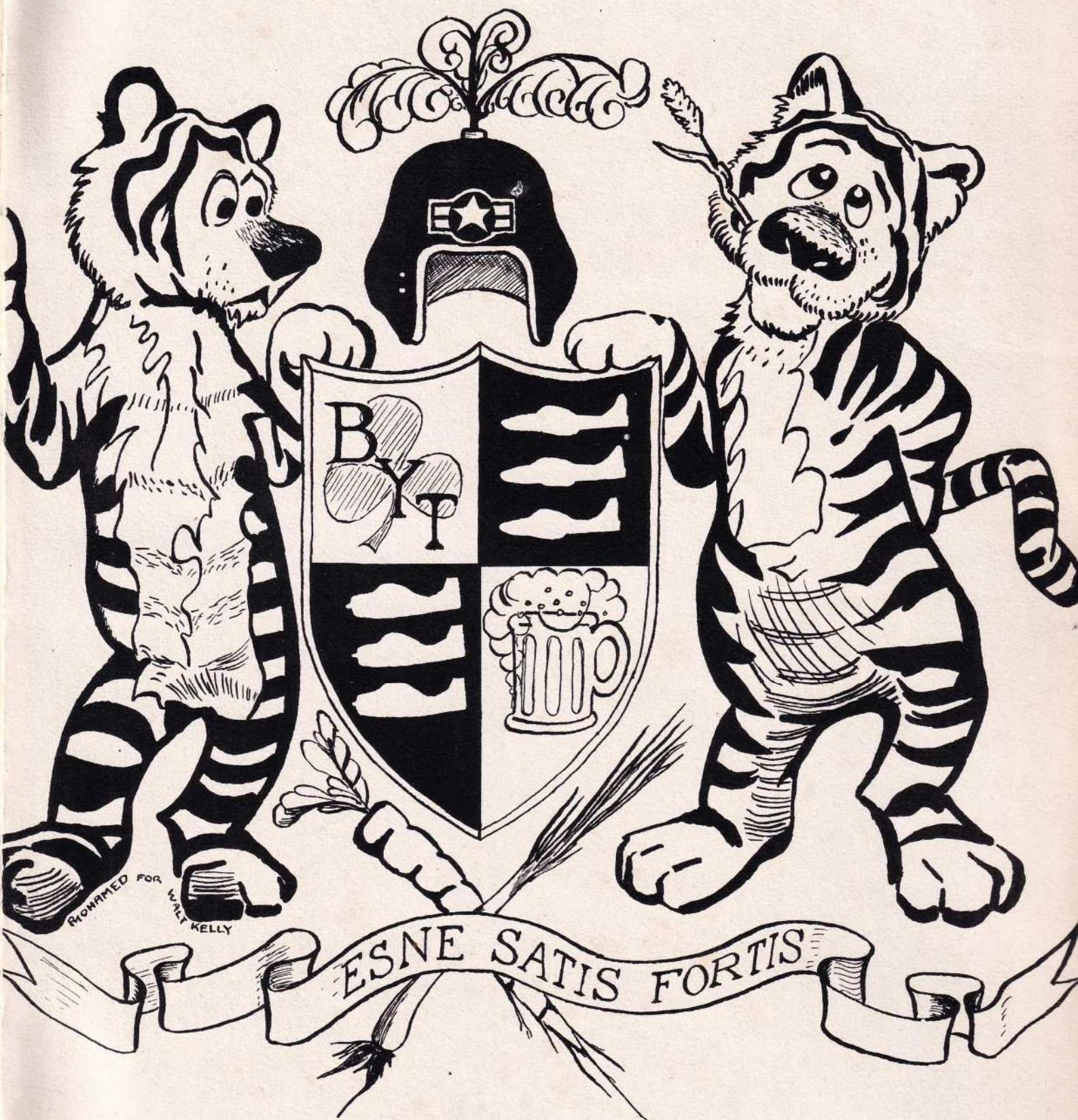


LT. DONALD M. LEACOCK





54- ABC



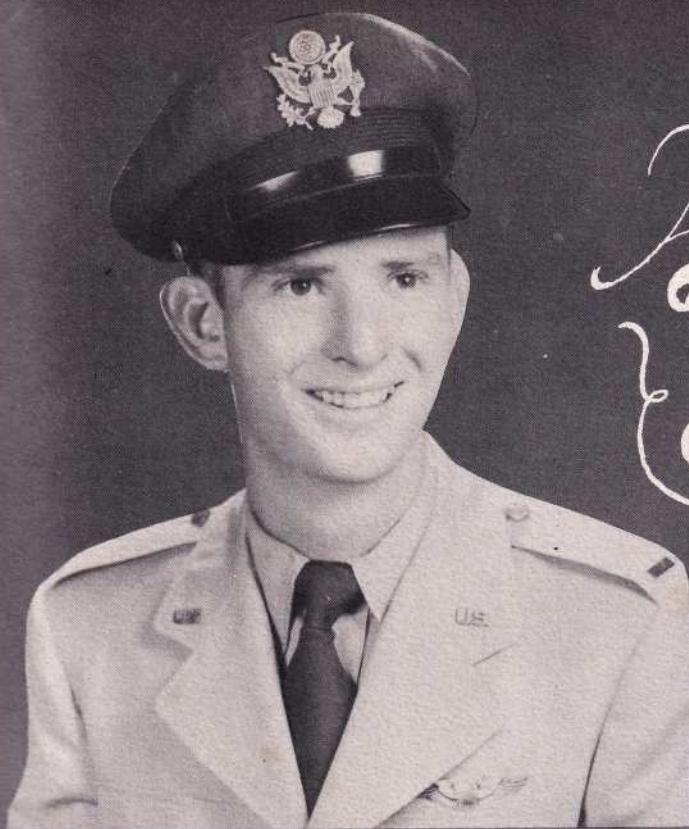
BRYAN AIR FORCE BASE
JET FIGHTER SCHOOL



LOCKHEED T-33A



NORTH AMERICAN T-28A



2/LT. STEPHEN R. TRACY

In M em ori a m

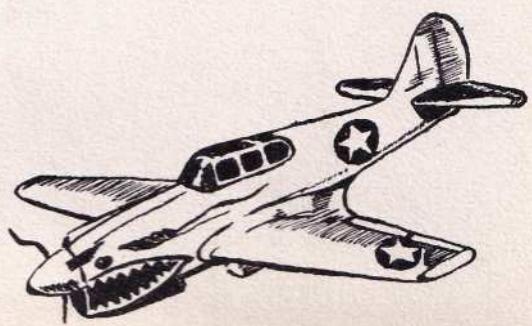
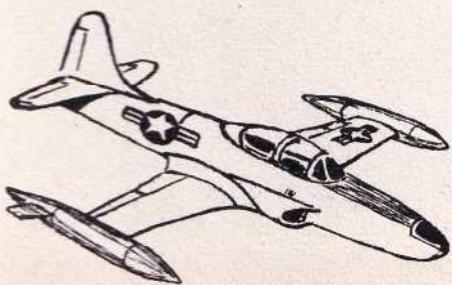
Oh, I have slipped the surly
bonds of Earth,
And danced the skies on
laughter-silvered wings;—
Sunward I've climbed, and
joined the tumbling mirth
Of sun-split clouds—and
done a hundred things
You have not dreamed of—
wheeled and soared and swung
High in the sunlit silence,
Hovering there,
I've topped the wind-swept
along, and flung
My eager craft through footless
halls of air—
Up, up the delirious, burning
blue,
I've eopped the wind-swept
heights with easy grace,
Where never lark, nor 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.



2/LT. LAURENCE E. NIELSEN



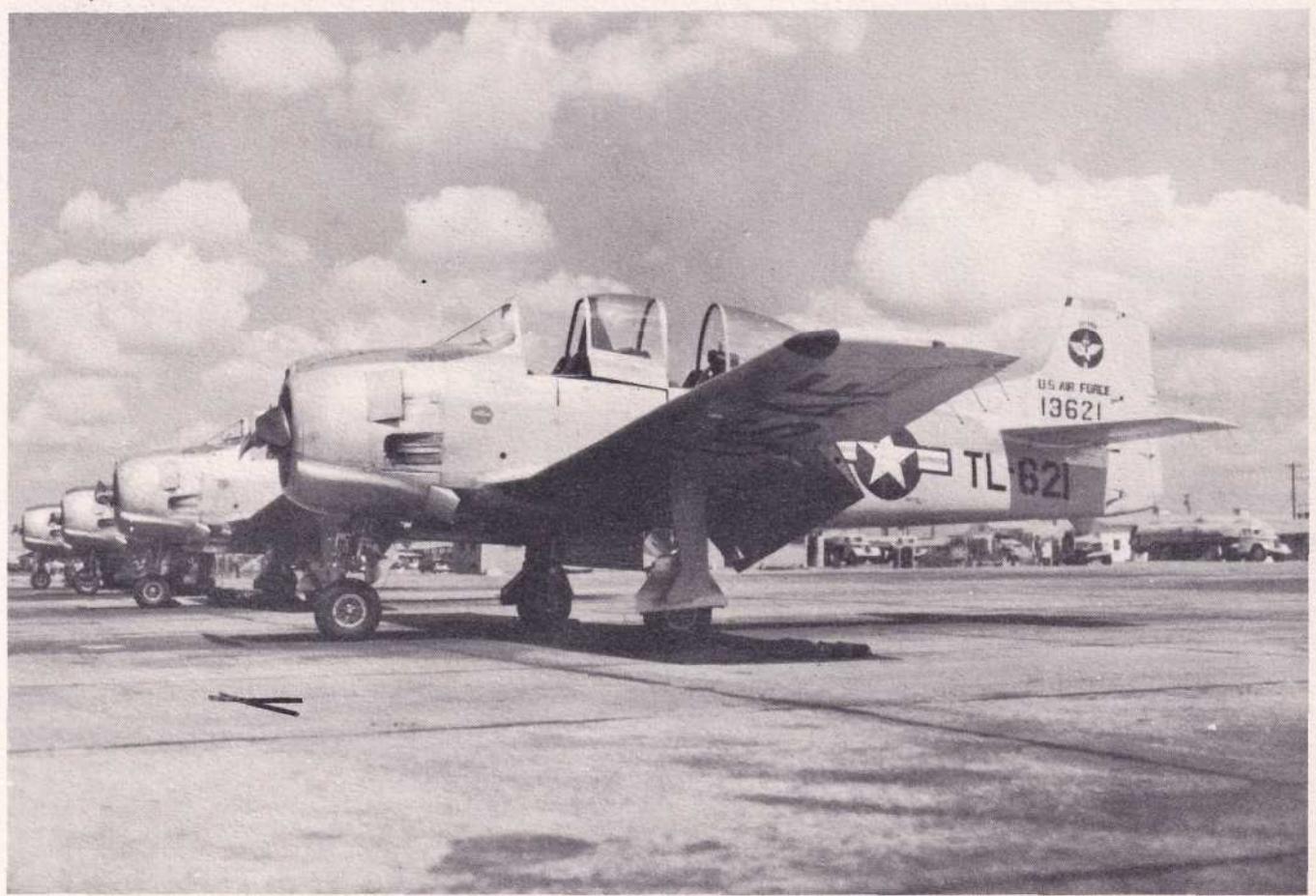
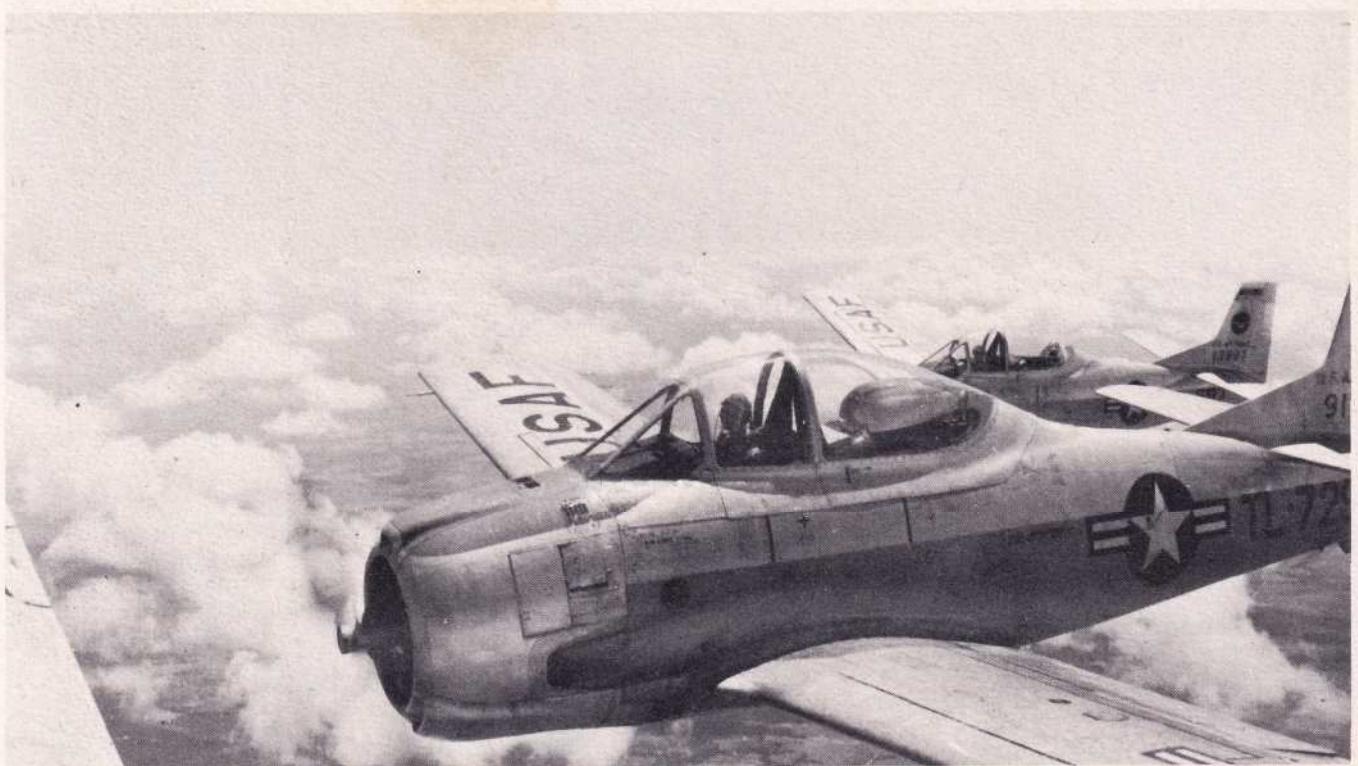
**COLONEL ARVID E. OLSON
COMMANDING OFFICER
Bryan Air Force Base**







