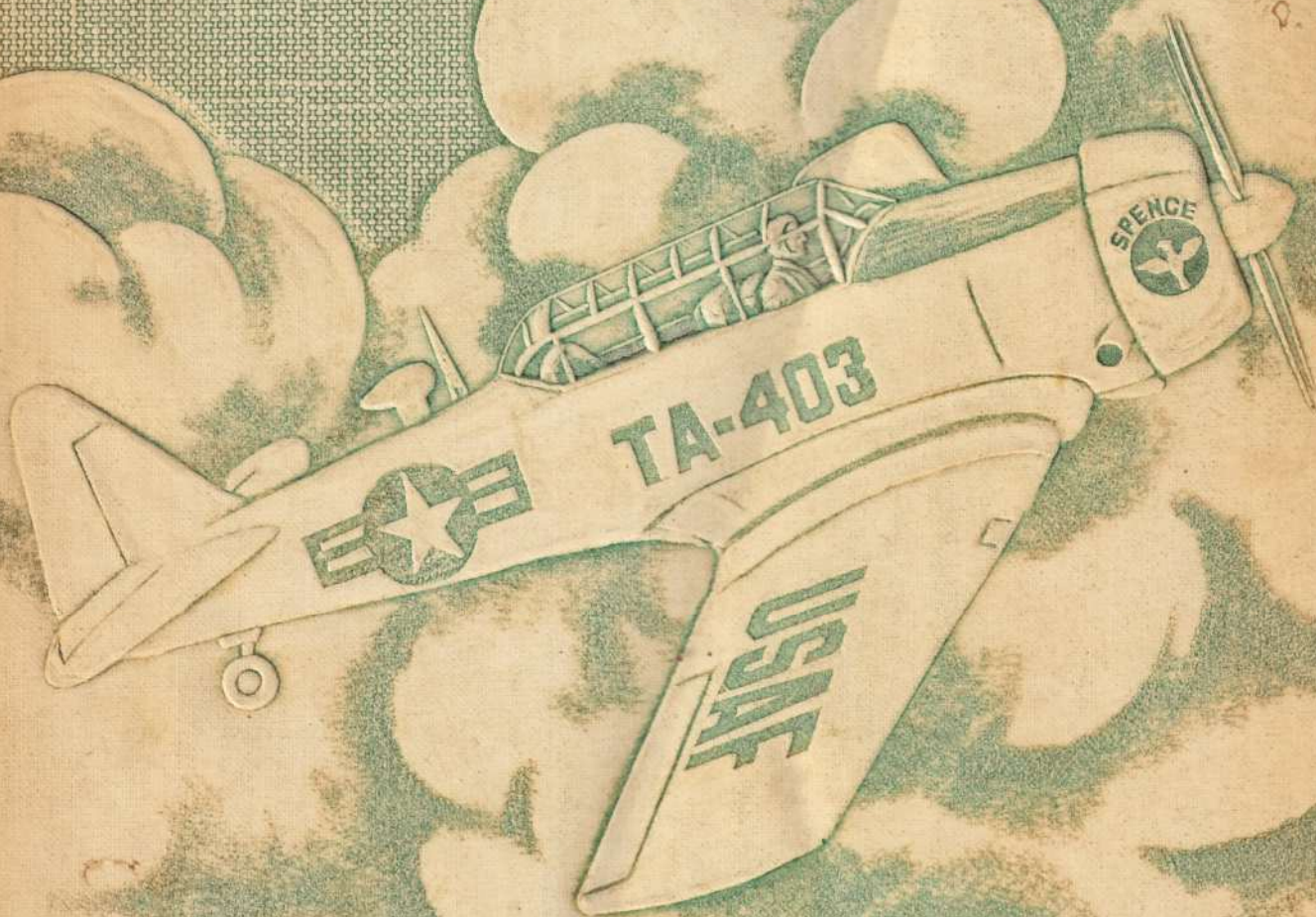


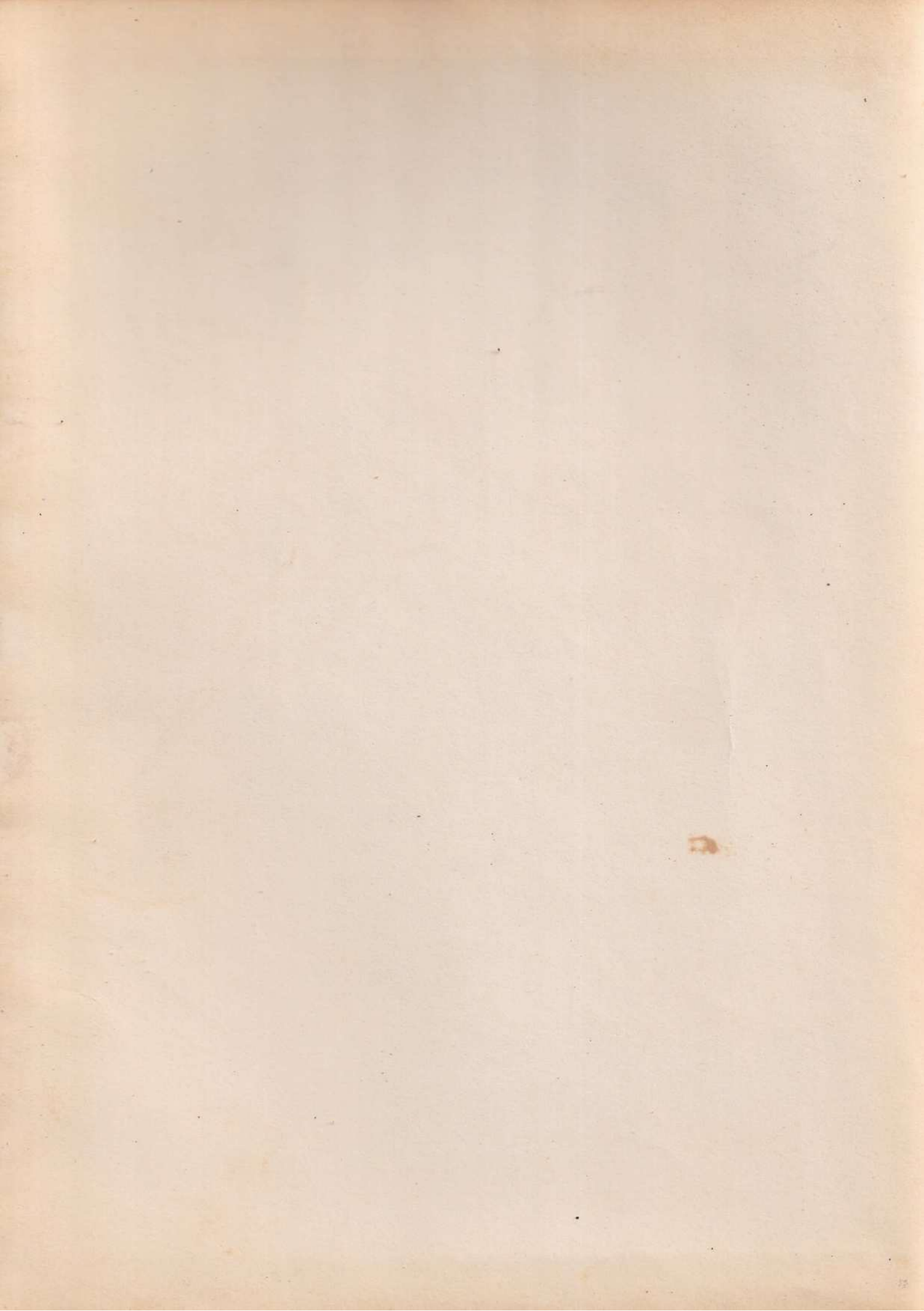
VERTIGO



53-B









CLASS 53-B

Spence Air Base
MOULTRIE, GA.



HEADQUARTERS
3302D PILOT TRAINING SQUADRON
(CONTRACT PRIMARY)
Spence Air Base, Moultrie, Georgia

8 August 1952

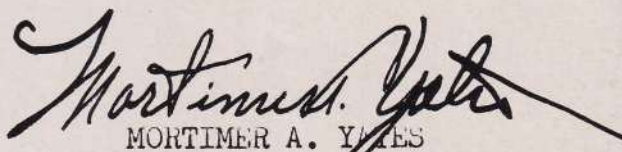
To the Members of Class 53-B

As members of an Air Force you have been told of the magnitude and importance of the task that lies before you. We have joined forces under the Mutual Defense Assistance Program in order that we might prepare ourselves against an aggressor of the nations of the "free world."

Under this Program soon you will take your place as pilots alongside each other and with those who have been fighting so valiantly. You will have the vital responsibility of making sure that our Air Forces will be that second to none.

I want to compliment each of you for your hard work while at this base, which has brought you to completion of this phase of your training. There are, however, trying times ahead that will test and strain all of you, but I am confident that the training you have received here from the Hawthorne School of Aeronautics under the supervision of the Air Force has adequately prepared you to proceed toward this goal with honor and distinction no matter where or when you shall meet our enemy.

Good luck in your further training and future assignments.


MORTIMER A. YATES
Lieutenant Colonel, USAF
Commanding



Hawthorne

SCHOOL OF AERONAUTICS
SPENCE AIR BASE

MOULTRIE, GEORGIA

September 17, 1952

TO MEMBERS OF CLASS 53-B:

Six months ago you were standing on the threshold of a military flying career. Now you have successfully passed the first milestone, but much hard work remains to be done. We sincerely hope that what has been achieved here will reflect in your future performance as a pilot.

