedley, California



A/C MILLARD F. FILLMORE





CHARLES A. DIXON



CAPTAIN MORRIS ELIASOF

Charles A. Dixon, Inst.
914 25th Street NW,
Winter Haven, Florida

Morris Eliasof, Capt.
1310 Manor Avenue
New York, New York



A/C GEORGES R. LAYRE



A/C HENRI J. GINESTET

Georges R. Layre, A/C
48 Rue St. Martin
Vesoul, France

Henri J. Ginestet, A/C
a' Graunez
Moyrazes, France



Lucian Champagne, Inst.
1119 Biltmore Place
Lakeland, Florida



LT. CHARLES R. ANDEREGG



LUCIAN CHAMPAGNE

Charles R. Anderegg, 2/Lt.
1048 Ridgeway Avenue
Morgantown, W. Va.

James A. Bentzen, 2/Lt.
1001 Pioneer Road
Sheridan, Wyoming

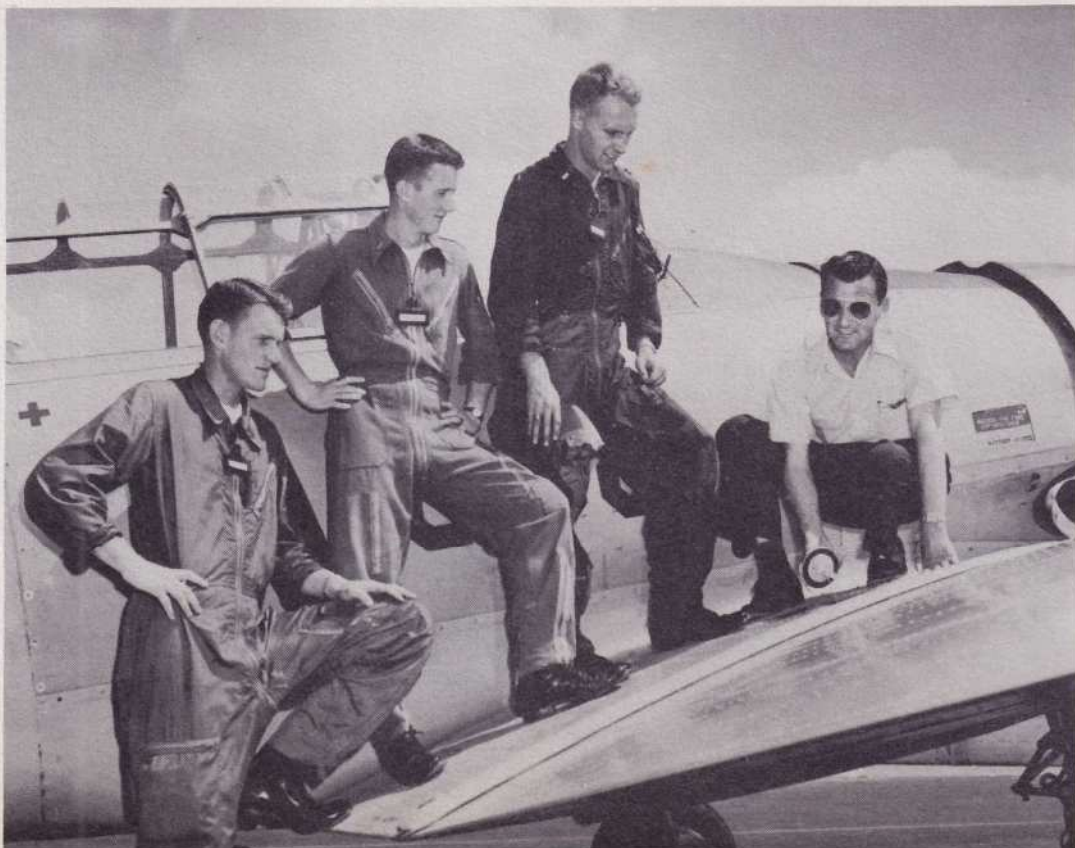


LT. JAMES A. BENTZEN

Frederick C. Wright, A/C
2124 Bowdoin Street
LaVerne, California



A/C FREDERICK C. WRIGHT





Stanley Futch, Inst.
390 N. Hendry Avenue
Bartow, Florida

James W. Foreman, A/C
Rowley, Iowa



LT. ROBERT O. GRAY

A/C ROBERT L. CRIDER

Robert L. Crider, A/C
7403 Briefway Street
Houston, Texas



Robert O. Gray, 2/Lt.
Lawrence Academy
Groton, Massachusetts

A/C JAMES W. FOREMAN





Hollis M. Blackstone, Inst.
Spirit Lake
Winter Haven, Florida

Edward H. Goldberg, A/C
711 Covington Street
Bennettsville,
South Carolina



LT. PAUL W. DAVIS

A/C ROBERT E. YAGER, JR.



Robert E. Yager, Jr., A/C
1113 W. Raynor Street
El Paso, Texas

Paul W. Davis, 2/Lt.
418 Hulton Road
Oakmont, Pennsylvania

A/C EDWARD H. GOLDBERG





A/C RICHARD D. MOODY



ETHERIGE N. GRINER



A/C JOHN S. HUDGENS



A/C JOSEPH L. McQUADE, JR.

Etherige N. Griner, Inst.