**COLONEL CLIFFORD NASH
WING EXECUTIVE OFFICER**





Chaplains

BRYAN AFB CHAPEL

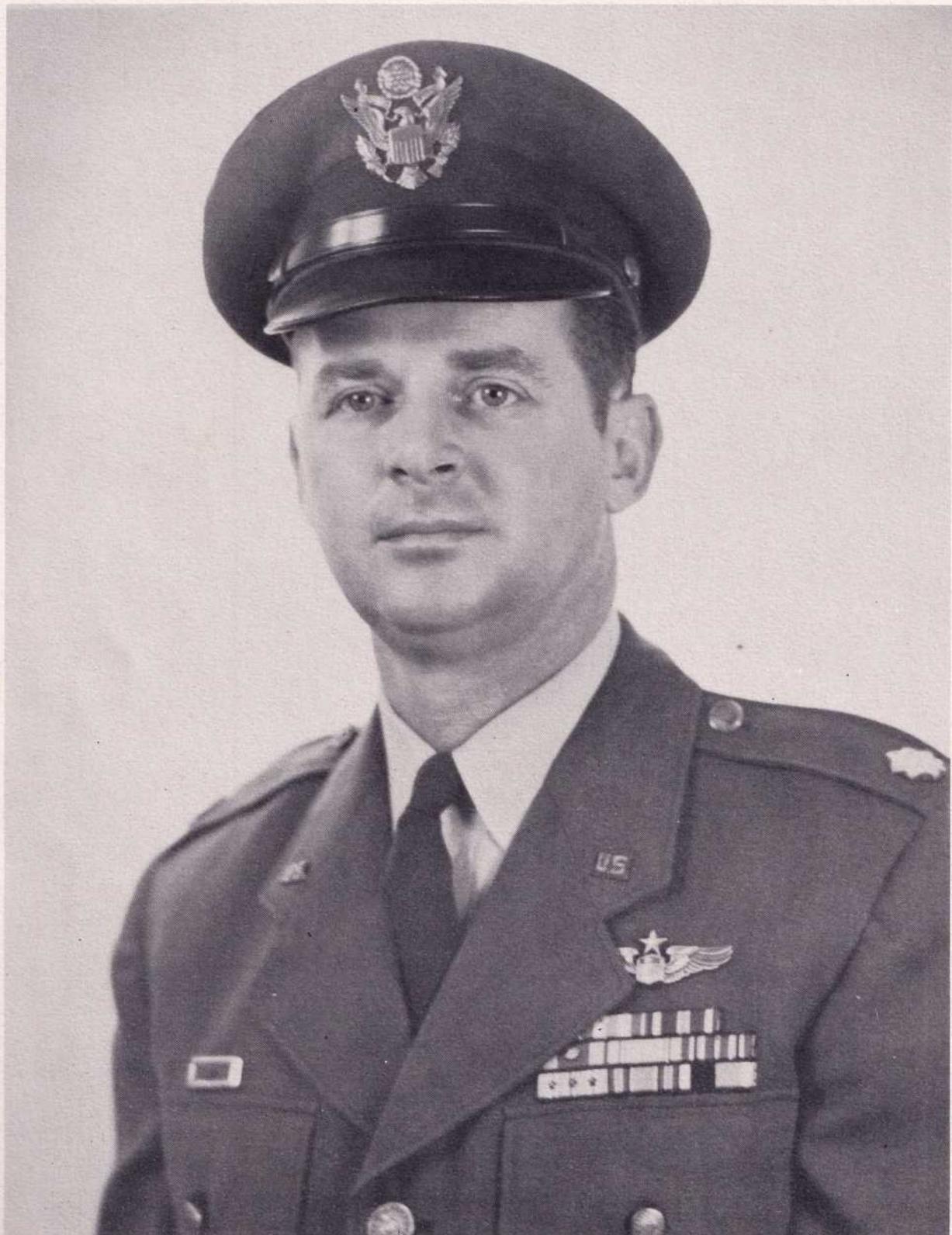


MAJOR NORMAN J. JOHNSON



LT. BENJAMIN F. ADAMS





LT. COLONEL CURRAN L. JONES
Commanding Officer
Pilot Training Group

Pilot Training Group



MAJOR U. L. BUCHANAN
Operations Officer



CAPTAIN G. W. LOVELL
Adjutant

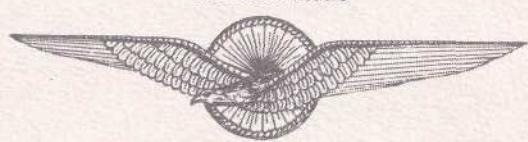
Liaison Officers



MAJOR C. CLASENS
Belgium



CAPTAIN D. J. F. ROXS
Netherlands



CAPTAIN O. SAEILD
Norway



CAPTAIN G. GRISONI
France



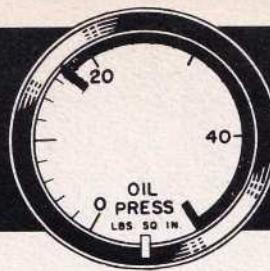
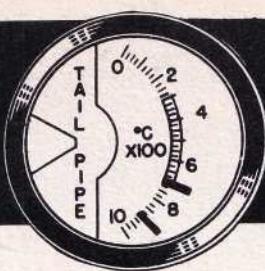


2. T-33A-1-LO
AL NO. 51-6780A

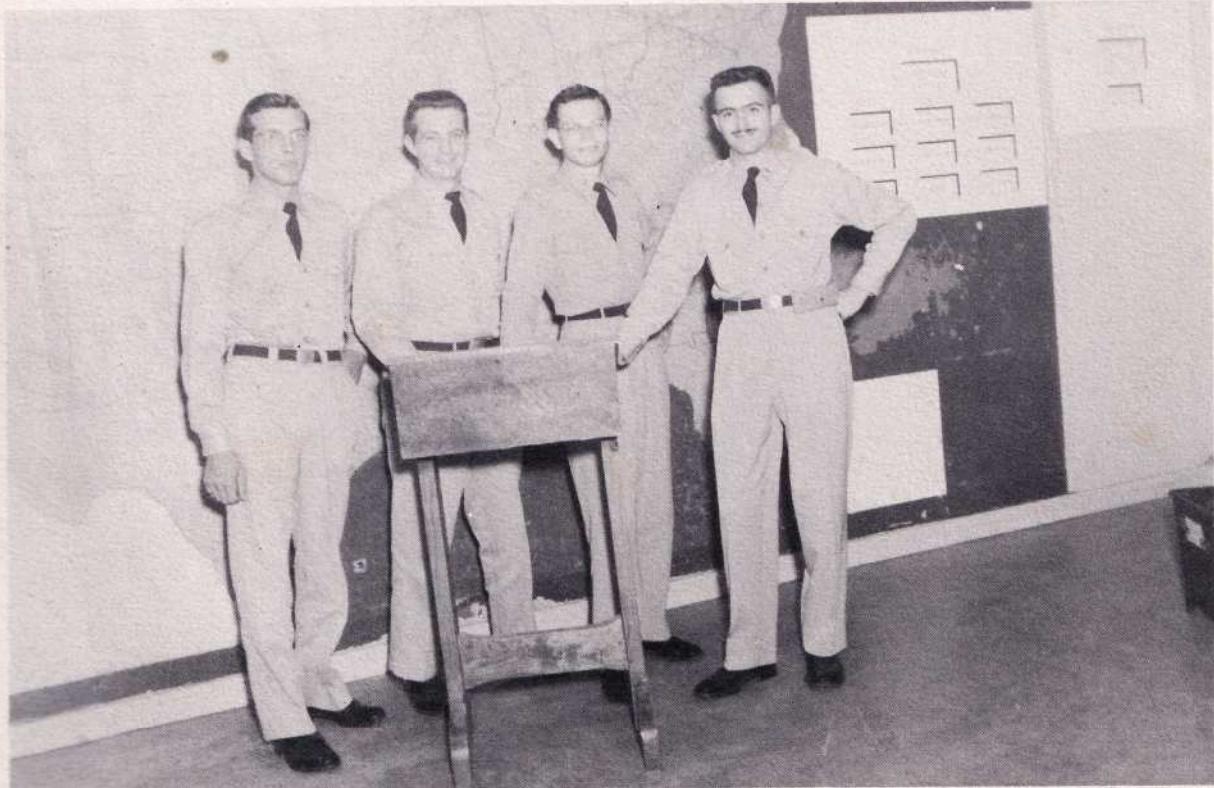
THIS AIRPLANE CONTAINS
CANOPY BREACH CONTAINING
AN EXPLOSIVE CHARGE

AL CANOPY CONTROL
RIGHT HAND SIDE

Academics



MAJOR HARLAN J. WENZINGER

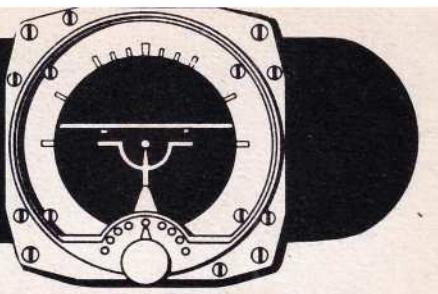


2/LT. HUGHES

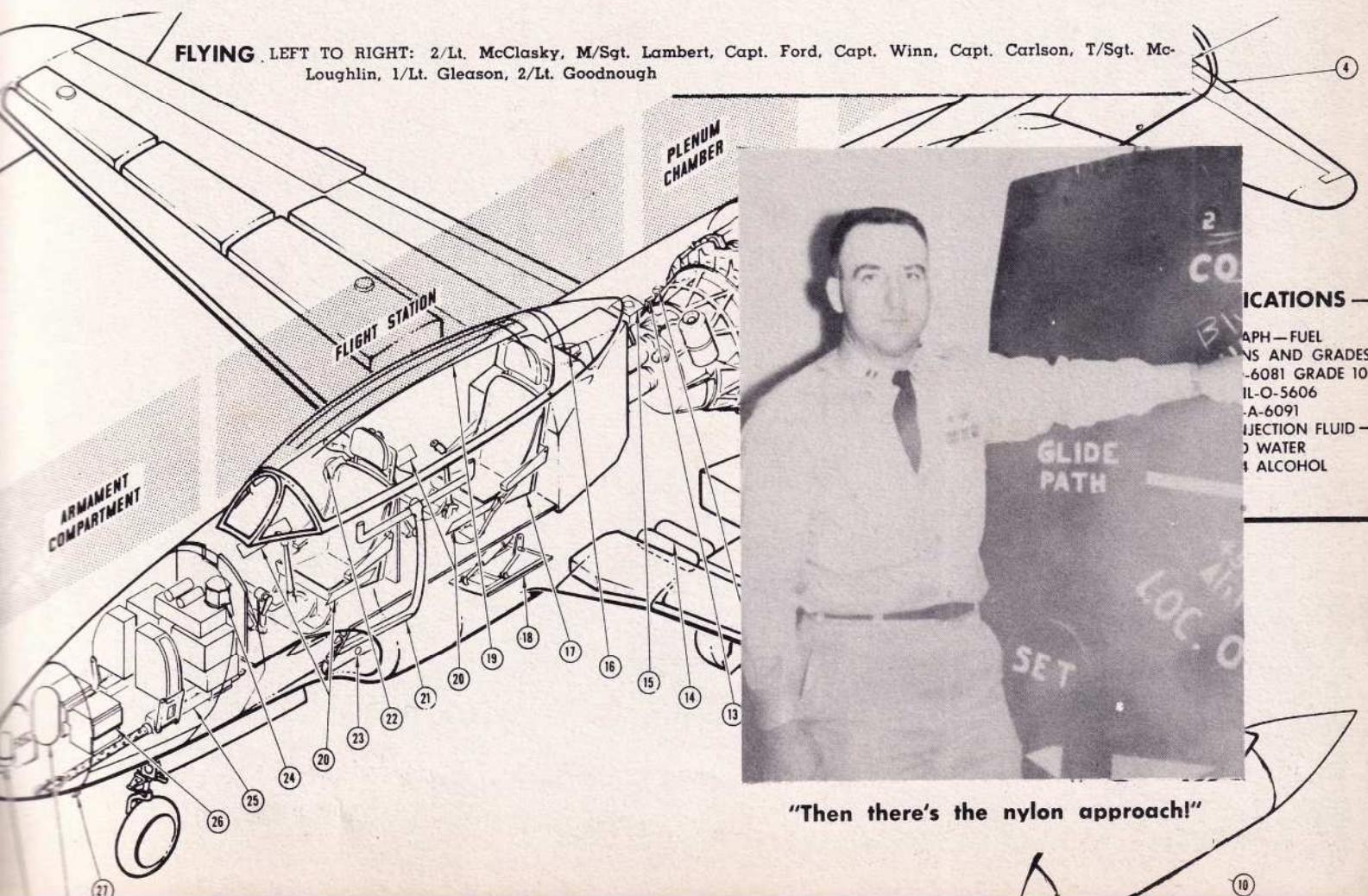
2/LT. EAGAN

2/LT. JENSEN

2/LT. DANZIG



FLYING LEFT TO RIGHT: 2/Lt. McClasky, M/Sgt. Lambert, Capt. Ford, Capt. Winn, Capt. Carlson, T/Sgt. Mc-
Loughlin, 1/Lt. Gleason, 2/Lt. Goodnough



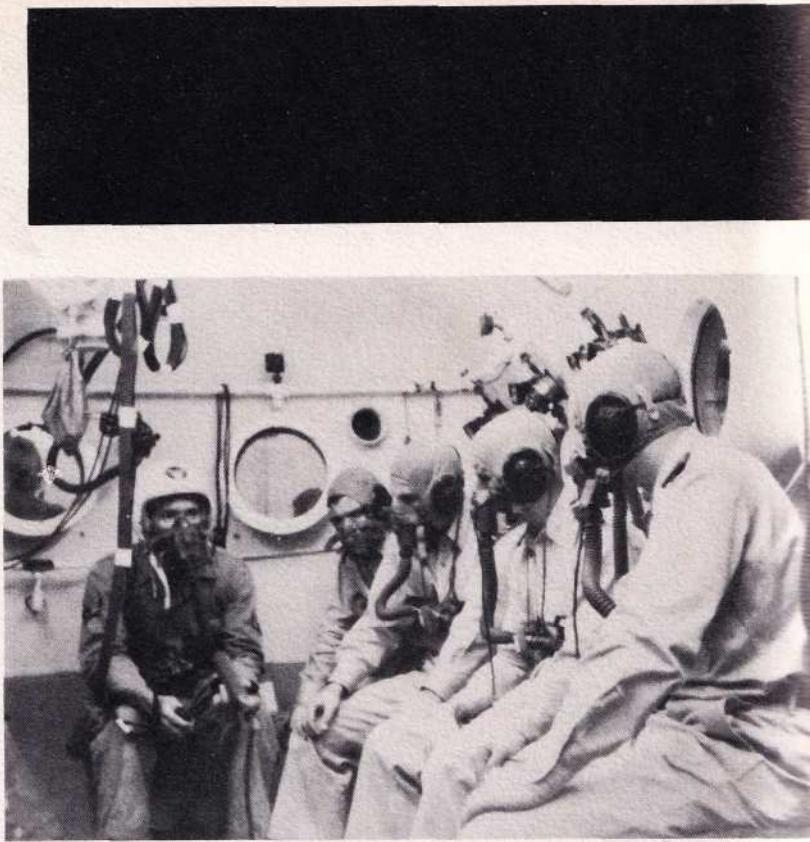
"Then there's the nylon approach!"

ICATIONS —

4PH—FUEL
NS AND GRADES
-6081 GRADE 10
IL-O-5606
A-6091
JECTION FLUID —
O WATER
4 ALCOHOL



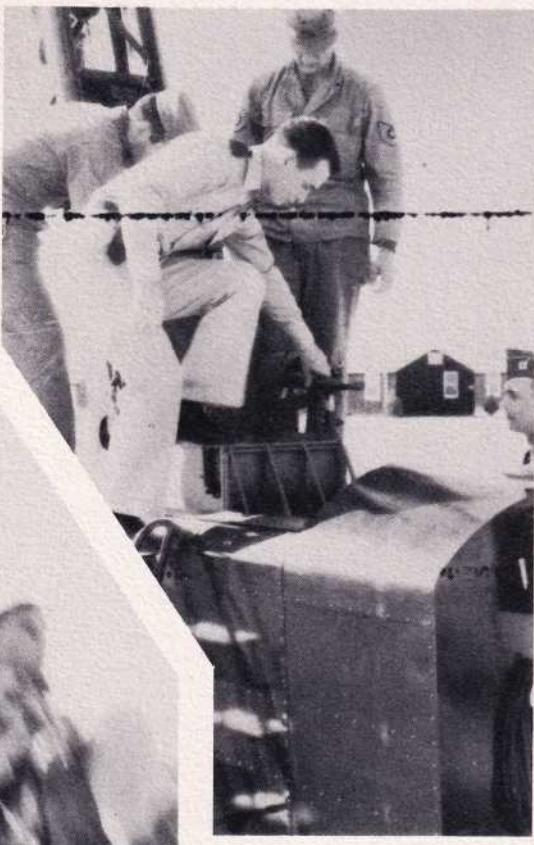
"Perfectly normal??"