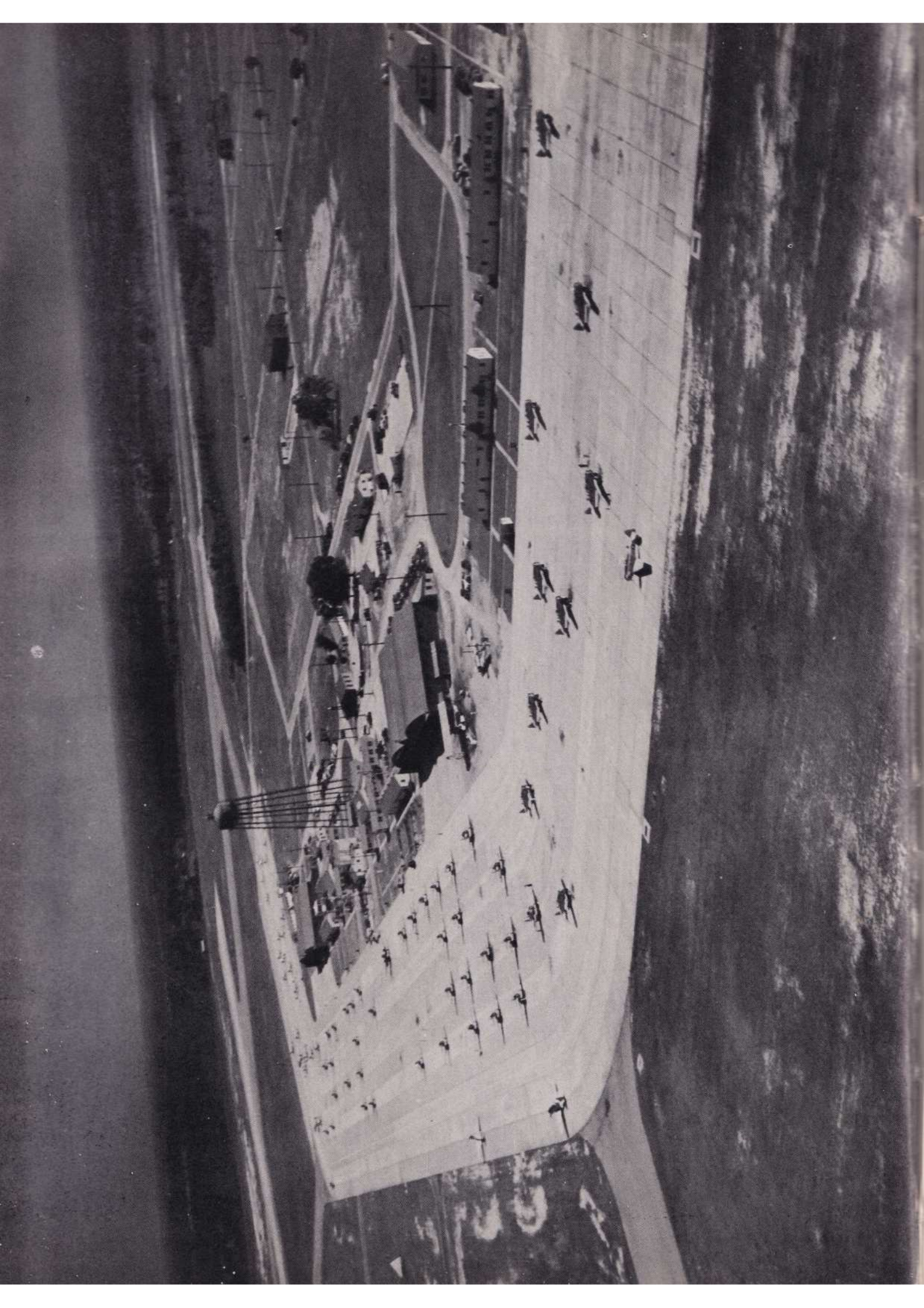
We continue to stress flying safety as the most important factor in the development of a good flier. Fly with your head, not your hands and feet. Remember that every time you climb into a cockpit, whether it be in a jet fighter or a multi-engine bomber.

Hawthorne is proud of its role in helping to mold the muscle of Democracy's air arm. And we are proud of every man in the graduating class, each of whom has demonstrated that he is well equipped with the ability and integrity required of a flying officer.

In passing, we would like to reiterate that our interest in the individual student does not start and stop at Spence Air Base. Throughout the remainder of your aviation training, and in later life, the organization will be watching your progress and wishing you the best, always.



Beverly Howard
President



BASE HISTORY

HAWTHORNE—Since 1932

The name Hawthorne has been synonymous with aviation since 1932. Founded 20 years ago in Charleston, S. C., as Hawthorne Flying Service, the company had grown into a chain of regional aviation facilities spanning four states and serving the air industry, the government and the flying public. In addition to the Air Force contract primary flying school at Spence Air Base, the company bases at Charleston and Columbia, S. C., Greensboro, N. C., and Jacksonville, Fla.

Even before the establishment of the Hawthorne School of Aeronautics at Moultrie in the spring of last year, the firm's history has been marked by one accomplishment after another. During World War II Hawthorne operated a primary pilot training program for the Air Force at Orangeburg, S. C., training some 6,000 American and French students between 1941 and 1945. The last of more than 60 contract schools to close at the war's end. Hawthorne enjoyed an enviable record for safe and efficient operation.

In 1948-49 the Hawthorne Flying Service in Jacksonville trained fighter pilots for the Royal Pakistan Air Force, the first time in aviation annals that a civilian concern had given operational fighter training to military pilots. So successful was that initial program for the Pakistan government that once again Hawthorne's Jacksonville base in conducting a similar training program for its second class of Pakistani cadets. This is another example of how American technical skill can help a friendly nation half way around the world.

Hawthorne's school at Spence has come a long way since May 17, 1951, when the first class, 52-C, commenced flying training. To date eight classes have been graduated, which means that some 800 American aviation cadets and student officers and Allied trainees have completed a 28-week course in flying fundamentals. Classes graduate every six weeks, with four classes flying at one time.

During World War II Spence was operated by the Air Force as an advanced single engine training school. The aircraft which were used in that program were the same type North American T-6 equipment utilized in the present contract primary training. By the end of the war Spence had trained more than 6,000 combat pilots, many of whom distinguished themselves in both the European and Pacific theaters of operation. Cadets in those days, however, averaged about two hundred hours total time to win their coveted Air Force wings. But today students are required to complete a minimum of two hundred and sixty flying hours before becoming eligible for commissions as Air Force pilots.

Now, for the first time since Spence was closed to military pilot training in 1945 the base has taken on a look of permanence. But what progress has been made these past 12 months has not been due to the performance of any one individual, or any group for that matter. The success of the training mission here is a tribute to the superb teamwork on the part of all Hawthorne employees, the personnel of the 3302nd Training Squadron, and the citizens of the surrounding communities whose fine cooperation made this progress possible.