RD 1, Box 112
Winter Haven, Florida

Richard D. Moody, A/C
76 Gothic Street
Northampton, Mass.

John S. Hudgens, A/C
825 E. Main Street
Union City, Tennessee

Joseph L. McQuade, Jr., A/C
302 Worcester Road
Framingham, Mass.

Henri M. Hay, A/C
St. Aubin de Baubigne'
Sevre, France



A/C HENRI M. HAY





LT. DAVID H. OWEN, JR.



RICHARD E. LAMPE

Richard E. Lampe, Inst.
Box 676, Bartow Air Base
Bartow, Florida



A/C THOMAS E. GARST



A/C VINCENT W. PALMERE

David H. Owen, Jr., 2/Lt.
Hillcrest Drive
Meridian, Mississippi

Thomas E. Garst, A/C
521 N. Hamilton Street
High Point,
North Carolina

Vincent W. Palmere, A/C
2219 Brunswick Ave.
Trenton, New Jersey



A/C BYRON L. COHRON

Byron L. Cohron, A/C
2450 Montvale Road SW
Roanoke, Virginia





JOHN C. ROSS



LT. JOHN B. HORRAS

John C. Ross, Inst.
434 Avenue N, NE,
Winter Haven, Florida

John B. Horras, 2/Lt.
4000 A Lafayette St.
St. Louis, Missouri

Henry L. Hoey, A/C
Box 86, Faison,
North Carolina



A/C HENRY L. HOEY



A/C ODD SCHEEN

Odd Scheen, A/C
Okernvein 107, Hasle,
Oslo, Norway

Not pictured:
Joseph D. Myers, 2/Lt.
800 E. 20th Street
Charlotte,
North Carolina



Richard E. Weld, Inst.
1050 Bouganvillea Way
Bartow, Florida



LT. CHARLES J. McCARTHY



RICHARD E. WELD

Charles J. McCarthy, 2/Lt.
72 Margin Street
Peabody, Mass.

Jerry M. Hall, A/C
Box 453, Monterrey,
Tennessee



A/C JERRY M. HALL

James A. Scott, A/C
24 Larch Avenue
Dumont, New Jersey



A/C JAMES A. SCOTT





A/C RICHARD L. GELLER



HARDY D. ROWNTREE



LT. CHARLES L. MASON, JR.



