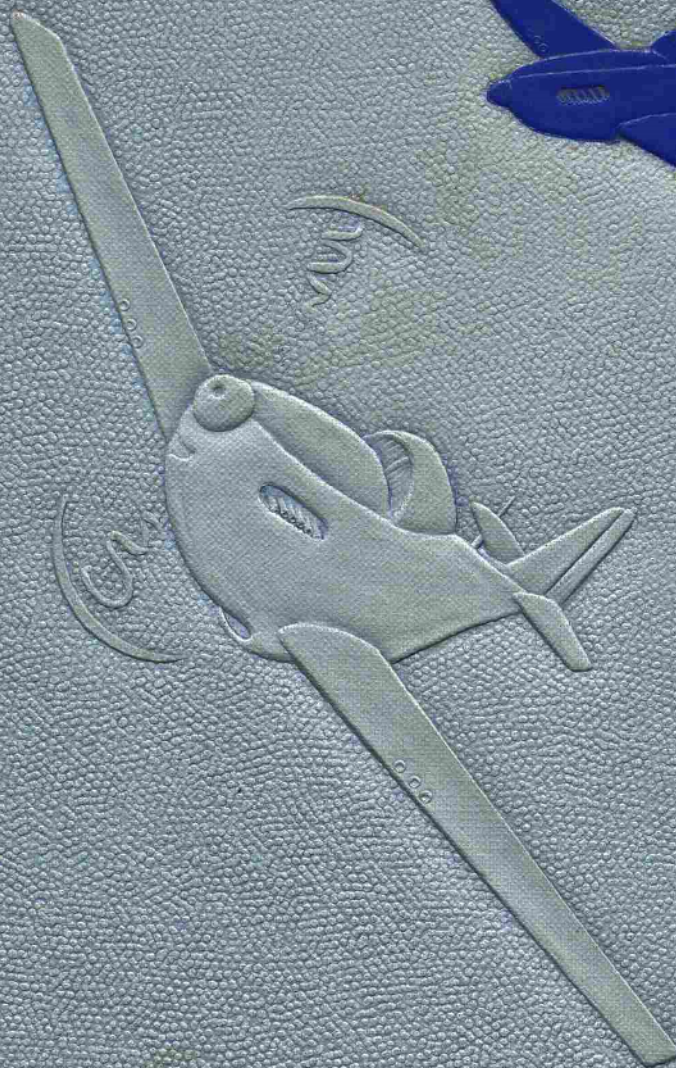
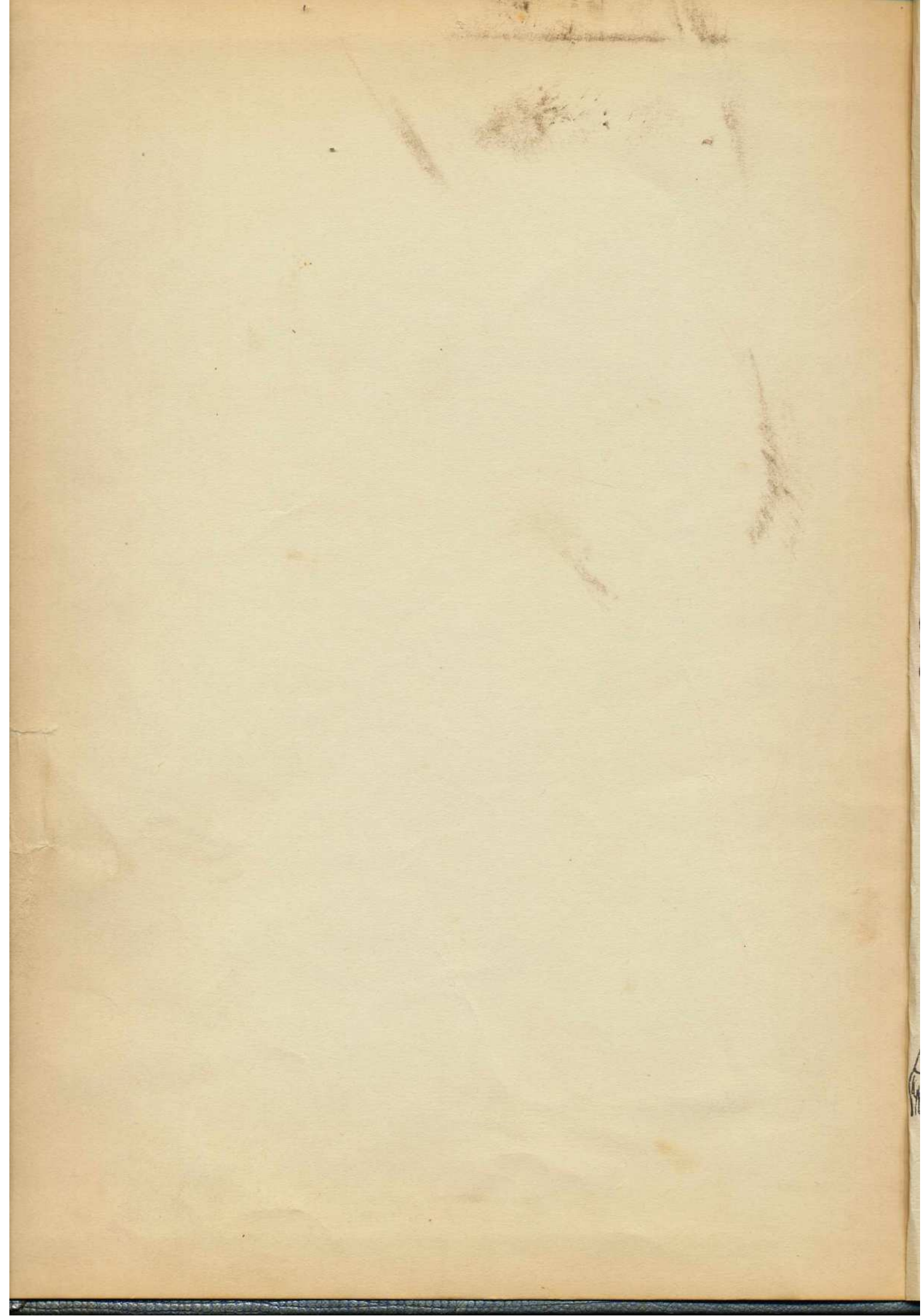


Peel
Off



52-E

A small emblem featuring a shield with vertical stripes, flanked by wings, positioned below the text "52-E".





