El Tigre

CLASS 53-F

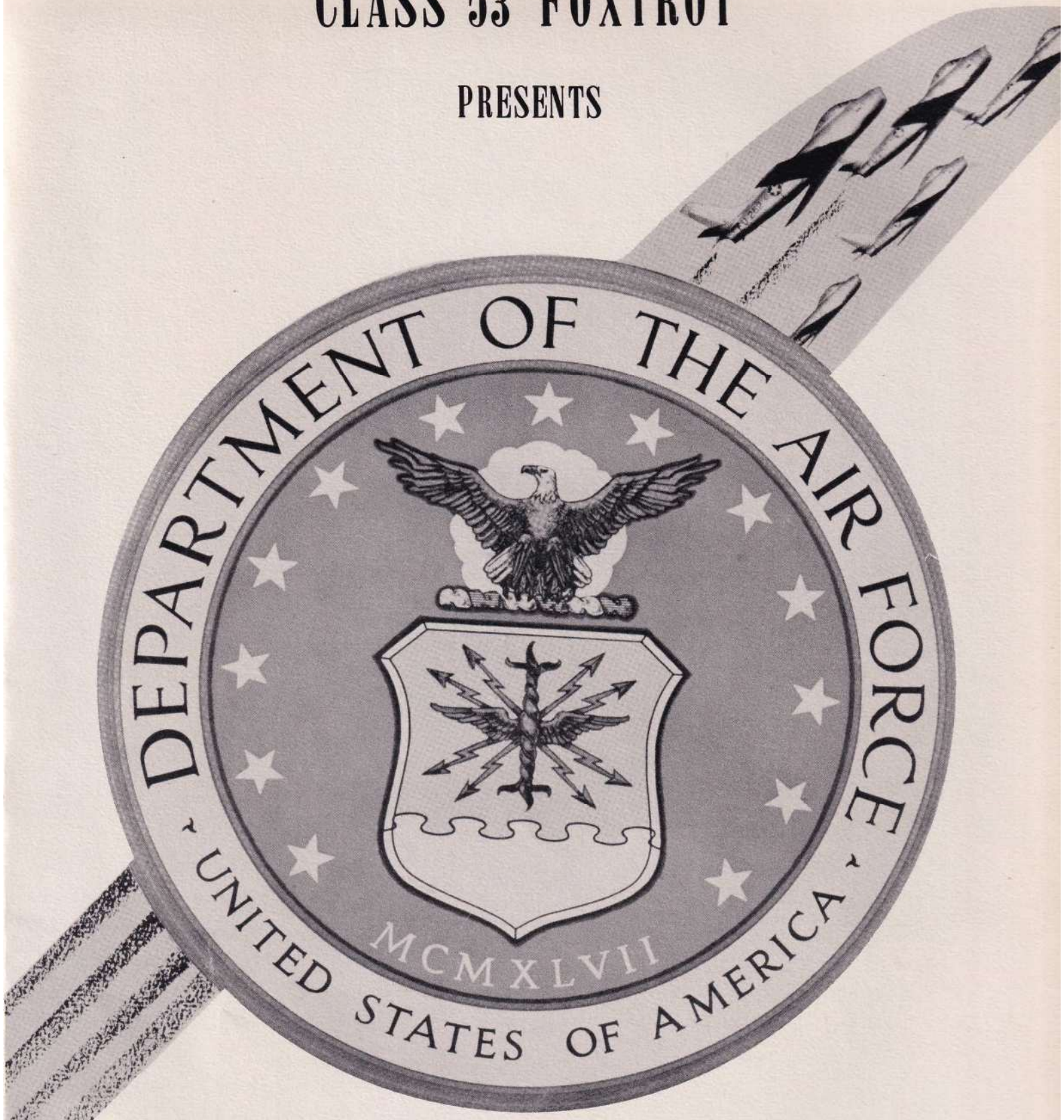
LAREDO AIR FORCE BASE

LAREDO, TEXAS

U. S. AIR FORCE
91570
570

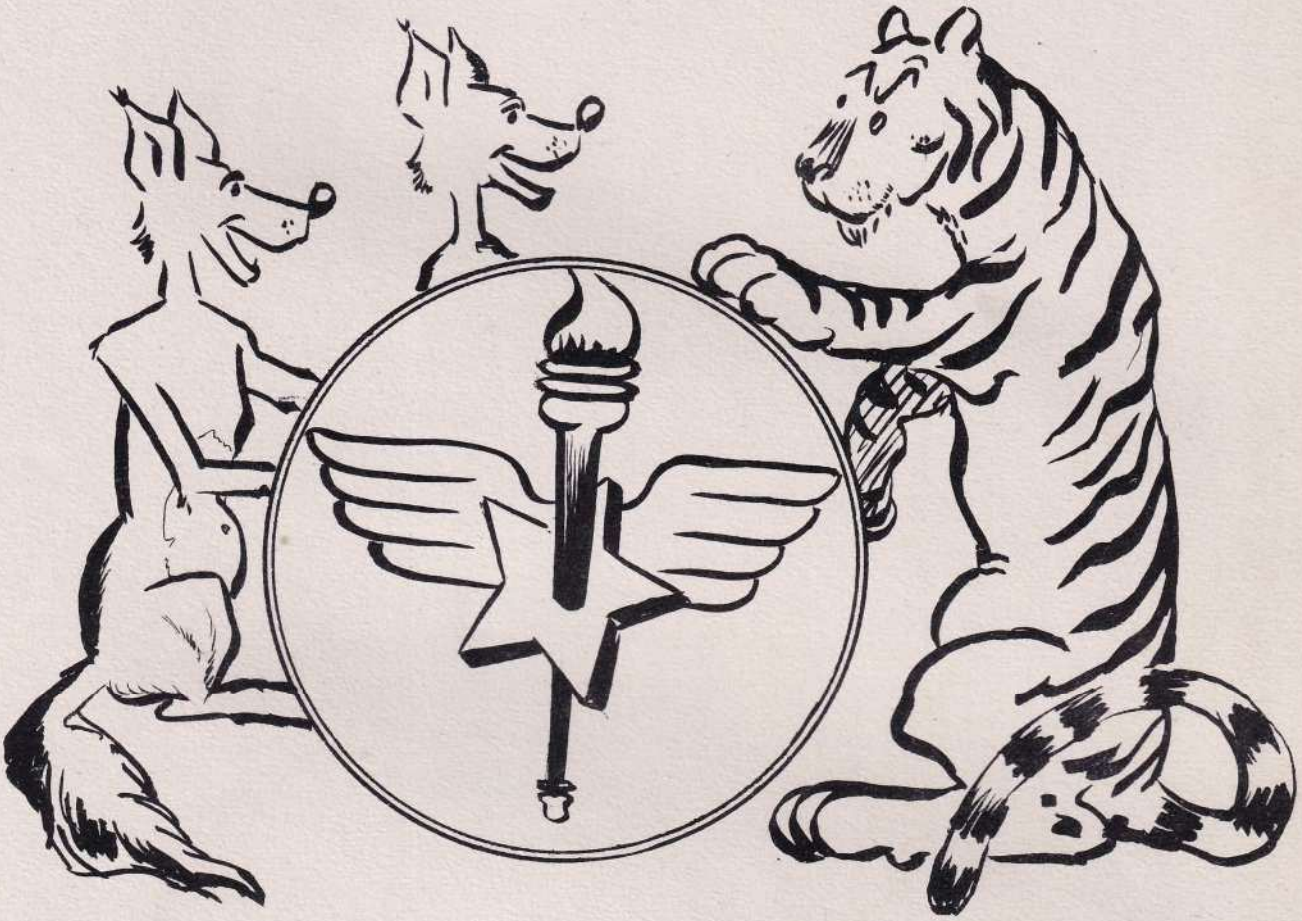
CLASS '53 FOXTROT

PRESENTS



El Tigre

LAREDO AIR FORCE BASE, LAREDO TEXAS



DEDICATION

We of Class 53-F dedicate this book to the many thousands of student pilots from allied countries, and particularly to our classmates who have joined us through the Mutual Defense Assistance Pact. In addition to undergoing the same rigorous training to which we have been subjected, they were faced with the necessity of overcoming the additional barriers of a strange language and the customs of a foreign country. In so doing they have won our respect and admiration. In the difficult years ahead we look forward to standing side by side with them in the struggle to preserve a free world.

Oh! I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds-and done a hundred things
You have not dreamed of-wheeled and soared and swung
High in the sunlight silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air. . .
Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace,
Where never lark, or even eagle flew—
And while, with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand and touched the face of God.

COLONEL WELDON M. JAMES
COMMANDING OFFICER
LAREDO AIR FORCE BASE

HEADQUARTERS
3640th Pilot Training Wing (Bsc SE)
Laredo Air Force Base, Texas

TO THE CLASS OF 53-F

Years ago, when I was in a position roughly comparable to yours today, completion of a flying training course and acceptance of a reserve commission were matters of moment to the individuals involved, but hardly events of national importance. Then Fate moved slowly, the challenges of the future were moderate in their tone, the cloud on the horizon was no bigger than a man's hand, people still believed - naively perhaps - that individuals are and should be different, and the prevailing - if now superseded - beliefs were in the natural goodness of man and the infinite perfectibility of society.

Today all of that is changed. As one poet has expressed it, "In the nightmare of the dark / all the dogs of Europe bark, / and the living nations wait, / Each sequestered in its hate." All the hopes of a previous decade are dead or expiring; anger and fear pervade the darkening earth; "The unmentionable odour of death offends the night"; and constantly thoughts of war and service to country obsess and claim more of our private lives.

In such a period, when the United States stands as the leader in the struggle for freedom and human dignity, and scientific advancement demands soldiers technically trained for a jet-atomic war, graduation from a pilots' course and acceptance of a reserve commission in the United States Air Force cannot be the individual things they once were. Now they are events which affect the destiny of each of us and, in their duplication over the land, represent a significant advance in the strengthening of that arm which serves as the major deterrent to World War III. They are, in effect, definite contributions to the realization of this year's Armed Forces Day goal "Peace through Power."

It is, then, with a profound sense of many implications that I extend congratulations to you on the occasion of your commissioning. In a long series of tests you have demonstrated your fitness - physical, moral, emotional, and intellectual - for the honor that is being accorded you and the responsibility that is being placed upon you. You enter upon serious duties in an era which offers a challenge to the best but, in our opinion you are well qualified for any service that may be asked of you.

In your careers in the Air Force we wish you the best of success. For your entire futures, wherever they may lie, we hope that the lessons of team work and self discipline that you learned here will persist and prove of value.

W. M. James

W. M. JAMES
Colonel, USAF
Commanding

COLONEL WILLIAM T. SAMWAYS
Executive Officer
3640th Pilot Training Wing

COLONEL FRANKLIN H. SCOTT
Commanding Officer
3640th Pilot Training Group

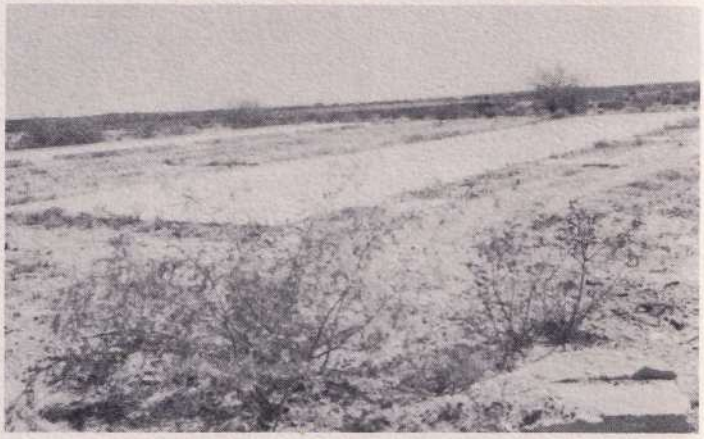
Clubs Section

F

ABLE OF THE
ABULOUS
OXES
INISHING THEIR
LYING

or — life in a well-regulated blast furnace!!

It was a typical Texas day along the banks of the beautiful Rio Grande. The lizards were basking in the warm sunlight, the gila monsters were scurrying about, the buzzards were hovering nearby, and everywhere one looked the hustle and bustle of springtime activity could be seen. Yes, it was such a day as this when the joyful representatives of Class 53-F arrived at.....



Laredo Air Force Base

How happy we were that we had success-fully completed our primary pilot training and were now about to take the final step to win our wings!

MAJOR J. H. KEITH
Student Squadron Commander

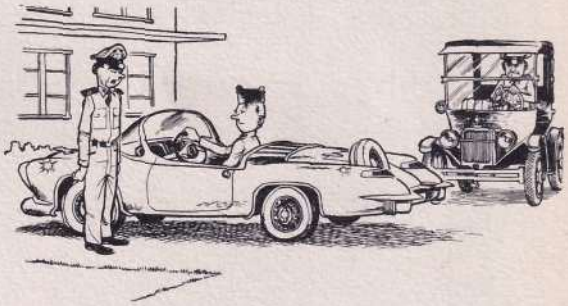
Understandably agog with new sights and faces, we first sought to discover who was to be our new commanding officer. It was not long before many of us had this opportunity, and we soon learned that the 3640th Student Squadron commander was an able leader and that we all would enjoy serving under him.

Another man with whom we quite frequently came in contact was Major Keith's able assistant who is pictured at the right — the Director of Military Training. These two men won the respect and admiration of our class at the very beginning of the program.

MAJOR WILLIAM L. KRUEGER
Director of Military Training

However, the men with whom we were to come into closer contact were the tactical officers.

TACTICAL OFFICERS MUST PASS A RIGID MENTAL TEST BEFORE ASSIGNMENT TO A CADET SQUADRON.



"Would you mind moving your car a bit—, so's we could make room for the TAC officer?"

CAPT. H. C. WALKER
Sr. Military Training Instructor

LT. C. H. LANE
Military Training Instructor

LT. D. C. COUTELENC
Military Training Instructor

Yes, the Tactical Officer — the Aviation Cadet's mother-away-from-mother. These men have undoubtedly heard more tales of woe, more excuses, more complaints, and have been subjected to more common and even more radical personalities than any other person in the world, living or dead, with, perhaps, the exception of Saint Peter who will never have occasion to meet cadets anyway.

Fox Class was quick to realize the aforementioned items and was even quicker to take advantage of them.

SOME TAC OFFICERS ARE NOT TOO POPULAR WITH THE CADETS...

An important phase of our training was to be academics. Soon after our arrival we were daily performing the lengthy march to the academic area. The student officers drove. The first thing we learned was how to sleep with our eyes open. Next came Flight Planning, Weather, T-28 Engineering, Leadership, Radio Communications, Navigation, Military Management, Cruise Control,

Air Force O & A

T-33 Engineering

Insurance

Communcation Skills

Military Law

Fighter Gunnery

Intelligence

Small Arms

Physiological Training

Special Weapons

Our combination boss and unofficial weather instructor was:

MAJOR FRANK H. TILCOCK
Director of Academics

THE FIRST THING TO LEARN IN ACADEMICS IS HOW TO SLEEP WITH YOUR EYES OPEN..

Academics was interspersed with lectures, coffee breaks, interesting stories, and films. Many of these films will be extremely valuable to us when we obtain our first civilian job as a nut and bolt specialist for General Motors or when we fold paper cartons for Kellogg. It seems that one purpose behind these films could be to keep several Hollywood stars from starvation during the lean years of World War II.