A/C GUY LAZENNEC

Hardy D. Rowntree, Inst.
95 Ridge Avenue
Winter Haven, Florida

Charles L. Mason, Jr., 2/Lt.
Madison, Georgia

Richard L. Geller, a/C
8817 242nd Street
Bellerose, New York

Guy Lazennec, A/C
Cite' EDF,
Hostens, France

Jan Knoop, A/C
Singelweg 26A
Groningen, Netherland



A/C JAN KNOOP





Charles W. Whitehead, Inst.
101 Lake Silver Drive N.
Winter Haven, Florida

Louis F. Schropp, AC
155 Madison Avenue
Hasbrouck Heights,
New Jersey



LT. THEODORE M. BALL

A/C VERNON S. FLOWERS

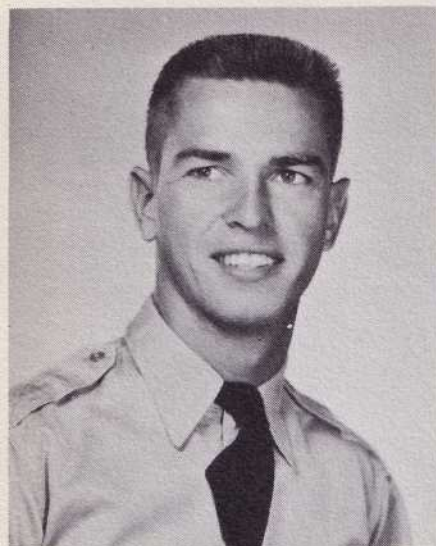


Theodore M. Ball , 2/Lt.
Fort Slocom
New Rochelle,
New York

Vernon S. Flowers, A/C
522 2nd Avenue NW,
Hickory,
North Carolina

A/C LOUIS F. SCHROPP





WILLIAM C. CHESHIRE



LT. FRANCIS V. MASON II

William C. Cheshire, Inst.
Haines City Airport
Haines City, Florida

Francis V. W. Mason II, 2/Lt.
Old Court Road
Riderwood, Maryland



A/C FRANK P. SCALFANO



A/C JACOB G. BEARD

Frank P. Scalfano, A/C
96 Cook Avenue
Alexandria, Louisiana

Jacob G. Beard, A/C
RD 1, Sycamore
Georgia





LT. WAYNE D. ORTLOFF



A/C ROY W. FERRARI



LEO L. DALY



A/C RICHARD E. FISCHER

Leo L. Daly, Inst.
905 N. Vermont Avenue
Lakeland, Florida

Wayne D. Ortloff, 2/Lt.
RD 1, Carthage,
Missouri

Roy W. Ferrari, A/C
2436 Hawkins Street
Royal Oak, Michigan

Richard E. Fischer, A/C
403 S. Euclid Avenue
Westfield, New Jersey





A/C JACOB G. BEARD



JAMES F. GOODMAN



A/C FRANK P. SCALFANO



A/C AMOS P. BROWN, JR.

James F. Goodman, Inst.
Box 654
Winter Haven, Florida

Jacob G. Beard, A/C
RD 1, Sycamore,
Georgia

Frank P. Scalfano, A/C
96 Cook Avenue
Alexandria, Louisian

Amos P. Brown, Jr., A/C
68 Prospect Avenue
West Haven, Conn.