THE CIVILLIANS



HAWTHORNE

School of Aeronautics



MR. K. V. BRUGH, JR.
Vice-President & General Manager



MR. GEORGE J. GOULETTE
Director of Academics



MR. MATTHEW ROBERT PELLING
Director of Flying



MR. F. E. (PETE) HOWE
Business Manager



MR. BERT HARSH
Director of Maint. & Supply



MR. HENRY B. BONAR
Base and Airfield Engineer



MR. JAMES R. GREENWOOD
Public Relations Director



BEULAH KILGORE
Director of Food Service

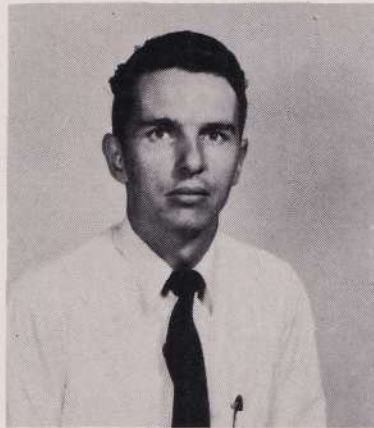


R. THURMAN TAYLOR
Director of Personnel

ACADEMICS



PERCIVAL G. PUTTOCK
Weather



JAMES S. GAGE
Weather



ROLAND J. FOUILHE
English, MDAP



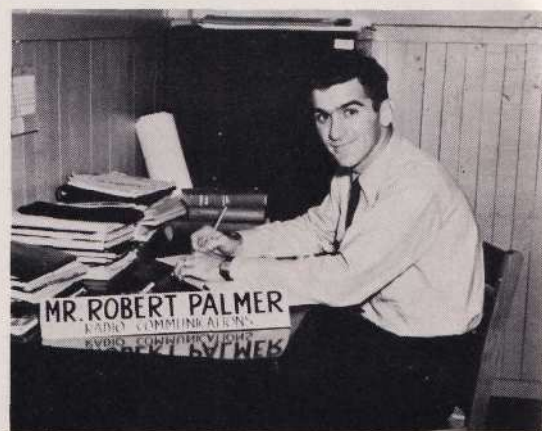
FRANK C. MADILL
Asst. Academic Director



J. BURKETT HOWARD
Weather



GEORGE B. JOSLIN
Flight Instruments



ROBERT E. PALMER
Radio Communications



WADE T. GRIFFIN
Code



MELVILLE A. PETERSON
Navigation



JAMES L. BURGESS
Aircraft Engineering



CLIFFORD H. HUDSON
Navigation

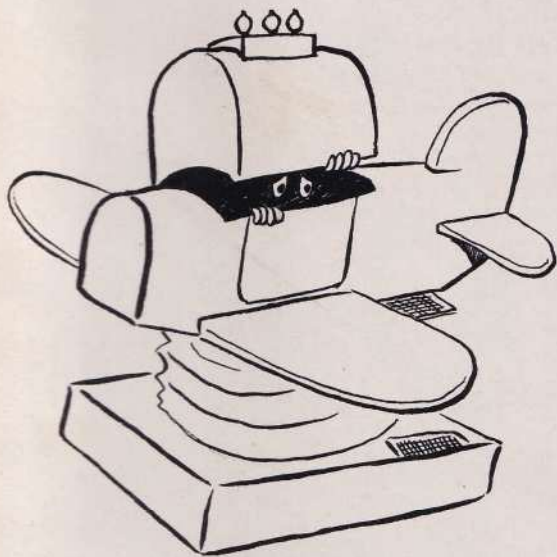
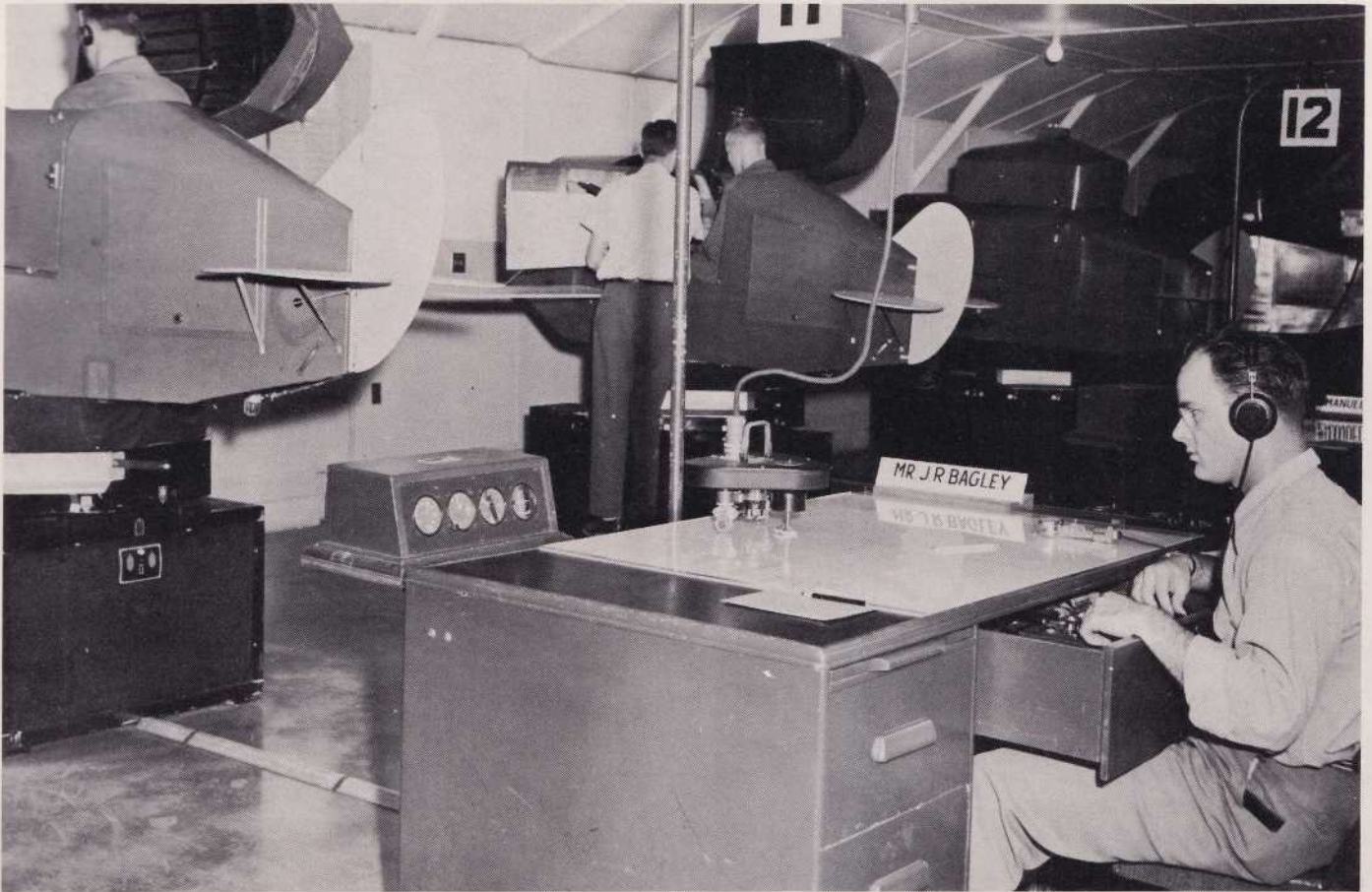
GROVER E. SMITH
Aircraft Engineering



JACK R. THOMSON
Principles of Flight



LINK



The MILITARY





MAJ. JOSEPH GNAGNARELLI
Adjutant



MAJ. PHILIP L. GREEN
Chaplain, Prot.



CAPT. HARRY E. REES
Personnel Officer



CAPT. JOHN A. McCHESNEY
Surgeon



MILITARY TRAINING SECTION



MAJOR WILLIAM B. TRIGG
Commandant of Students



CAPTAIN CHARLES L. HOFFMAN
Military Training Officer



CAPTAIN H. L. KIRKPATRICK
Senior Military Training Officer



1ST LT. F. M. RIDDELL
Military Training Officer



1ST LT. ISAAC E. KNIGHT, JR.
Military Training Officer



1ST LT. LEM J. WEAVER
Military Training Officer

MILITARY FLYING SUPERVISORS



MAJOR C. A. BECK
Operations Officer



CAPTAIN KENNETH F. EATON



MAJOR JOE H. SMITH, JR.



CAPTAIN JAMES R. ASHBERRY

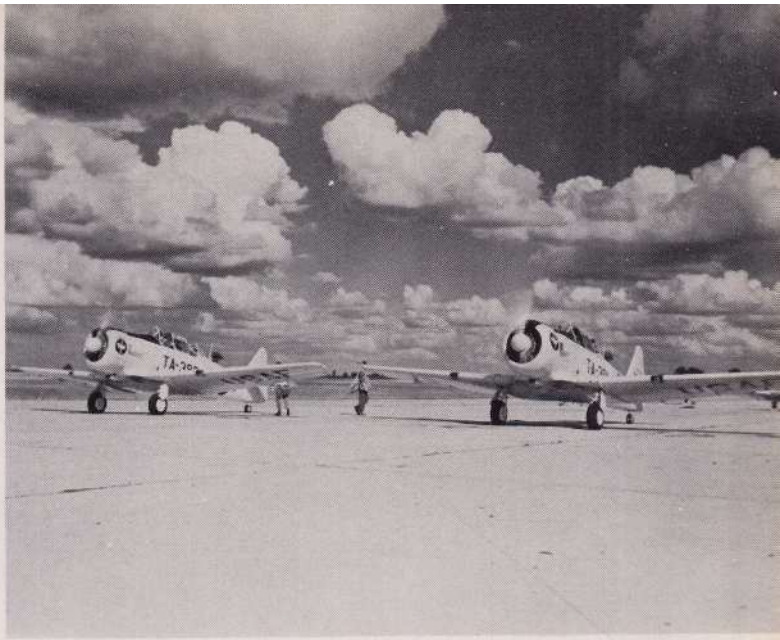


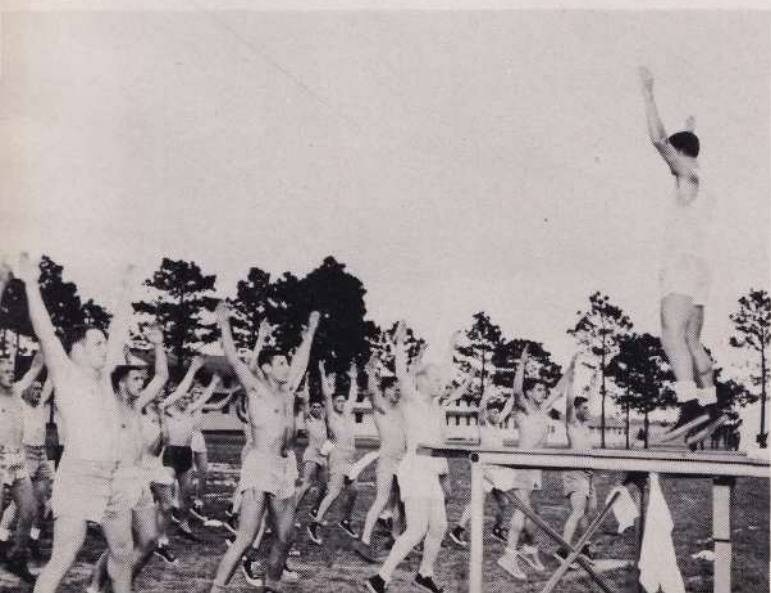
CAPTAIN BILLY CLEMMONS



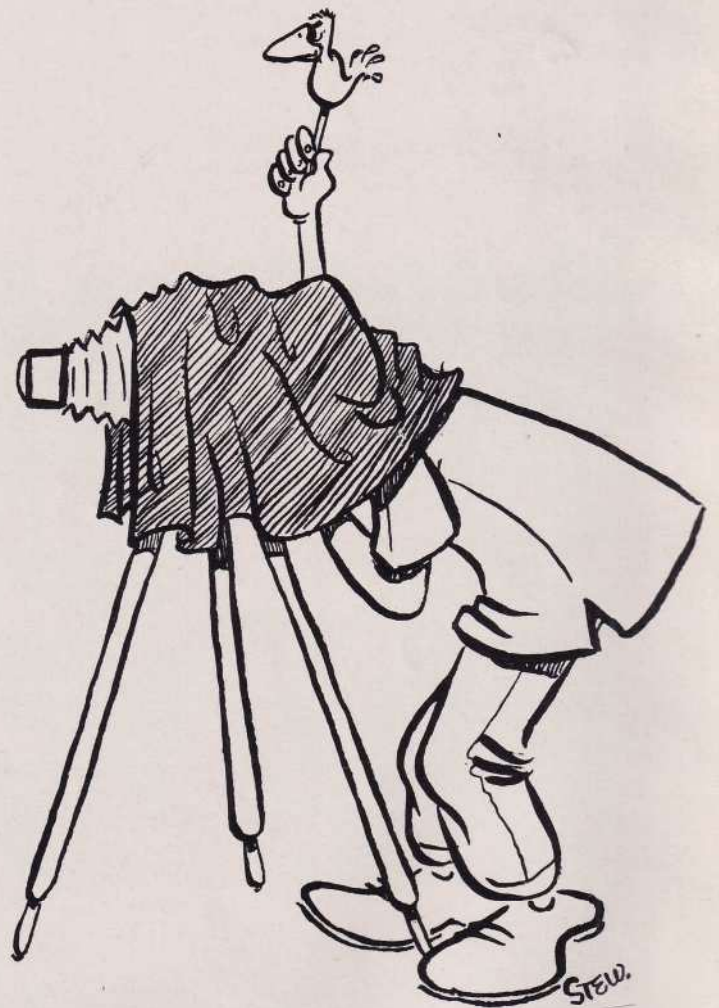
CAPTAIN EDWIN G. JOSEY







THE TROOPS



GROUP STAFF

GROUP MAJOR



RUSSELL G. MILLS
803 Nixon Ave.
Reno, Nev.