52-E

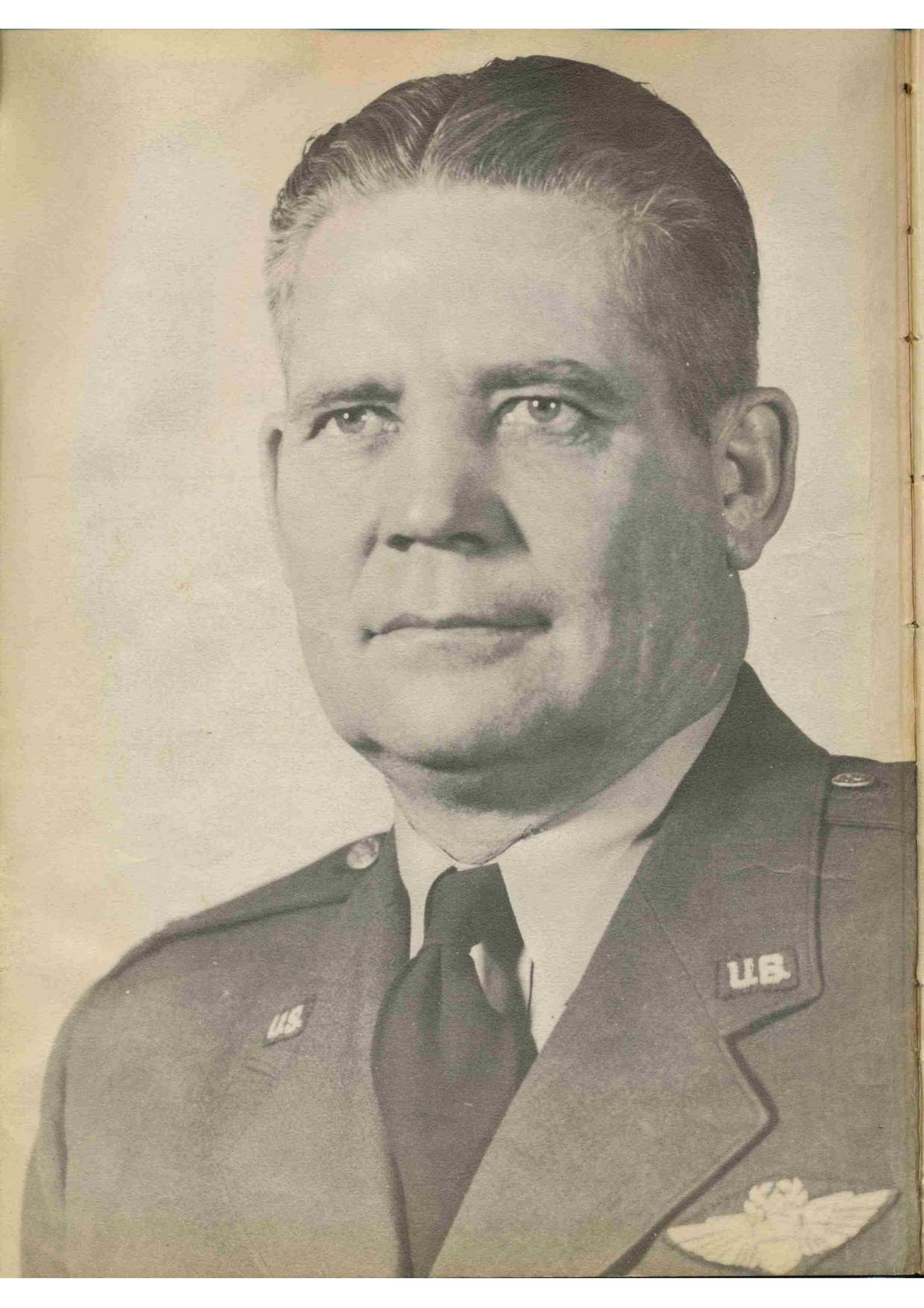
To be or not to be has been for those fourteen last months our only thought. Now 52-E has come to its end. The happy ones are wearing their silver wings.

It is now our desire to pay tribute to everyone of those who have helped us. We have needed encouragement many times; inspiration and a basis for further and more determined efforts. We found them all in our Will and our love of flying.

To our Flying instructors whose patience has been above competition we are very deeply grateful.

And to all the others, from the bottom of our hearts we have but one thing to say:

"THANK YOU"



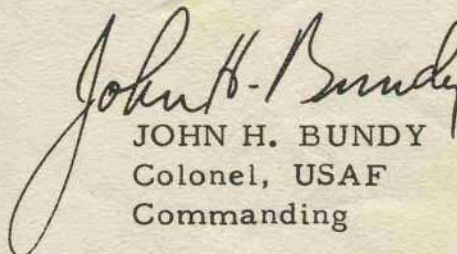
OFFICE OF THE COMMANDING OFFICER
CRAIG AIR FORCE BASE, ALABAMA

I wish to extend my heartiest congratulations to you in Class 52-E, for having completed your flying training program.

You have shown us here at Craig Air Force Base that you have the skill and courage necessary to perform the duties of a military pilot. It has given me great pleasure to follow your progress while training at this base, and I am confident that you will continue to display the qualities which have earned for you the respect and admiration of the United States Air Force.

Your families and friends back home in France and in Thailand, as well as your respective Air Forces may take pride in your accomplishment of a job well done.

My best wishes for a successful and safe mission will be with you on every flight.


JOHN H. BUNDY
Colonel, USAF
Commanding

The Wheels



Major William WHITE
Director of Training



Major Philip M. LOVELESS
Section Commander



Major Marion C. MORPHEW
Squadron Commander



Captain Clarence P. VEATCH
"A" Flight Commander



Captain James W. PADGETT
Assistant Flight C. O.



Colonel CHARBONNEAUX
Commandant le D.A.E.U.