Aaron A. Sanders, A/C
Route 5
Pensacola, Florida

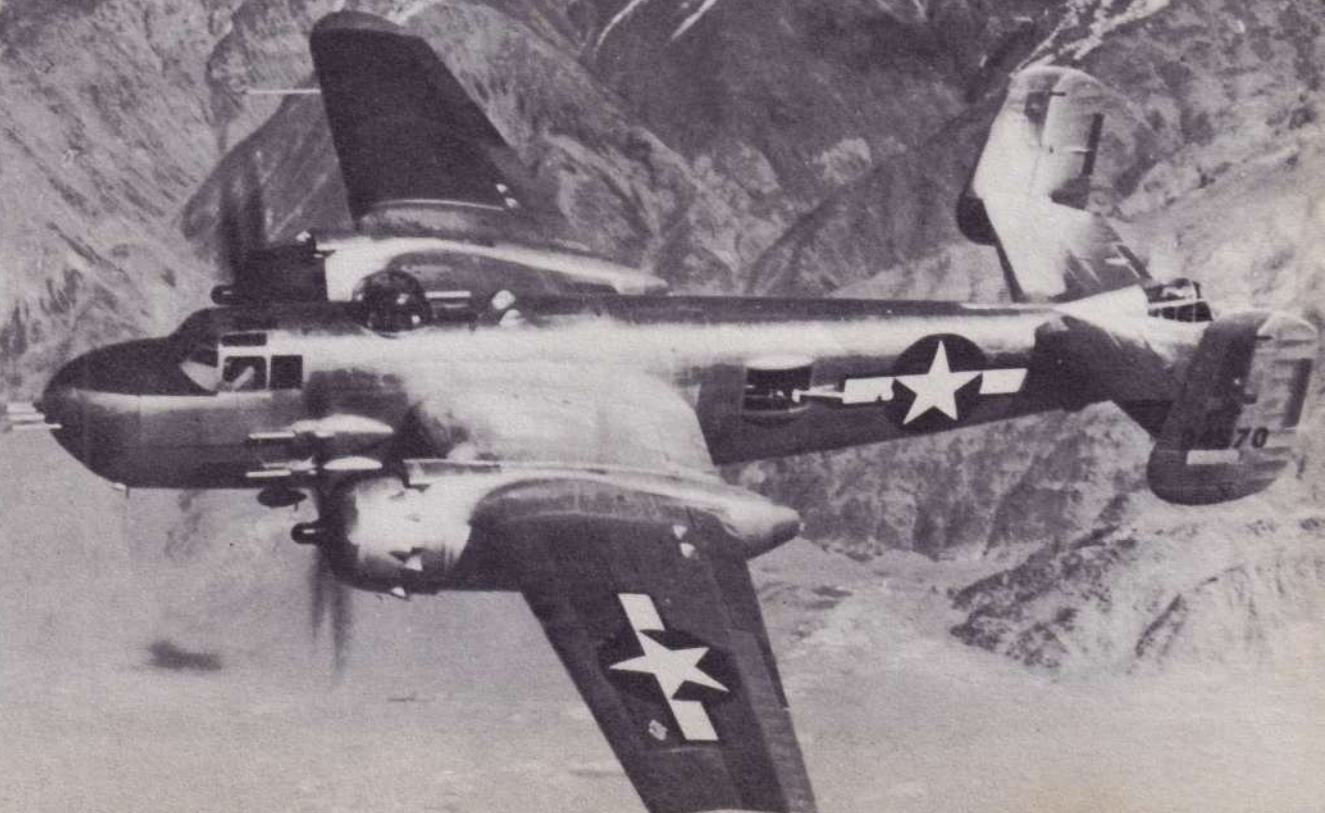


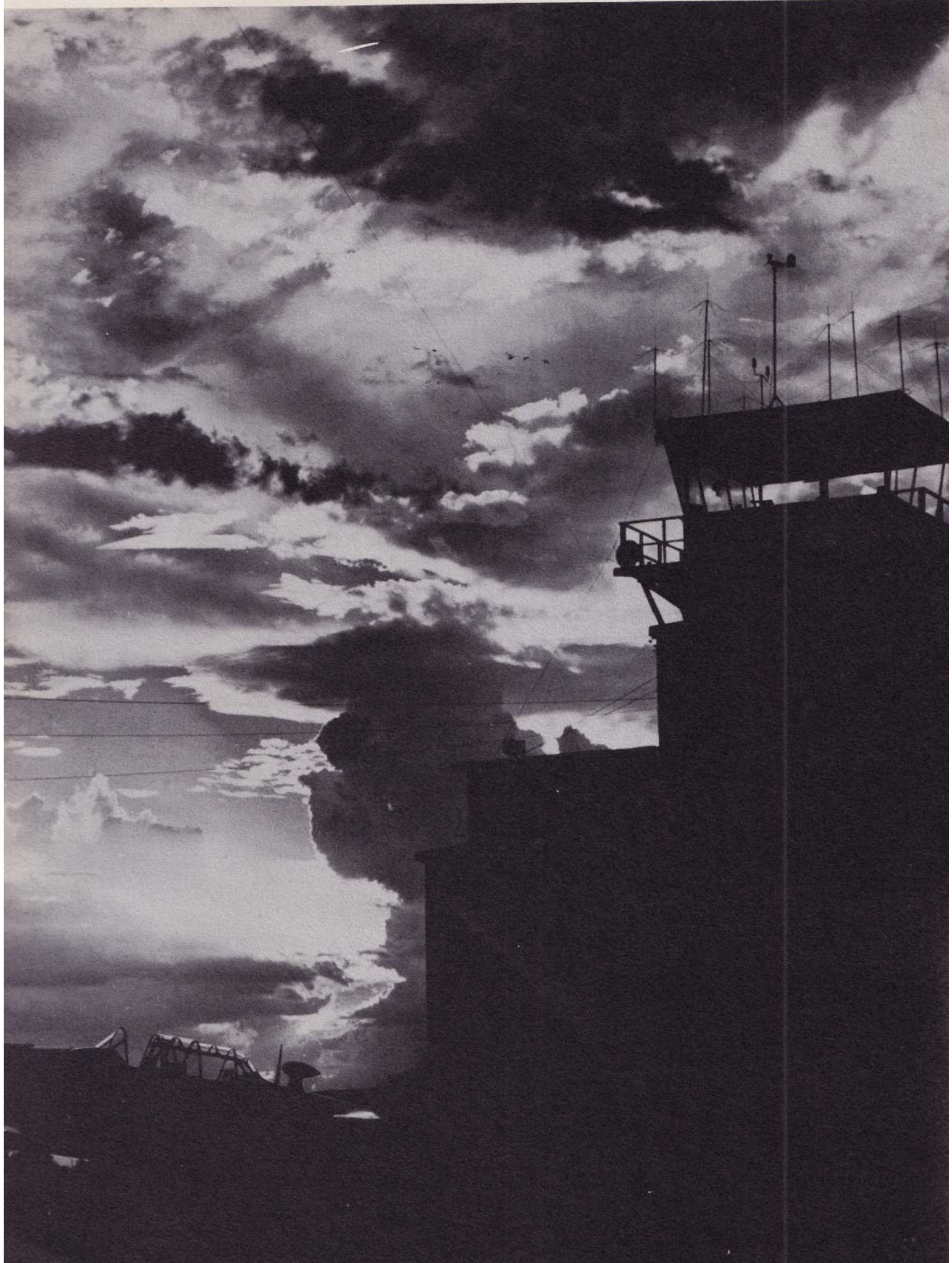