GROUP SUPPLY OFFICER

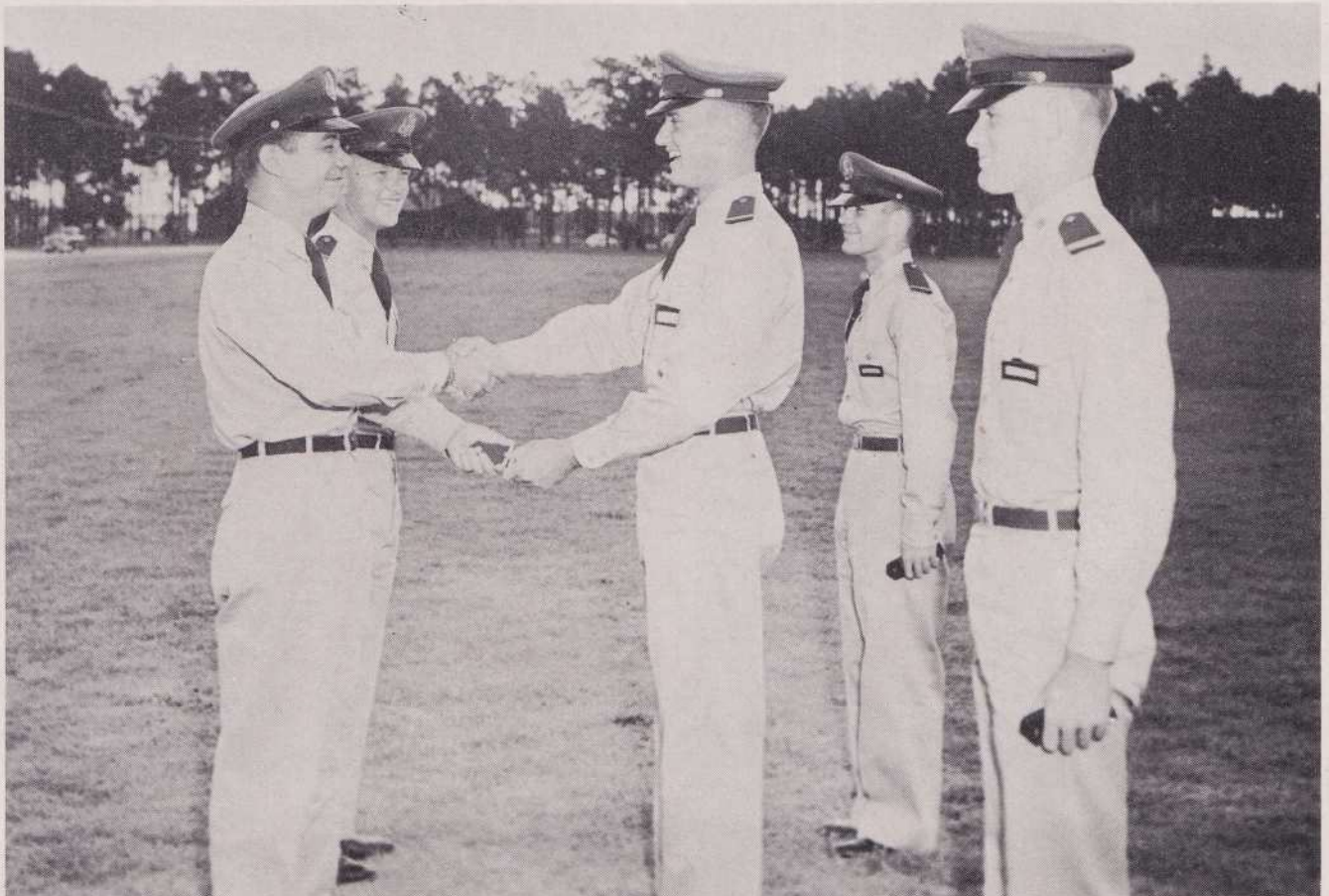


JAMES BALLANTYNE, III
508 Garfield Ave.
Palmyra, N. J.

GROUP ADJUTANT



DAVID O. BENSON
26 Summer St.
Westwood, Mass.



SQUADRON A

SQUADRON COMMANDER



GEORGE E. STEGMAN
9427 Glencannon Drive
Pico, Calif.

SQUADRON ADJUTANT



THOMAS A. BROWN
Flanagan Hotel
Malone, N. Y.



JOHN W. ASHLEMAN
643 Newport Ave.
Uhrichsville, Ohio



MARVIN R. BAGWELL
Route 1
Fletcher, N. C.



EARL C. BARLOW
437 Newell St.
Waterloo, Iowa



GUY M. DENTON
Box 39
Howard, Kan.



EARL D. HANSEN
Route 1
Saronville, Nebr.



PER E. HENGEBOL
Arnes Station
Oslo, Norway



JAMES N. McCREADY
7044 Dover Court
University City, Mo.



J. DAVID OATMAN
219 Third St.
Dundee, Ill.



CHARLES R. PERREAULT
3208 Park Ave.
Minneapolis, Minn.



JEAN M. PLACA
Place de l'Eglise
Saujon, France



WILLIAM Z. SACKETT
St. Jacob, Ill.



JOE A. SCHOONOVER
Route 3
Mount Gilead, Ohio



FRANCIS M. TANNER, JR.
6 Cambridge Ave.
Naval Base, S. C.



EARLE S. TYLER, JR.
232 Bellevue Road
Watertown, Mass.



JIMMIE R. WALKER
Route 4, Box 204
Albuquerque, N. Mex.



ROBERT A. WAVRA
31-19 85th St.
Jackson Heights, N. Y.



DONALD E. WEEDEN
1236 St. Charles St.
Alameda, Calif.



E. JOHN WELD
18110 Kentfield
Detroit, Mich.

SQUADRON B

SQUADRON COMMANDER



HOWARD W. BERGNER, JR.
8411 Paxton Ave.
Chicago, Ill.

SQUADRON ADJUTANT



ROBERT G. DUBOIS
Modena, N. Y.



ROBERT E. ATHERTON
601 Spriggs St.
Charles City, Iowa



JOHN W. BALDWIN
Route 2
Wapato, Wash.



J. DOUGLAS C. BARR
68 Valley Road
Larchmont, N. Y.



WILLIAM C. BERGHORN
1260 Holly Road
Wantagh, N. Y.



E. EDWARD CLEMMER, JR.
1527 East Missouri St.
Dallas, Tex.



MITCHELL C. DAVITT
Route 1
Rockmart, Ga.



JEAN DUC
Dompierre, Allier
France



HOWARD D. HARPER
1263 Tipsico Lake Rd.
Fenton, Mich.



WOLLERT L. HILLE
Eidsvaag, Bergen
Norway



WILLIAM R. HOKE
1147 Oak St.
Beloit, Wis.



ROGER D. INGVALSON
Route 1
Austin, Minn.



DONALD K. JOHNSON
2763 Indianola Ave.
Columbus, Ohio



HERBERT E. KAHLER
10604 Wheatley St.
Kensington, Md.



MARC LALOIX
3 Rue Gay-Lussac
Perigueux, France



LLOYD L. McCOLLUM
10341 San Miguel Ave.
South Gate, Calif.



CHARLES E. MEEKER, JR.
104 Milford Road
Hillsboro, Tex.



ANDRE M. MEURS
Static 8
Bree, Limburg, Belgium



LEO E. OLESEN
West Union, Iowa



EDMUND J. PHELPS, JR.
Wayzata, Minn.



WILLIAM D. SHAMHART
Route 1
South Webster, Ohio



ROLLIN A. SININGER
600 Ringland Road
Hastings, Nebr.



MICHAEL E. STYER
Wolf Point, Montana



MELVIN L. TOPONCE
3001 Tulare Ave.
Richmond, Calif.



ALFRED H. UHALT, JR.
820 Brandon Ave.
Jackson, Miss.



ROBERT F. WALDRON
61 Buckingham Road
Yonkers, N. Y.



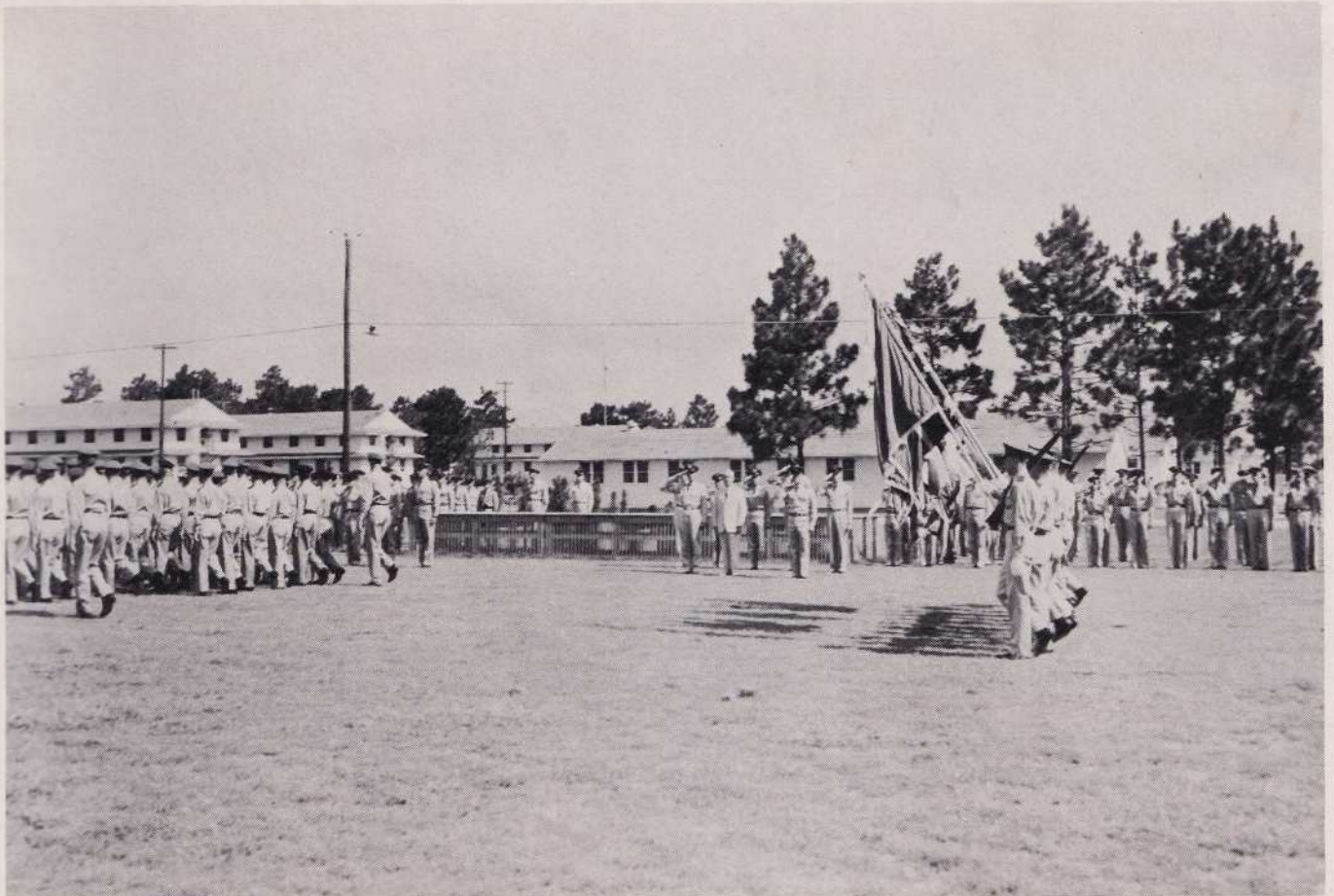
ROBERT C. WISTRAND
51 Leroy St.
New York 14, N. Y.