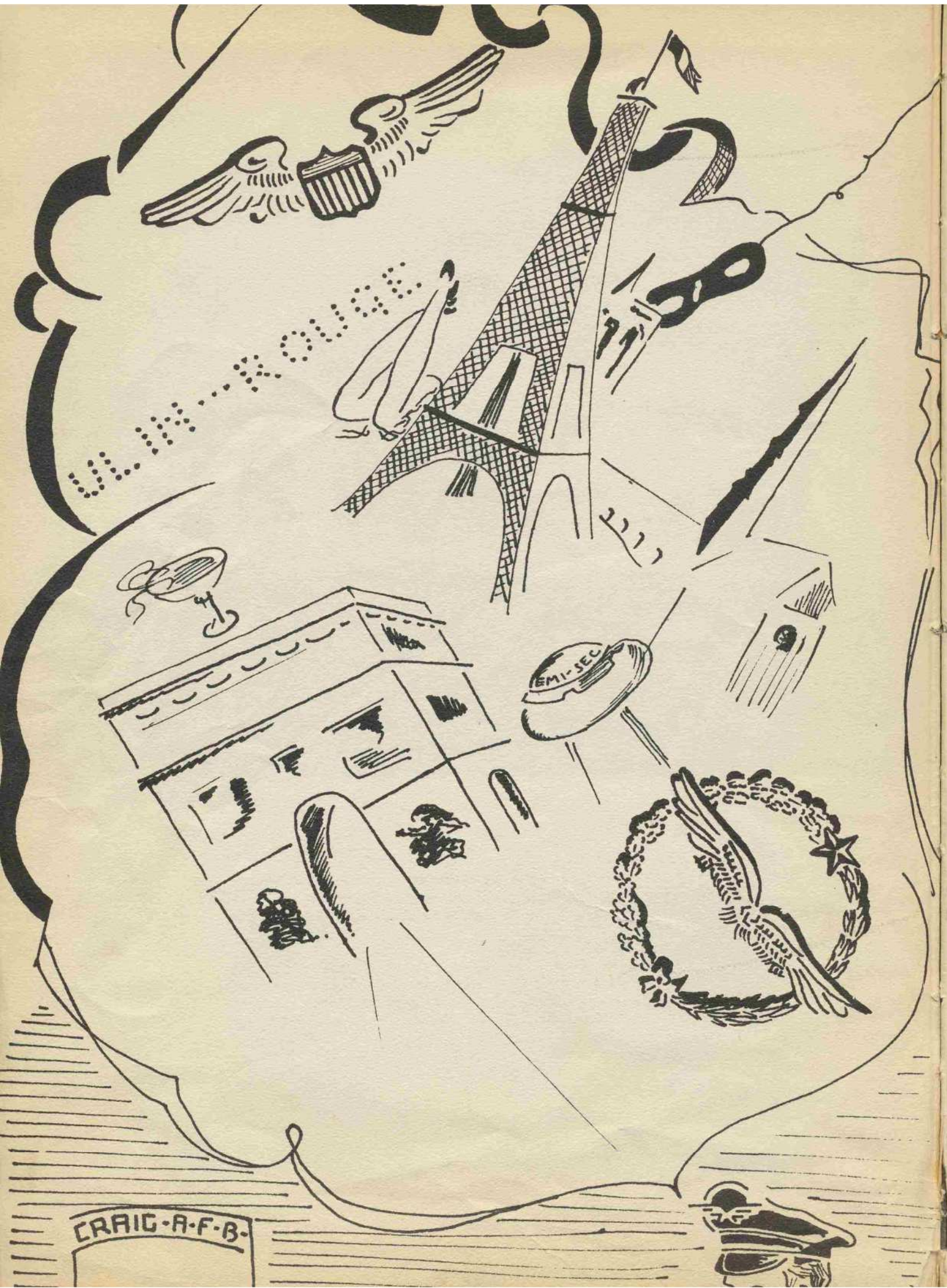


Lieutenant Jean FRANCHI
French Liaison Officer



"La guerre pour nous, ce n'est pas la course desesperee, baionnette au canon de milliers d'etres humains suant de peur, se poussant mutuellement et se soutenant dans le massacre anonyme et force.

Pour nous, c'est, l'acte volontaire, individuel, prevu, scientifique du sacrifice. C'est l'aiguillon atroce de la peur qu'il faut SEUL briser quotidiennement dans sa chair. C'est la volonte que l'on sent partir en nausees ameres et qu'il faut garder et reformer."



Presenting 52-E

In every class annual there has to be a presentation, so there it is from the start, haunted by the phrase: "Only the best can be Aviation Cadets." We all began Pre-Flight the second week in July with memories of good wishes and going away parties still fresh in our minds. From every part in France we had gathered in the ships of the French line to cross the Ocean and go wherever we were sent to. For some of us Florida was the goal, or Mississippi, or a state called Texas. A very big state: the peoples there told us it was the biggest state in the union.

And it was Pre-Flight. Our dream of the wild blue yonder faded as we began our thirty hour drill instruction. Drill, drill, drill, along with P. T. (Physical Torture) right after getting up in the morning and calisthenics for an hour to an hour and a half right after lunch.

But the good things cannot last forever. So the fateful day came when we went to the cadet area. O Brother, if Pre-Flight was good, fourth class was even better! It gave us the proof you can never tell something's really bad before trying what's coming next.

Months vanished by pretty fast and (at last) Graduation Day arrived. Half of it was done. We were not as numerous as in July, but that day in February saw 75 cheerful cadets arriving in Craig for the last run.

You can change places and everything changes except the troubles you are taking with you. But after all you get used to them and don't mind too much because every day that passes is one you don't have to bother about any more.

After three months the hot rods began their training on the F-51 and the others went to Pilot Instructor School. Three months only were left. The days passed slower and slower as the last one was approaching. But we caught it at last and there we were, young pilots with bright shining silver wings.

Now the suitcases are ready: We are going back home. After all it was not so tough. Lots of peoples helped us out and we made it. We feel pretty proud wearing those wings and think that the guys taking the ship next week are a lot better than they were when they landed.

"Only the Best can be"