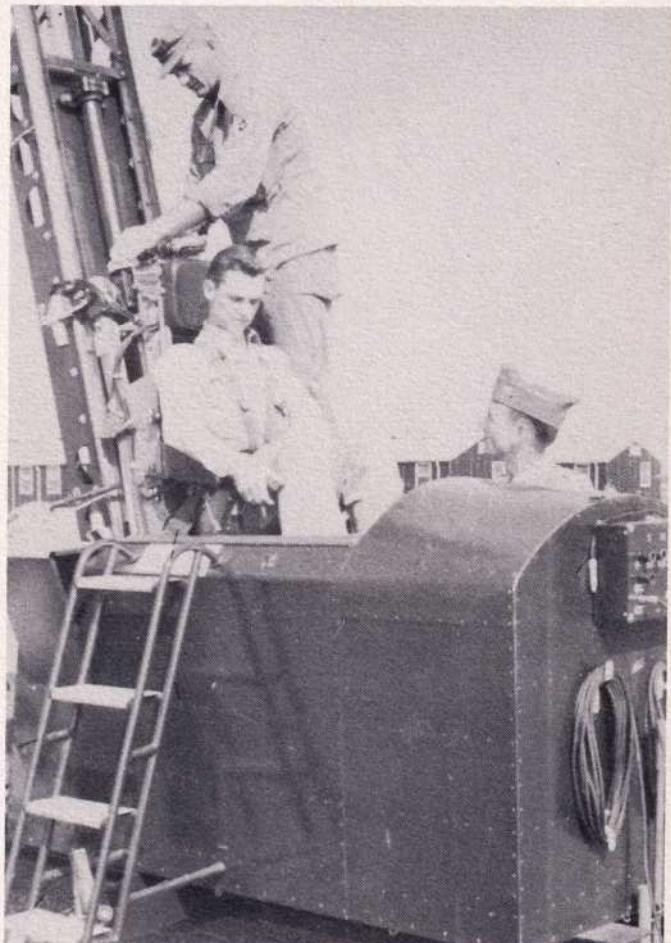
"You won't need a bail-out bottle!"



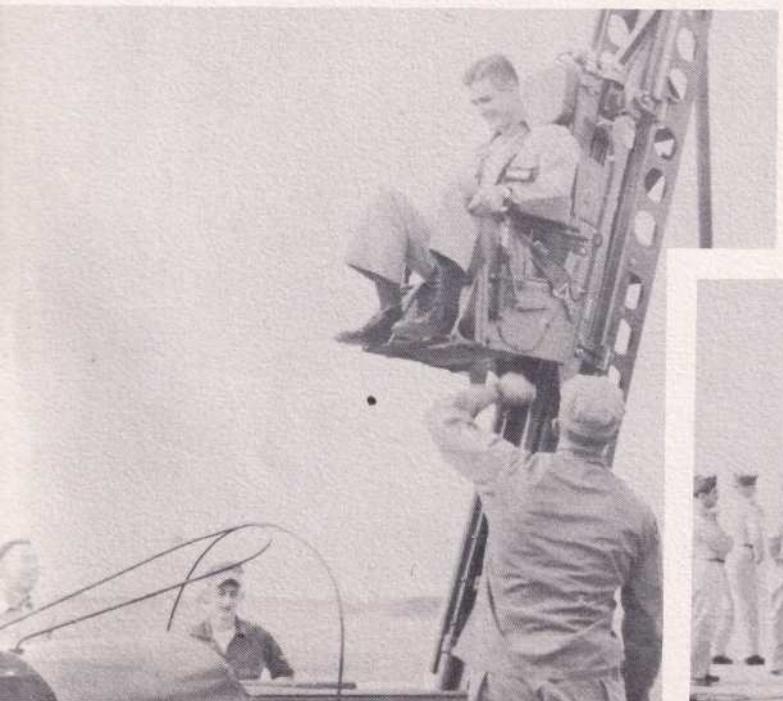
Physiology Lab



"Next victim!"



"The charge is set Capt. Warley!"



"Heck! No sweat at all!"



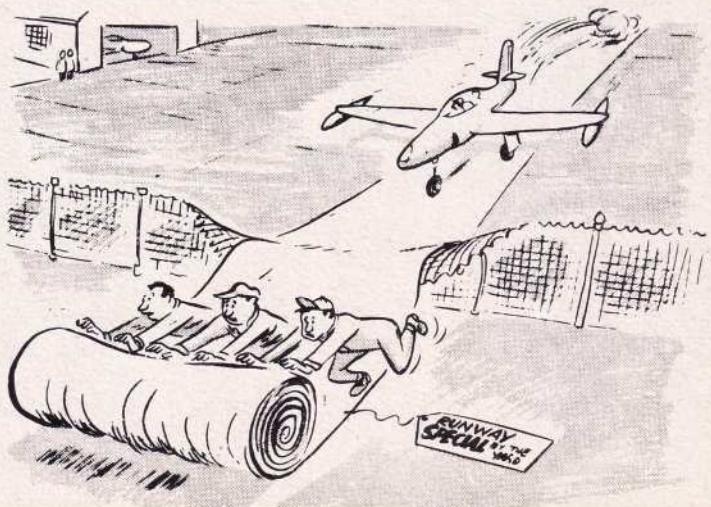
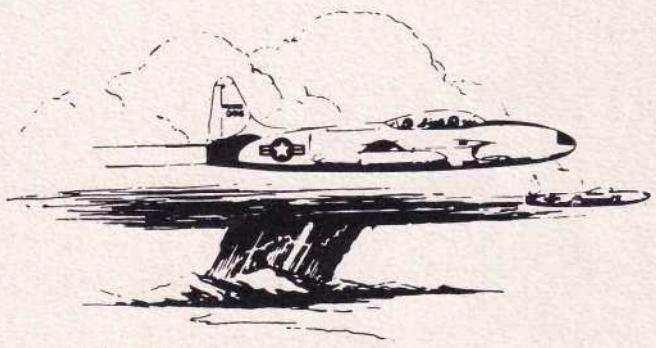
One each, A. F. type ejection chair!



The Eagle's Nest



"The criterion of a good pilot is judged not by how well he gets out of a dangerous situation, but by how well he avoids a dangerous situation."



WELL, IF IT ISN'T
THE JET JOCKEYS FROM
OLD BYT, DON'T LET THESE
SPOTS FOOL YOU GUYS, WE
LEOPARDS LOVE TIGERS!

MISS LACE

for the GANG IN
54-ABC AT BRYAN AFB

MILTON
CANIFF

N.Y. 1953

With the best
Wishes of
STEVE CANYON



Student Detachment

3530th Student Squadron





MAJOR ALFRED YORSTON, JR.
Squadron Commander



CAPTAIN J. N. ROBINSON, JR.
Director of Military Training



1/LT. O. F. STUMBAUGH
Senior Military Instructor



CAPTAIN ROBERT H. LAGUE
Cadet Club Officer

3530th Student Squadron



1/LT. ROBERT N. HOLMAN
Military Instructor
Section I



2/LT. FRANCIS O. EAGAN
Military Instructor
Section II



2/LT. RICHARD D. GARDEMAL
Military Instructor
First Class



....THOU ANNOINTEST MY HEAD WITH DEMERITS
MY QUOTA RUNNETH OVER.....



2/LT. PERRY W. SHIRK
Squadron Commander
"It says in the Blue Book . . ."



2/LT. REZK M. MOHAMED
Trng. & Ops. Officer
"They should give New Yorkers over-seas pay for a Texas Tour!"



2/LT. GEORGE F. DE NEVE
Squadron Adjutant
"What time does the mail room open?"



2/LT. WILLIAM J. RICHARDSON
Squadron Chaplain
"Anyone have a card they want punched?"

Squadron 1



2/LT. EDWARD DILLON
Flight Captain
"I will not go 'south' tonight."



2/LT. ROBERT J. HLAVAC
Flight Captain
"Thank God it's Friday — I'm just
'twitching'."



2/LT. CLYDE D. McCULLOUGH
Flight Captain
"Oh Frankie, Oh Frankie, how you can
love."



2/LT. JOSEPH B. JAMAR
"Look at that stupid Texan!"



2/LT. FRANK E. ARNOLD
"Isn't New York in Eastern Texas?"



2/LT. STEPHEN G. BROWN
(Famous last words) "Moderation."



SGT. GREGERS H. CLAUBER
"I just love the program!"



SGT. ANDRE G. DELBEKE
"Are we having PT today?"

Squadron 1



2/LT. JAMES W. DULL
"I'll have a coffee royal."



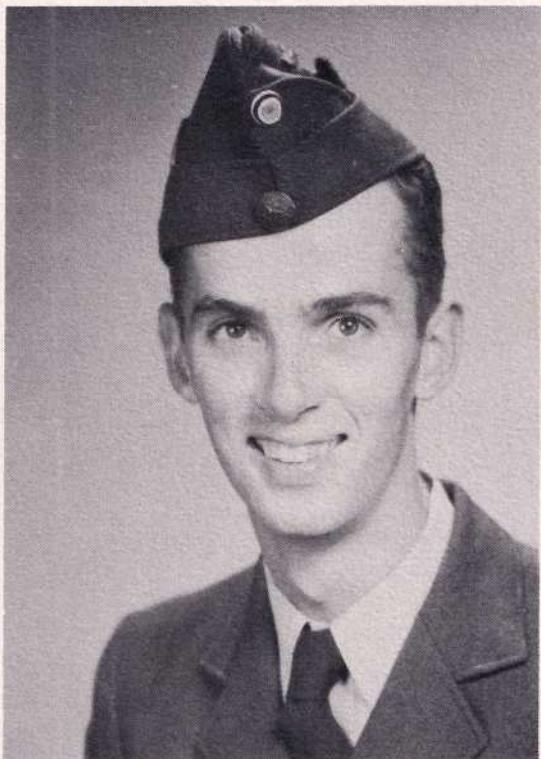
SGT. FERNAND EEMAN
"Little Beaver"....Pride of the Belgian Air Force.



DO YOU READ.....
AH SAY DO YOU READ ME SON?



2/LT. DONALD M. JEACOCK
"So most honorable captain, you choose not to speak."



SGT. JAN C. KIELLAND
"What do we have to do that for?"



SGT. GUY LENESTOUR
This boy is really a long way from home!

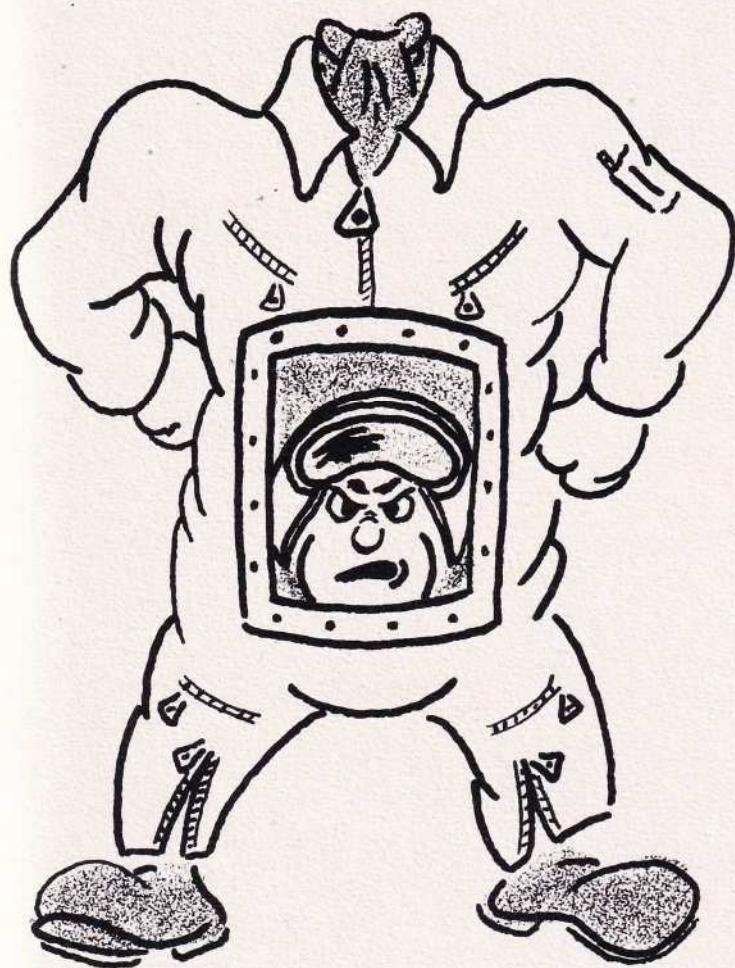


SGT. RAYMOND C. MAES
Makes less noise than a giraffe.



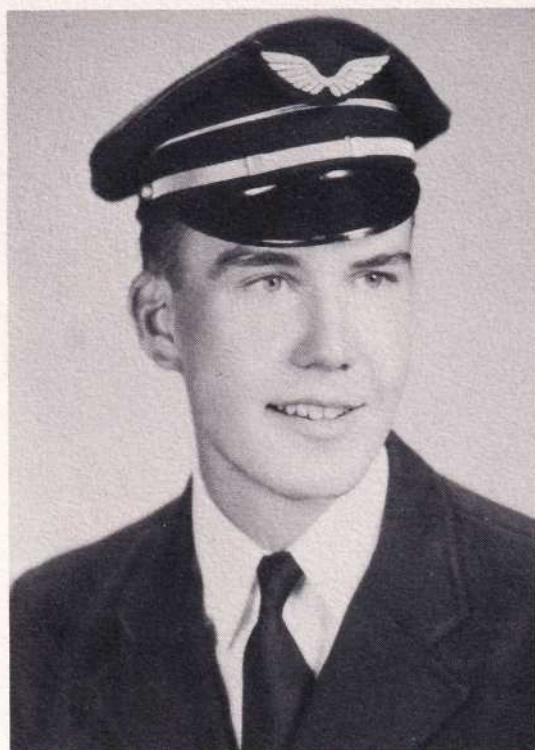
2/LT. QUINTON K. MILHOLLIN
"They didn't put anything past me, I took them all. Look out! Here comes the trolley!"

Squadron 1



SGT. KNUD POULSEN

"Why didn't they let me bring my bicycle with me?"



SGT. MICHEL R. ROUVROY

Flight Sergeant

"All present and accounted for, Sir."



2/LT. RICHARD W. SPURGEON

"I'm sure glad I paid forty cents for this."

In peace there's nothing so becomes a man
As modest stillness and humility;
But when the blast of war blows in our ears,
Then imitate the action of the tiger;
Stiffen the sinews, summon up the blood.

SHAKESPEARE
King Henry V, Act III, Scene 1



The Pilots' 23rd Psalm

by Capt. J. D. Olive

1. As the telephone operator who giveth wrong numbers, so is he who extolleth his exploits in the air.

2. He shall enlarge upon the dangers of his adventures, but in my sleeve shall be heard the tinkling of silvery laughter.