JOHN T. WOLF
421 Winthrop Road
Muncie, Ind.



JOE D. YOUNG
3100 Coltrane Road
Oklahoma City, Okla.



SQUADRON C

SQUADRON COMMANDER



JOHN R. McEACHERN
Box 367
Lovelock, Nev.

SQUADRON ADJUTANT



DON H. WRIGHT
906 West Ash St.
Blytheville, Ark.



CLIFFORD S. ABRAHAMSON
20 Britton Road
Springfield, Pa.



JAMES A. ASHDOWN
Lahaina, Maui
Hawaii



CARL A. BAILEY
307 E. Virginia Ave.
Punta Gorda, Fla.



JAMES S. BALLARD
404 E. First St.
Cullman, Ala.



RUSSELL H. BLANCHARD, III
4519 Henderson St.
Seattle, Wash.



EDWARD G. BULKA
2433 W. 45th Place
Chicago, Ill.



RICHARD I. ERB
677 Brookside Lane
Sierra Madre, Calif.



ROGER D. FORTNEY
220 Minshall Ave.
Viroqua, Wis.



OCTAVE, L. J. G. GEMINE
252 Rue de Petit-Waret
Landenne, Belgium



JAMES A. HOGAN
342 E. Spring St.
Zelienople, Pa.



MAX H. JACOBS
413 First St.
Eldon, Iowa



RICHARD C. JEDD
780 Pemberton Road
Grosse Pointe, Mich.



PHILIPPE LAMANDIN
42 Rue Montpencher
Henin-Lietard, France



JAMES A. MADRY
Route 3
York, S. C.





DAVID W. MAULE
Box 176
Payette, Ida.



STEWART W. McCOMBS
7114 Orange Blossom Dr.
Scottsdale, Ariz.



ERNEST M. MOINY
125 Rue Saint-Donat
Namur, Belgium



RICHARD C. POLUS
13715 Bloom Ave.
Detroit, Mich.



LELAND A. SCHMOKER
Route 2
Longmont, Colo.



JAMES R. SHAVER
512 Sheridan Drive
Sault Ste. Marie, Mich.



JAMES W. SHAW
Zwolle, La.



CARL A. STOVER
5801 Bahama Shores Dr.
St. Petersburg, Fla.



CARROL E. TURNER
Encampment, Wyo.



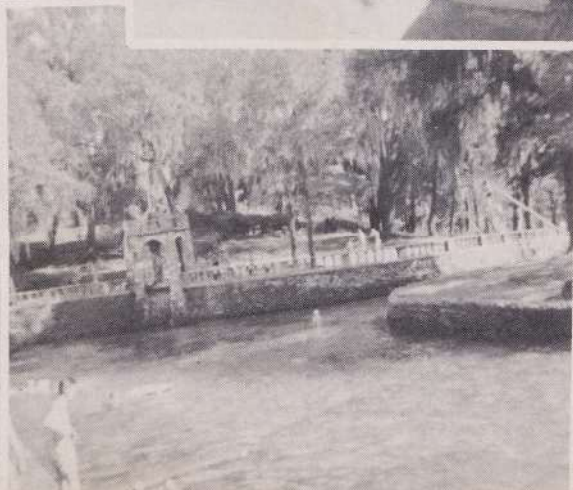
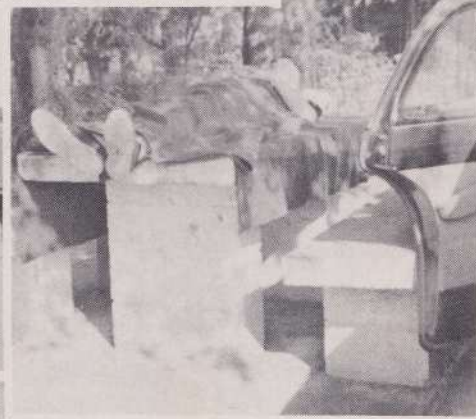
CHARLES M. TURNER
4805 Court I West
Birmingham, Ala.



DON O. H. VESTA
Adams St.
Arlington, Minn.



LEWIS D. WILLIAMS
247 E. Parkwood Road
Decatur, Ga.



SQUADRON D

SQUADRON COMMANDER



LYMAN E. BUZARD
917-22nd Ave. North
Seattle, Wash.

SQUADRON ADJUTANT



DAVID M. MURANE
926 Corab St.
Fontana, Calif.



RODGERS P. BRESSI
1419 Knox Road
Wynnewood, Pa.



DEWEY G. BROCK
602 West Cox St.
Nacogdoches, Tex.



EDWARD A. CARPINELLO
72 Quentin Road
Brooklyn, N. Y.



JEAN COUET
88 Rue Montbrison
Rueil, S & O, France



EDWARD H. GATES
West Winfield, N. Y.



KNUT HALLINGBY
Slependen, Norway



ALBERT F. HASER
418 East Elm St.
Scranton, Pa.



ARTHUR L. HUSET
Route 1, Box 52
Chetels, Wis.



RICHARD R. KEEFFE
West Redding, Conn.



GERALD C. MILLER
146 Frothingham Ave.
Jeannette, Pa.



GEORGE W. PECKHAM
c-o D & B School
Colorado Springs, Colo.



CLAUDE PICARD
13 Brd National
Nanterre, Seine, France



ROBERT F. POWELL
2102 Sherwood Road
San Marino, Calif.



RICHARD F. REICHARDT
14862 Harper St.
Midway City, Calif.





EDWARD R. SCHWAB
636 Virginia Ave.
Erie, Pa.



WAYNE M. SEGULIA
1621 Schley St.
Butte, Mont.



JOSEPH R. TOLLEFSON
Route 1, Box 491
Alexandria, Minn.



THOMAS A. VASSELLI
106 Grove St.
Bloomfield, N. J.



PHILIP H. WATENPAUGH
Sheridan, Wyo.



BRAD WATERS
3495 Main Highway
Coconut Grove, Fla.



ROBERT J. WEAVER
385 Wembly Road
Upper Darby, Pa.

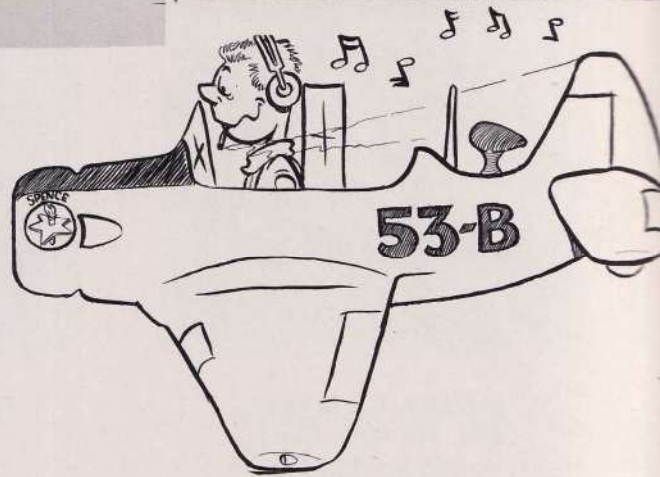
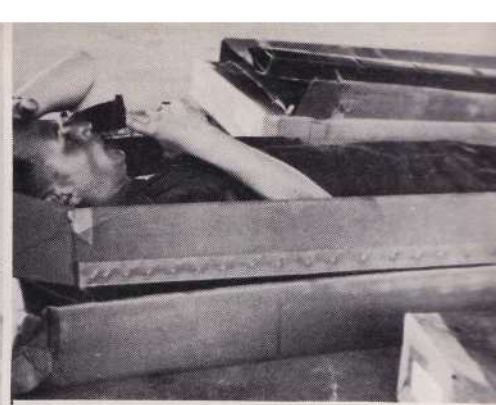
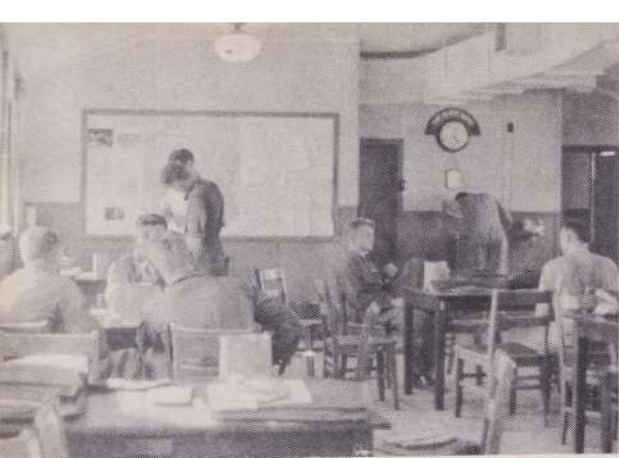


HARRY H. WHITING
5128 Aldrich South
Minneapolis, Minn.



THOMAS E. WILSON
829 Mountain Ave.
Westfield, N. J.





STUDENT OFFICERS

Photo Not Available



1ST LT. KENNETH L. BEHNKEN
Percy, Ill.



2ND LT. ROBERT E. BRADY
734 West End Ave.
Statesville, N. C.

2ND LT. PAUL P. CURTIS
22 Lenox Road
Derry, N. H.



2ND LT. DERL I. DERR
Millville, Pa.