"A TYPICAL MODERN USAF TRAINING FILM"

CAPT. E. E. MIDDLETON

CAPT. R. R. PRESSLER

CAPT. G. F. WIEBE

We soon became Radio Facilities Chart concious, thanks to Lt. Mattingly, and many of us refused to venture anywhere without that erstwhile source of information under our arm. Besides being an expert in Flight Planning, Lt. Mattingly had a treasure chest of training aids with which he would arouse our attention by projecting their likeness on a screen so that they seemed almost

LT. J. F. MATTINGLY

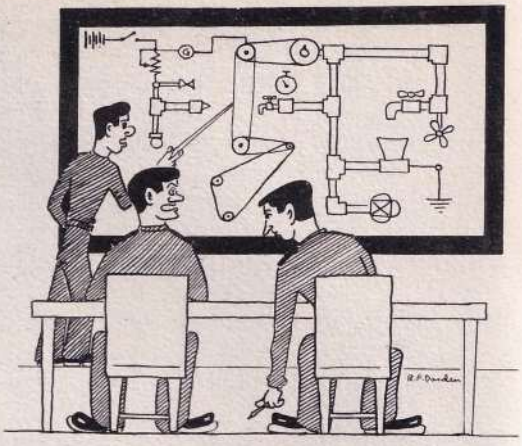
LT. R. MOCK

LT. G. L. DRAHEIM

life-like. Umm!! His lectures were often punctuated with clever little stories about interesting personalities such as a bartender, a young lady with long gloves, a man, and an exceedingly clever dog named "Old Blue."

LT. H. C. WISECUP

LT. J. SUMMERS, JR.



"I DROPPED MY PENCIL YESTERDAY AND MISSED THE HYDRAULIC, ELECTRICAL, AND INDUCTION SYSTEMS LECTURE."

In addition to Fighter Gunnery and Cruise Control Lt. Summers was also an expert on the Indian language including the death of Tonto, black kittens, and small boys purchasing jelly beans. We often suspected that Lt. Wisecup was selling insurance on the side for a certain company, and we knew Lt. Mock's only ambition in life was to get us all through his course so that he could become a civilian.

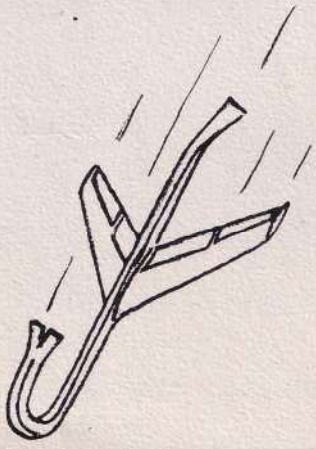
LT. D. C. MALCOLM

LT. A. S. DELFINO

S/SGT. R. L. ANDRES

Most of us thought Capt. Middleton's course on Intelligence was the most interesting. Here are a few of the more important points of one of the films that you may have overlooked: IF CAPTURED:

1. Don't talk to pretty German women who are seemingly bullied by nasty German doctors.
2. Don't shoot pool with German officers.
3. Don't drink coffee with German officers.
4. Don't sit under trees with American sergeants.
5. Don't tell the Germans how fast you think the B-29 will go because they probably know already and this will only prove your stupidity.
6. Don't tell the Germans that we are going to bomb Munich tomorrow.
7. Don't contribute to the German Red Cross.
8. Pay little or no attention to firing squads.

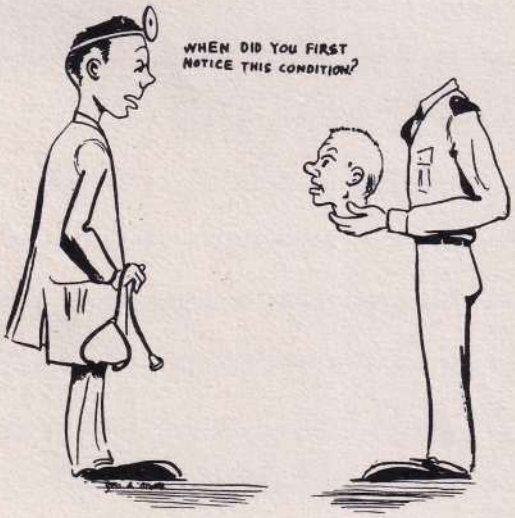


AMERICAN AIRCRAFT

"Sir, aviation cadet Slutch reports Flight A formed for instruction! There are two gentlemen absent; three would like to leave early; two will be late; and four would like to sleep.

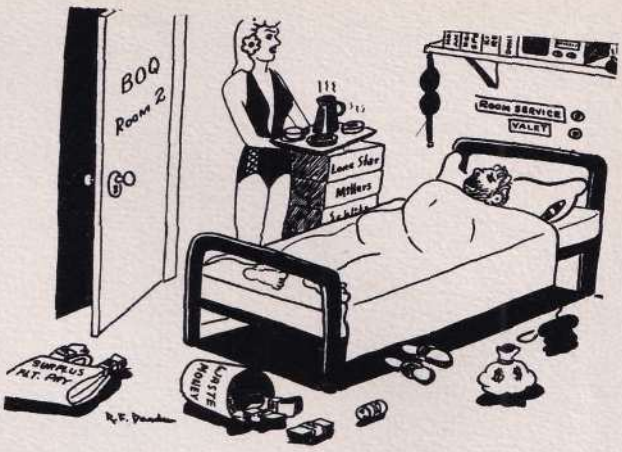
LT. ROBERT W. BURTNER

A large portion of academics was taken up with Physiological Training. Here we learned, among other things, why people lose their marbles at 40,000 feet without oxygen. In fact, during the chamber ride, several volunteered to demonstrate this phenomena, although it was generally known that the volunteers weren't too bright anyway. The Physiology section worked hand in hand with the Flight Surgeon. That is, what few little items we failed to absorb in a physiology lecture would be re-explained to us as we were either carried or wheeled into the Flight Surgeon's office. Also, anyone desiring an extra hour's sleep any morning could easily obtain same merely by going on sick call. Some cadets and student officers (needless to say) practiced this racket quite frequently. Excuses varied from complaints about soaking sweats during the afternoon to feeling tired and listless every morning during the reveille formation. Nevertheless, Dr. Irizarry had a cheerful word and a box of APCs for every patient.



Lt. "Doc" Jaime E. Irizarry-Perez

Going right through this rigid training with the cadets were the student officers. With the exception of a few minor items such as drill, PT, inspections, marching to academics and the flight line, chow formations, reveille formations, reveille, and clean-up details their life was somewhat similiar to that of the cadets.



the second lieutenant...as he appears to himself.

...As he appears to his commanding officer.

...as he appears to his moth

h, Lt. Beecroft flies well enough, sir—he's just
t too B-R-I-G-H-T.

Among the student officers were several of the hotter type fighter pilots from the RAF, (Royal Air Force). We often wondered how Pilot Officer Pine ever got into his oxygen mask. However, we all helped them celebrate the Coronation and the equally historic event when the Duke of Edinburg, Royal Air Marshall, soloed in a T-6. It wasn't long before they had caught on to the American way of life and started driving on the right side of the road and saying, "No sweat!", just like old troupers. Being a student officer allows your wife to be recognized militarily and socially. This is a decided advantage er the cadet's plight; however, having babies during flying training can increase that red line after your name on the boner sheet as Lieutenants O'Gorman and Patton can readily verify. I never did get a cigar.

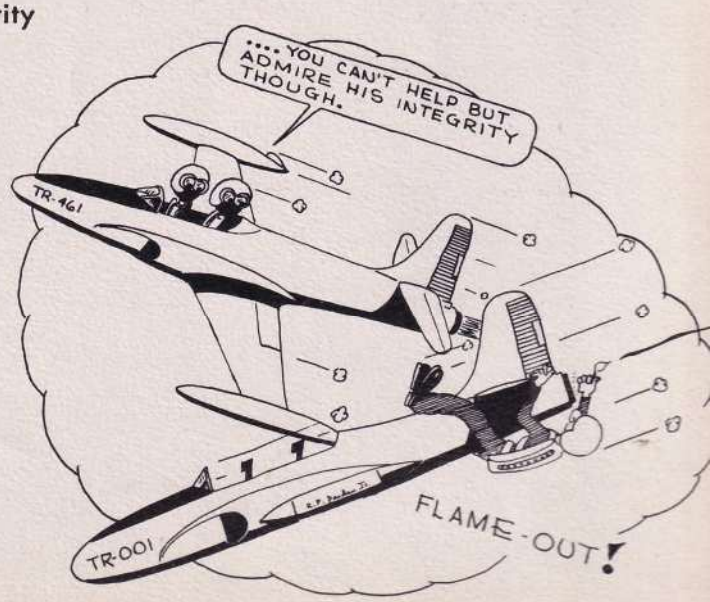
MAJOR D. P. WORKS
Director of Military Training

At approximately the mid-way point in our training we received a new Director of Military Training. Major Works made several important changes in the military training phase of the program. Inspections were stricter and formations were sharper. Physical training was again emphasized as we all began to "play a little game of ball." However, the:

morale

spirit

and
integrity



of the class remained the same. Our musical background, which is all-important to making a well rounded personality, was also furthered by the gentle melodies of John Phillip Souza played in the morning, at noon, and in the evening. On special occasions we were awared by "St. Louis Blues March."

Off duty hours were usually spent studying in the homey atmosphere of our rooms. However, for those who desired a slight change, the Aviation Cadet Club offered a chance for quiet relaxation and peace of mind.

Every week-end ravishing senoritas were imported to the club from Laredo, and it wasn't long before many of us were beginning to master the basic fundamentals of the language such as "Si" (Yes) and "No" (No). A typical Saturday night conversation went like this:

Cadet: Ah, buenas noches, senorita, como esta usted?

Senorita: Huh?

Cadet: Como esta usted? Quiere Usted bailar conmigo?

Senorita: You a French student?

Cadet: Ah, no senorita, soy Americano.

Senorita: Jeez, I can't dig this creep for sour apples! Maybe he's one of them Beljums. Cancha speak English?

Cadet: (Losing Faith) Ingles? Ah, si, senorita.

Senorita: Man you're dead! Whaddaya come here to learn for if ya can't talk yet?

LT. ROBERT SMITH
Cadet Club Officer

"Well, I suppose it isn't much to them. They're jet pilots up here for some relaxation"

JEFF KEATE

As far as off-base activities were concerned, we took advantage of every opportunity to visit points of interest across the border. However, every Sunday morning the base chapel and various churches in town would show a large cadet representation.

To get back to being off-base, it seems as though the French cadets enjoyed more popularity with the ravishing senoritas in Laredo than the ignorant, English-speaking American citizens. I could never figure this out until I saw a French cadet in action and realized that language meant nothing — absolutely nothing!! As a matter of fact, you could call it a hinderance in this case.

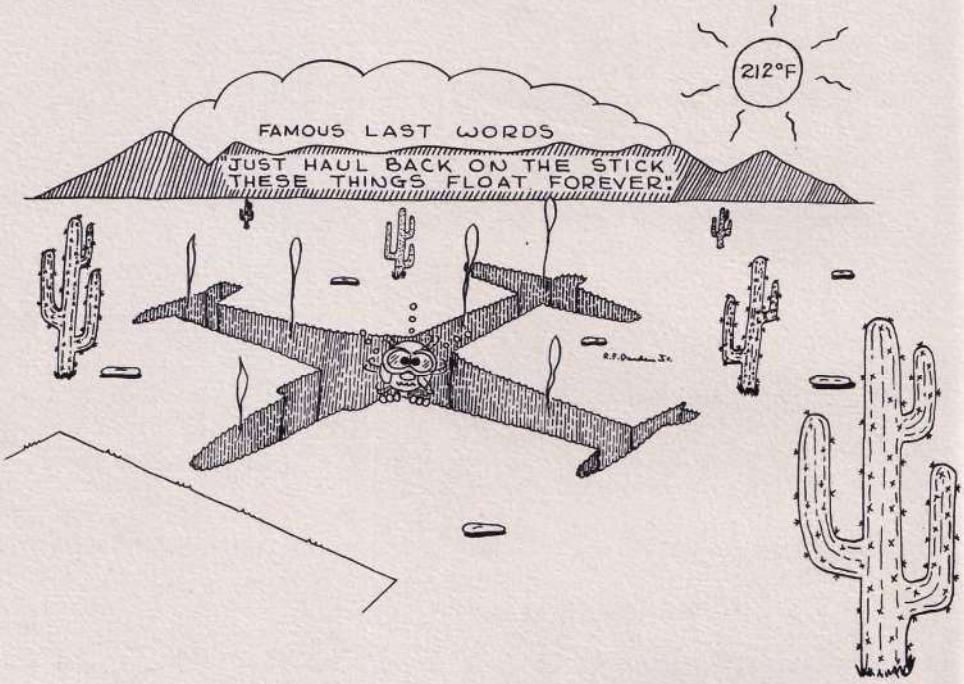
Laredo had a nice park containing benches dedicated by historic people like Pancho Villa and other famous Texans. The only thing wrong was that in addition to harboring birds and squirrels, it was also a veritable lair of small monsters running around with little boxes in their hands and screaming at the top of their lungs about something they wanted to do to your shoes. I wonder what "cheep-a-sket" meant. The drive-in theaters were nice, too, if you could speak Spanish and liked to sit on top of your car. But for excitement, intrigue, and adventure, there was nothing like Old Mexico.

"Allo, hoaney! You gung buy me leetle dreenk? No?"

"Uh, No! — Uh-Yes! — I mean Si! — Uh-Waiter!!

We mustn't forget that the main purpose behind this entire operation was to teach us how to fly, although opinions varied widely as to whether we should be "officers first and pilots second" or vice versa. Something like the "chicken and the egg" routine, I imagine.

No one should ever worry about landing a jet. They always come down someway or another. As the instructors say to their soloing students: "Don't worry, kid. We've never left one up their yet! Ha, Ha! Emergency procedures were drilled into us, and soon we were able to face any situation with the perfect coolness and bravery of the fighter pilot, the master of the "calculated risk." As a matter of fact, when the ROTC set up their summer camp at Laredo and received their "one each Air Force type airplane ride" many varied opinions of Aviation Cadets resulted. One of the most prevalent, we like to think, is pictured on the right.



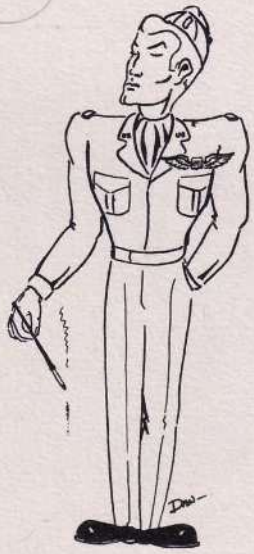
"Flameout !!!!".

Finally, the big day arrived. After a snappy graduation parade, (pictured at left), a mediocre fly-by (not pictured), and a few words to the fine, young men "in whose palms the country's future lies," we tromped up to the stage and received our commissions. What thoughts raced madly through our heads at that glorious moment?

"Hello, Mother . . ."

Did our entire life flash before us? Upon inquiring about this later, I found some who were thinking that this was another formation the student officers and allied students didn't have to meet. One man said he was wondering how he could sneak through that crowd of 53-G men waiting outside at "Present Arms" with their left hands out-stretched. Still others were too thrilled with their assignments to even think about anything else. As you know, cadets cannot get married until completion of training, so many were mulling over this impending disaster. As you can see below, however, there were some who didn't have any mulling to do. The way we understand the situation is that fighter pilots are not supposed to get married, but, instead, wander around the country more or less distributing themselves among the opposite sex so that every young lady will have a chance at them. At least, that's what most of us plan on doing. Today fighter pilots are increasingly popular due to the never-ending strain that is placed upon them by flying at speeds greater than sound. This gives us a "Tonight We Live" attitude towards life which acts like a magnet attracting scores of young ladies who want to live too.