3. Let not thy familiarity with airplanes breed contempt, lest thou become exceedingly careless at a time when great care is necessary to thy well-being.

4. My son, obey the law and observe prudence. Spin thou not lower than 1500 cubits nor stunt above thine own domicile. For the hand of the law is heavy and reacheth far and wide throughout the land.

5. Incur not the wrath of thy Commander by breaking the rules; for he who maketh right-hand circuits shall be cast out into utter darkness.

6. Let not thy prowess in the air persuade thee that others cannot do even as thou doest; for he that showeth off in public places is an abomination unto his fellow pilots.

7. More praiseworthy is he who can touch tail-skid and wheels to earth at one time, than he who loopeth and rolleth till some damsel stares in amazement at his daring.

8. He who breaketh an undercarriage in a forced landing may, in time, be forgiven; but he who taxieh into another aircraft shall be despised forever.

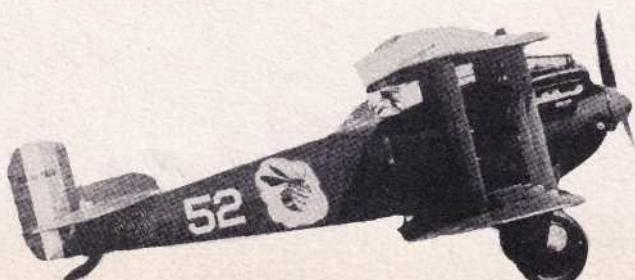
9. Beware the man who taketh off without looking behind him, for there is not health in him. Verily, I say unto you, his days are numbered.

10. Clever men take the reproofs of their instructor in the same wise, one like unto another; with witty jest, confessing their dumbness and regarding themselves with humor. Yet they try again, profiting by his wise counsel and taking not offense at aught that has been said.

11. As a postage stamp which lacketh glue, so are the words of caution to a fool; they stick not, going in one ear and out the other, for there is nothing between to stop them.

12. My son, hearken unto my teaching and forsake not the laws of prudence, for the reckless shall not inhabit the earth for long.

13. Hear instruction and be wise, and refuse it not; thus wilt thou fly safely; length of days and a life of peace shall be added unto thee.





2/LT. LYLE E. DELFOSSE
Squadron Commander

"That's 3. Care to try for a 6 and 12?"



2/LT. THOMAS N. WARNER
Trng. & Ops. Officer

"Yes Sir, Yes Sir, Yes Sir."



2/LT. DEAN W. PETERSON
Squadron Adjutant

"Anyone want to buy a real gangster car?"



2/LT. RAYMOND B. SOMMERS
Squadron Chaplain

"Never have I heard as sad a story as yours."

Squadron 2



SGT. HANS KRISTENSEN

Flight Captain

"...and then she wanted to loan ME
some money!"



2/LT. ELTON L. WESTON

Flight Captain

"Would !!!"



2/LT. KENNETH R. MURRAY

Flight Captain

"Let's have a little of that crazy dead
dog."



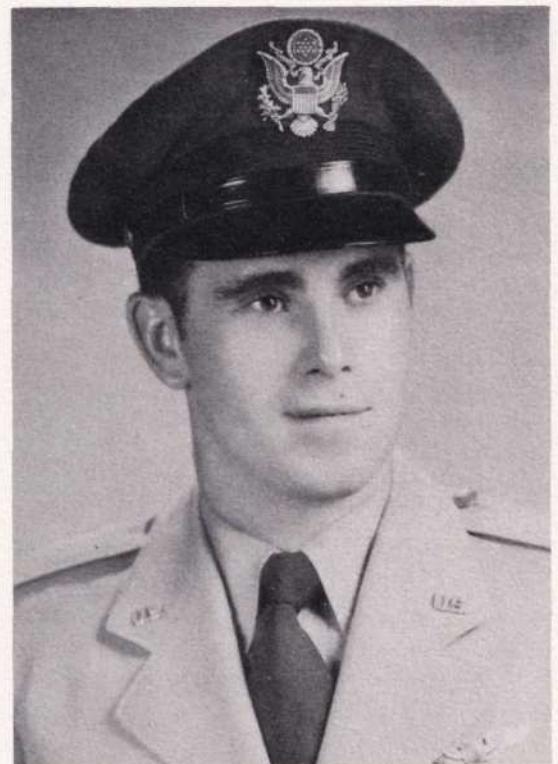
2/LT. ROGER A. CHRISTGAU

1st Sergeant

"I'm so ashamed of myself; I only got
a 72 on that last test."



SGT. JEAN BERRIET
"Ze bar she is open.....No?"



2/LT. DARREL D. CLINE
"THAT sounds like a square deal."



2/LT. JUSTIN R. ECCLES
"Oh.....funch!"



2/LT. JOSEPH A. FINAN
"Brenham? Not me, I'm heading for Houston."

Squadron 2

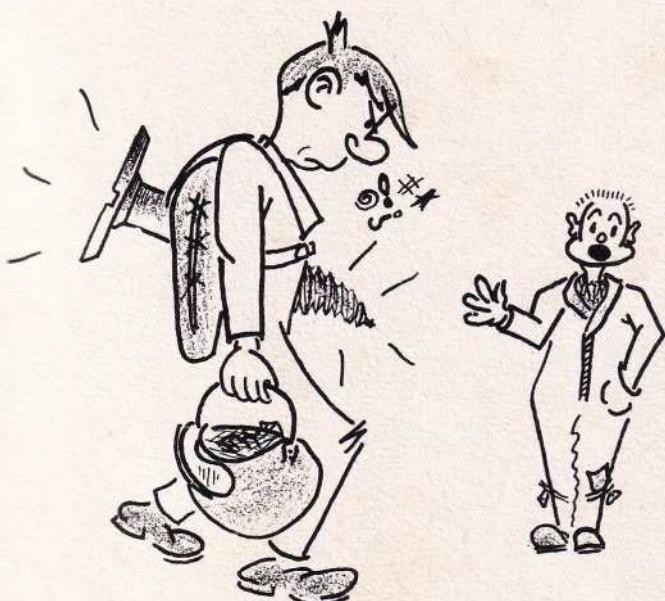


2/LT. DARRELL G. GOTTL
Group Commander

"Don't mess with me, I'm out of snuff!"



SGT. ALF J. HANSEN
The smiling Norwegian.



HEY, STAN!! How'd you make out
on your check ride?



SGT. ANTONIUS J. HELDERS
"You'd think these bartenders never
heard of Dutch Gin!"



2/LT. JEROME G. KMIECIK

"It must be tough on you guys not being able to go home every weekend."



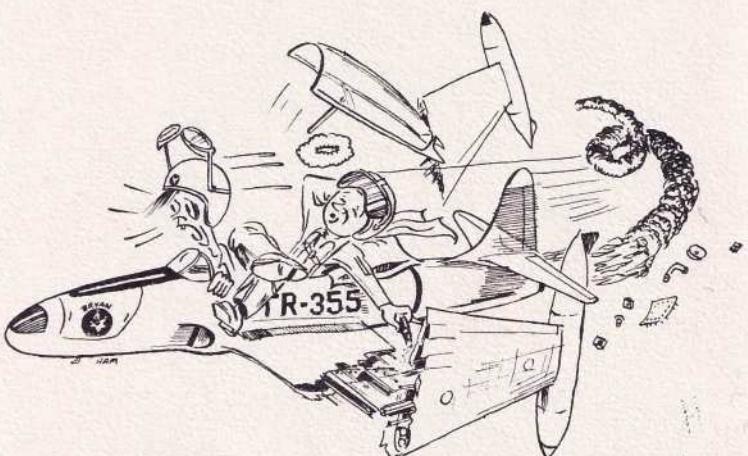
2/LT. JOHN R. KUHNS

Exemplary!!



2/LT. RICHARD R. LOUGEY

"Captain Lougee has ways to make you talk."



Squadron 2



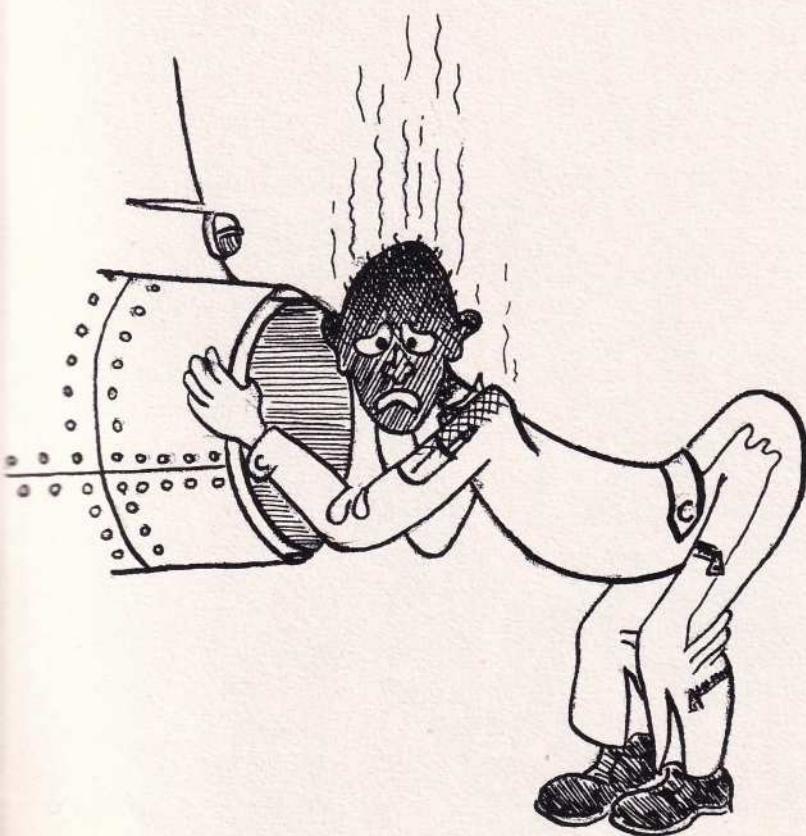
SGT. ALAIN MATHIEU

"Hi-ho fiddle-dee-dee, off we go to gay
Paris!"

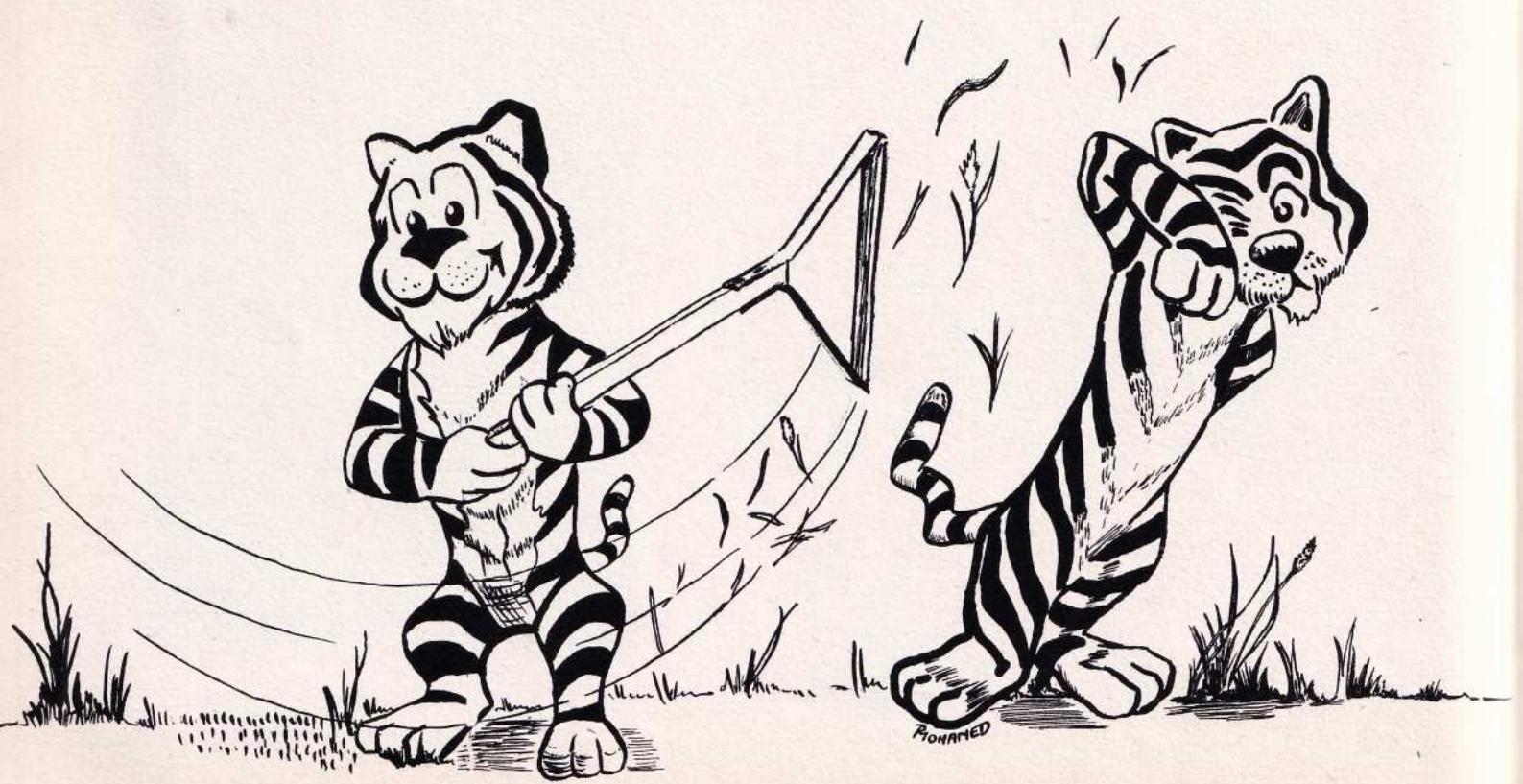
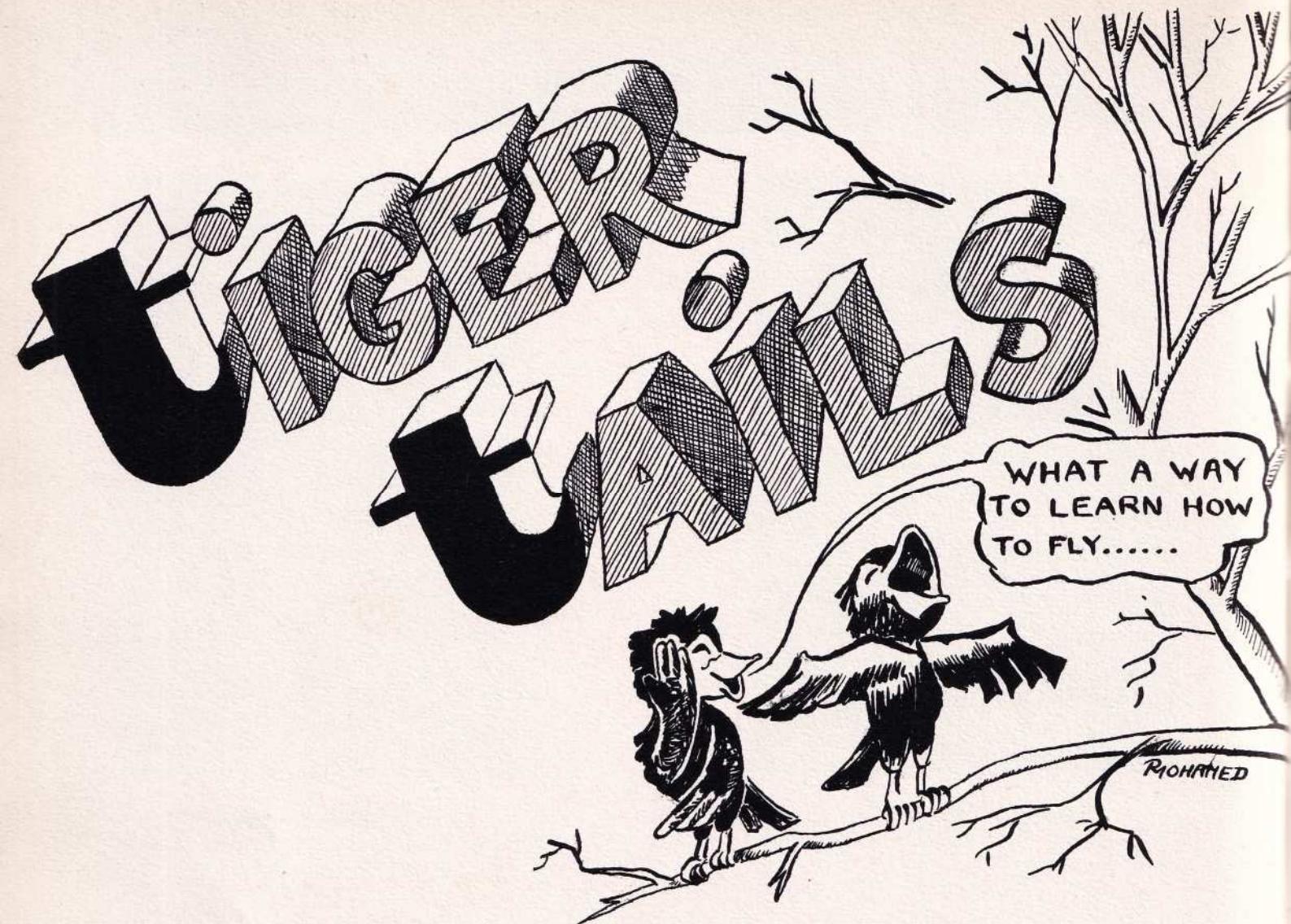