A/C AARON A. SANDERS



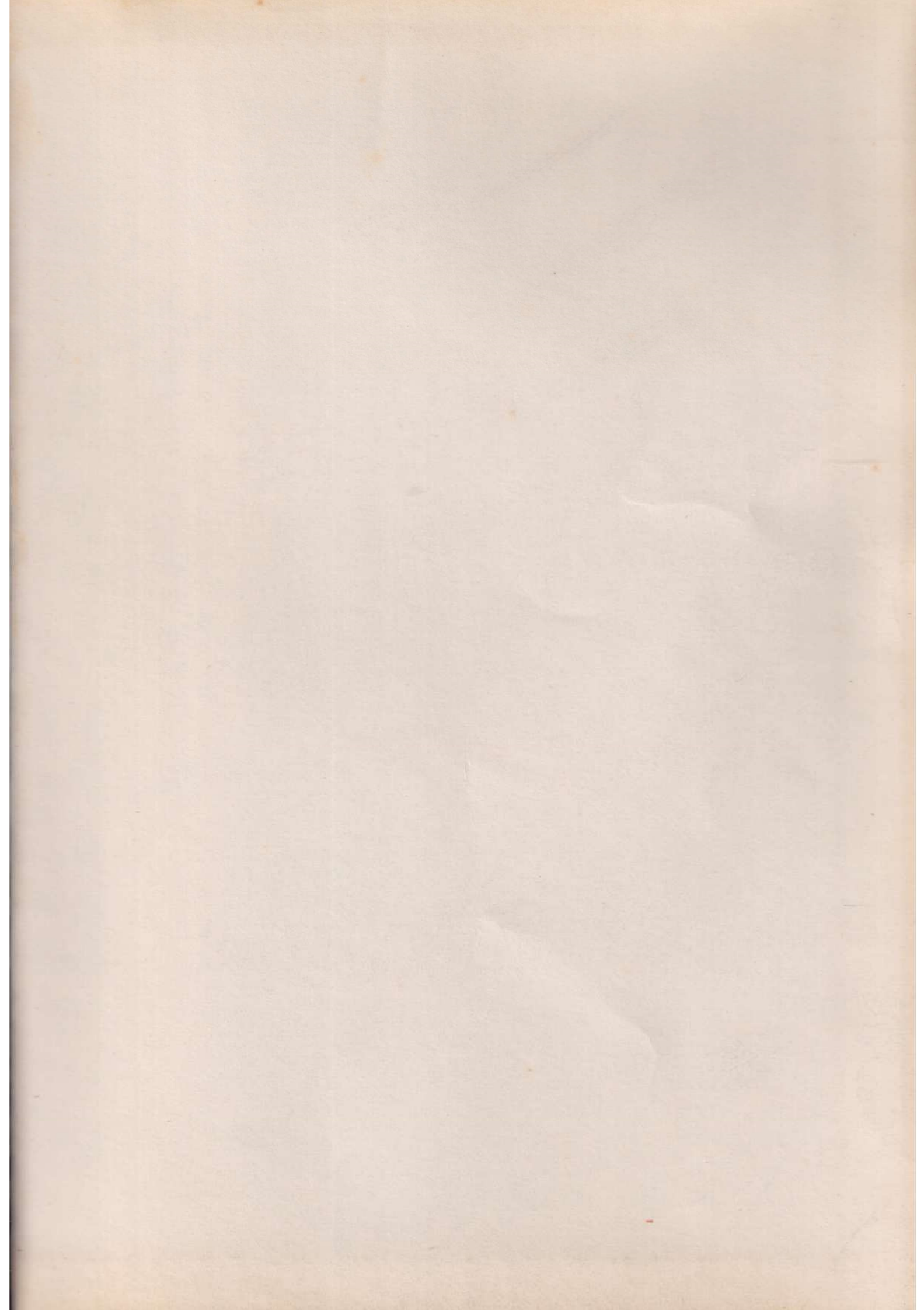


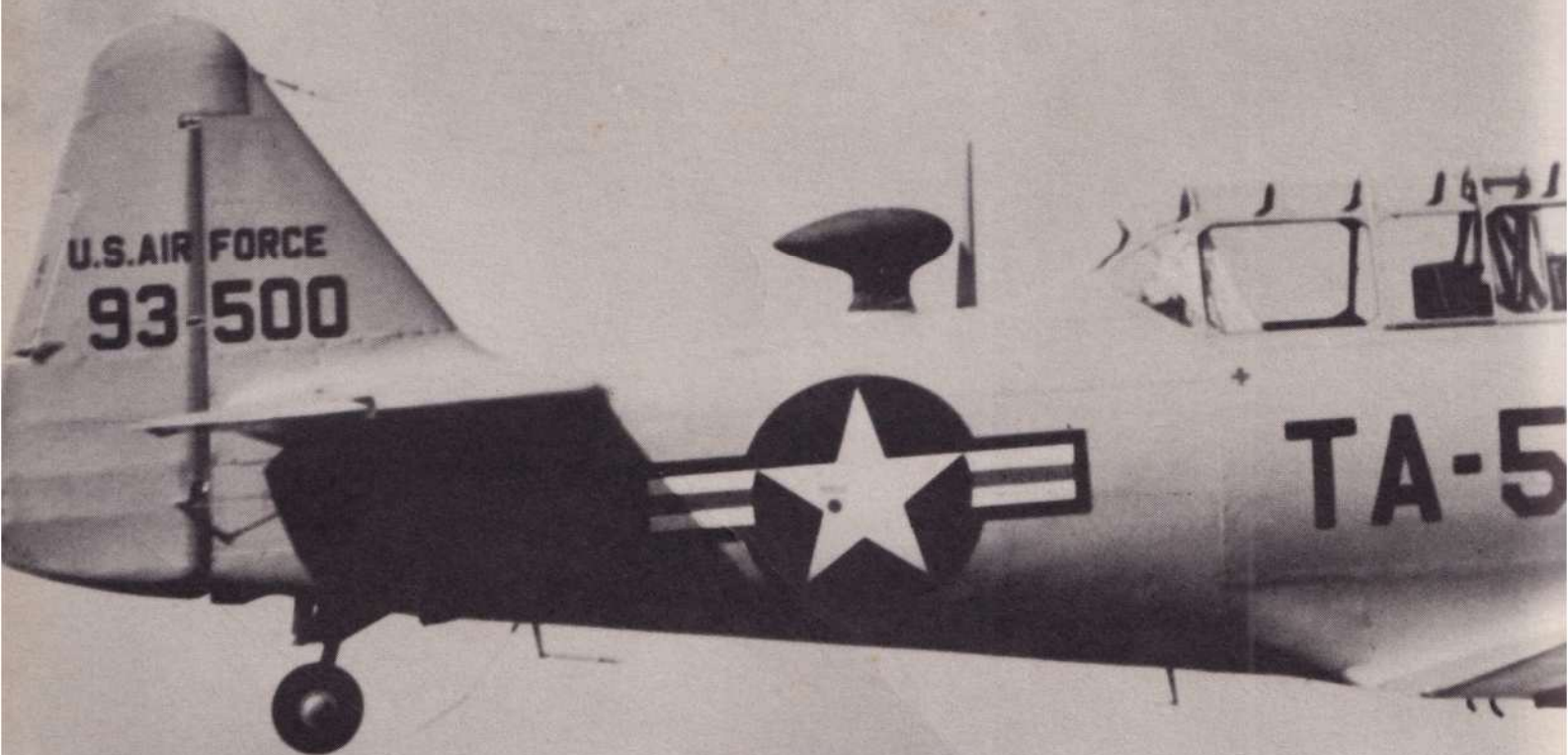