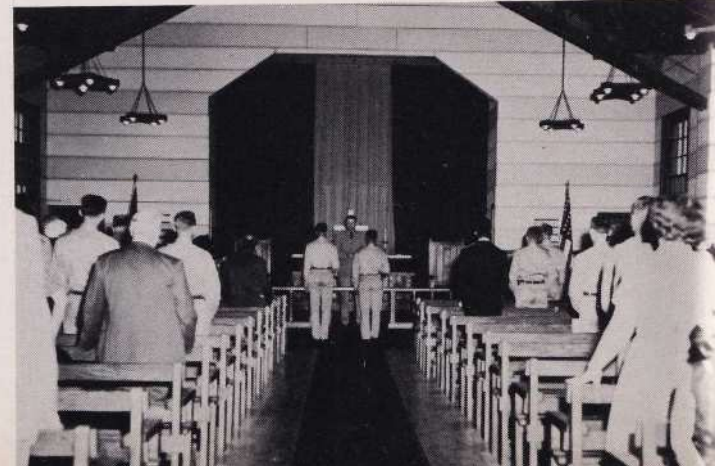
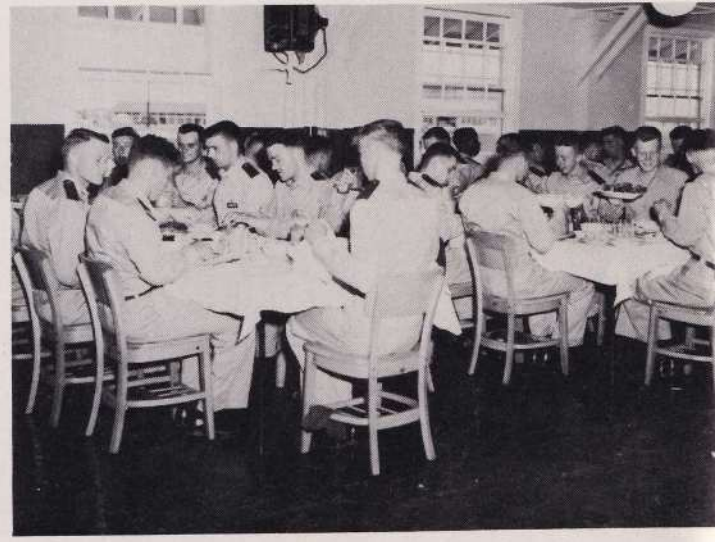
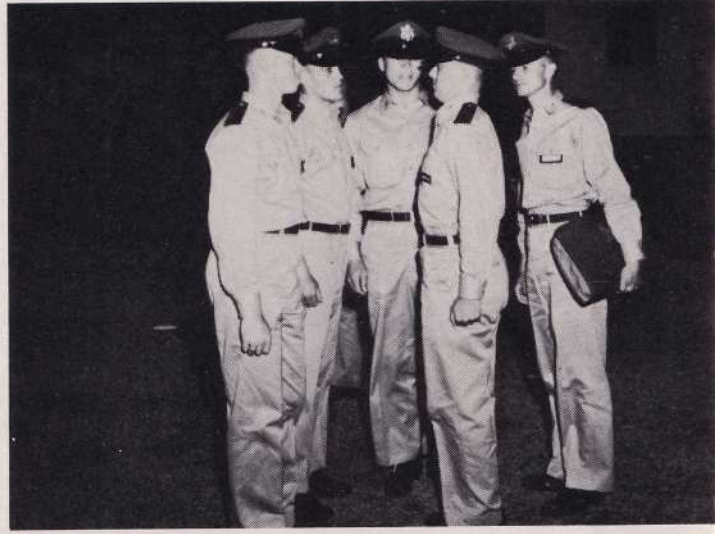
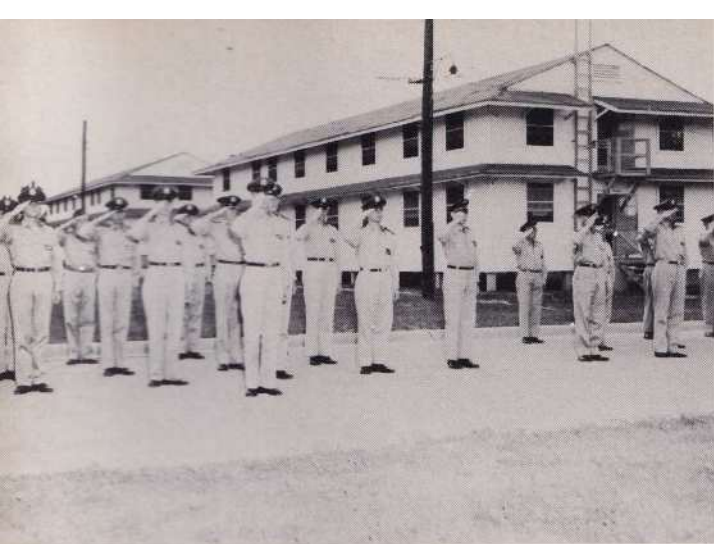
2ND LT. KNUT KNUTSEN
R. N. A. F.
Oslo, Norway



2ND LT. DAVID S. KOHLER
Flandreau, S. Dak.

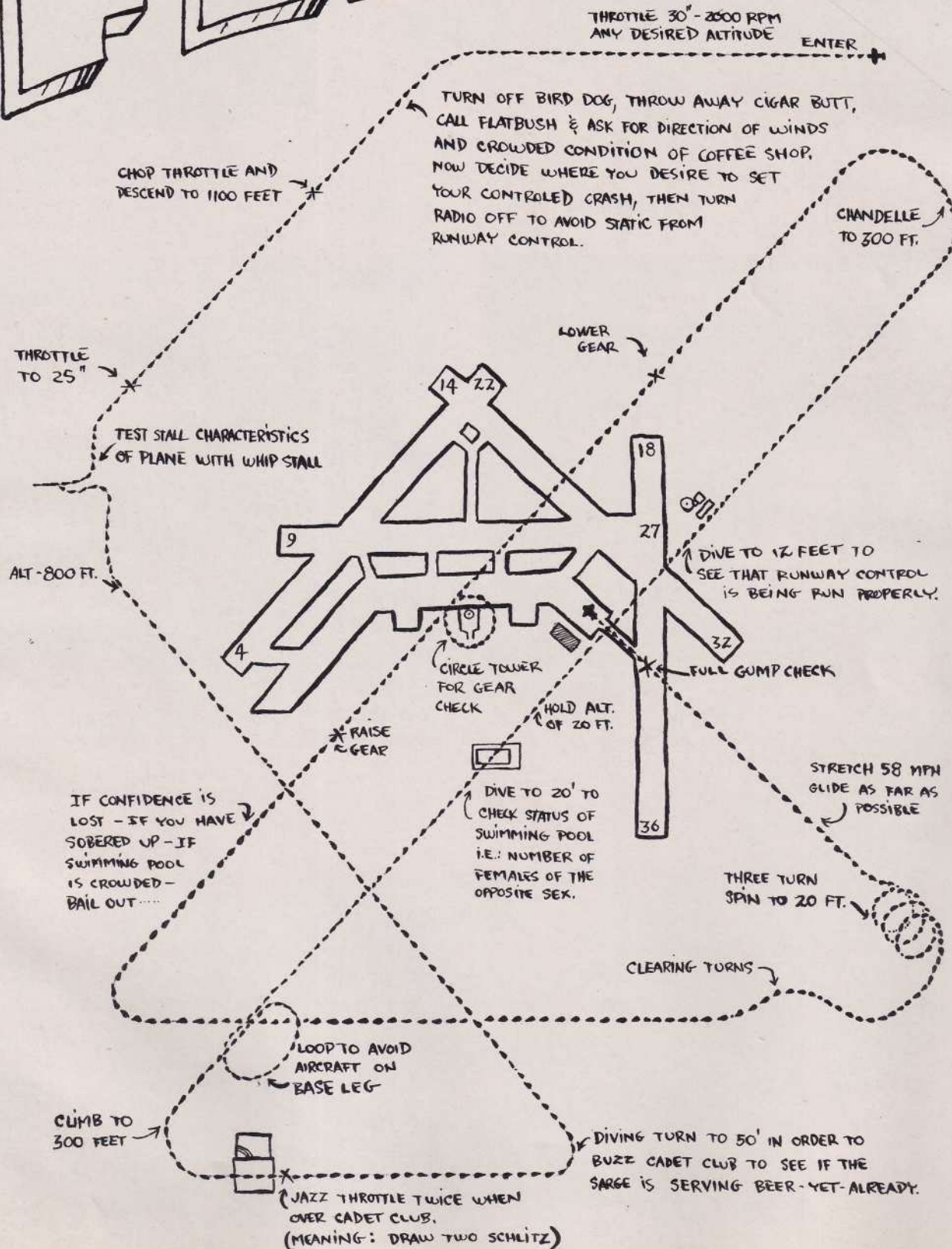






THE

FLYERS



SECTION ONE COMMANDER



J. B. BUTLER

FLIGHT D-1

SECTION TWO COMMANDER



M. A. AUSTILL

FLIGHT D-2



GLENN B. McKINLEY
Flight Commander

GEORGE E. FREEMAN
Asst. Flt. Comm.



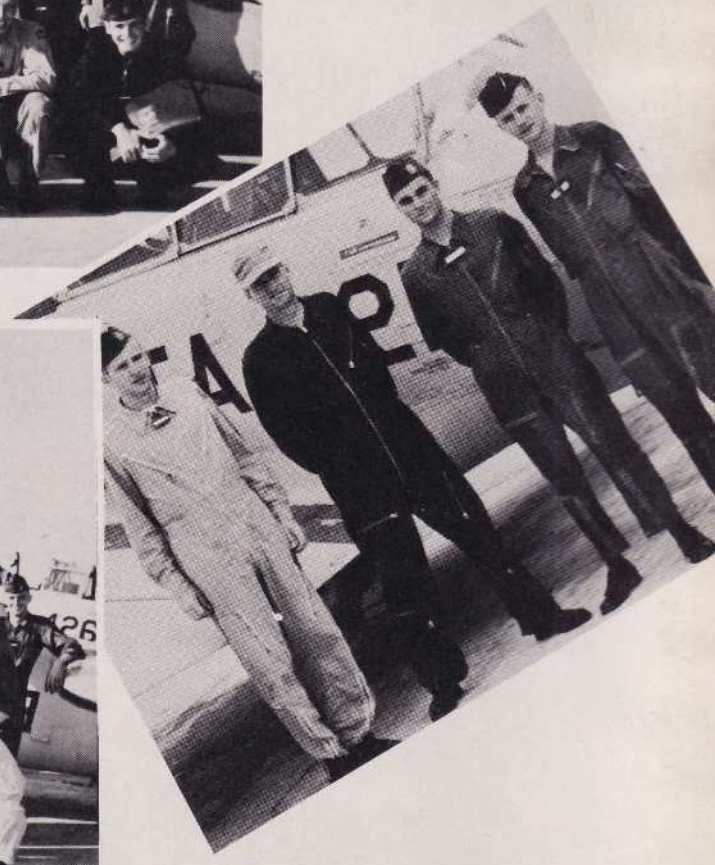
EDWARD D. PASCALL
Flight Commander

KURT H. SCHEUB
Ass't. Flt. Comm.