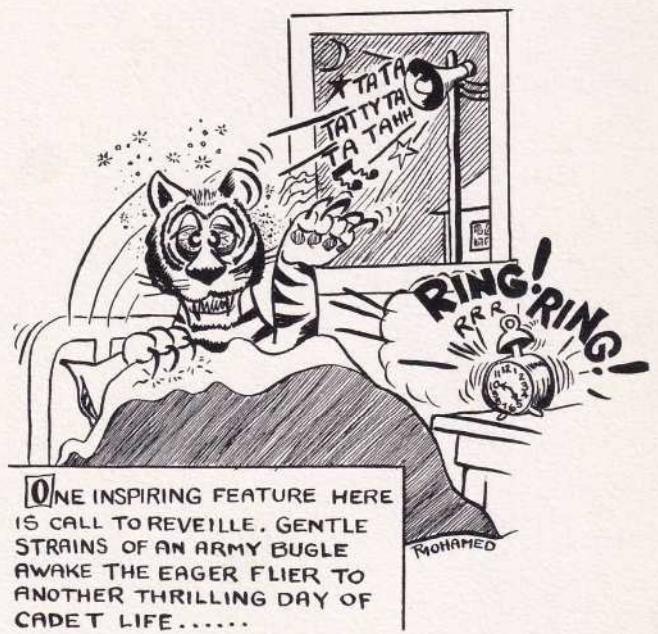
2/LT. RICHARD D. NORMAN

"If it didn't have a nose wheel I could
fly it."



SGT. HENRICUS VAN DER WILK
"I go to see my liaison officer."







2/LT. CRAWFORD O. SHOCKLEY
Squadron Commander
"Why yes, I fly jets!"



2/LT. RICHARD W. ELDER
Trng. & Ops. Officer
"Quit naggin!"



2/LT. JAMES R. CHAPMAN
Squadron Adjutant
"I'll bet Diane's do..."



2/LT. THOMAS M. JONES
Squadron Chaplain
"But the Cadet Chaplain is supposed to
set a good example."

Squadron 3



2/LT. CHARLES A. FOX
Flight Captain

"Now when I was in the Navy...."



SGT. PIERRE J. HUBBARD
Flight Captain

"Alright, knock it off!"



2/LT. MARION G. KELLER

Flight Captain

"Arkansas Tech here I come."



2/LT. EARL H. COLEMAN

1st Sergeant

"But Sir, I don't get enough sleep."



SGT. KNUT ANFINDSEN
"Do I have to take the guidon to PT
too?"



SGT. HARALD I. HOLM
"But I did inspect this morning, Sir!"



2/LT. FRED KENNEDY
"Flexing? Of course not. I'm completely
relaxed."



"NEGATIVE ON THE TWENTY SEVEN

Squadron 3



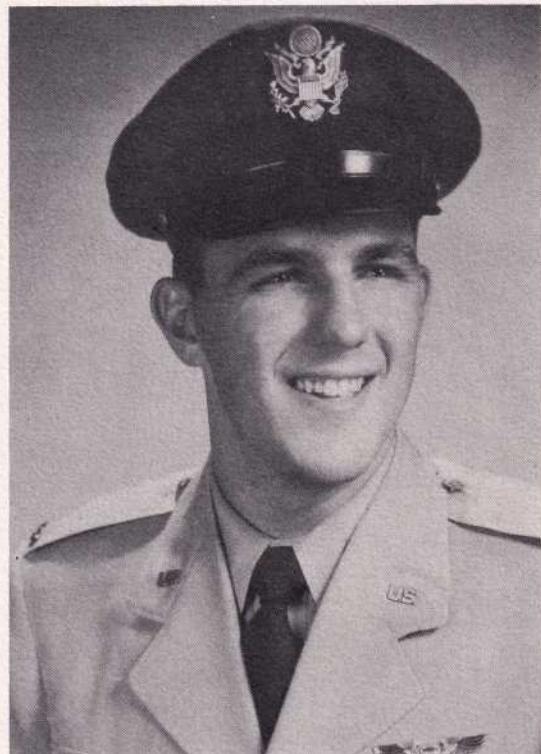
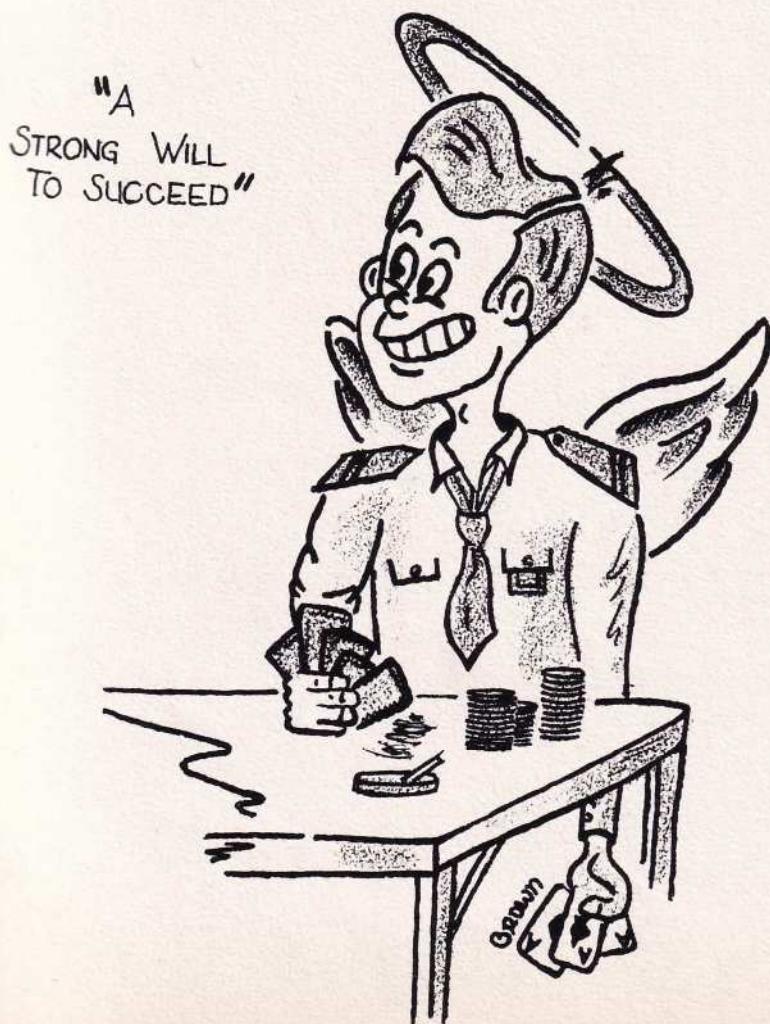
SGT. JAN KNOOP

"MY room's dusty? But I inspected it myself!"



2/LT. CHARLES P. NADLER

"If I don't gig you, I'll get gigged!"



2/LT. WAYNE ORTON

"No sweat....just play 'er cool dad!"



SGT. LUCHESIUS VAN DER KOLFF
"FIRST CALL!! Why did you not wake
me?"



2/LT. GERALD J. VINCENT
"Now at Hondo-By-The-Sea, things were,
different."



TRC 3T BRYAN AFB-TEXAS
AIR FORCE MODEL T-33A-1-LO
AIR FORCE SER. NO. 6969

69

"CANOPY CLEAR CAP!... CAPTAIN?.... SIR??"

Lest We Forget

1/Lt. Carmen A. Maguglio

2/Lt. Edward S. Bridges

2/Lt. Paul H. Crandall

2/Lt. Frank E. Hansen

A/C David L. Anderson

A/C Georges Brossaud

A/C Donald E. Chestnut

A/C Donald R. Erickson

A/C Lloyd R. Knight

A/C Roy E. Millburg

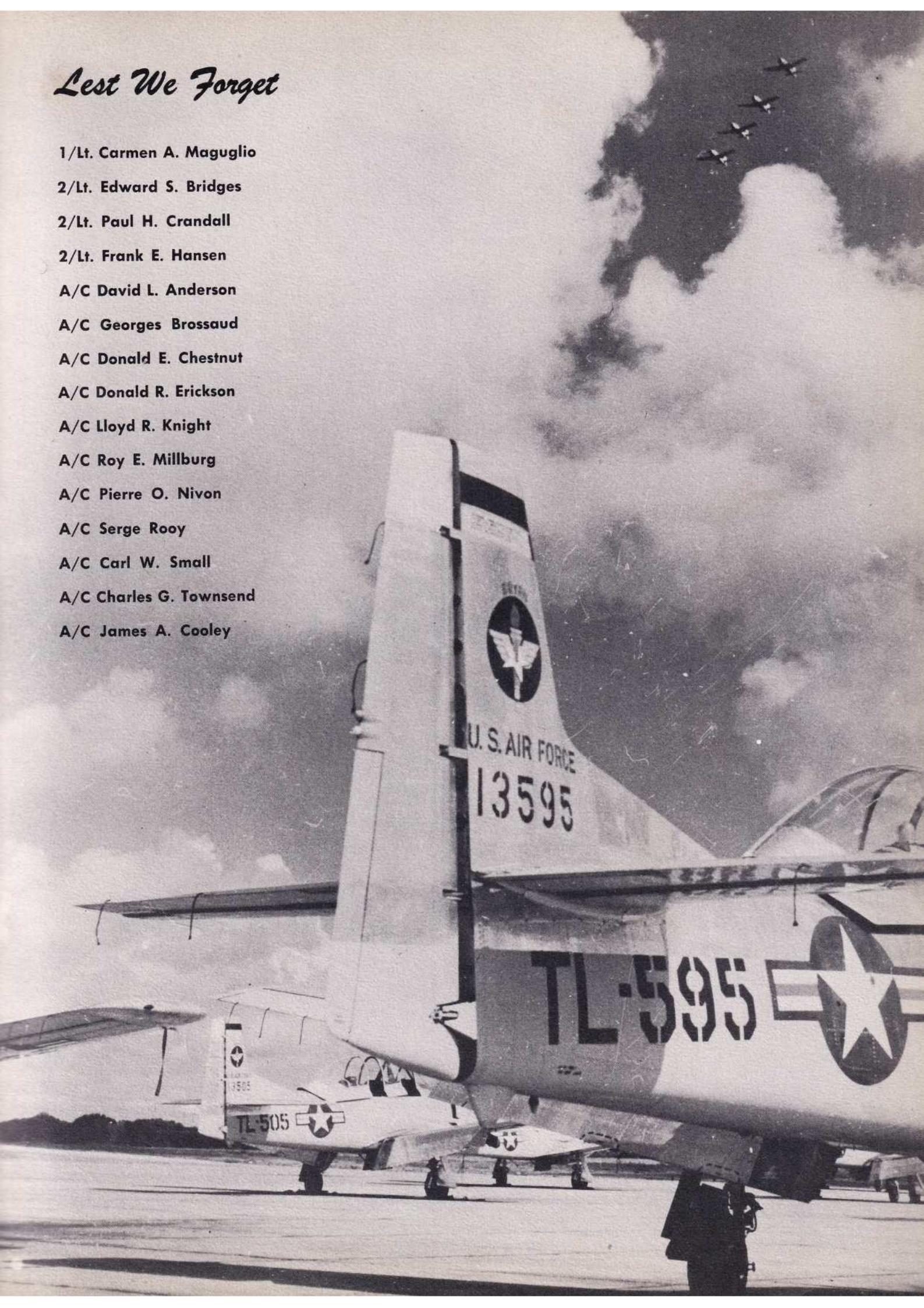
A/C Pierre O. Nivon

A/C Serge Rooy

A/C Carl W. Small

A/C Charles G. Townsend

A/C James A. Cooley





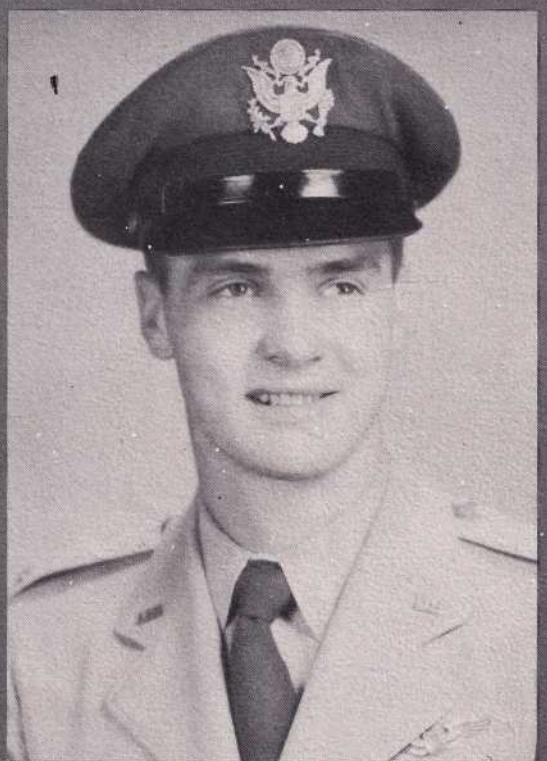
2/LT. VERNON E. DUDLEY
Squadron Commander
"When I was in 53-G, I"



2/LT. ELMER T. HERNQUIST, JR.
Trng. & Ops. Officer
"Not VERY tight!"



2/LT. JAMES K. JACKSON
Squadron Adjutant
"But she wasn't young!"