Academics



Captain CRONK
Director of Academics



Captain Harry A. WHITE
Flight Operation

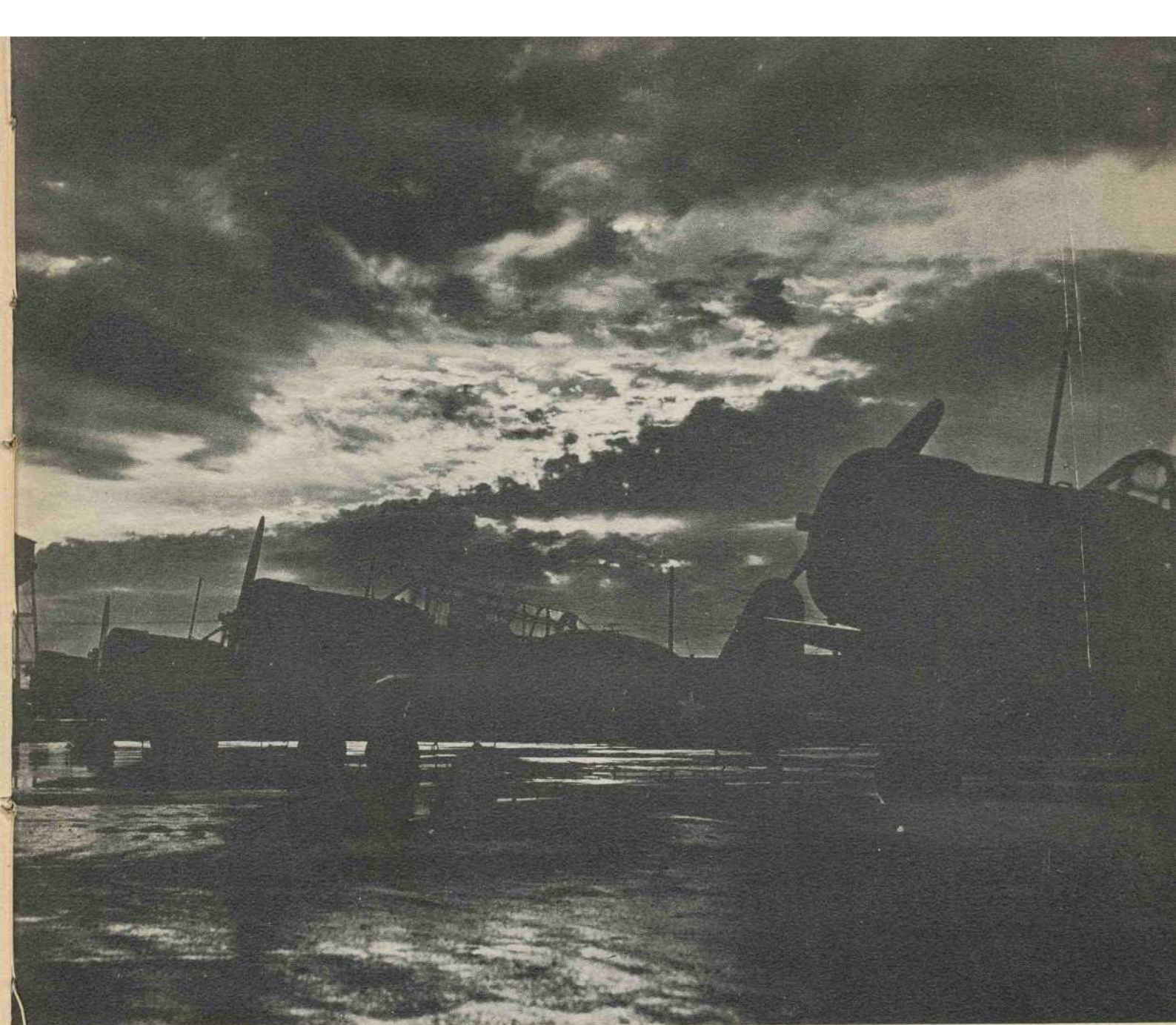


Captain Jesse R. HARRELL
Physiology



Lieutenant Fred W. CRONN
Pilot Operating Instruction

In an Academic Class the Instructor to the students:
"You know, I do not mind your looking at your watches
to see what time it is, but it does bother me when you
put them to your ears to make sure they are still run-
ning."



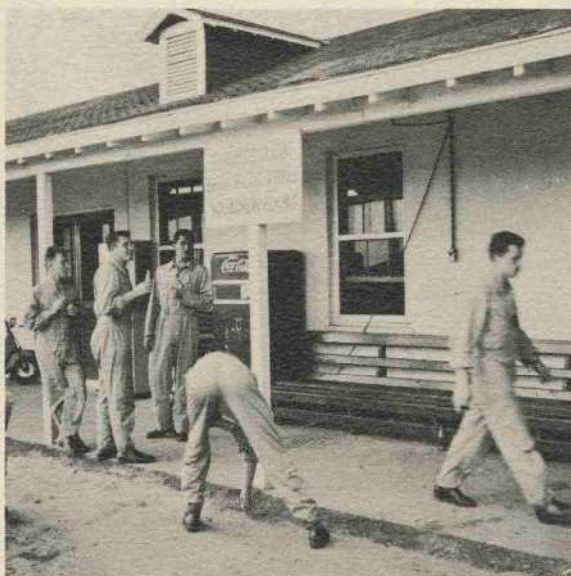
— P R E V U E S —

Alabama: Singing in the rain
White Card: Gone with the wind
V.H.F.: With a song in my heart
"A" Flight: The snake pit
The Dispatcher: A young man with ideas
Selma: The lost week-end
Instrument ride: Walk east on beacon
The range beam: The narrow margin
D/F Homer: Show me the way to go home!
X-Country: Going my way
Radio-Procedures: Phone call from a stranger
Pilot Training: The best years of our lives
Military Training: So to sleep again . . .
Friday night: Retreat? Hell!
Breakfast: The egg and I
Flight line bus: A streetcar named desire
Check ride: For Whom the Bell Tolls
Silver Wings: I Want You
Graduation: Anything can Happen
Briefings: Also Selected Short Subjects

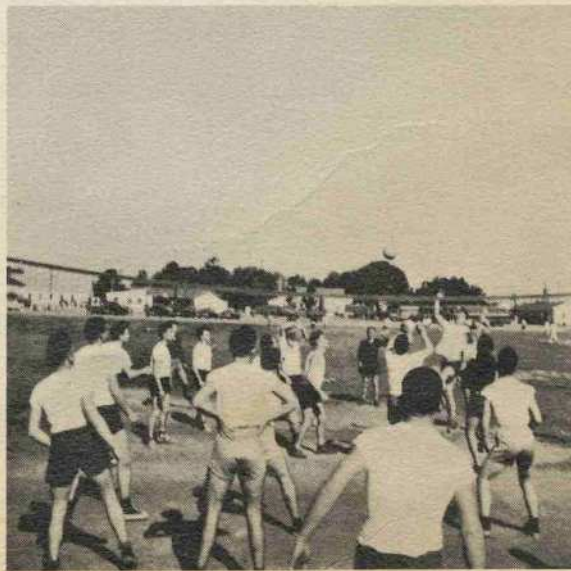
What a Life



The bus was always in time. You never waited more than 15 to 20 minutes. And jumping in it was a peaceful affair. Nobody ever got hurt but we still wonder how we made it!



On the Flight Line you never had a minute of your own: time was well employed. But we still had a lot of energy left and P. T. took care of that!