53-G MOVES FORWARD

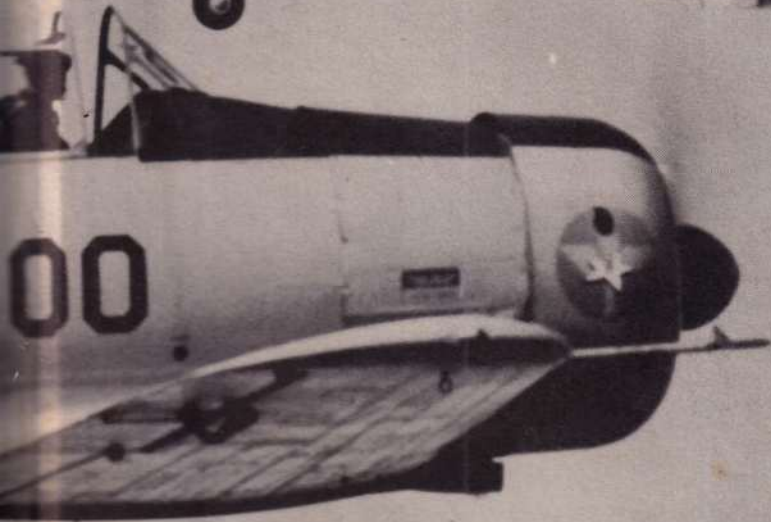




EDITORS GERARD R. GEMMETTE
F. GORDON MAXSON
ART WORK THOMAS E. GARST
PHOTOGRAPHY JOHN W. McDONALD









UNIVERSAL PUBLISHING CO.
SAN ANGELO, TEXAS