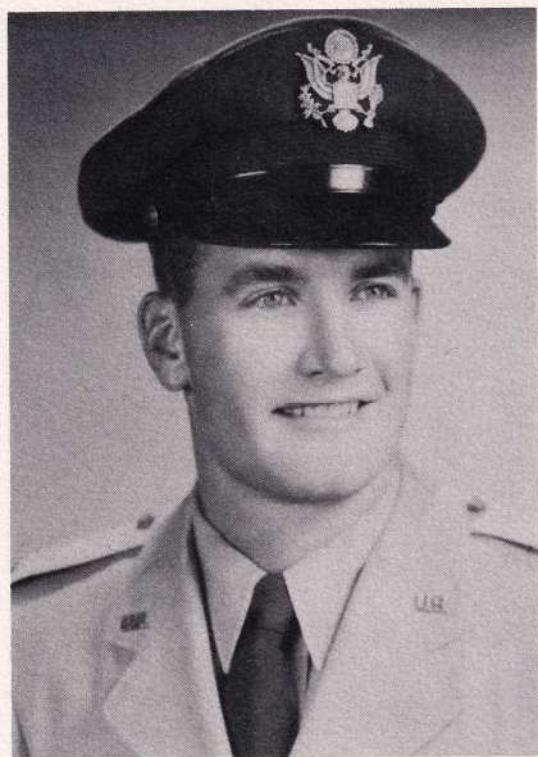


2/LT. THOMAS D. RICHARDS
Squadron Chaplain
"Thou shalt not gig thy brother!"

Squadron 4



SGT. KURT JENSEN
Flight Captain
"What time do you want me to report?"



2/LT. JOHN H. MANKA
Flight Captain
"I'll play your silly ol' game!"



SGT. AAGE PEDERSEN
Flight Captain
"What's showing at the movie tonight?"



2/LT. JOHN F. DUDASH, JR.
1st Sergeant
"The bar's open!"



2/LT. SAMUEL A. BASSETT
"What time is sick call?"



SGT. ROBERT CROS
"I knew forty dollars wasn't enough
for my RON!"



2/LT. WILLIAM L. CUNNINGHAM
"Anyone got a button?"



SGT. HARMANNUS W. KUPER
"I didn't know there was a speed limit
on the ramp!"

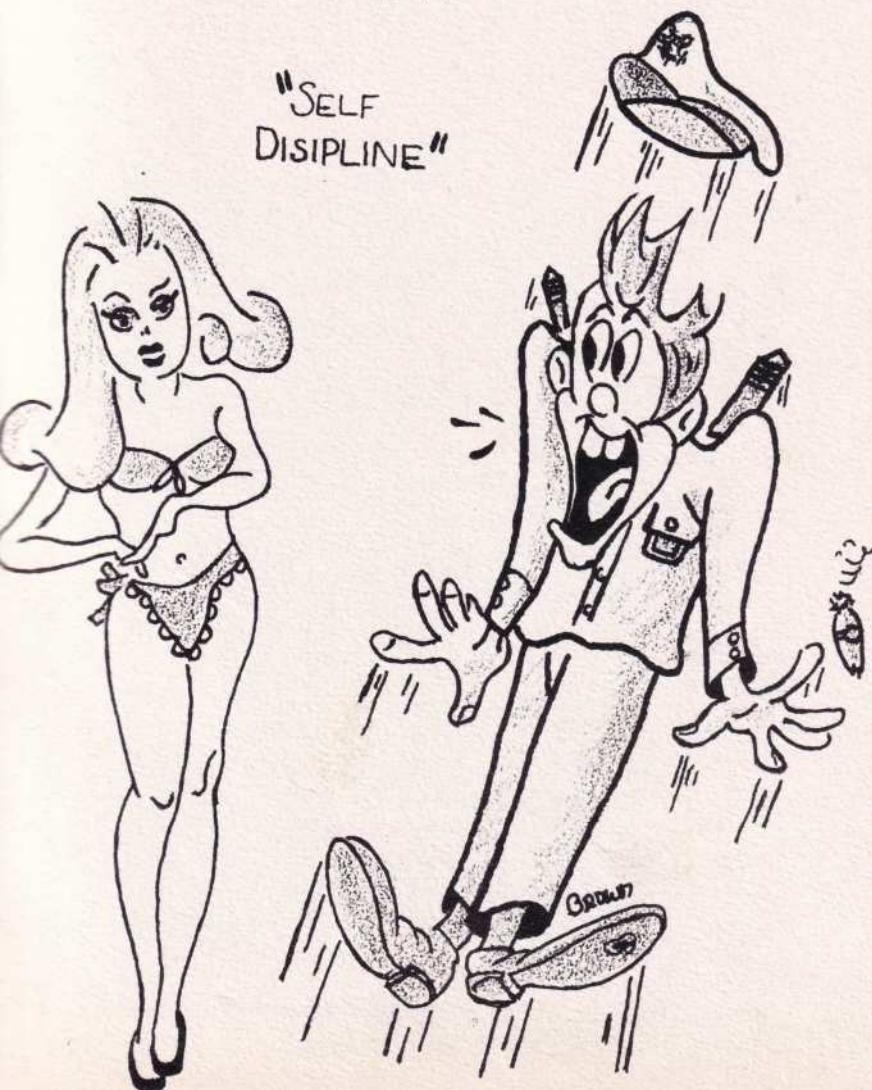
Squadron 4



2/LT. EDWIN R. LEACH
"Come on you guys, fall in!"



SGT. LOUIS H. LE DEMEZET
"Show me the way to go home!"



SGT. BERNARD J. MAES
"I'll take my RON to Ga.....
Washington D. C..... Ga....."



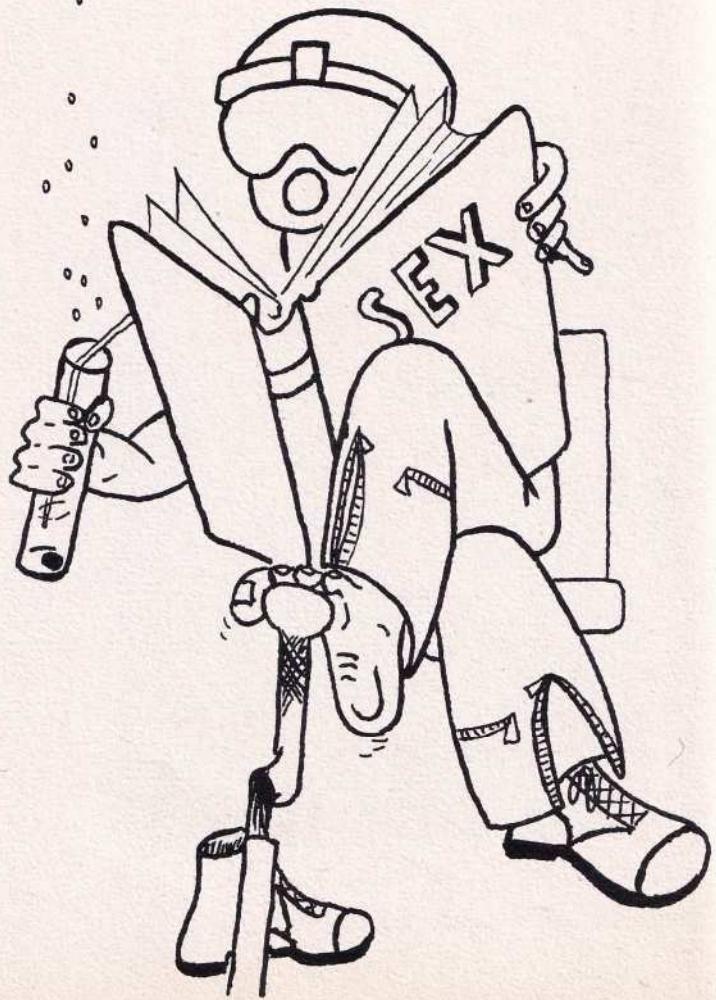
2/LT. WILLIAM A. McCOLLUM
"Mother I can't dance!"



2/LT. LUTHER L. MEADOWS
"Rosebowl..... What is the mag
course to Brenham?"



SGT. THORE OLAFSEN
Ollie should try-out as a pitcher for
the Yankees!



Squadron 4



2/LT. WARREN C. PEARCE
"I need a VOCO!"



SGT. GILBERT PIEUSSERGUES
"My name is not pronounced 'pair-a-scissors'."



SGT. MARC ROGER
"Rogaire! Zis ees Rogaire!"



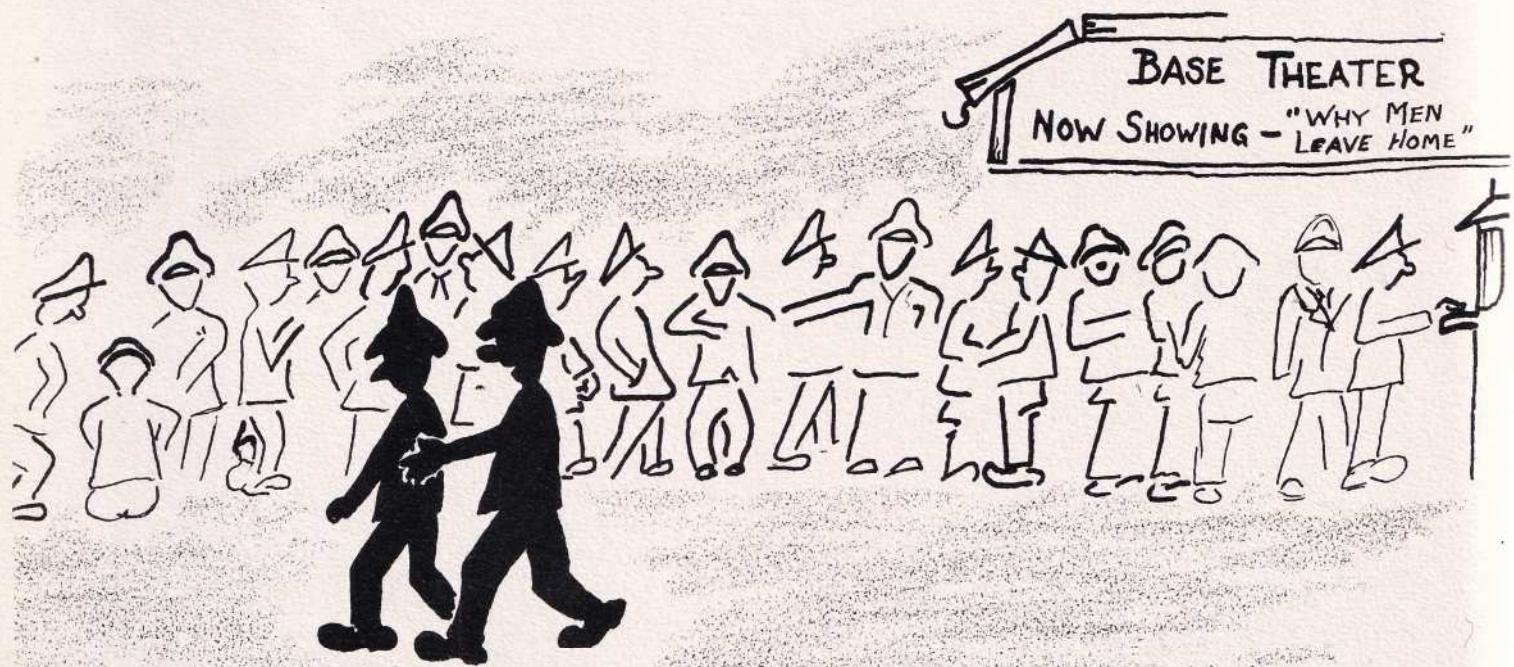
2/LT. HARRY S. SAYLES
"I refuse to carry the guidon at my own graduation!"



SGT. HANS K. WENDT
A real "gone" guy!



2/LT. WILLIAM L. WESTON
"Anyone going to Dallas this week end?"



"NEVER SAW SUCH A LONG LINE. 1ST CLASS
MUST BE HAVING AN A.E. FINAL TOMORROW"

The Saga Of 54-ABC

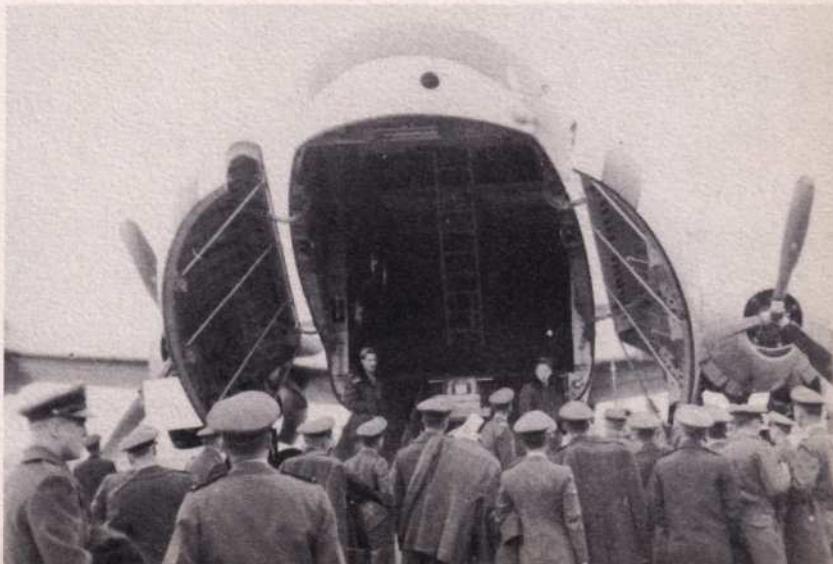


You know something?....That was a mighty fine class, that "54-ABC." Why, I remember 'way back in late October of '52," when the class was started, I said to myself, "this class is destined to really be something." And that's just the way it turned out too. It didn't take long to get down to business at Lackland. We had our work cut out for us, as we were the first class to take a twelve week pre-flight course in the "stepped-up" pilot training program. We had traditions to set, as well as to learn leadership, military law, discipline, management, organization, effective expression, Air Force history and tradition, and many other academic subjects. Along about the middle of January in '53," something like 400 of us flew up to Washington D. C. to march in the inaugural parade. Sharpest looking unit in the parade we were. Had a great time "on the town" too.

February 12th I said so-long to a lot of my buddies at Lackland and headed for my primary training base. After twelve weeks of "souped-up" OCS training, we were finally going to start flying. Now there's no doubt in my mind that I couldn't have just started right off in one of those jets, but you know the Air Force and their regulations,

so I went along with the rest of the fellas and took my first ride in one of those PA-18 "Piper-Cubs." The Air Force thought maybe if we "Tigers" had a little less airplane to toss around at first, why, there'd be less chance of our getting hurt. Well, no one got hurt, but once you got that "yellow cheese box" in the air, and then tried to land it, why, that thing would float a country mile. You'd think your wheels would never touch, but when they did you knew it.

After about 20 hours in the "Cub," we set forth to conquer the "Terrible 6," alias the "Torque Tube." T-6G was it's real name I guess, but most of us had our own pet name for it. Those days found us trying to master a take-off that wasn't as crooked as a dog's hind leg, and a landing that didn't sound like Fibber McGee's closet, but by the time our instructor told us to keep the engine running, and then took his chute out of the rear cockpit, why, we were pretty sharp on getting that thing going where we wanted it to go. Next came cross-countries, "practice homers," acrobatics, and instruments. I remember the first time I tried a loop solo....best immelman I've ever done. And instruments! You know....my cross-check used to be so fast I'd have to cage my eyeballs every five minutes to keep my cones from tumbling.