*"The Masters
of the Sky"*



Popcorn Flight



Cpt. Henry E. COOK



Guy H. DESPLANQUES
31 Rue WERLE, REIMS

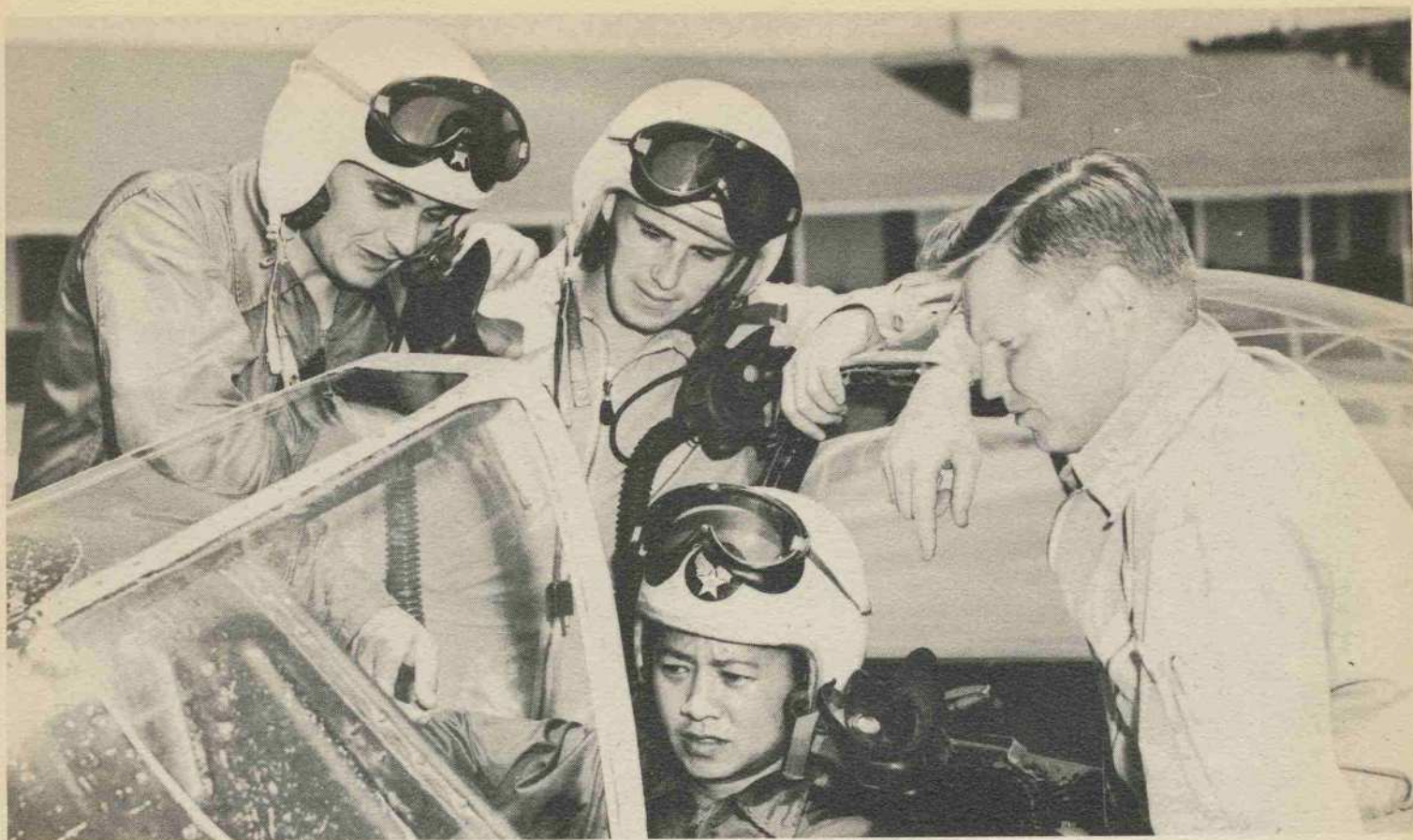


Roger L. MARMONT
BEY (Saone & Loire)



Rene Y. VANDEWEEGHE
35 Rue Paul Dufour
ROSENDAEL (NORD)





Sheepskin



Flight

Captain Harold J. SHEA



LT. RIDDHAGNI, Tuantong
BANGKOK (Thailand)



Jacques Y. EUGENE
22 Ave de l'Horloge
CHAMPIGNY-MARNE



Claude R. POYOL
22 Rue Chemin Neuf
MONTEILMAR

Bama Flight



Jean GUALINI
Rue de la Vallotte
St-Dizier (Hte-Marne)



Claude LEGENDRE
71 Rue Huguerie
Bordeaux (Gironde)



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30 Ave. d'Argenteuil
Asnieres (Seine)



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10 Rue Rollin Regnier
Choisy le Roy (Seine)



Badger



Flight

Captain A. W. STEWART



Claude Y. BARTEAU
4 Rue d'Auvours
NANTES



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Laguenne TULLE
(Correze)



Jean SEYRAT
23 Rue Gioffredo
NICE





Lucien ETRIUX
Bon Rencontre
TOULON (VAR)



Jean GUINOT
66 Rue de Javel
PARIS



Francois ROUGE
10 Rue Latham
BOURGES

Voo-Do Flight



Captain Eugene D. VOIGHT





Dragon

Flight



Lt. Hollis A. DRESSEL



Jean L. CLERVOY
19 Rue BERLIOZ
NICE (A-M)