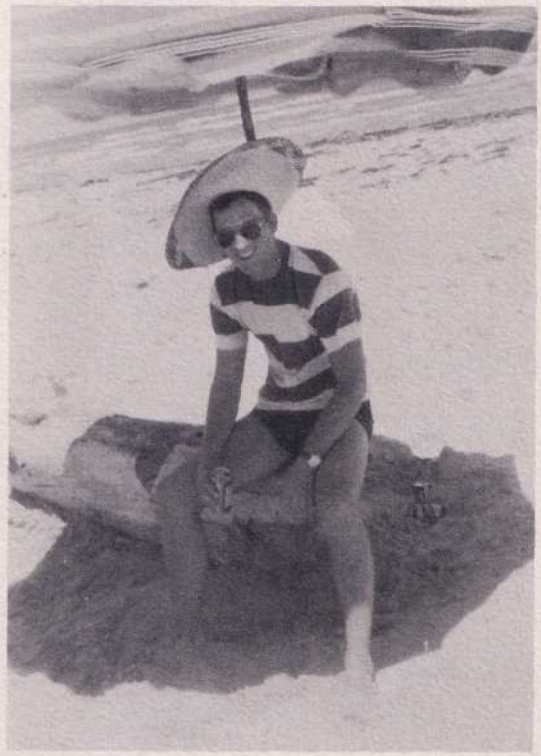
No Sweat!



WHY YES . . . I FLY JETS . . .

Name withheld by request.

We can put any picture we want in the yearbook.



Cadet officers should set examples for those beneath them.

Use the gaff before he gets away!

All this for the ROTC.

Figure out where this was taken.

Fighter pilots always clear the area before taking off.

We all improve in appearance as we near the end of the program.

Aw, gee! No aircraft!

Look at that stern!!!

Some people have to be reminded to take a bath.

Best damn fighter pilots and gardners in the world.

Religious Guidance

CHAPLAIN (MAJOR) CHARLES H. GLAIZE

CHAPLAIN (CAPT.) DAVID B. SCHUCK

Class of 53 Foxtrot:

The Chaplains of this base bid you "God-speed" as you leave to serve God and country. May He fill each of you with new faith, new strength, and new courage, that we may win the battle for peace on earth and goodwill toward all men.

George L. Esch

GEORGE L. ESCH
Chaplain, USAF

CHAPLAIN (LT.) GEORGE L. ESCH

CHAPLAIN (LT.) KENNETH R. ISRAEL

Jetwash

Attitude gyro: **A small instrument in the cockpit that precesses to register a 30 degree bank when you are flying straight and level.**

Flowmeter: **An extremely inaccurate device which causes a lot of unnecessary panic on initial.**

Prohibited Manuever: **Chandelle onto downwind during closed traffic.**

Chandelle: **How everyone gets onto downwind during closed traffic.**

Final Approach: **An alleged glide usually occuring parallel to the runway and ranging in location from the control tower to the downwind leg.**

Oxygen Mask: **A device used to impart a hideous appearance to fighter pilots thus completely frightening enemy pilots.**

Cruise Control Data: **Mass of unintelligible digits, completely useless to the hot pilot.**

Dive Flaps: **Placed on the aircraft in order to have bigger and better boner parties.**

Tiger: **A small, underprivileged animal usually found in the uninhabited parts of Texas.**

Ejection Trigger: **Recovery device for spins, flame-outs, plenum-chamber fires, getting lost, and high load-meter readings.**

Bailout Bottle: **Pickup on the letdown.**

Burble Pitch: **Heavy mixture compounded of 1/4 roll, smattering of altitude and numerous gravities.**

Go-Around: **Settling operation, followed by a kick in the pants and sudden disappearance of runway.**

Hot Start: **Evidenced by broken exhaust temperature and starting sequence in manual position.**

Jet Penetration: **Recognized by frosty canopy, blurred altimeter, and bursting eardrums.**

No Sweat: **I was scared as hell, but I'll never tell.**

Nose Gear: **T-33 member that goes off half-cocked.**

Porpoise: **An oscillating appearance given to the horizon by the fact that it is standing still and you are oscillating.**

Rat Race: **Handy method of checking turbine wheel in flight.**

RON: **Jet-propelled bankruptcy.**

Runway Control: **People who live in glass houses and excell at evasive action.**

Flame-out: **Cause? What the pilot would like to know.**
Reaction! Complete panic.
Remedy? Bail out.

Check-out: **Jet fourth of July; many red, green and yellow lights flashing on, followed by loud explosion in tailpipe.**

Grey-out: **The easiest way to catch on the sleep you lost last night.**

Drive Section

MAJOR PHILIP M. LOVELESS, JR.
Commanding Officer
3641st Pilot Training Squadron

MAJOR WILLIAM H. NELSON
Operations Officer
3641st Pilot Training Squadron

MAJOR MOSS K. FLETCHER
Section Commander

MAJOR JOE H. JOINER
Section Commander

E Flight

MAJOR G. C. HOLDER
Flight Commander

CAPTAIN JOHN F. CLARK
Assistant Flight Commander

Major Holder, Captain Clark

LT. WILLIAM A. RODEHORST
Instructor

Alley Cat

Stigall **Rutscher** **Lt. Rodehorst** **O'Gorman** **Henry** **Devillard**

Lt. Robert E. Stigall
Springfield, Mo.

Lt. John J. Rutscher
Berkeley Heights, N. J.

Lt. John P. O'Gorman
St. Louis, Mo.

Sgt. Michel Devillard
Paris, France

Sgt. Robert E. Henry
Roppenheim Bas-Rhin, France

"Socks, Tench HUP!"

Lt. Leon P. Earley
Instructor

Red-Eye

Matthes **Thowsen** **Garnish** **Lt. Earley** **Zervos** **Fischer**

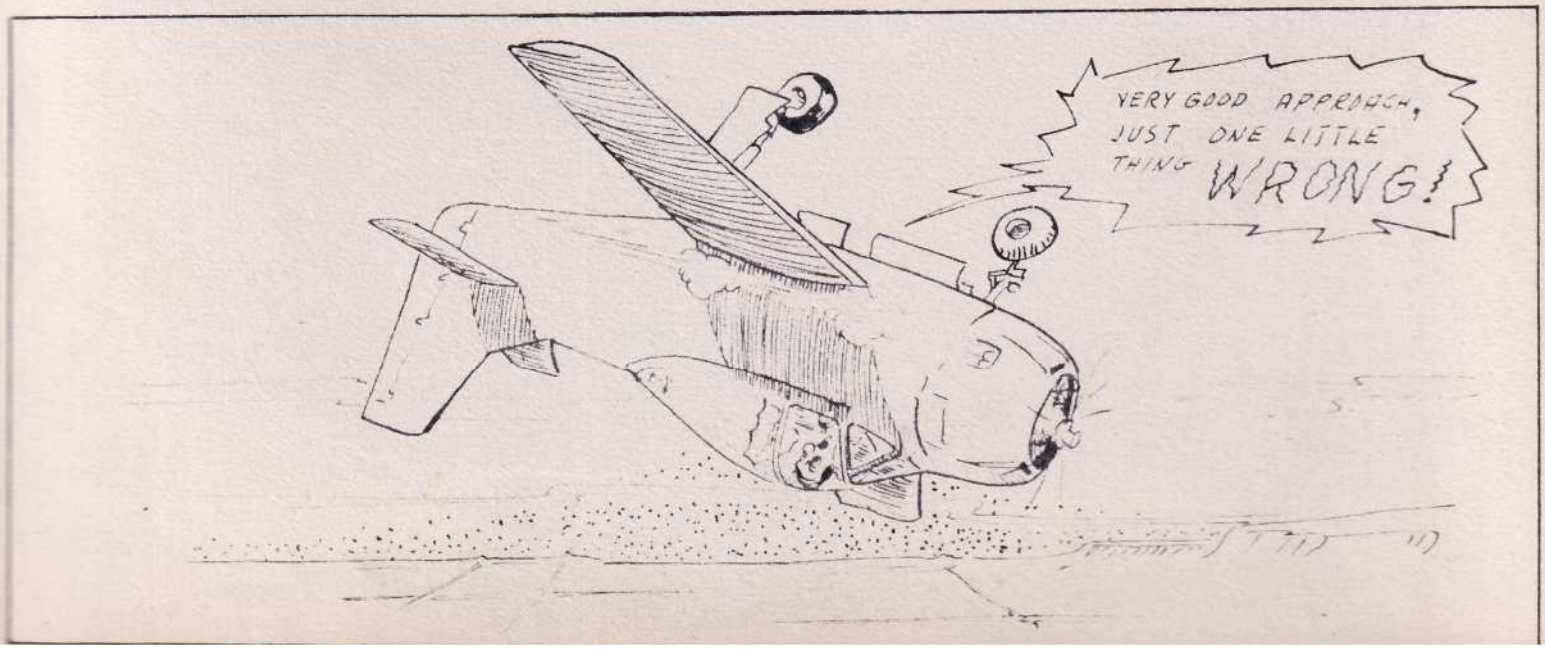
Lt. Arnold T. Thowsen
Chicago, Ill.

Sgt. Gilbert J. Fischer
Fontaine-Francaise (Cote d'Or)
France

Lt. John J. Garnish
Brooklyn, New York

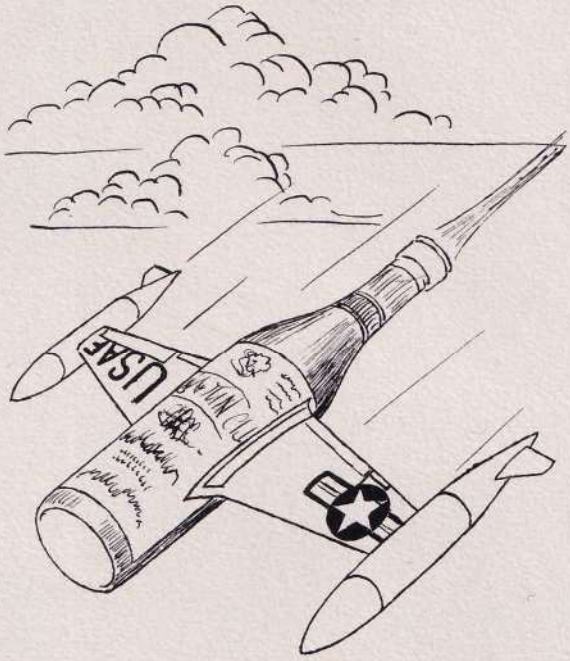
Lt. Nicholas J. Zervos
Isle of Palms, S. C.

Lt. James R. Matthes
St. Louis, Mo.



CAPT. WILLIAM H. ABERNATHY
Instructor

Canadian



Jackson **Hiebel** **Ninke** **Capt. Abernathy** **Introcaso** **Carnahan**

Lt. Carl A. Ninke
South Haven, Mich.

P/O David L. Jackson
Bristol, England

Sgt. Jacques Hiebel
En Gare de Jarville
(Meurthe & Moselle) France

Lt. Ralph L. Introcaso
Union City, N. J.

Lt. T. L. Carnahan
Chester, Va.

You never can tell what's going to land at LAFB.

LT. LLOYD G. McBRIDE
Instructor

Chinook

Damien **Olsen** **Lt. McBride** **Tate** **Moore**

Lt. David T. Olsen
Duluth, Minn.

P/O James W. Tate
Durham, England

Sgt. Roger A. Damien
Chamalieres, France

Lt. James P. Moore
El Reno, Okla.

MAJOR IVAN W. OBERHELMAN
Instructor

Jayhawk

Benson **Berna** **Major Oberhelman** **Anderson** **Bass**

P/O John M. Bass
Derbyshire, England

Sgt. Michel Berna
Suresnes Seine, France

Lt. Richard V. Benson
Marlboro, Mass.

Lt. Kenneth M. Andersen
Danevang, Texas

Are you about finished, Stan?

Lobo

No Photo Available

CAPT. ROBERT J. HEARD
Instructor

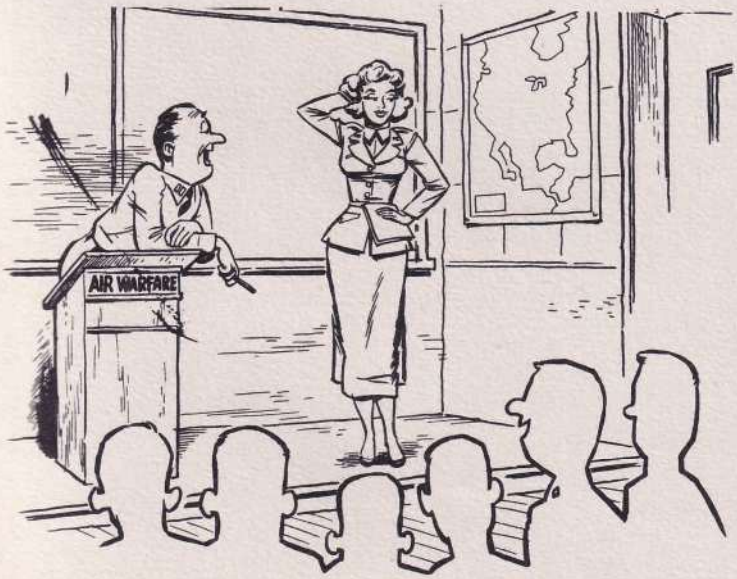
Bloise **Filing** **Capt. Heard** **Bruner** **Canepa**

Lt. Harlan K. Bruner
Hawesville, Ky.

Sgt. Georges Canepa
Nice, France

Lt. Jose A. Bloise
Rio Piedras, Puerto Rico

P/O Terence J. Filing
Grantham, England



"And now Miss Laverne will give us a 10-minute dissertation on super-sonic air frame construction."

Visiting our friends in old Mexico.

CAPT. JOSEPH G. CYR
Instructor

Injun Joe

Hanneman **Madelin** **Capt. Cyr** **Lamberty** **Chefson** **Clavin**

Lt. John T. Lamberty
Stockton, Calif.

Lt. Albert E. Hanneman
Garden City, Kan.

Sgt. Yves Chefson
Siblas Toulon-(Var) France

P/O Ian Madelin
Windsor, England

Lt. Charles B. Clavin
New Bedford, Mass.

"My Card? Why certainly Miss, take two!"

Yo-Yo

MAJOR ELVIN E. BURNETT
Instructor

Keim **Dunphey** **Major Burnett** **Bomberger** **Pearson**

Lt. Robert H. Dunphey
Los Angeles, Calif.

Lt. Dale R. Bomberger
Riverside, Calif.

Lt. David W. Pearson
Phoenix, Ariz.

Lt. Kenneth B. Keim
Nampa, Idaho

Those RON's were great.

Eject

When aileron boost has no effect
To hell with procedures, you fool!
EJECT!

Should you happen to observe a small defect
In aircraft performance, get out!
EJECT!

If, on final, you cannot correct
For a nasty crosswind, use your head!
EJECT!

When other aircraft are flying direct
Into your flight path, don't evade!
EJECT!

If, at ten thousand, you've forgotten to check
That your oxygen's at Normal, don't bother!
EJECT!

If your attitude gyro fails to erect
You may be inverted and that's dangerous!
EJECT!

If, during a flame-out, you cannot select
A suitable field, quit looking!
EJECT!

So listen my friend, and don't neglect
These words of wisdom: When in doubt,
EJECT!

Always remember to save your own neck.
The hell with the airplane — I repeat
EJECT!

For rather than let your widow collect
Those ten-thousand smackers, don't be noble!
EJECT!

A Flight

MAJOR FRANKLIN A. EVERETT

CAPTAIN HOLLIS A. DRESSELL

Major Everett, Capt. Dressell

Martini

LT. MELVIN A. WILSON
Instructor

Patton **Lt. Wilson** **Morrison**

McCarthy **Pannell** **Byars**

Lt. William H. Morrison
Cheyenne, Wyo.

Lt. Jerry C. Byars
Sheffield, Ala.