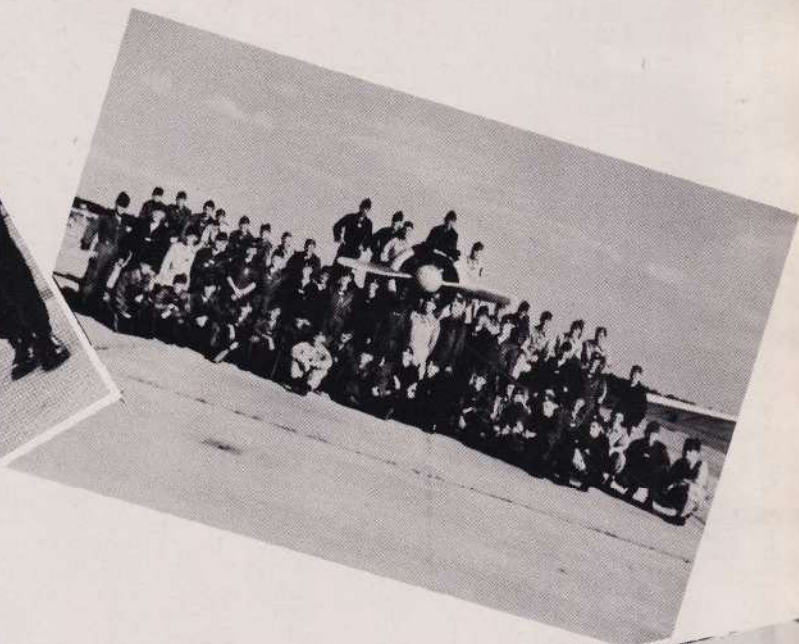
PRESTON MURPHY
Dispatcher

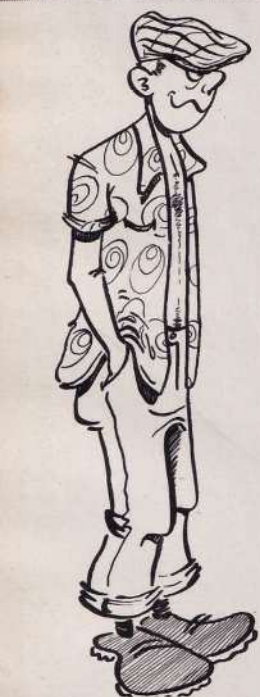
JOHN A. LANE
Dispatcher

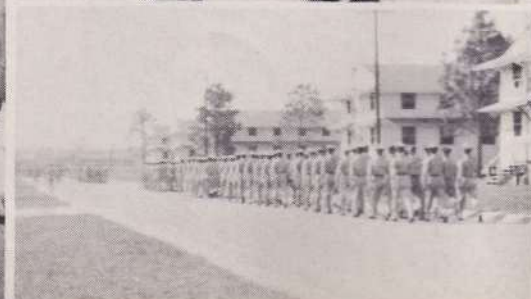
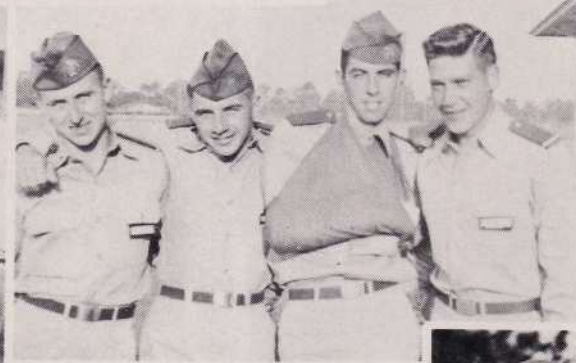
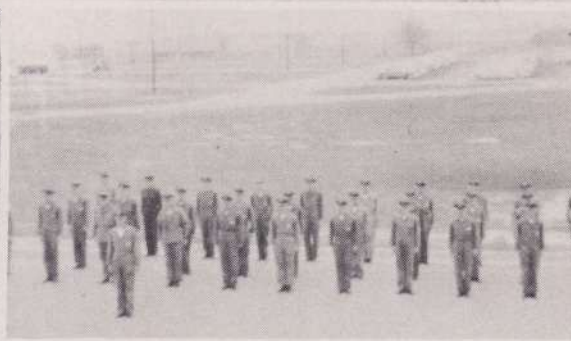
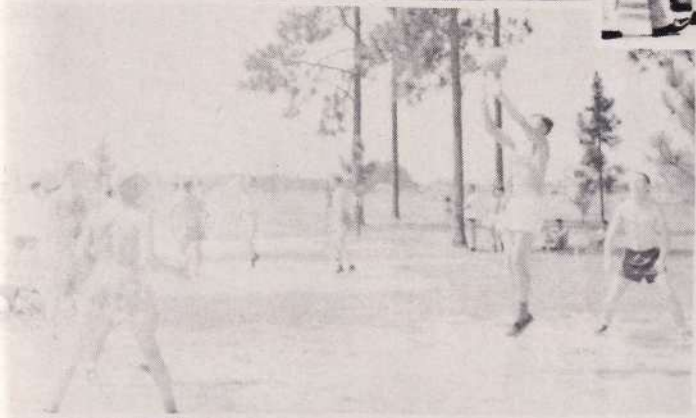
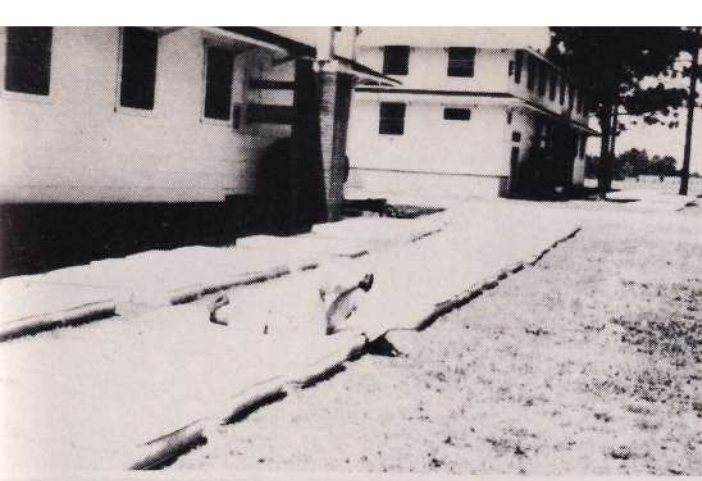


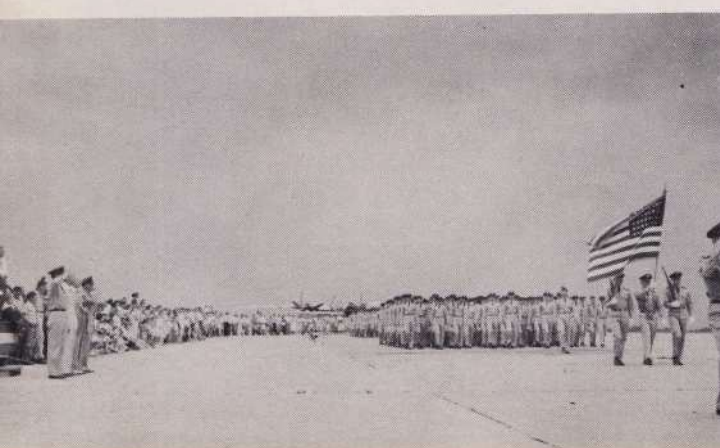
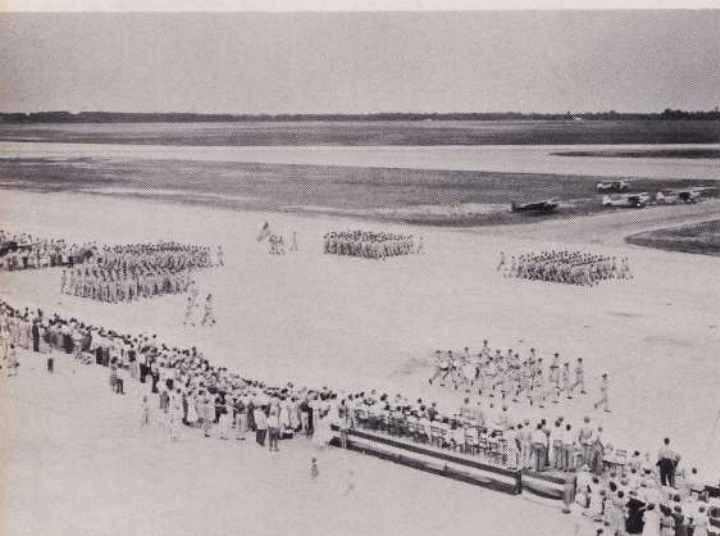
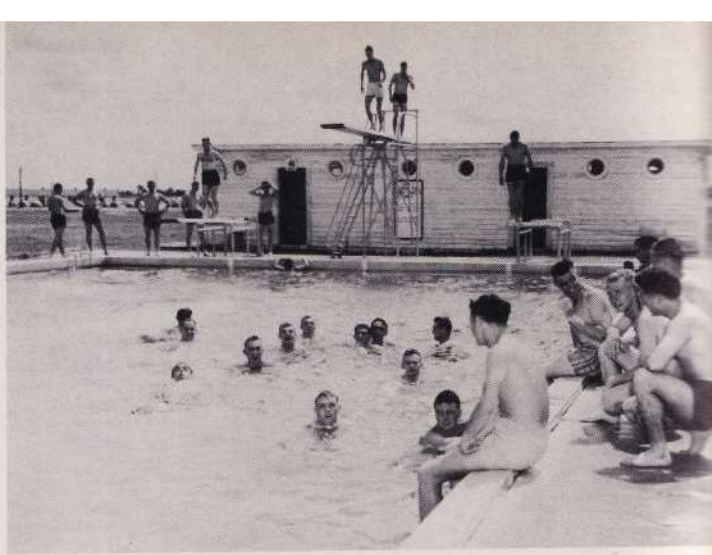
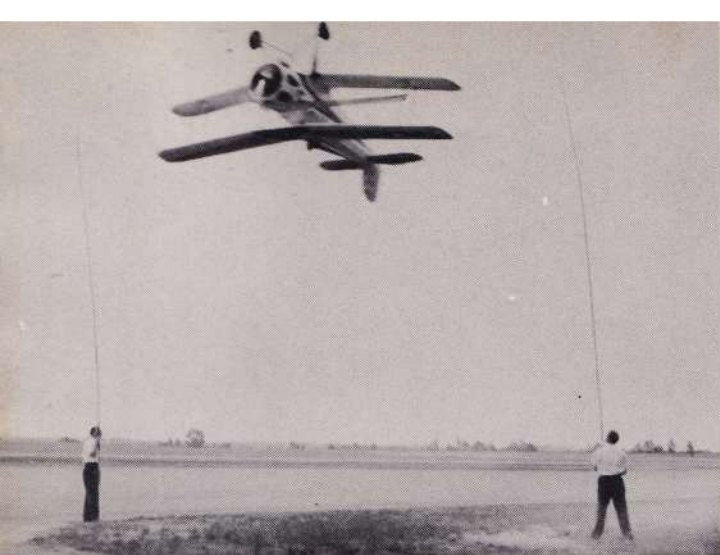