Paul B. SCHMITT
51 Rue de Campeyrant
BORDEAUX



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Cornebarrieu
TOULOUSE

Tam-Tam Flight



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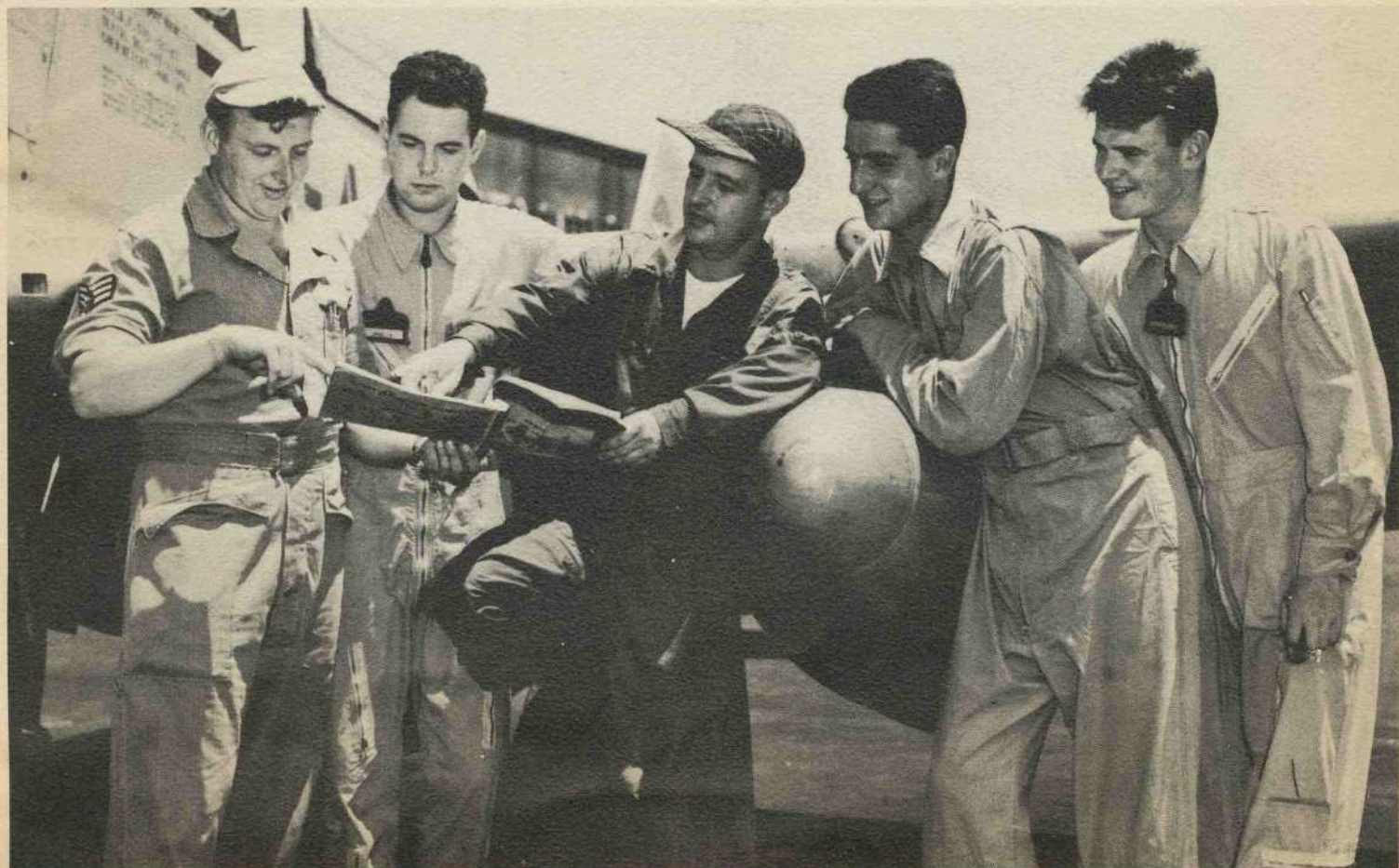
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Lieutenant John L. DOWNING