Lt. Lawrence J. McCarthy
Cleveland, Ohio

Lt. Albert E. Pannell
Pontotoc, Miss.

Lt. Marvin C. Patton
Englewood, Colo.

As you can see, we're scraping the bottom of the barrel for photographs.

Homebrew

LT. ROBERT W. TAYLOR
Instructor

Jungreuthmayer **Lt. Taylor** **Drebetz**

Hansen **Lee** **Stisher**

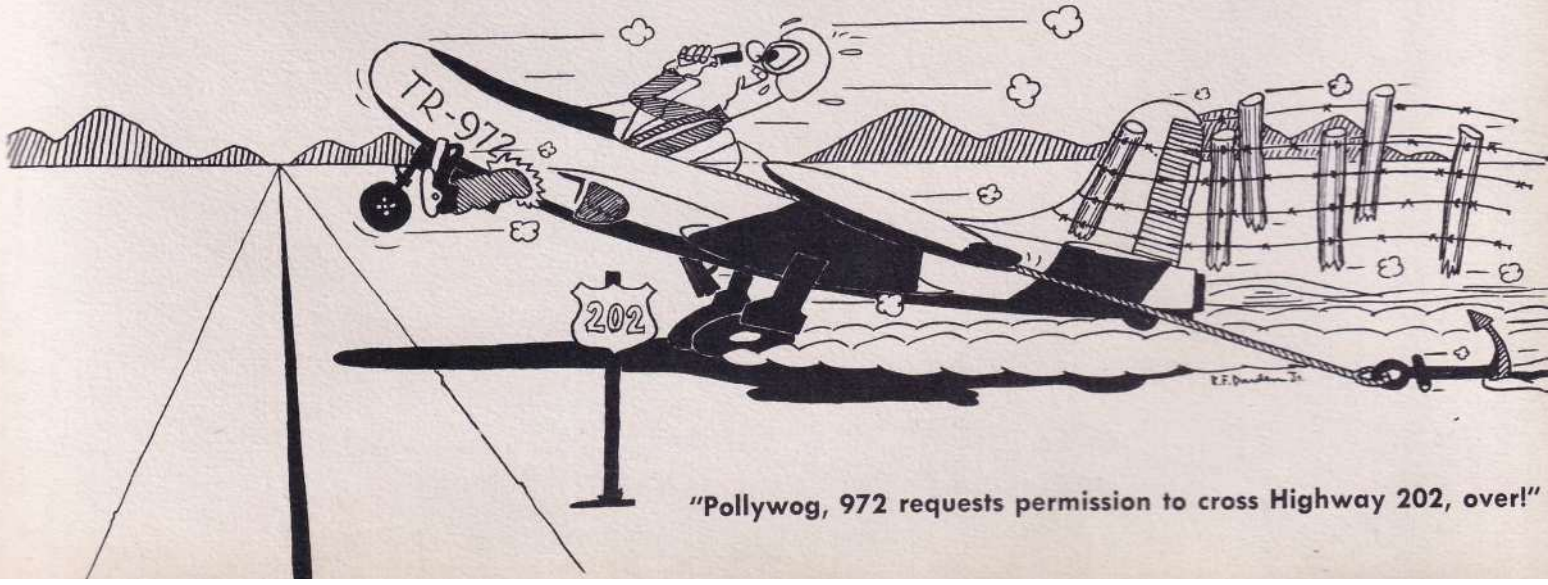
Lt. Roy Stisher, Jr.
Maui, Hawaii

Sgt. Palle F. Hansen
Ikast, Denmark

Sgt. Jean-Pierre Drebetz
Issac-Dordogne, France

P/O Carlo Jungreuthmayer
Erith, Kent, England

Lt. Donald E. Lee
Toledo, Ohio



"Pollywog, 972 requests permission to cross Highway 202, over!"

LT. LEONARD MINCKS
Instructor

Clement **Lt. Mincks** **Atkins**

Cullers **Carle** **Houdeau**

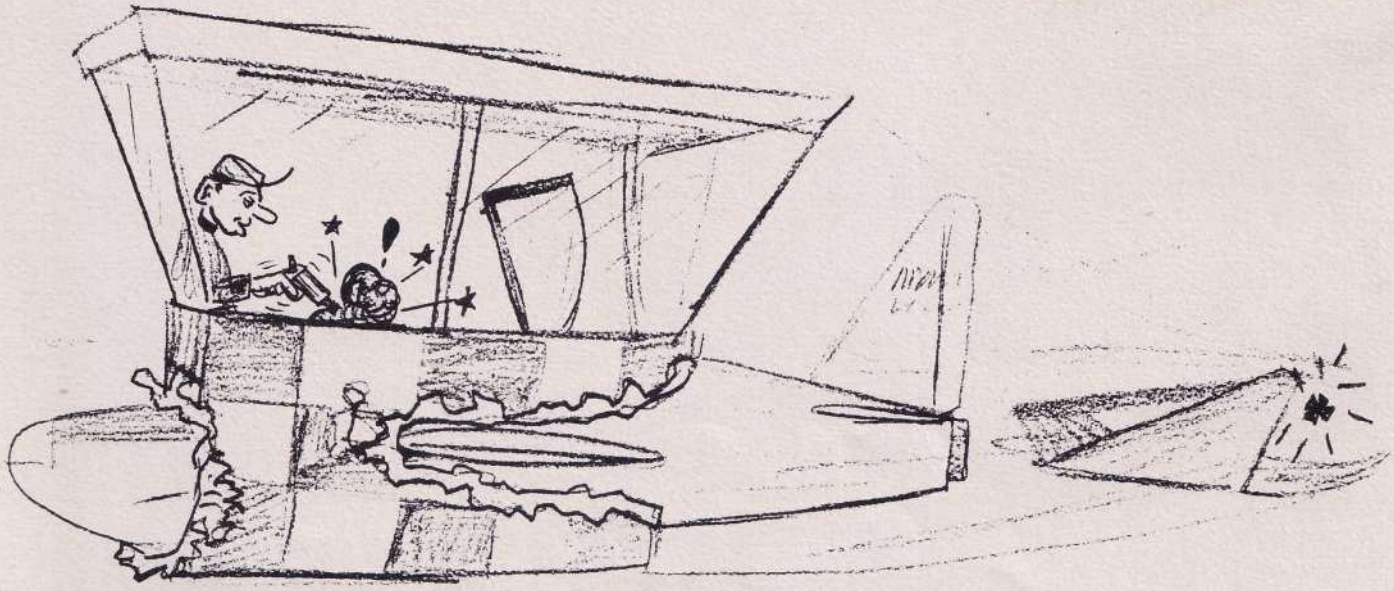
Lt. Richard E. Atkins
Lebanon, Pa.

William R. Clement
Mexico, Mo.

Sgt. Jean L. Carle
Algerie, North Africa

Lt. James J. Cullers
Eaton, Ohio

Sgt. Yves Houdeau
Nouan sur Loire
Loir-et-cher, France



"This, Smithson, is what a red flare looks like ..."

Sidecar

Photo Not Available

CAPT. LOUIS W. SCHALK
Instructor

Burns **Capt. Schalk** **Cornille**

Morlath **Carothers** **Daugherty**

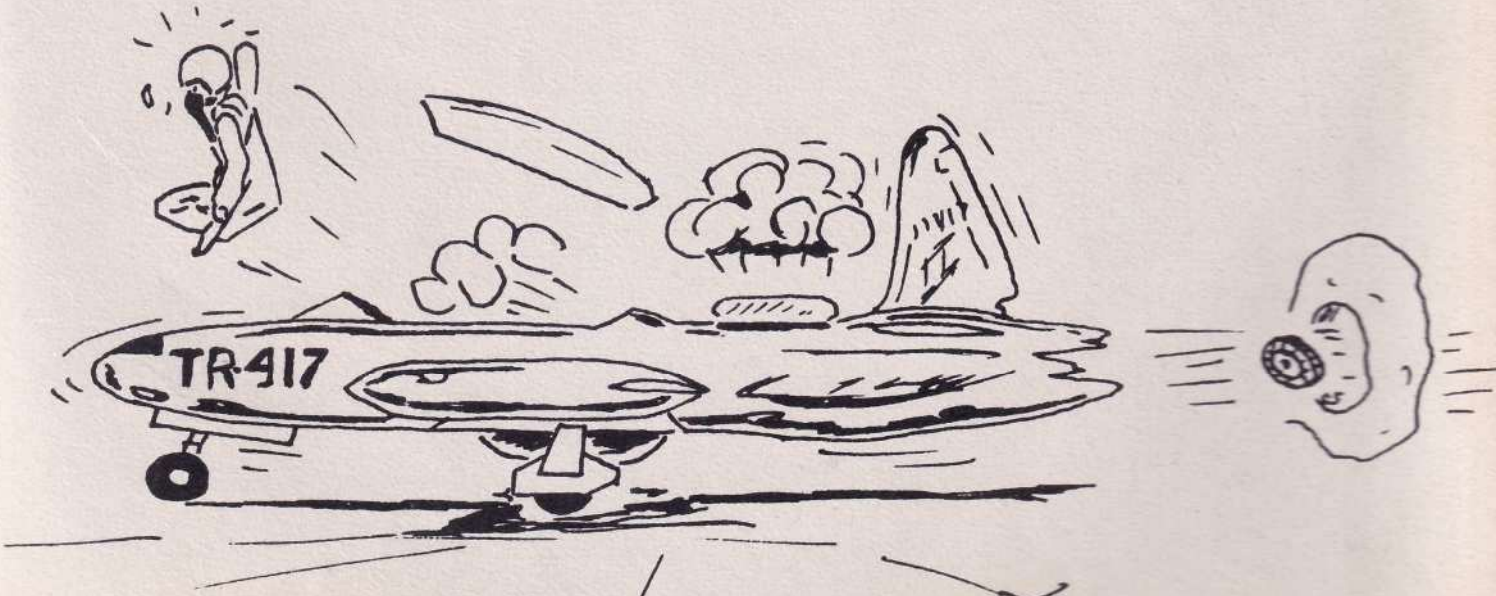
Lt. Clark A. Carothers
Yakima, Wash.

Sgt. Jean-Pierre Cornille
Paris, France

Lt. Robert C. Morlath
Rockville Centre, N. Y.

Lt. Bernard R. Daugherty
Jacksonville, N. C.

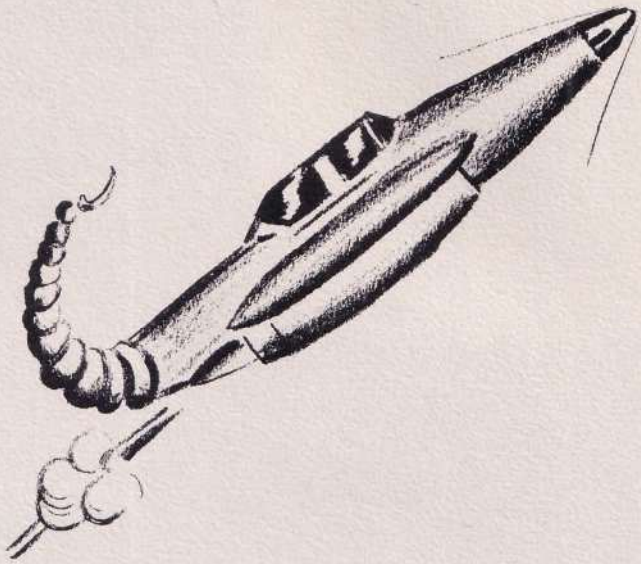
Lt. Robert J. Burns
Chicago, Ill.



Emergency check-out.

Stinger

Lt. Cyril G. Cook
Instructor



Walden **Fjellerup** **Lt. Cook** **Relling**

Perez **Schall** **Tietge**

Lt. Emmett S. Walden, Jr.
Altha, Fla.

Lt. Ernest Perez
Cuero, Texas

Lt. Jerry W. Tietge
Norwalk, Calif.

Lt. Robert L. Relling
Baker, Ore.

Sgt. Frans Aa. Fjellerup
Aalborg, Denmark

Lt. Edward H. Schall
Lodi, Ohio

LT. DONALD L. EVANS
Instructor

Tequila

Hartin **Lt. Evans** **Gentry**

Killian **De la Ville de Bauge** **Bahler**

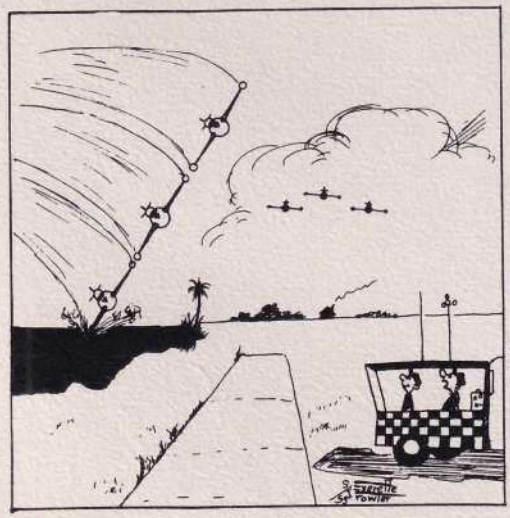
Lt. Roy L. Gentry
Little Rock, Ark.

Lt. Charles R. Bahler
Rensselaer, Ind.

Sgt. Eli-Jean de la Ville de Bauge
Dinteville, France

Lt. Jerry B. Killian
Holliday, Texas

Lt. David R. Hartin
San Diego, Calif.



It's a real thrill the way Lt. Evans brings his flight in on initial.

LT. H. B. SNOWDER
Auxiliary Instructor Tequila Flight

Brandy

LT. SANFORD W. BERRY
Instructor

Binckley **Bower** **Lt. Berry** **Fickel**

Cheymol **Guinee** **Bracher**

Lt. Bob Dean Fickel
Marsland, Neb.

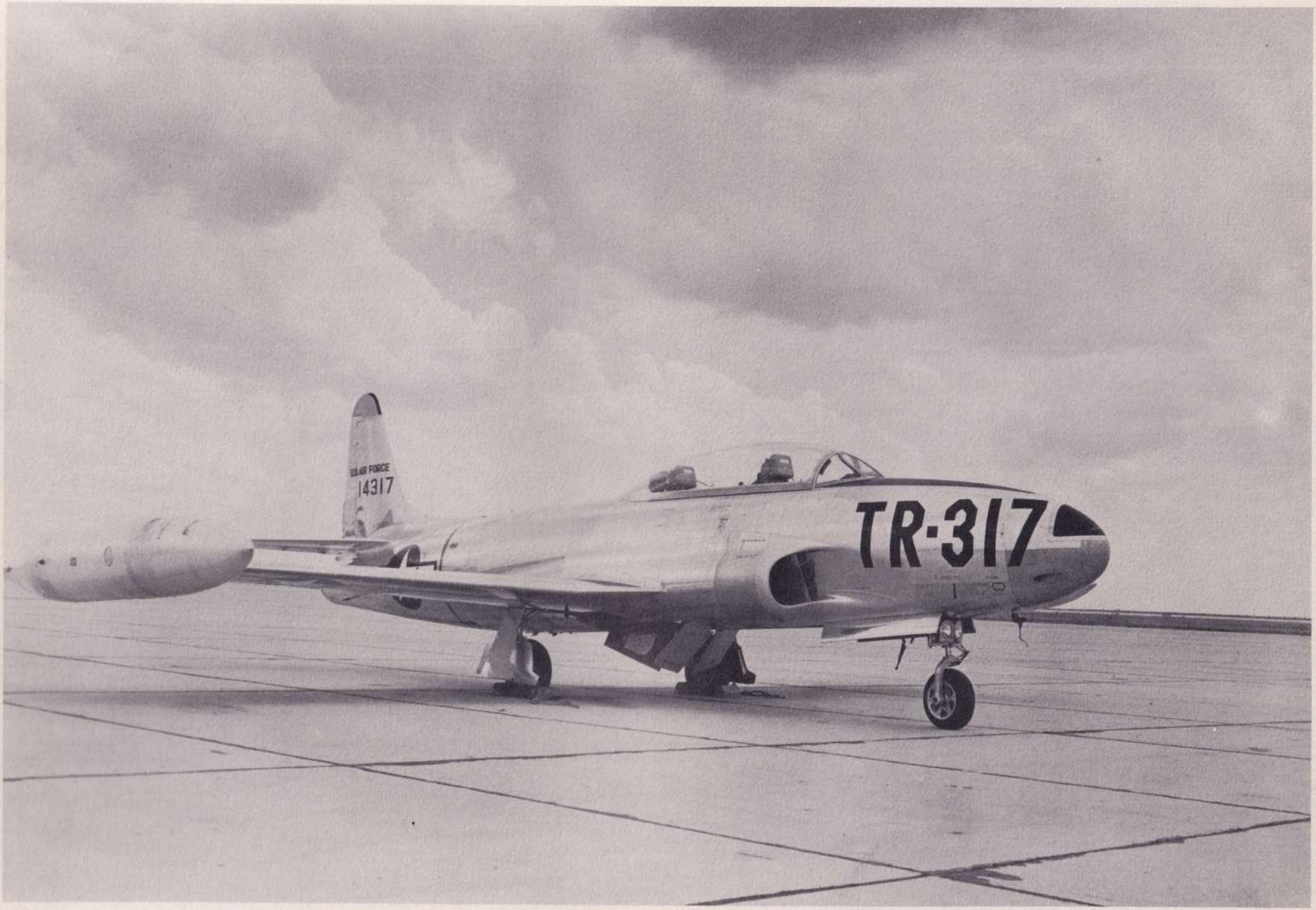
Sgt. Robert L. Cheymol
Sermizelles Yonne, France

Lt. Lloyd E. Bower
Canton, Ohio

Lt. Earle M. Binckley
Westbury, Long Island, N. Y.