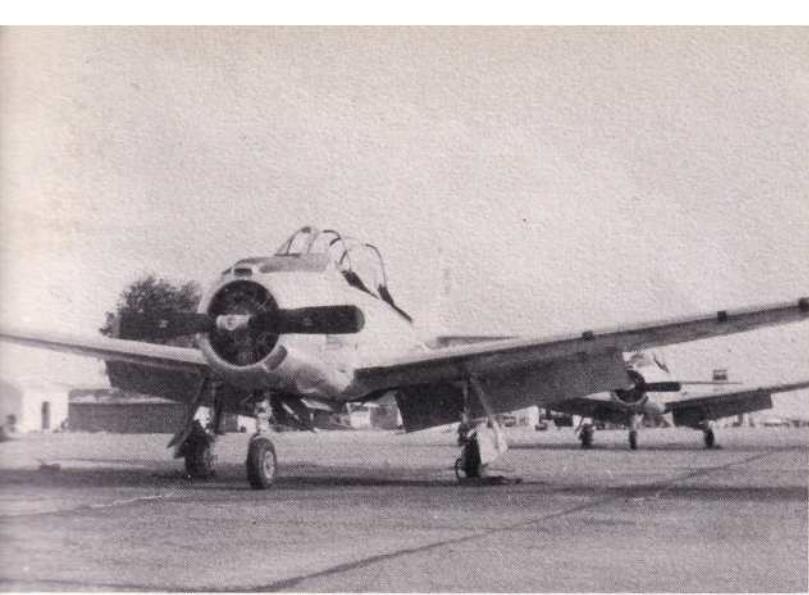
We had our ups and downs those next four months. What with check rides and all, some of the fellas found they'd have a more profitable like if they stayed on the ground, so they graciously bowed out of the picture. There was one fella I remember, that put on quite an exhibition on unusual methods for landing one of them T-6's. This fella Bill Richardson came down one day and "cart-wheeled" that thing right down the middle of the runway. walked away from it without a scratch too, and went on to get his wings. His picture is in here somewhere. At any rate, much to my surprise and my instructors amazement, I passed my instrument and final checks. Some of us were a little worried about those checks. They had a funny way of bringing about some sleepless nights just before you were scheduled to take them. When the end of primary training was in sight, we got to frettin' about who the poor guys were going to be who would get drafted for multi school. It worked out there wasn't any sweat at all, as most everyone got what they wanted.

When we got to Bryan the 27th of July, we took one look at that traffic pattern and thought that it was the end of the road. That "pitch-out" type pattern was a lot different than anything we had ever done before, and to see a plane rack over in a seventy degree bank only nine hundred feet off the ground, well. . . . it was a beautiful sight, but a bit eerie when you realized you were going to be doing it yourself in a few days. We filled out all the usual papers for signing in at a new base, and began to look around to see

what Bryan had to offer. Right there in the cadet area we had a mighty fine Cadet Club, snack bar, and a regular bar. complete with bar-stools, booths, soft lights and music. 'Course the bar was only open on Friday and Saturday nights, but right away we began visualizing having a short beer or two before supper on Friday night and going to the dances at the club. There were the other usual activities like the movies, billiards, horseshoes, and all the more vigorous sports, to help use up our extra spare time. Did I say extra spare time? Son, those first few weeks we were busier than a one armed paper hanger, and from then on till graduation, it was as bad as a one armed paper hanger with a one armed helper. We'd get up around 0500, eat, clean up our room for inspection, and get ready for the flight line by 0615. Those who went to academics in the morning had it made. they didn't have to get up until 0530.

We all got our "dollar ride" in the T-28 and then got down to business again. It didn't take us long to get checked out in the T-28. Four and a half hours and most of us were sent up solo. It sure was a nice plane to fly. It sounded like the devil but compared to the ol' T-6, we thought we were flying F-51 Mustangs. Soon after we got our cross-country trips out of the way, we got to fly formation. Now, I won't say none of us had ever flown formation before, but now we could all do it legally. that is, after our instructor thought we were safe enough to have on his wing. More instruments came next, and by then





our "boner chart" was beginning to take on a nice shade of red. Say.....I didn't tell you about our boner chart did I? Well, the instructors used a system whereby they'd award a student a certain number of "boners" for things they thought we should or shouldn't, did or didn't do. You still with me, son?.....Well these boners were added up at the end of the month and each student put a dime in a kitty for each boner he got that month. After we all got into jets, we took this kitty and had a big beer bust for the instructors. We had to be pretty sharp, 'cause those instructors of ours just loved beer.

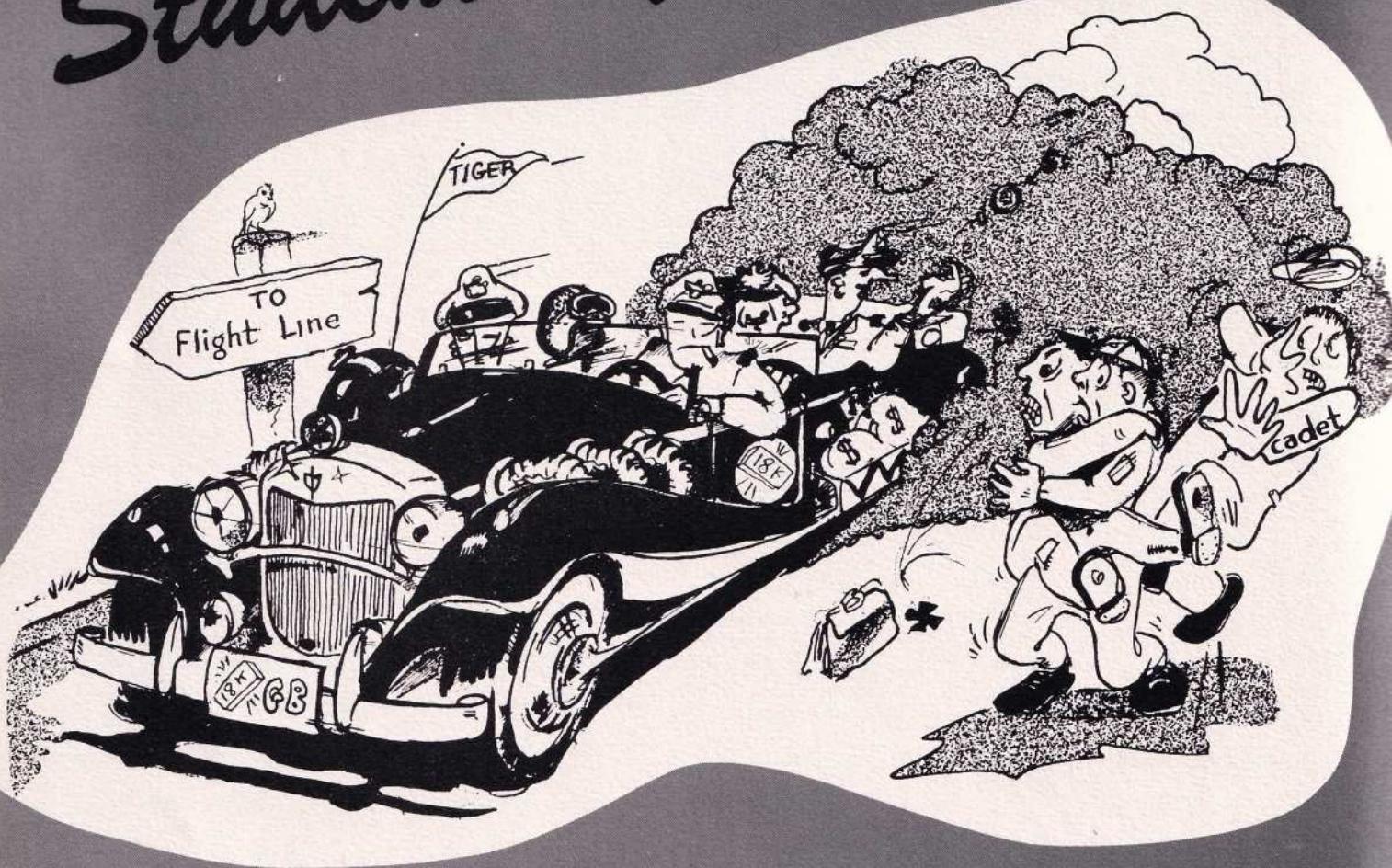
Time went along pretty fast. The weather was good and everyone was getting in lots of flying time. About two-thirds through our T-28 phase, we began to get some bad weather, and that sort of threw us behind schedule, so when it came time that we should be starting in the jets, we dropped the T-28's, shined up our "Duck Dodgers" helmet, and got that "Why yes, I fly jets" look. From then on it was a nip and tuck race with the weather to see if we were going to be able to finish our flying before the Christmas holidays. We were scheduled to get our commissions on the 16th of December, and no one liked the idea of not being able to go home Christmas sportin' them gold bars, just because they hadn't caught up on their flying. We got to

take one RON cross-country trip in the T-33, and everyone tried to get close to home so they could show the folks what a real jet pilot looked like. The boner system was still in effect, but once in a while an instructor would have a student write an essay on a fuel indicator light? Doesn't sound like much, but one of those lights may mean the difference of whether you come down with or without your plane. That T-33 had more lights than a pin-ball machine, and if you could get the right lights to come on at the right time, you had it made.

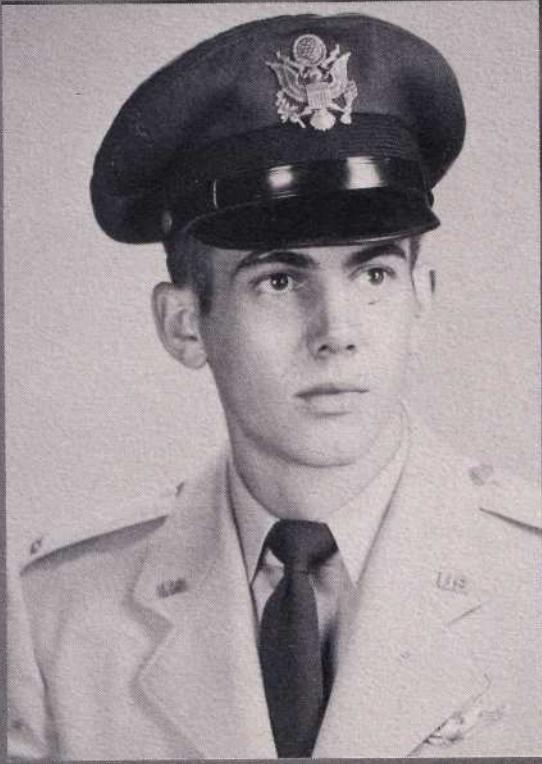
That's about all there is to tell about 54-ABC. Graduation came up as scheduled, and there's no describing the feeling I had when I got them bars on, and realized I had finally gotten through fifteen months of military, academic, and flying training. There are some high ranking officials in the Air Force that went through training in class 54-ABC. See this picture here? He's now the Commanding General of Flying Training Air Force. And this one here.....he's the head of the Air Research and Development Department at Wright-Patterson. Yes sir, there were times when I sure would have liked to have been a civilian again, but now when I think back on it all, and tell you about it, why, I don't regret a minute of it. I'd never want to go through all of it again, but I'll never regret that I did.....once.



Student Officers



1/LT. JAY P. HAMPTON
Class Commander
"You're table has clean-up tonight."



2/LT. EWELL D. WAINWRIGHT
Assistant Class Commander
"Why yes, why do you ask?"



2/LT. FREDERICK B. AUGSBRUG
"But...but...but, Sir!"



2/LT. BILLY R. BENNETT
"Now when I was an airport
manager....!"



2/LT. JACK L. BENTON
"Drive my car? I've got it on blocks!"



2/LT. BERNARD J. COOGAN
"Now when I was flying the
Stearman...."



2/LT. CHARLES W. DEUPREE
"Wait a minute, I've got to lace my
boots."



2/LT. CHARLES R. FERGUSON
"I'll get even with you Fridley!"



2/LT. HOWARD E. FRIDLEY, JR.
"The hell you say, Charlie!"



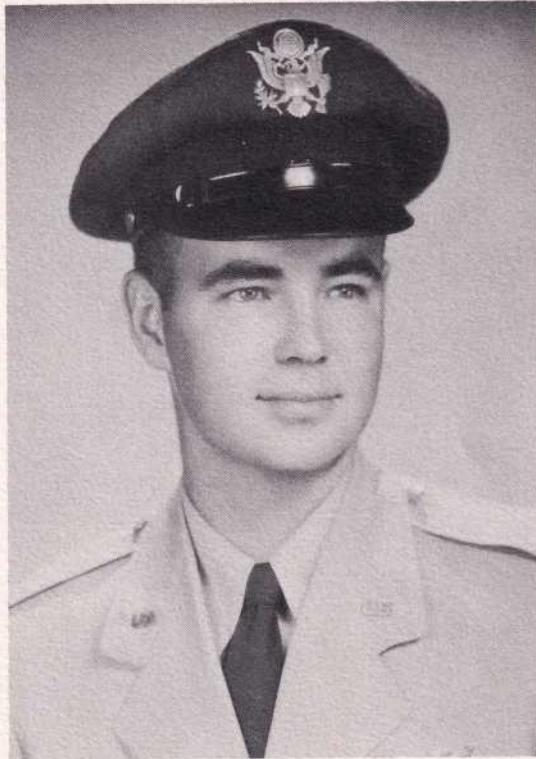
2/LT. HARRY J. GELLER
"Down in Miami I'll fix you up — No
sweat!"

Student Officers



2/LT. MOGENS K. HELMER

"What's Miss America got that my wife hasn't?"



2/LT. WILLIAM L. KILLGORE

"My wife's expecting. Will you take OIC for me Sunday?"

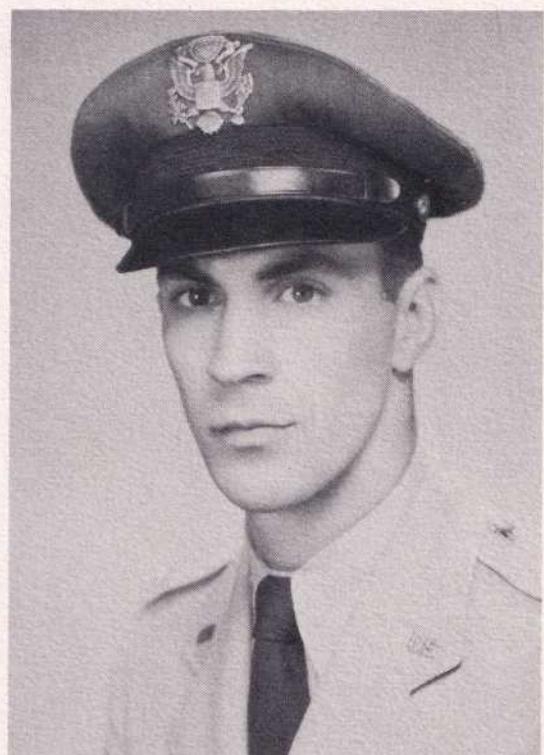


2/LT. JEAN M. LITTLE

"Study? When there's 15c beer at the club?"



2/LT. GLENN L. NORDIN
".....an she was sooo ugly!"



2/LT. RICHARD J. RUPP, JR.
"Let's have a cup of coffee."



2/LT. DARROL G. SCHROEDER
"Why of course I love children."



2/LT. HAL E. SULLIVAN
"Who hasn't paid their "boner" money?"