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Buckeye Flight



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LT. Harold L. JOHNSON



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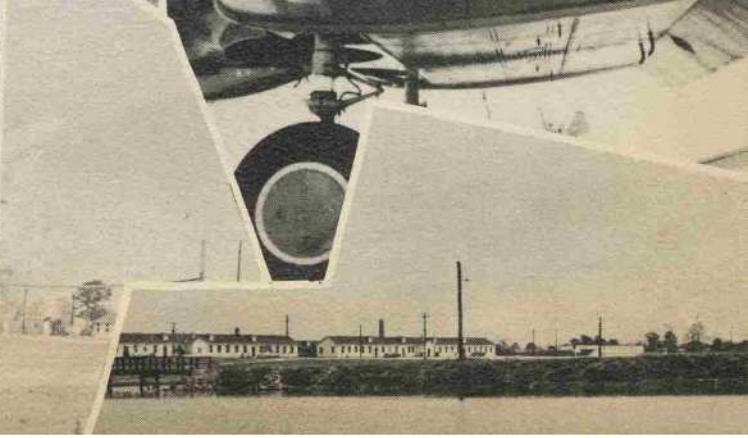
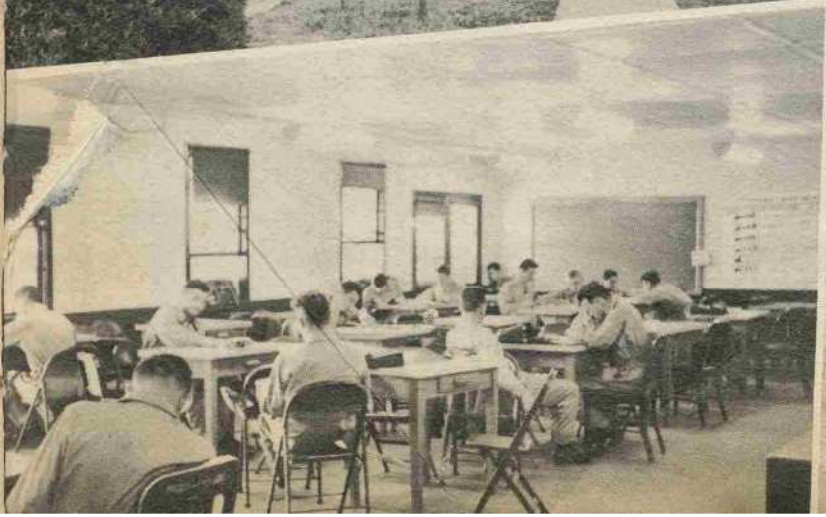
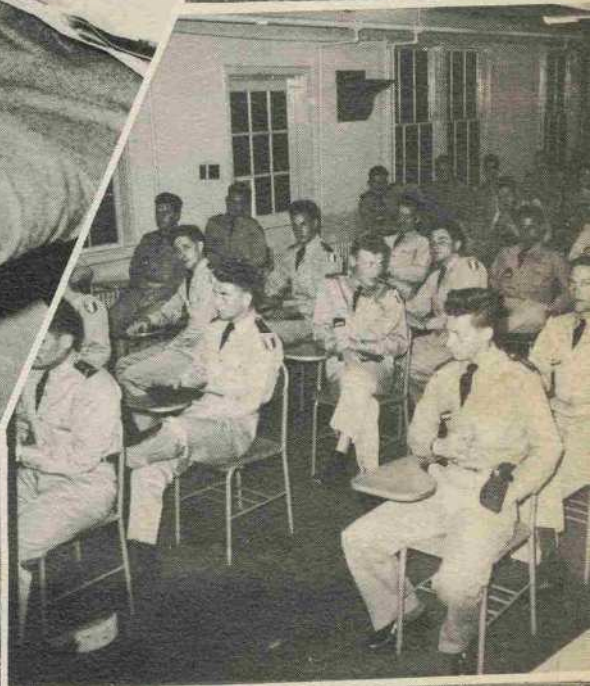
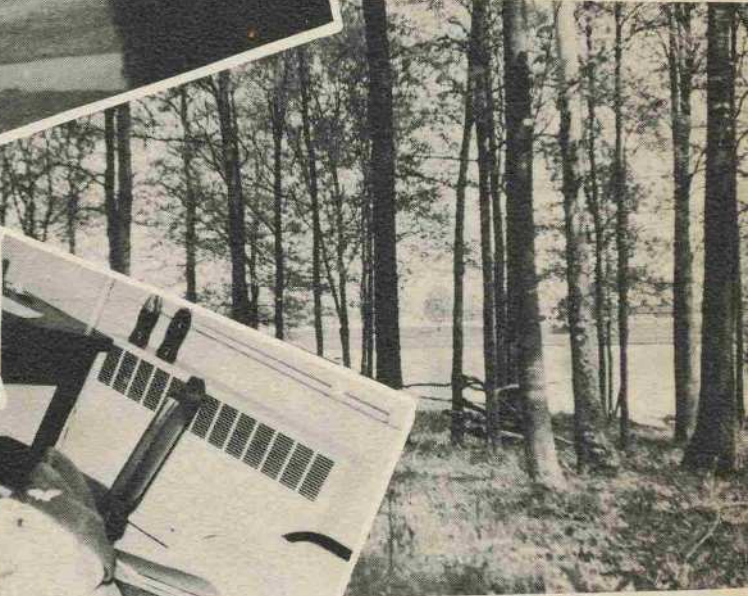
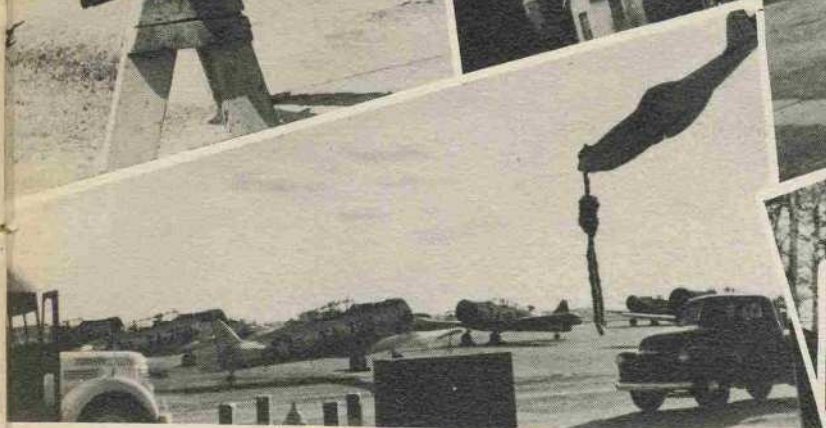
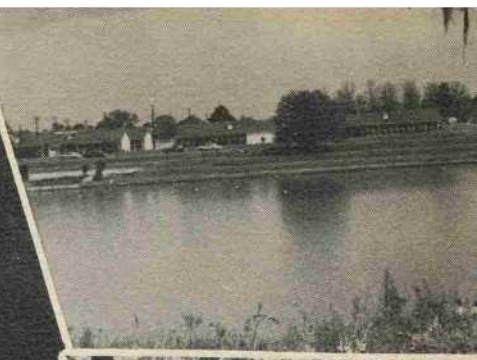
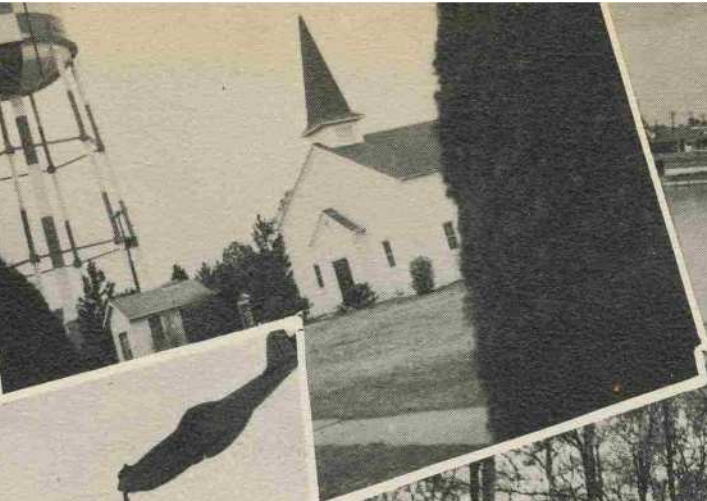
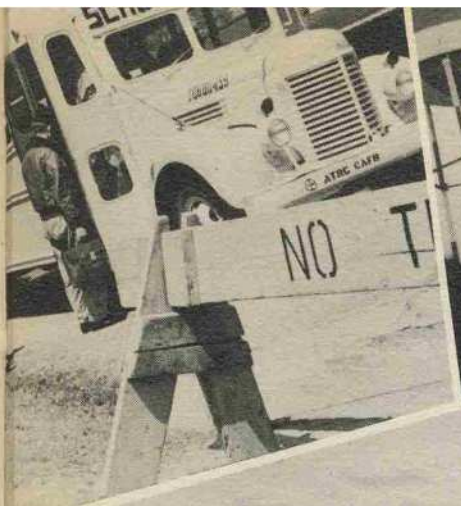