Lt. Arch V. Bracher
Westfield, N. J.

Lt. Bob Guinee
Flushing, N. Y.


U.S. AIR FORCE
14317
TR-317

PILOTS DO, WHY DON'T YOU?

Do you know that a pilot subjects his aircraft to a rigid visual inspection every day before each flight? This may seem unnecessary and trite to you, but the pilot ignores your scorn and inspects anyway, possibly finding a missing wing or something similiar that should be repaired before take-off. It would be well for you, the motorist, to follow the pilot's careful example by visually inspecting your automobile each morning before driving to work. To simplify this, I have comprised a check list of items to be examined. In order to reduce the possibility of the automobile falling apart while enroute to the office and thus causing embarrassment to yourself and endangering the lives of other motorists, each driver should obtain a copy of this check list and carefully follow the instructions before he even considers starting the engine.

1. Check registration on steering wheel. See that car is registered in your name, and, if not, be able to explain in case of accident.

2. Check steering wheel for free and easy movement. With American cars steering wheel should be on the left side.

3. Lay on floorboards and look behind dash for burnt wiring or loose connections.

4. Now get out of car and inspect left side for smashed doors, fenders, or windows, (also missing hub-caps).

5. Check tires on left side for air. If tire appears to be deflated, change it.

6. Check front bumper by kicking with foot. Bumper should remain in place.

7. Raise hood and inspect for loose spark plug wiring and leaky gas lines.

8. Disassemble distributor and check for missing rotor.

9. Check water level in radiator. Remove dipstick and inspect for oil. If no oil appears on stick, you probably have an oil leak and this should be repaired as oil is very expensive.

10. Close hood.

11. Check right hand side of car the same as left hand side except for steering wheel.

12. Rear bumper check. (Same as front bumper)

13. Check license plate. Plate should represent state in which car is registered.

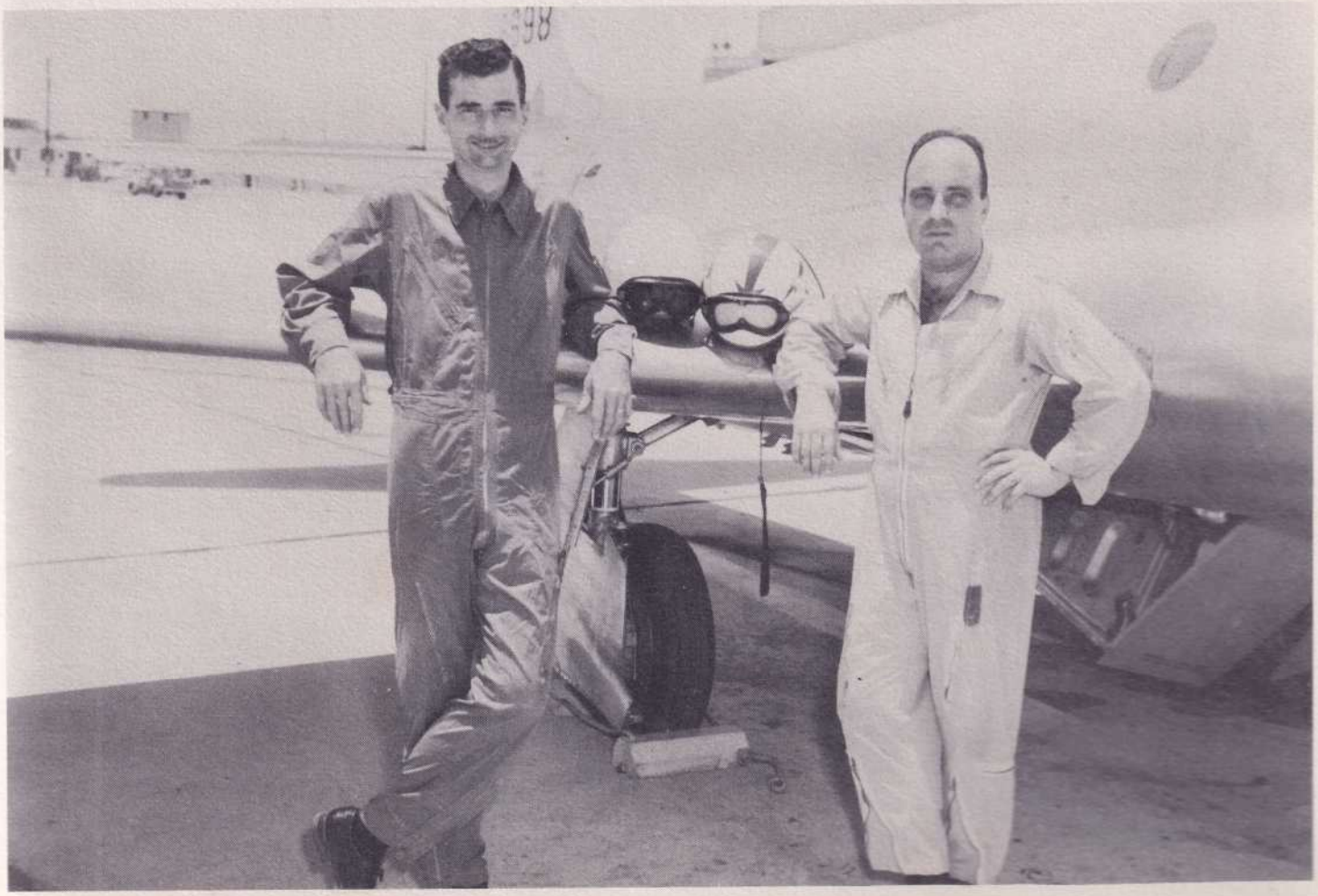
14. Remove gas cap, check gasoline level and inspect for dirt or other foreign materials in fuel. (Sometimes small boys place sugar in gas tanks making car very difficult to start).

15. Crawl beneath automobile and check gear oil level in both transmission and differential. See that tie-rod is connected to both front wheels and that drive shaft is connected to transmission and differential.

D Flight

CAPT. BERNARD F. DUPUY

CAPT. JACK W. WENTZ



Capt. Wentz, Capt. Dupuy

CAPT. RAYMOND D. WALKER
Instructor

Mohawk

Deniaud **Bowling** **Capt. Walker** **Murphy** **Nestel**

Lt. William Vhay Murphy
Farmington, Mich.

Sgt. Leon J. Deniaud
Nantes, France

Lt. George K. Bowling
Salem, Va.

Lt. Dale A. Nestel
Churubusco, Ind.

It was too a flying saucer.

Lt. Nestel (jet pilot, LAFB) says: "The first thing I think of after landing is Pepsi-Cola."

LT. WILLIAM J. IVERSON
Instructor

Ivy

Lynch **Hill** **Lt. Iverson** **Holman** **Cortsen**

Lt. William F. Holman
Oshkosh, Wis.

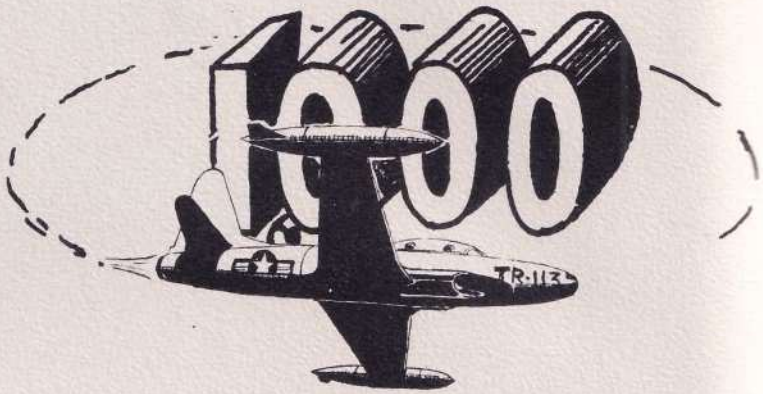
Lt. Rex A. Hill
Oakridge, Ore.

Lt. Robert E. Lynch
Ethel, Mo.

Sgt. Harry M. Cortsen
Copenhagen, Denmark

Kilo

CAPT. WILLIAM J. KAUFMANN
Instructor



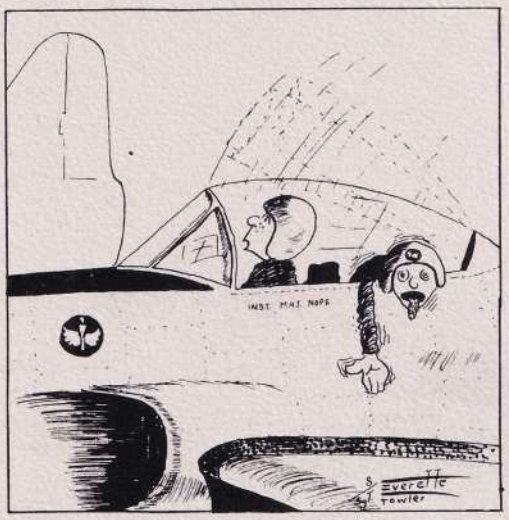
Wasserman **Drouault** **Capt. Kaufmann** **Rogers** **Brown**

Lt. H. Barton Wasserman
Bryn Mawr, Pa.

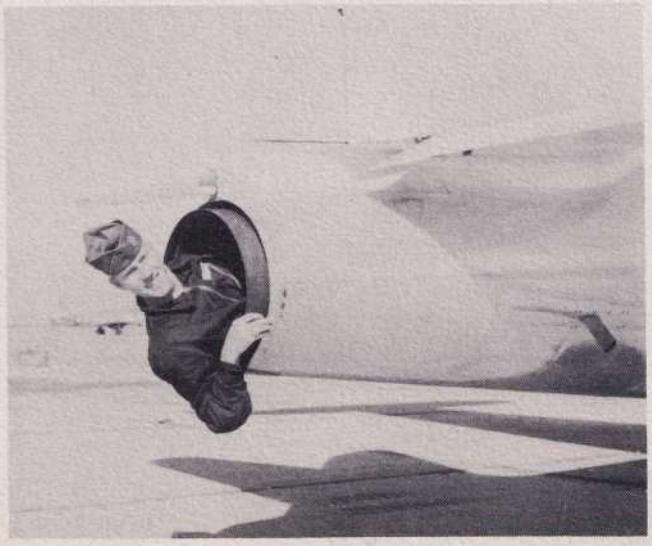
Lt. Harold S. Rogers
Clarkton, N. C.

Sgt. Philippe M. Drouault
Orleans Loiret, France

Lt. Frederick H. Brown
Atlantic, Iowa



That's funny, Maj., the canopy won't lock!



Yea, it's a stovepipe.

Redskin

LT. JAMES C. BUTLER
Instructor

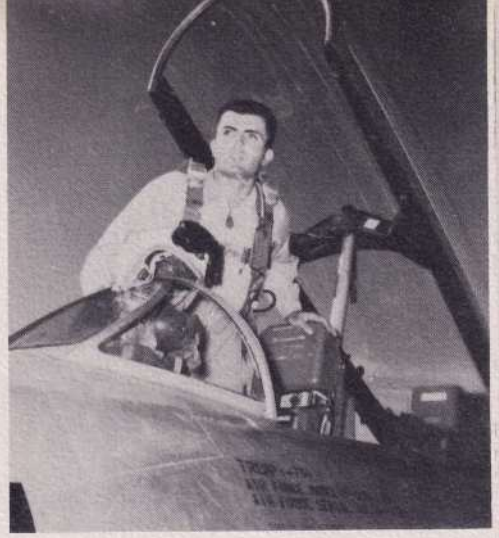
Park **Gray** **Lt. Butler** **Baardseth** **Bremer**

Sgt. Claude M. Bremer
Verdun, France

Lt. Roger C. Gray
Bowling Green, Va.

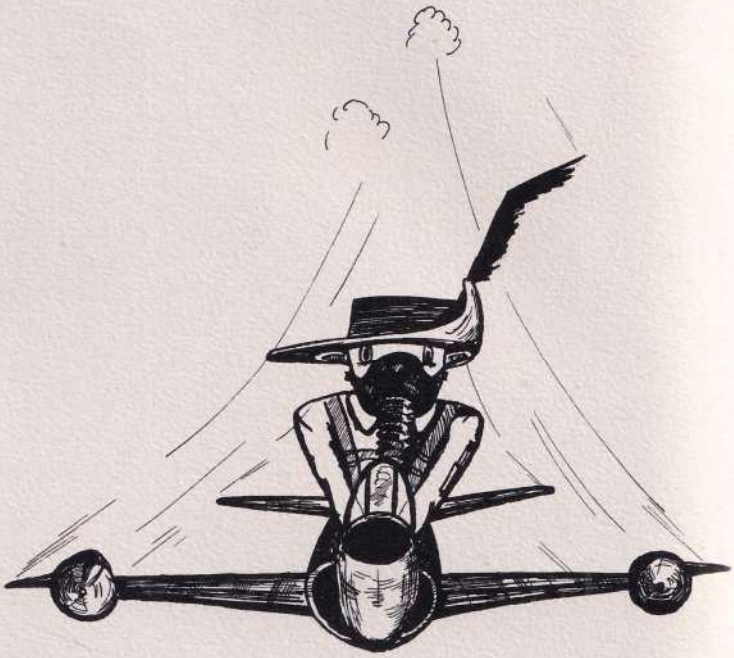
Lt. Albert R. Baardseth
Kanab, Utah

Lt. Bartholow Park, Jr.
Houghton, Mich.



CAPT. WILLIS C. GALLOWAY
Instructor

Anzac



Pine **Guardiola** **Bingham** **Capt. Galloway** **Ostic**

P/O David J. Pine
Portsmouth, Hampshire, England

Sgt. Robert Guardiola
Constantine, Algerie, North Africa

Lt. Ervin R. Ostic
Sandusky, Mich.

Lt. William P. Bingham
Emporia, Kan.