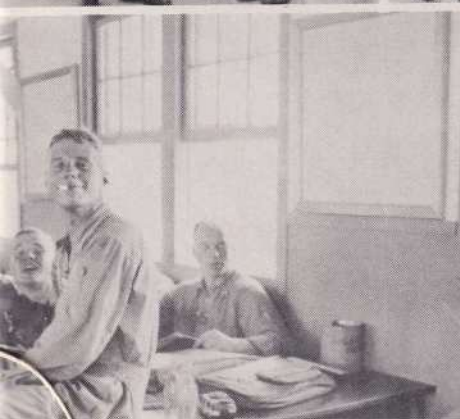


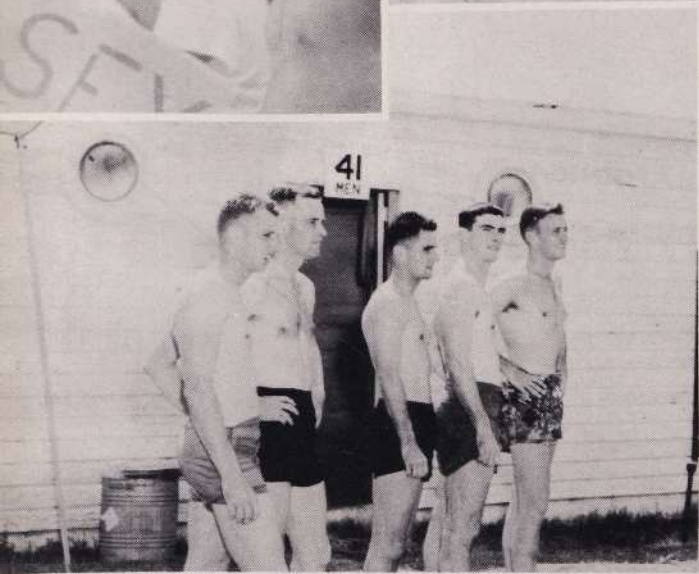














ACKNOWLEDGEMENTS

At this time the classbook staff wishes to extend thanks:

To Mr. Jim Greenwood, Hawthorne public relations director, for the many excellent pictures of Spence and for his willing help and assistance in the preparation of this book.

To Capt. H. L. Kirkpatrick and the Tactical Section for their guidance and assistance.

To A-C Stew McCombs for the cadet sketches sprinkled through the book.

And to those who have contributed of their time and energy in making this classbook a reality.

THE 53-B VERTIGO STAFF

Cliff Abrahamson	Editor
Ed Phelps	Ass't Editor
Stew McCombs	Art Editor
Ed Carpinello, Max Jacobs, Tom Brown, Ed Schwab	



A Typical Retreat Ceremony

THE SPENCE HOME FOR BOYS

The Spence Home for Boys, an eminent garden spot in our southern swamps, is located conveniently close to Moultrie, Georgia, which is located conveniently close to almost nothing. For those who prefer to travel by air, there is an airport adjoining the Home itself. The cuisine (American plan) is excellent. This is fortunate because the only eatery available is so highly recommended by the management that you would feel unappreciative eating elsewhere. The accommodations consist of sturdy white structures that resemble barracks to a remarkable degree. Early rising is encouraged to take advantage of the early morning Georgia air, and to have two or three hours before the heat becomes unbearable.

Though the activities here at the Home are many and varied, it is hoped that the majority of the guests will evince some interest in aviation, while such sports as yachting, grouse-shooting, polo, water-skiing, and sports car racing are frankly discouraged. Even so it is felt that the physical condition of those present should be trim, at least. To this end, an exercise hour is held three times a week. Two hours a week are spent teaching the guests to walk briskly one behind the other, to turn corners en masse, and to face in different directions in unison. These antics are entitled drill, and inspire in the group obedience, discipline, precision, and a sense of teamwork.

The schedule is rather full, the day being divided between puttering in and around bright yellow airplanes and listening to brief talks on subjects related to aviation.

The normal stay is six months, although occasionally a guest and the management will fail to see eye-to-eye. Should this happen, the guest is asked to leave.

Clientele must be of the highest standards, mentally, morally, and physically. If you feel you are qualified you are invited to visit representatives of the management located in principle cities and towns throughout the United States.

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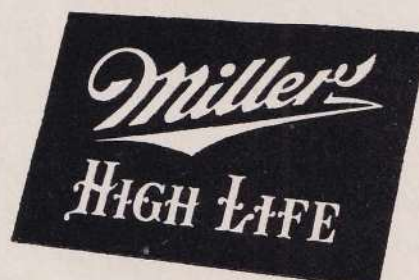


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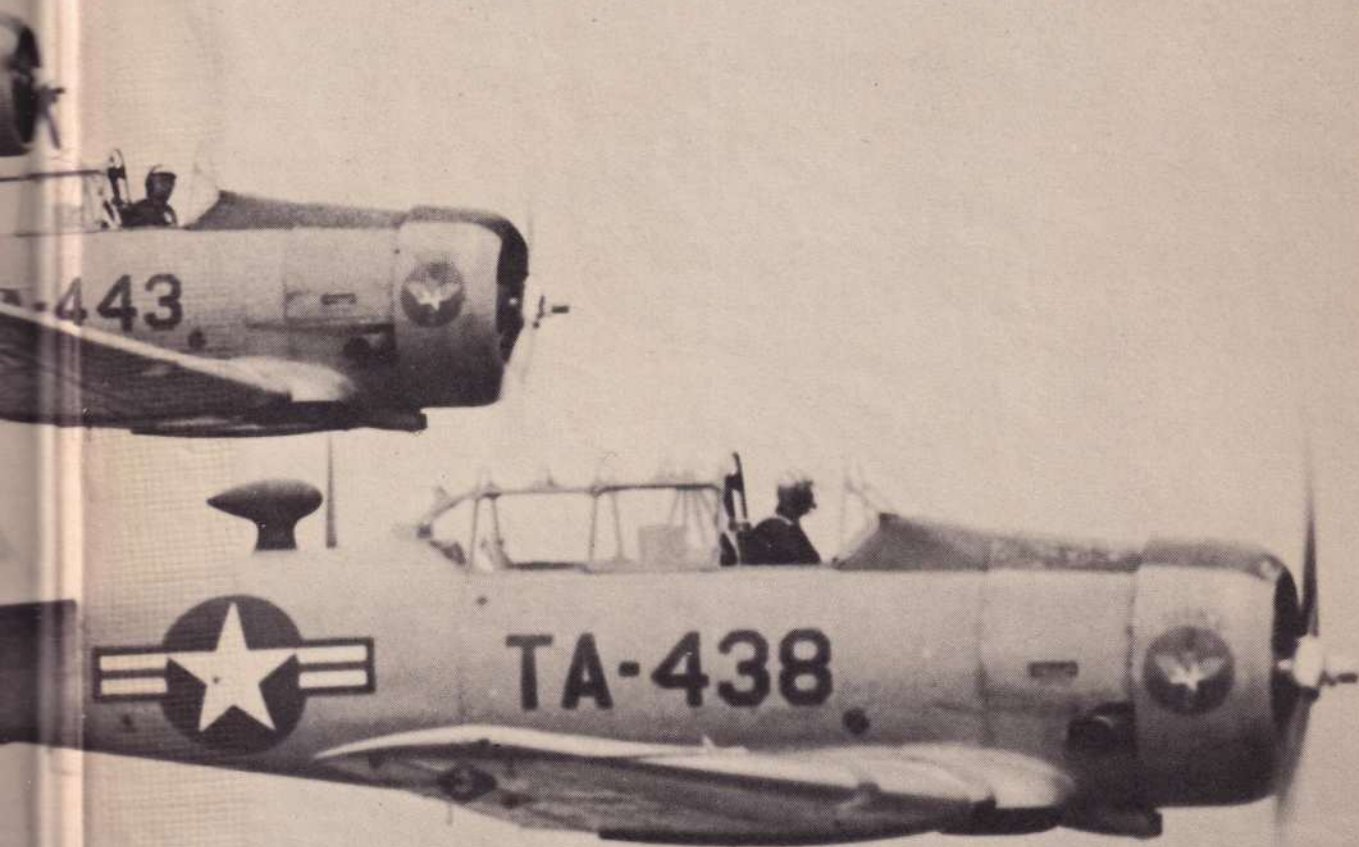
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