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REIMS



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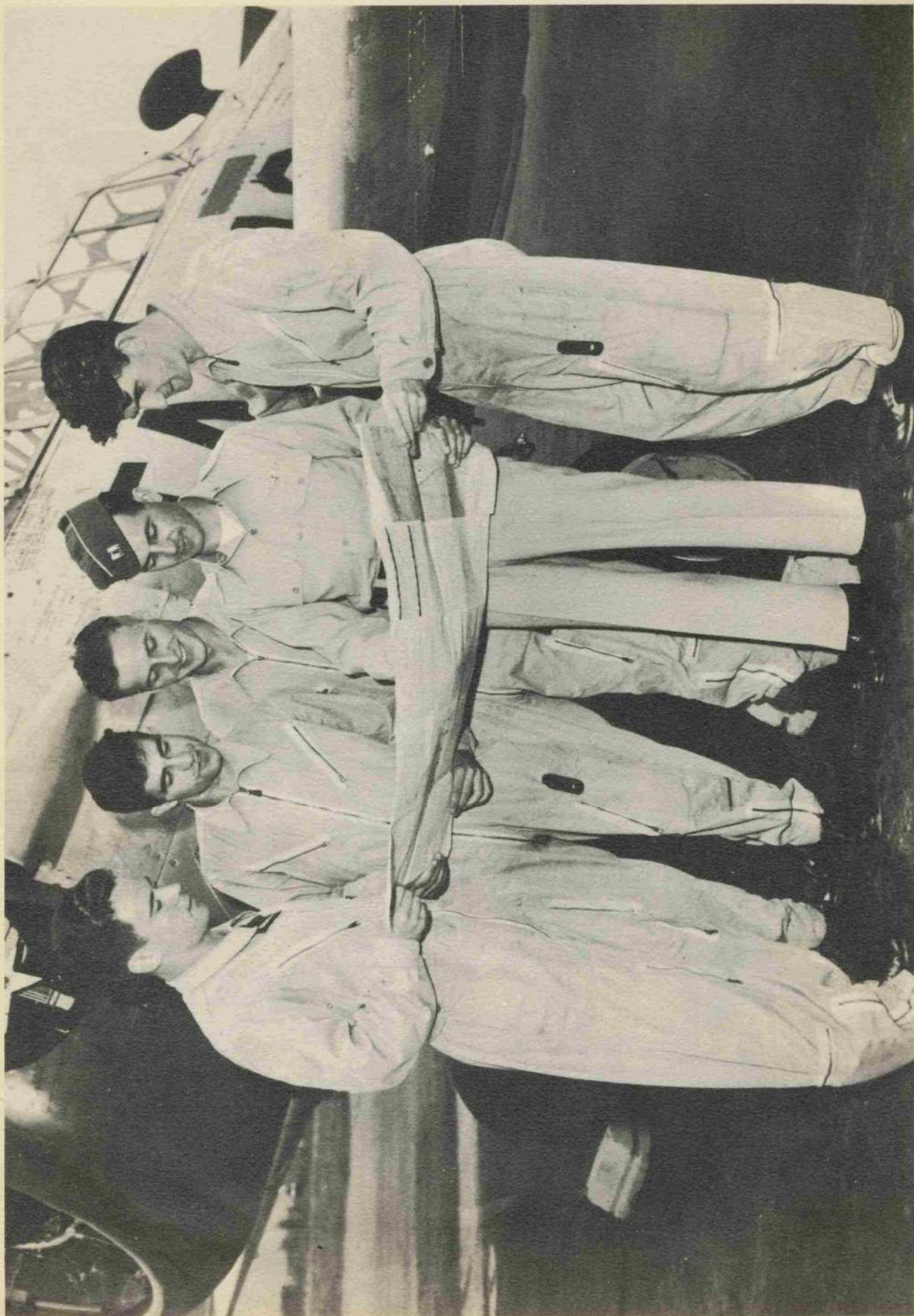
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AUBERGENVILLE (S&O)





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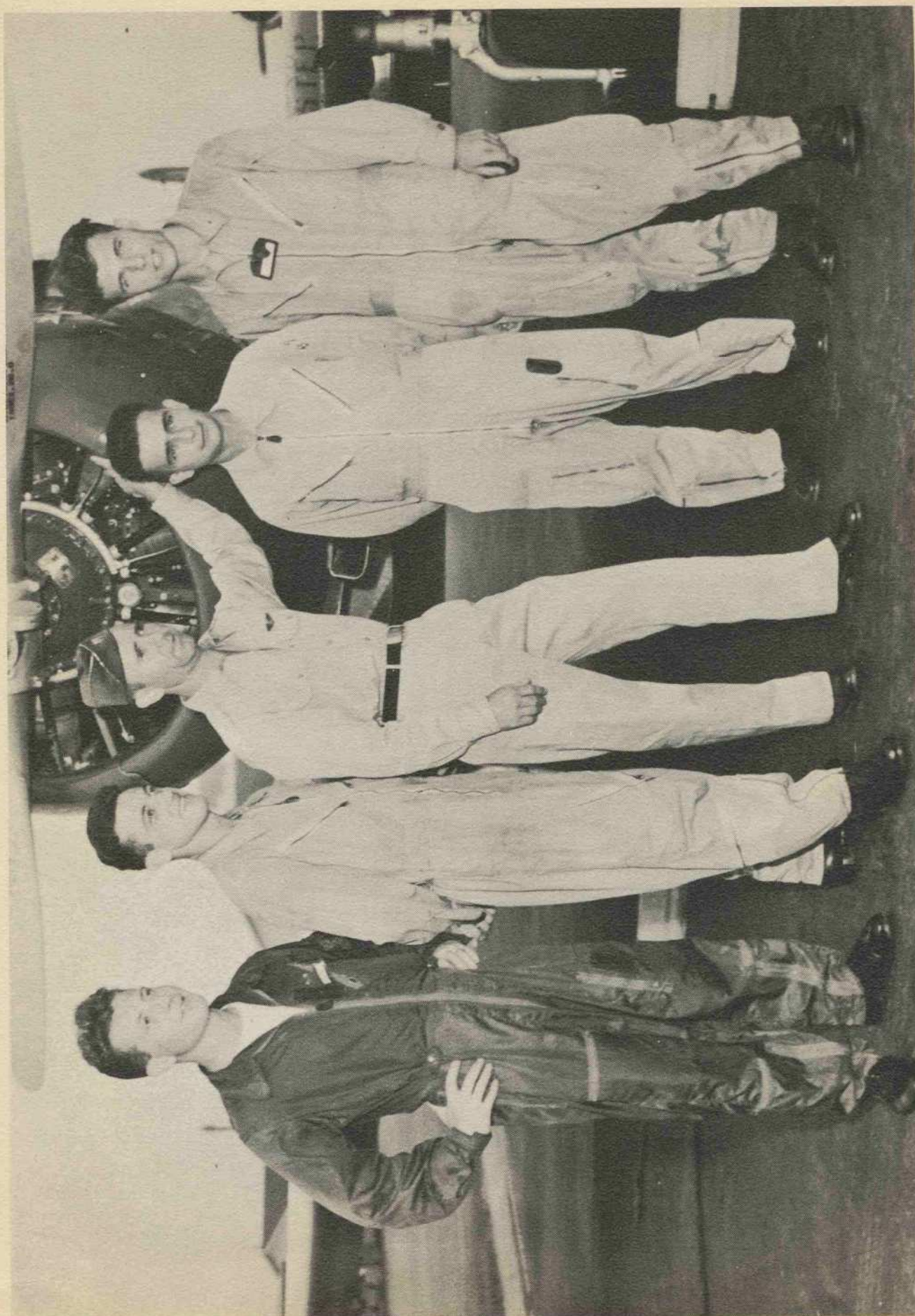
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Rue St GATIEN
LE LION D'ANGERS
(Maine et Loire)



Robert D. MARCELIN
Rue Larrey-Depot V.A
ALGER (Algerie)

Le pilote n'est pas le forcat qui, apres le travail
va s'enfermer dans sa banlieue, mais le prince qui
regarde a pas lents ses jardins: forets vertes,
rivieres bleues, toits roses . . . ce sont ses tresors. (St-Ex.)



Tant qu'il reste un homme d'armes pour donner
un bon coup d'epee, tant qu'il reste un
paysan pour donner un bon coup de faux, il ne
faut pas ceder. (Charles Peguy)

Je crois a la chevalerie, j'y croirai tant
qu'il y aura des hommes et des guerres.

Lt-Colonel Jules ROY



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Of Craig Air Base

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