"Just What Have You Been Telling Your Mother About This Place, Mr. Braswell?"

"Jever notice how much Rise looks like tooth paste!"

Lt. Bingham was nice to cadets except during clean-up.

Alamo

CAPT. WILLARD E. RICHTER
Instructor

Chabirand **Fine** **Capt. Richter** **Caswell** **Culp**

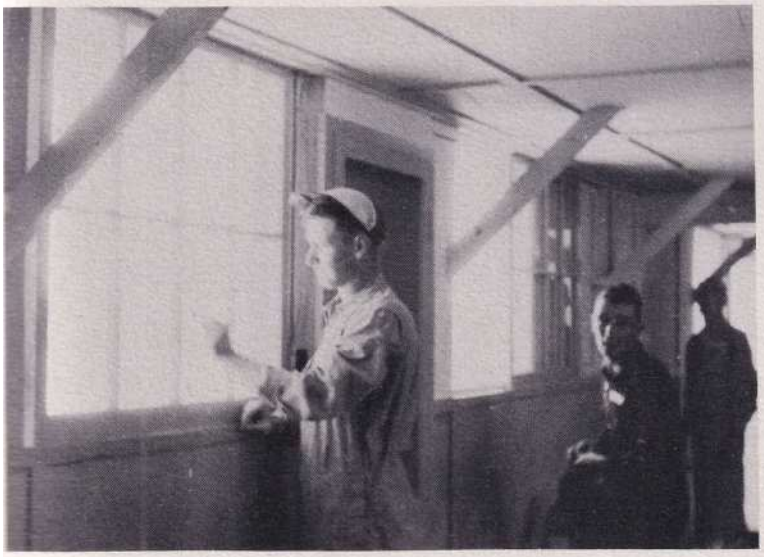
Lt. Kenneth C. Culp
Toledo, Ohio

Lt. John L. Caswell, Jr.
Bethesda, Md.

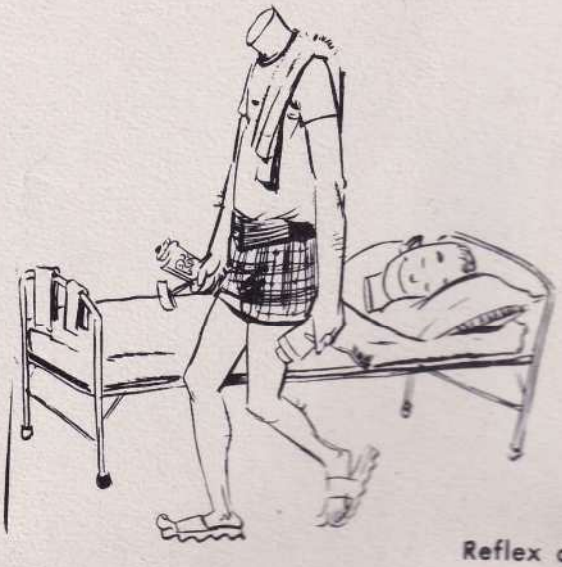
Sgt. Jean J. Chabirand
Tours, Indre et Loire, France

Lt. Allen E. Fine
Indianapolis, Ind.

60-4 Examination



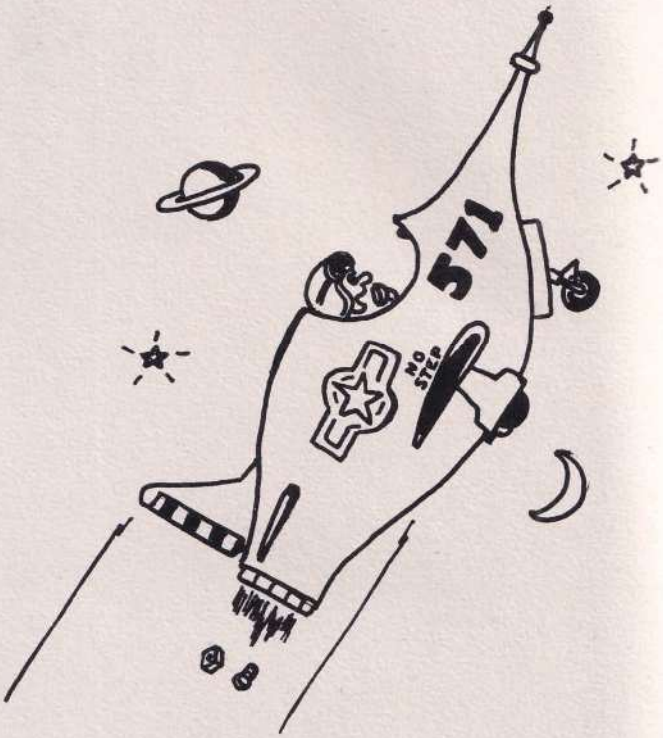
Officer's Training



Reflex action...

Rocket

Photo Not Available



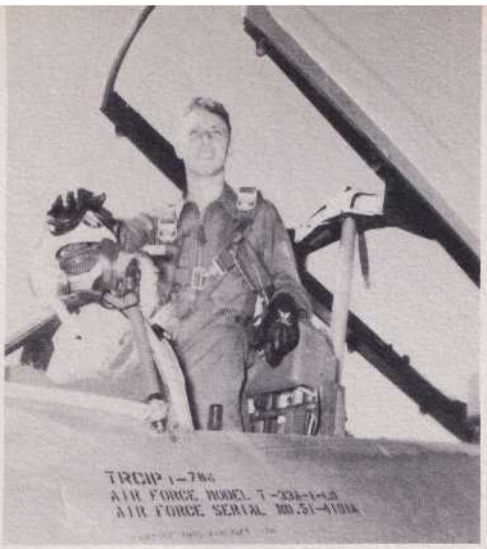
LT. CHIEF A. LEWIS
Instructor

Boyle **Carnahan** **Lahm** **Lt. Lewis** **Whittemore**

Lt. Kenneth B. Whittemore
Chattanooga, Tenn.

Lt. Jerald D. Carnahan
Oakwood, Ohio

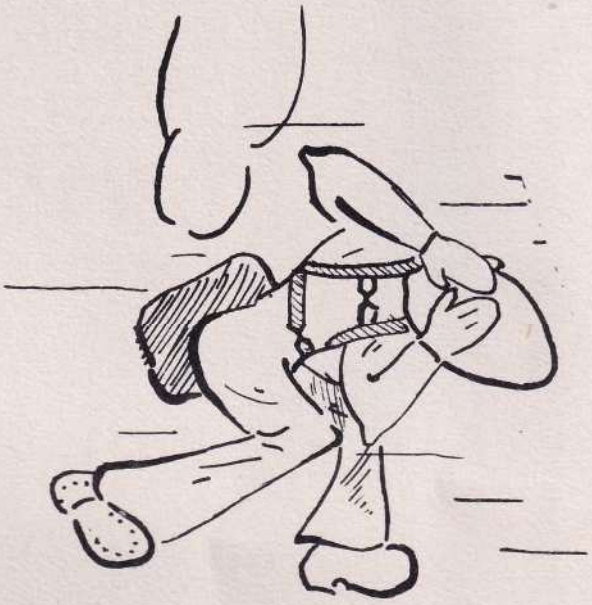
Lt. Richard G. Boyle
San Marino, Calif.



Lt. Robert J. Lahm
Edgewater, N. J.

CAPT. WALTER M. BULLOCK
Instructor

Egg Head



Miller **Capt. Bullock** **Feaster**

Ching **Beneze**

Lt. Samuel Feaster, Jr.
Carney's Point, N. J.

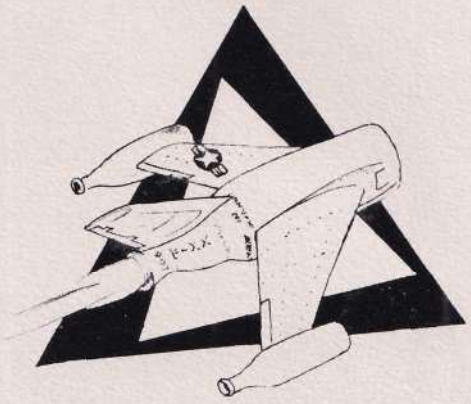
Lt. Edward K. Miller
Bayside, N. Y.

Lt. Charles L. Beneze, Jr.
Baltimore, Md.

Sgt. Yves Chinq
L'Aber-Wrac'h, France

CAPT. CLARK E. DUFIELD
Instructor

Delta



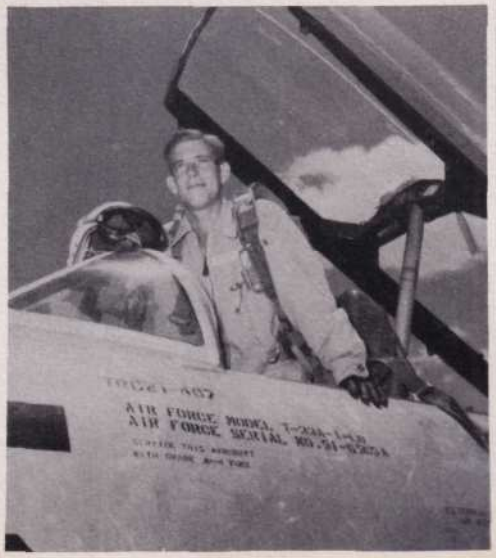
Brege **Spears** **Capt. Dufield** **Burciaga**

Teghtmyer **Hansen**

Sgt. Claude G. Brege
Paris, France

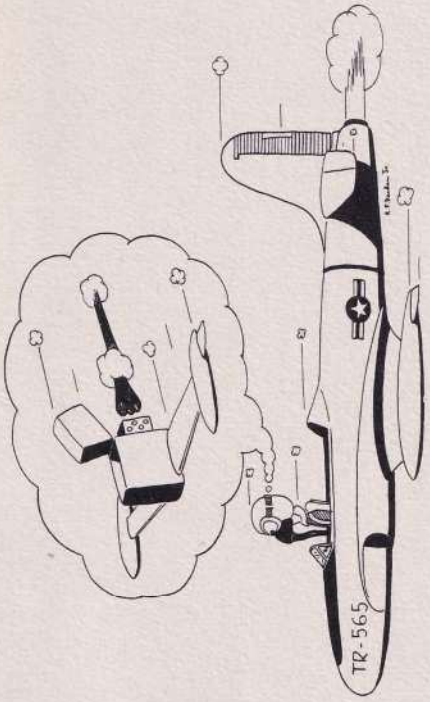
Sgt. Steen R. Hansen
Tryggelev, Langland, Denmark

Lt. Donald L. Teghtmyer
Concordia, Kan.

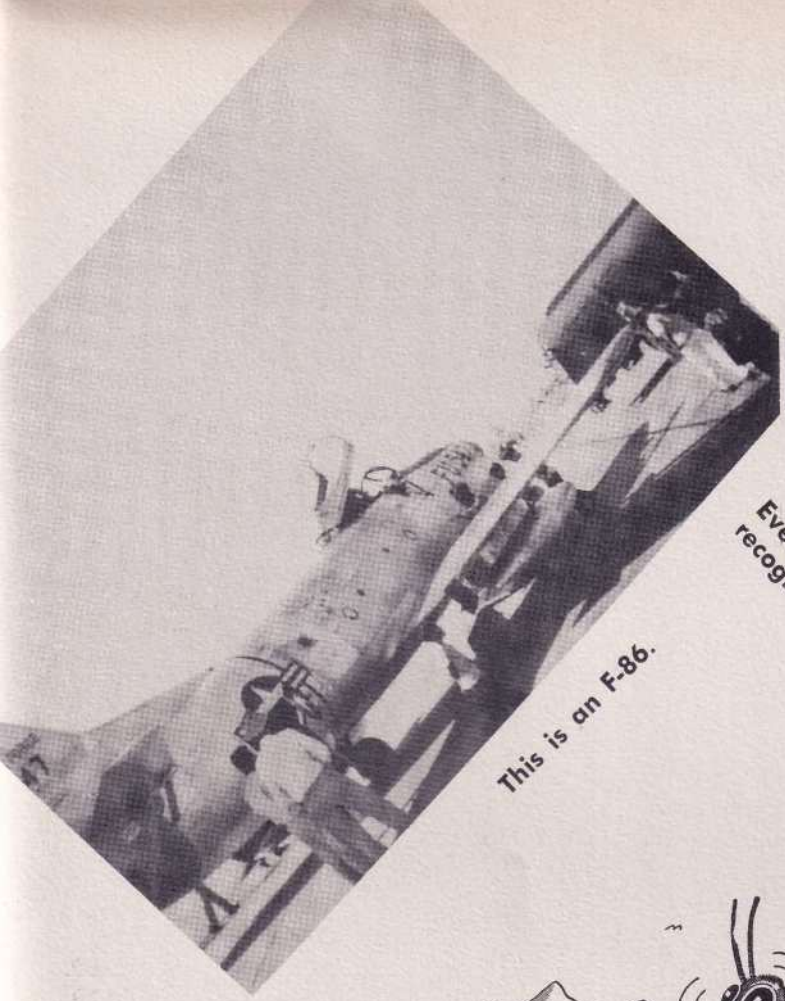


Lt. Richard E. Spears
Carrier Mills, Ill.

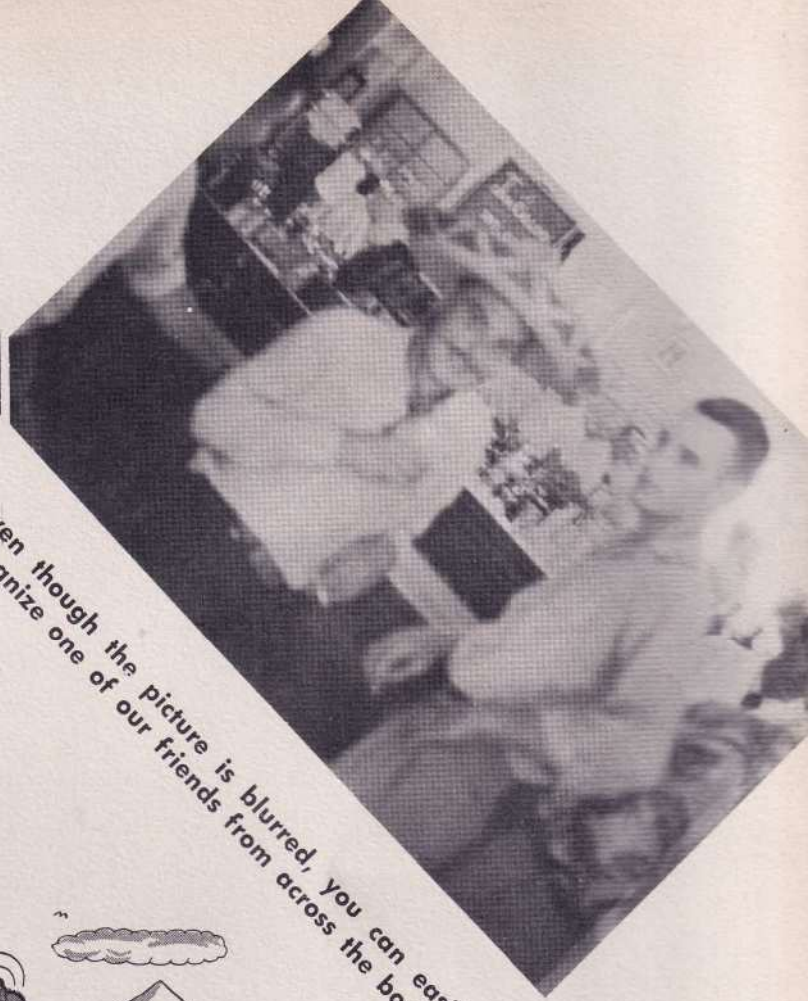
Lt. Juan G. Burciaga
Roswell, N. Mex.



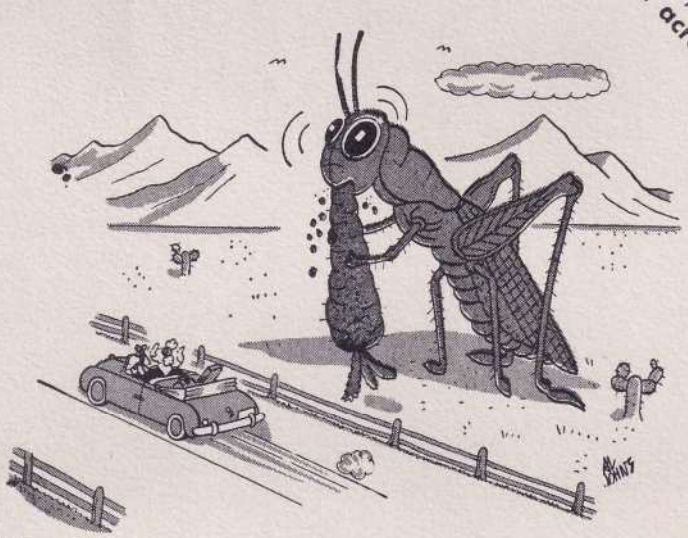
I was once a 97 pound weakling.



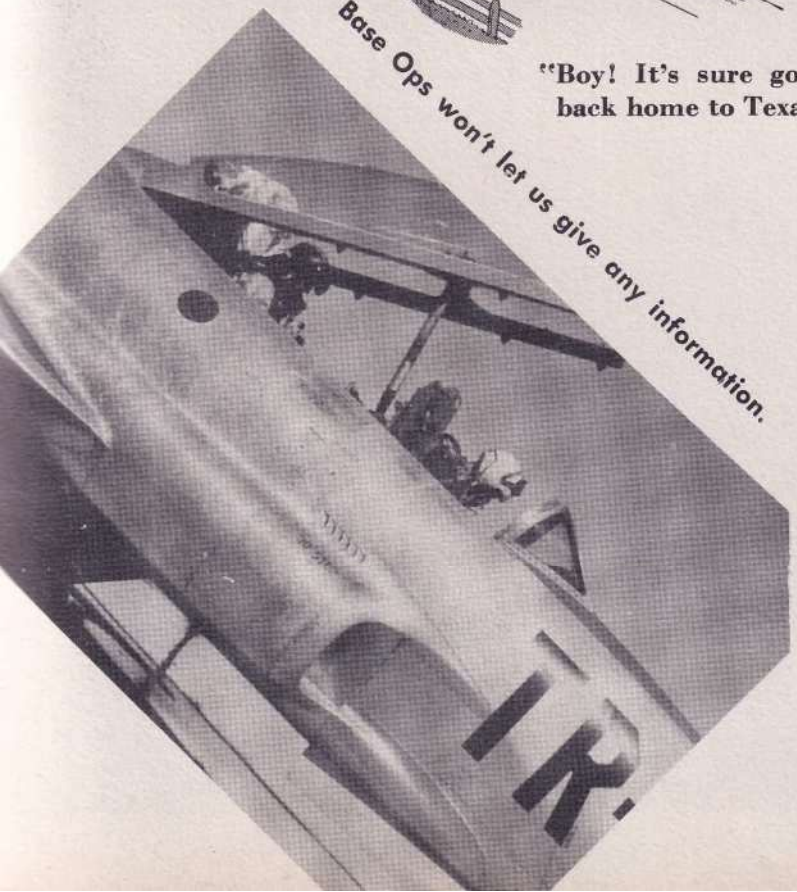
This is an F-86.



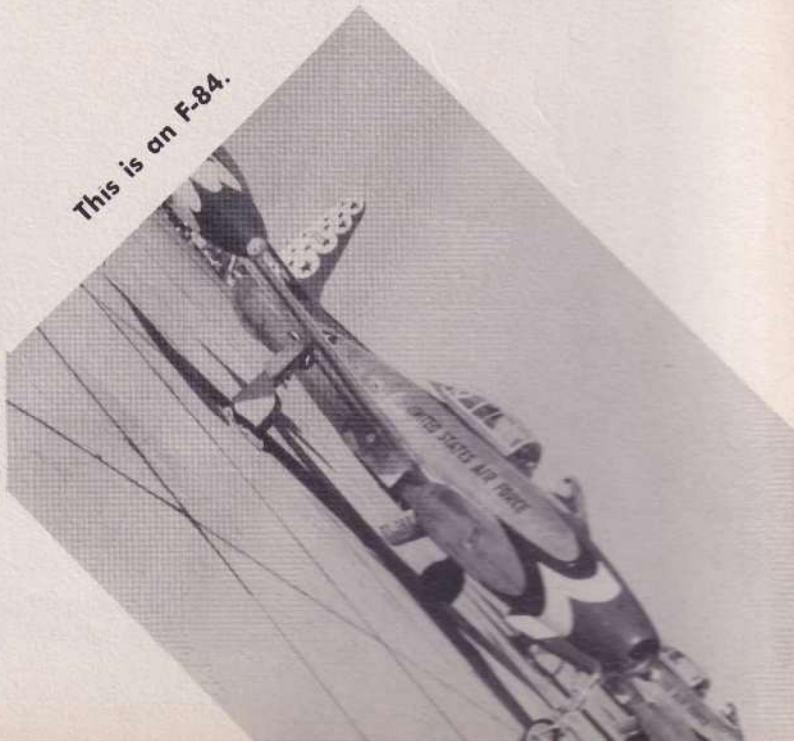
Even though the picture is blurred, you can easily recognize one of our friends from across the border.



"Boy! It's sure good to get back home to Texas, isn't it?"

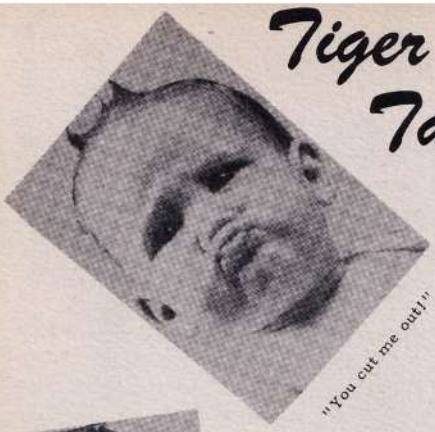


Base Ops won't let us give any information.



This is an F-84.

Tiger Talk

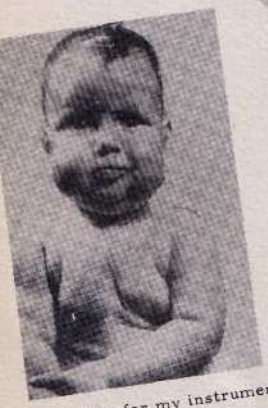


"You cut me out!"

"Me--first period link??"

Sneak in a little rudder on final.

"Now watch this round-out..."



"Reporting for my instrument check, Sir!!"

Buzzing — me?

"If you haven't done inverted spins, you haven't lived."

"I've been doing chandelles since God knows when!"

You wouldn't check me out on roller skates?

"That was an inst. from Blue Hats who got that wing tip, sir."

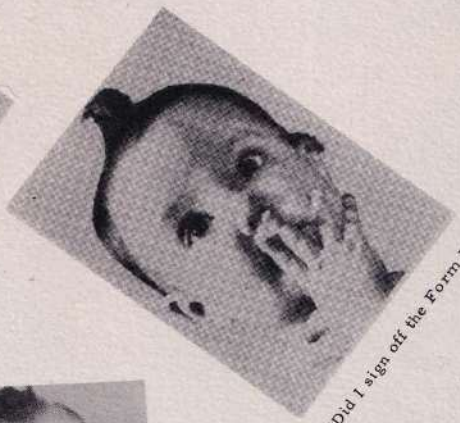
No sweat!

You don't like my pattern?

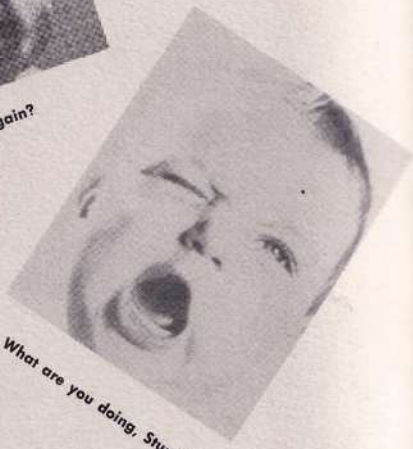
Dual again?

"No! No! The flaps not the trim."

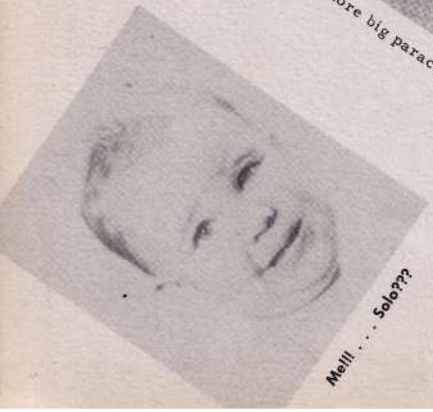
"There's no more big parachutes, Sir!!"



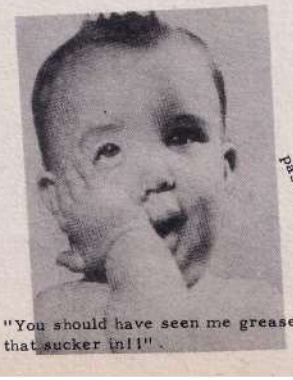
"Did I sign off the Form I??"



What are you doing, Stupid?



Me!! . . . Solo??

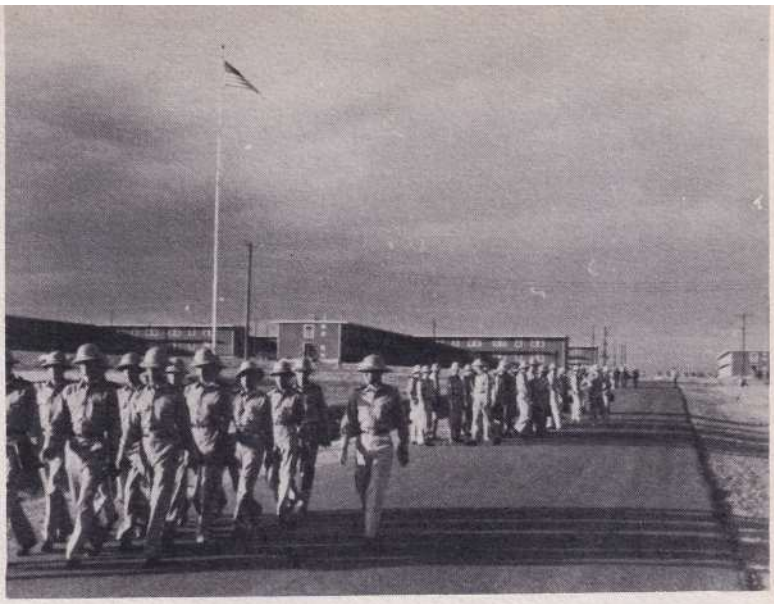


"You should have seen me grease that sucker in!!"

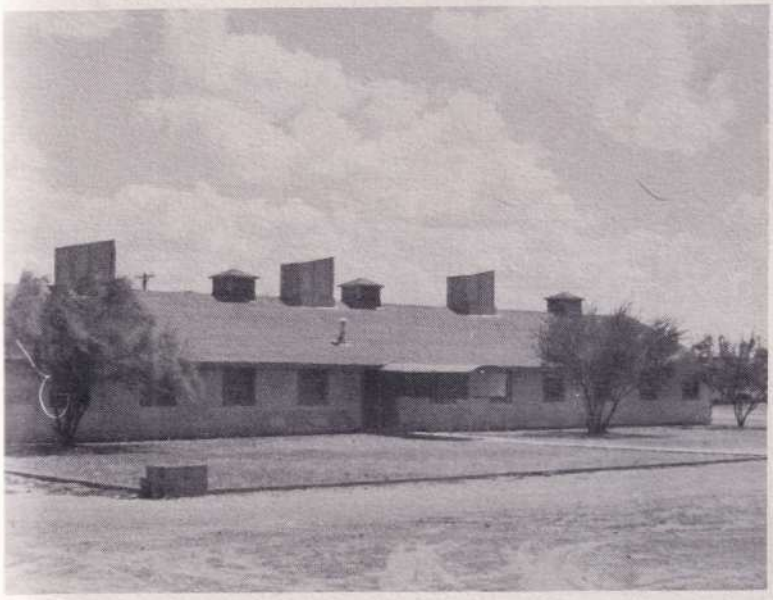
"Why, I only missed station passage that much."

There I was at 30,000 feet...

Those tanks look awful low to me.



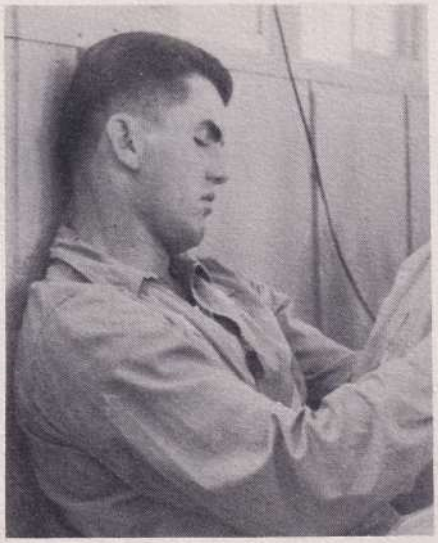
LATER ON IN THE MORNING, we would all go to academics.



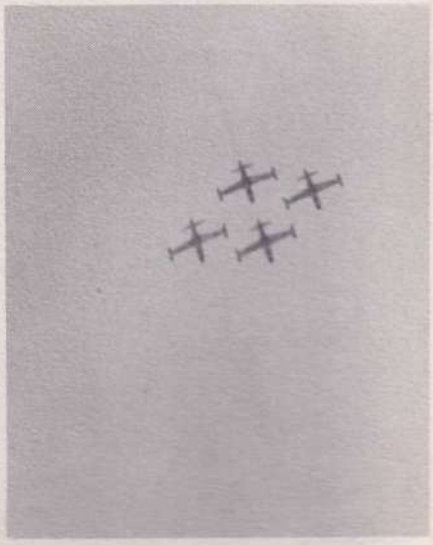
Dark-eyed senoritas and free coffee

A visitor's impression of LAFB

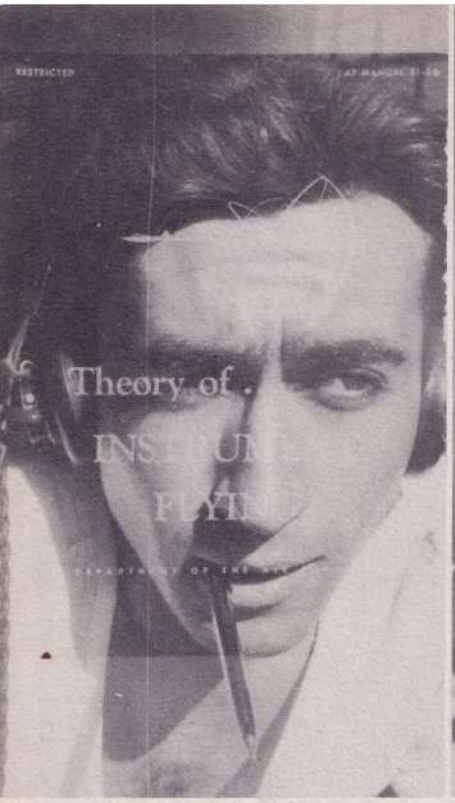
Monday morning



Memorizing checklists

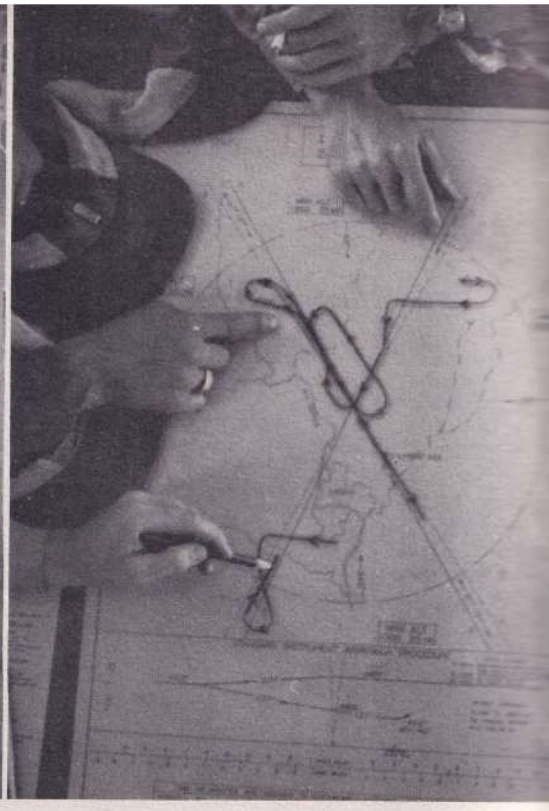


Formation check



We don't know who this is, but you'll have to admit it's clever!

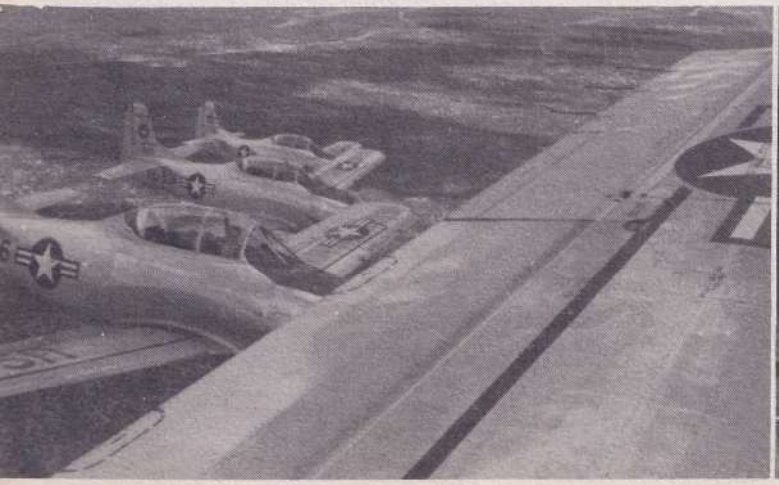
Travel Bureau



"Now draw a duck."

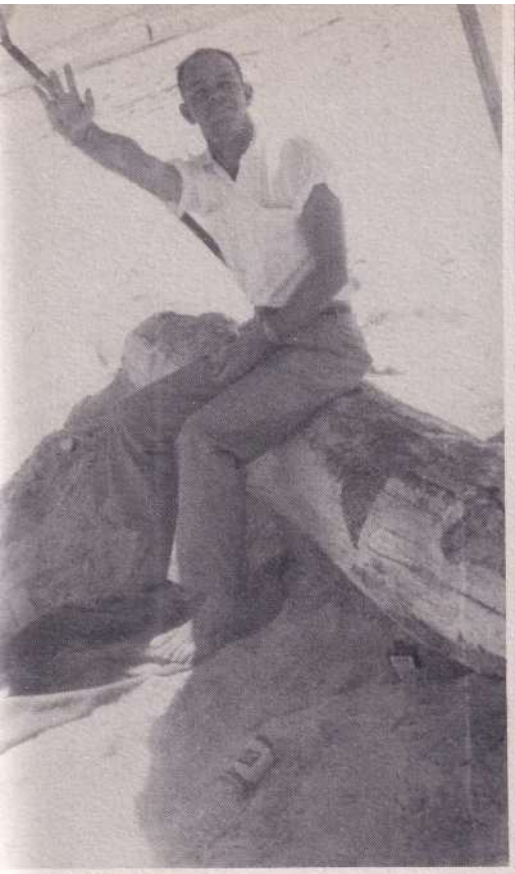
Our friends from across the sea

"The Brave Bulls"



"Line up the holes in your heads!!"

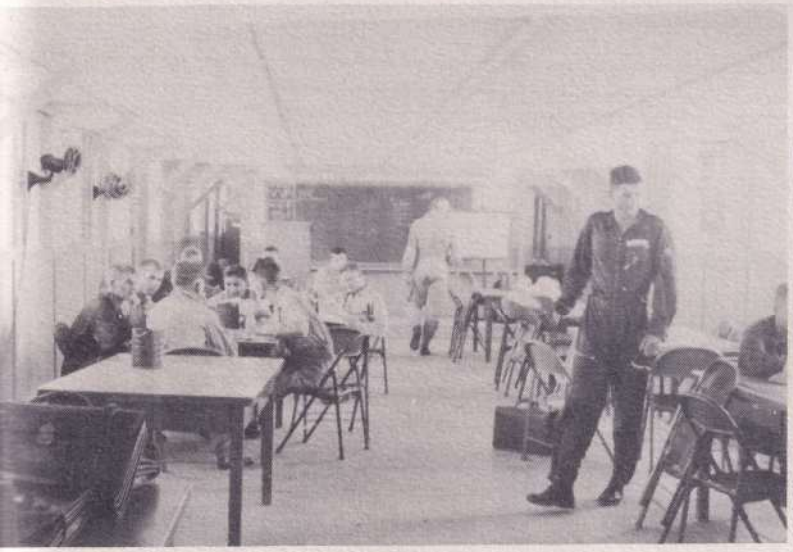
"You all stand to make between $5 and $10."



Elderly beachcomber at Corpus

For further info, see J. D. Carnahan.

Fighter pilot



On days that you're not flying, you're restless and can't sit still.

Only those that apply, can qualify.

From left to right we have — uh-uh — Yup!!

Your flying's OK, it's just that —

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Lloyd E. Bower - Editor
John T. Lumberty - Staff
Robert H. Humphrey - Art.

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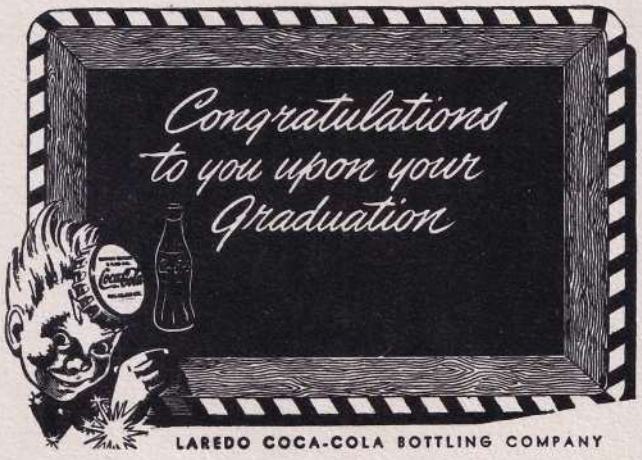

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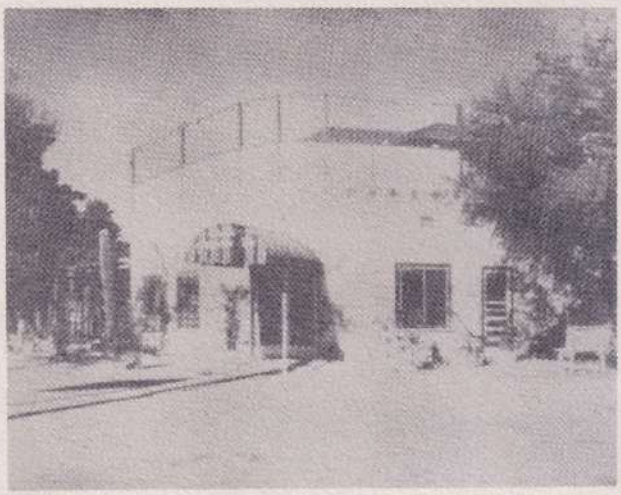

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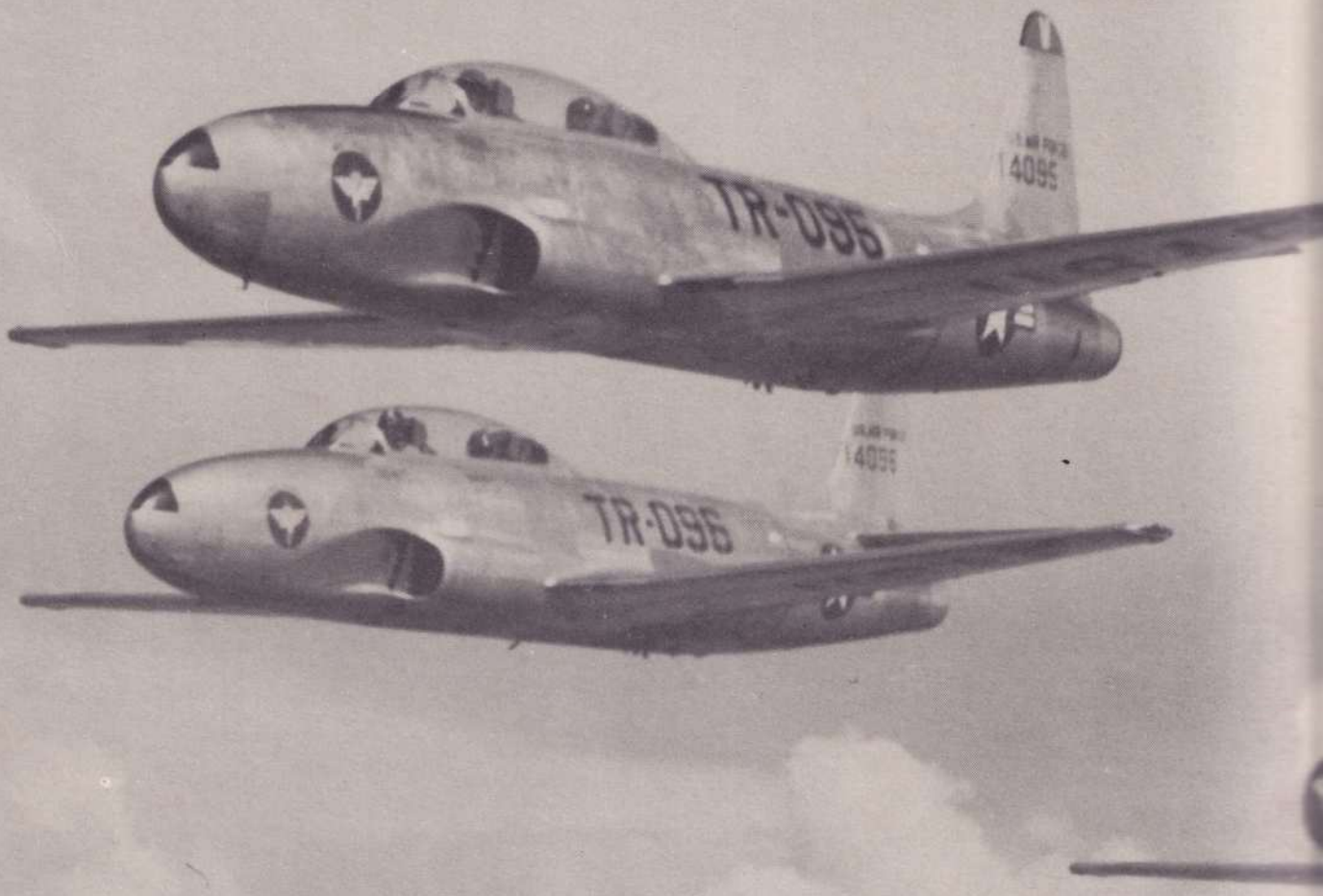
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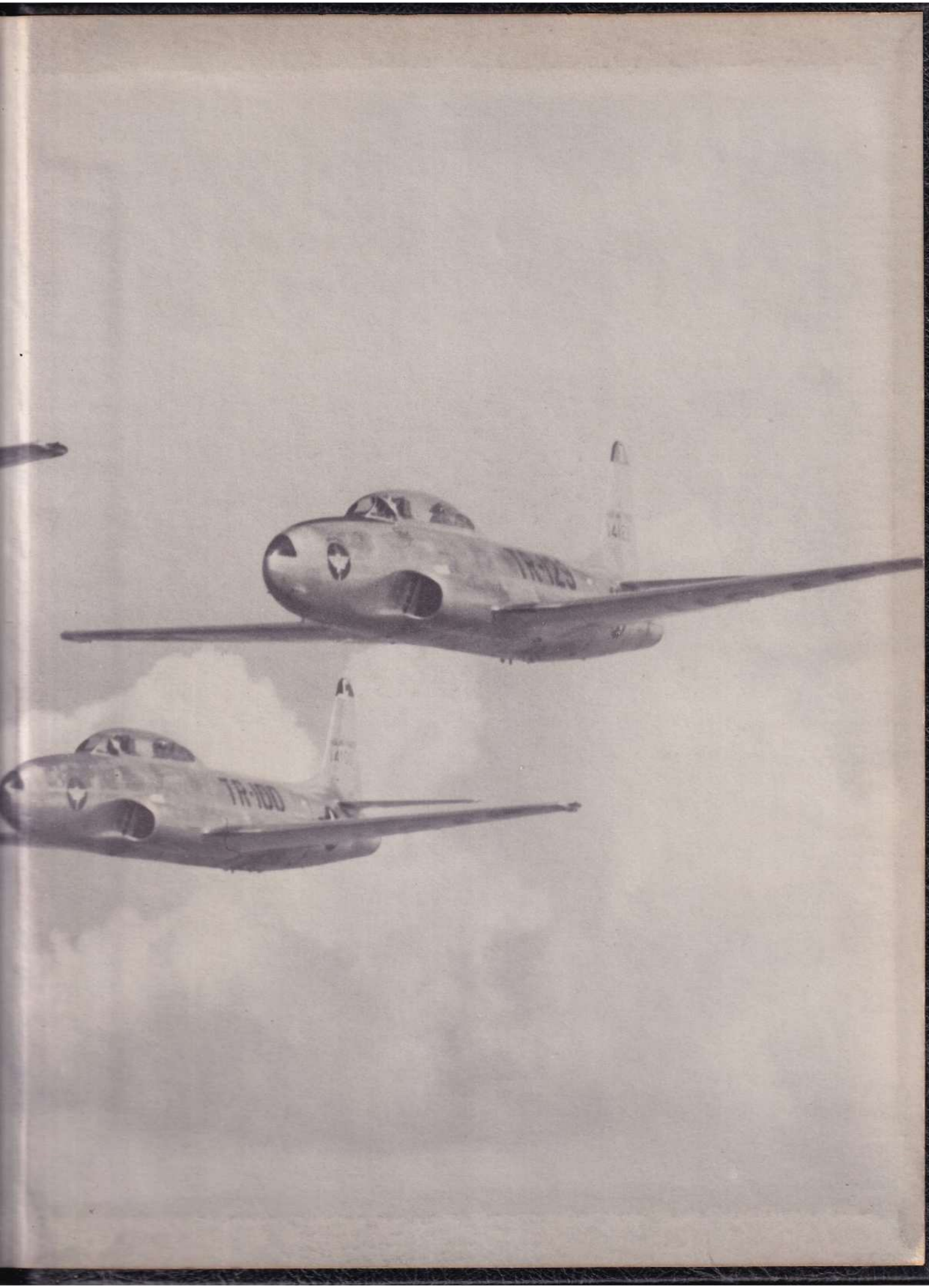
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