Student Officers



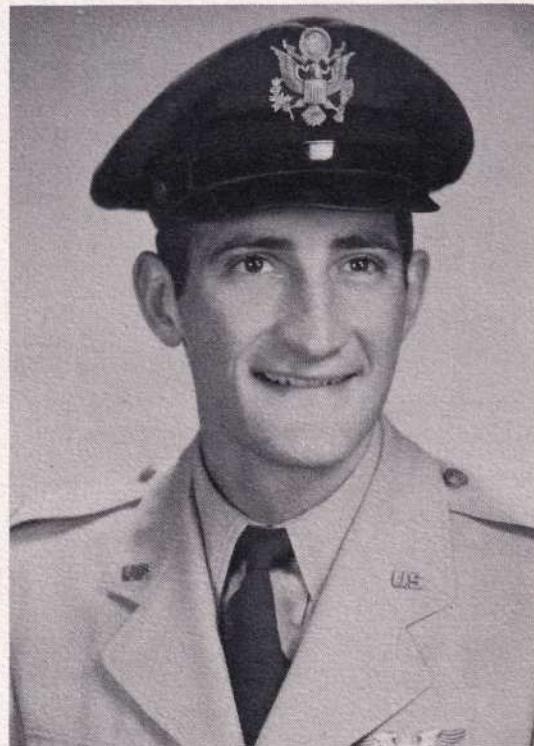
2/LT. CHALMERS M. SEYMORE
"I don't care what the T.P.O. says."



2/LT. KENNETH A. WARD
"Sure would like to, but my wife....."

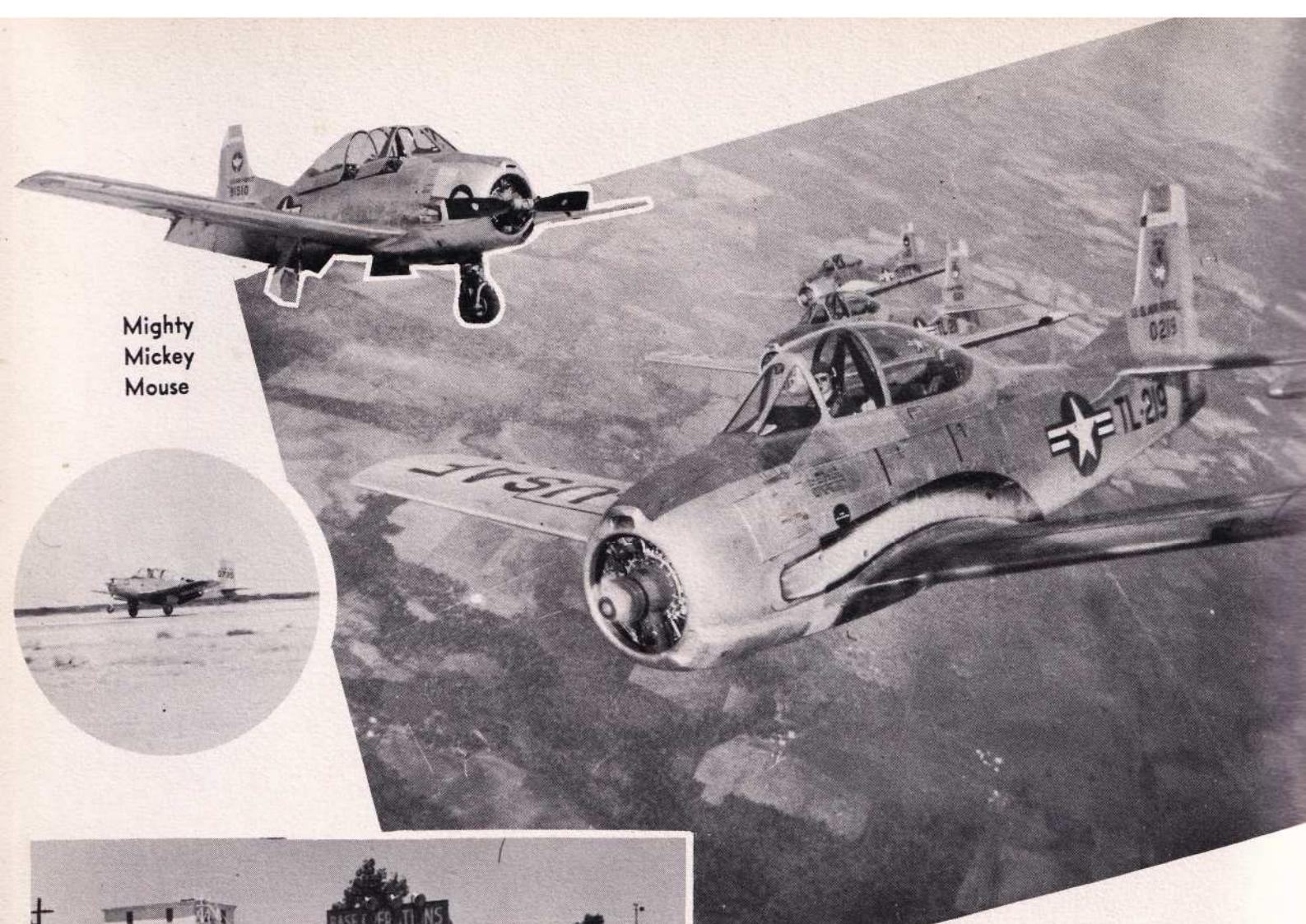


"WAKE UP! WAKE UP POP, DIDN'T
YOU SAY YOU HAVE TO FLY TO THE
PENTAGON WITH GENERAL TWINING
THIS MORNING ???"



2/LT. PHILIP A. ZANG
"But Sir, 7000 ft. just isn't long enough."

Mighty
Mickey
Mouse



Olympus . . . home of the Gods



3531st Pilot Training Squadron

Basic Single Engine





LT. COLONEL JEAN D. TARBUTTON
Commanding Officer





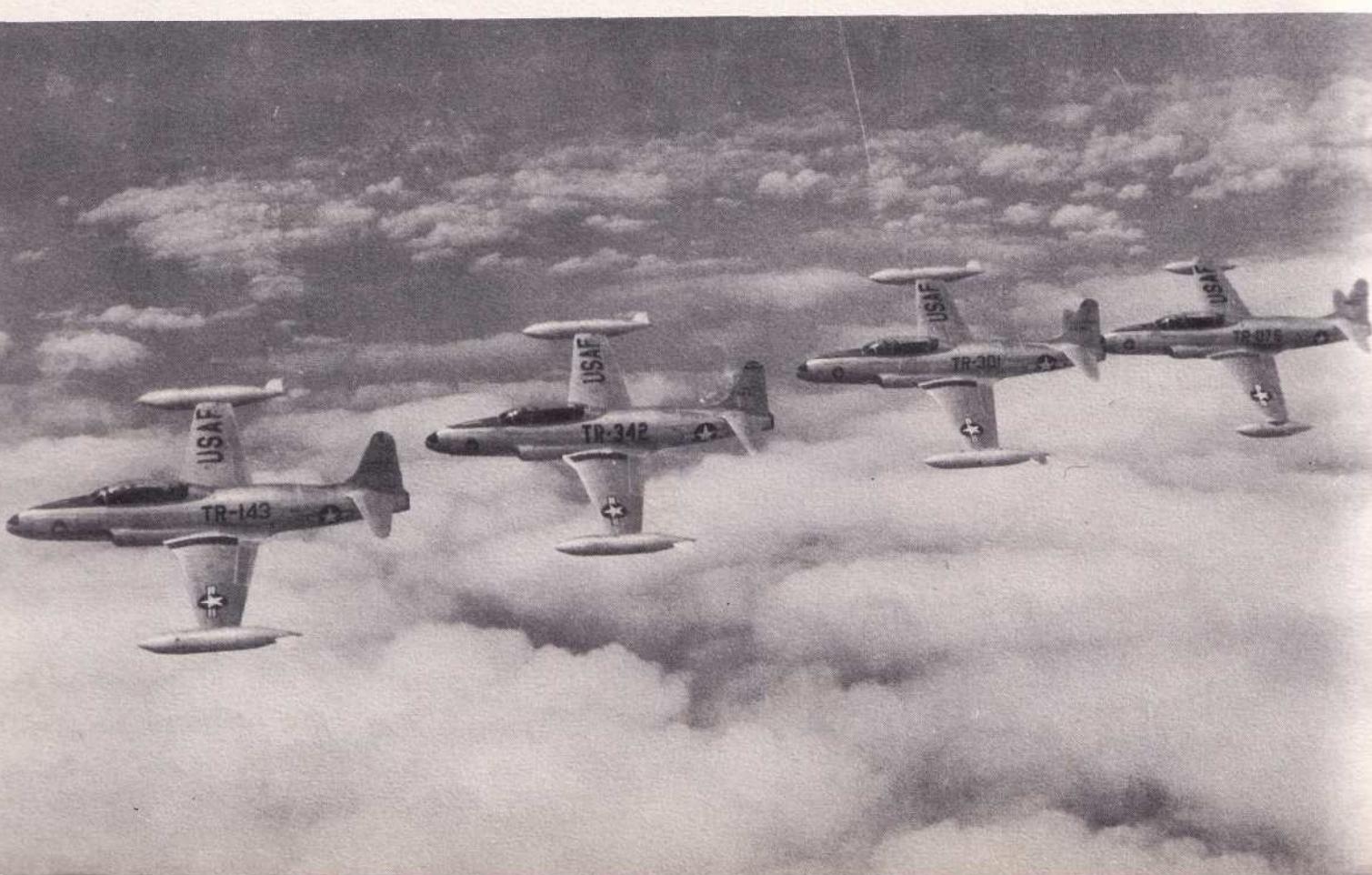
MAJ. BEDFORD R. UNDERWOOD
Training and Operations Officer



MAJOR J. S. MICHALOWSKI
Section Commander



MAJOR EARL STOEPPELWERTH
Operations Officer



Section 1



CAPTAIN JOHN D. KING
Flight Commander



CAPTAIN EARL J. PRICE
Operations Officer



AVIATION,
IN ITSELF, IS NOT INHERENTLY DANGEROUS;
BUT, LIKE THE SEA, IT IS TERRIBLY UNFORGIVING
OF ANY CARELESSNESS, INCAPACITY, OR NEGLECT.



"I'll take one!!!!"



CAPT. EUGENE N. SCHUSTER



CAPT. GRAYDON E. FRANKLIN



LT. M. J. KALAHAR

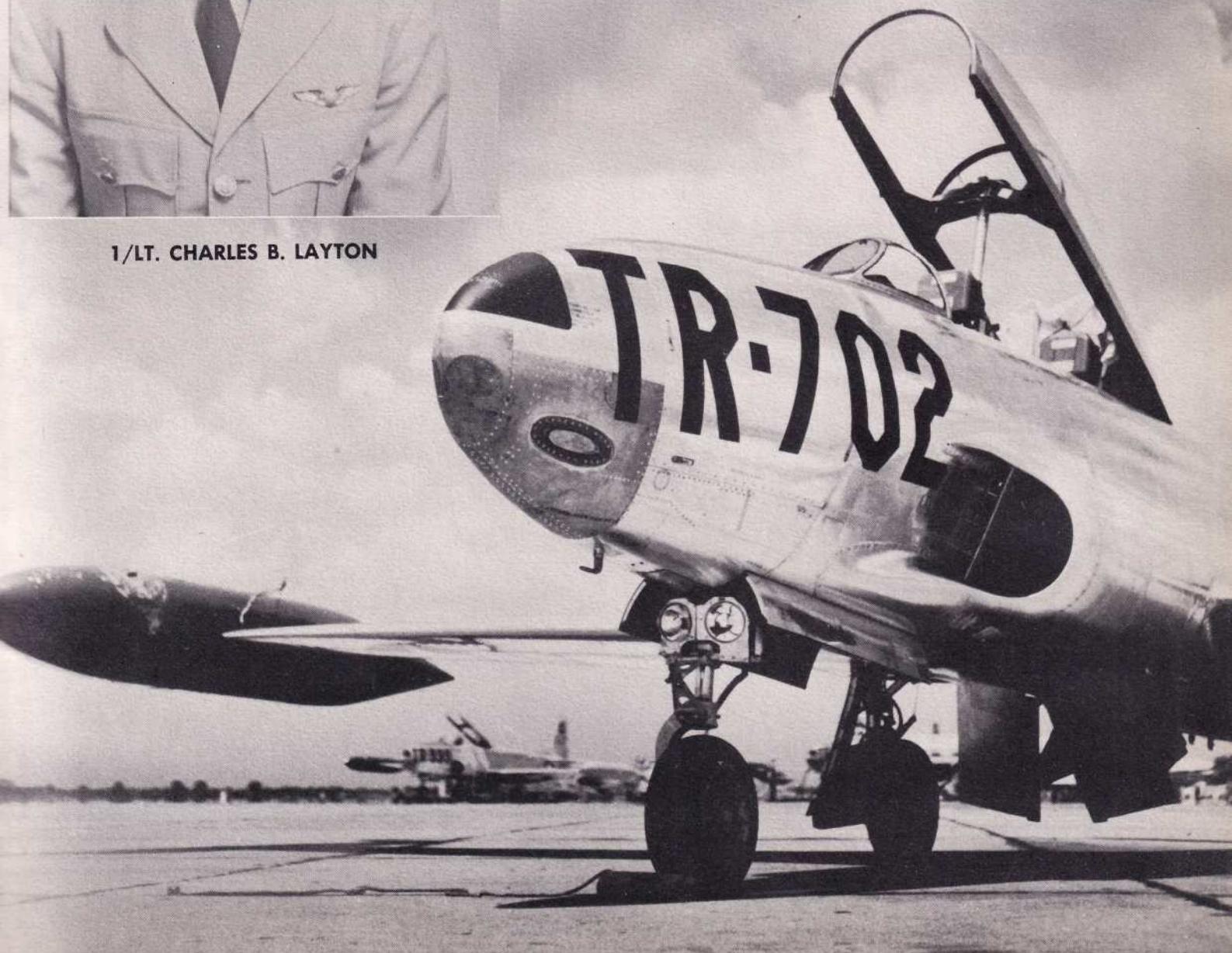
"The criterion of a good pilot is judged not by how well he gets out of a dangerous situation, but by how well he avoids a dangerous situation."



1/LT. CHARLES B. LAYTON

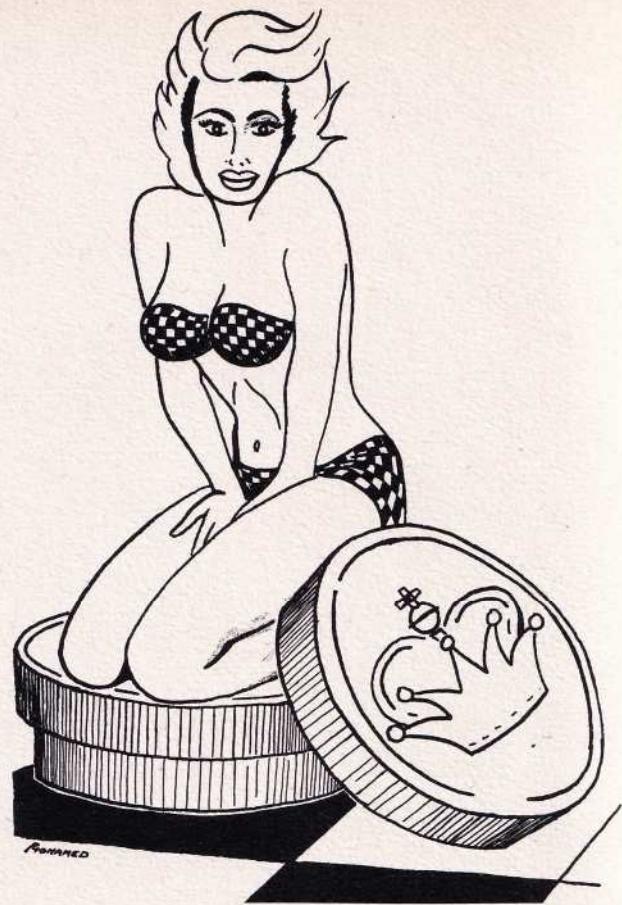


MAJOR ROBERT G. KOCH





CAPTAIN HENRY L. GIBBS
Las Vegas, Nevada



Checker Flight



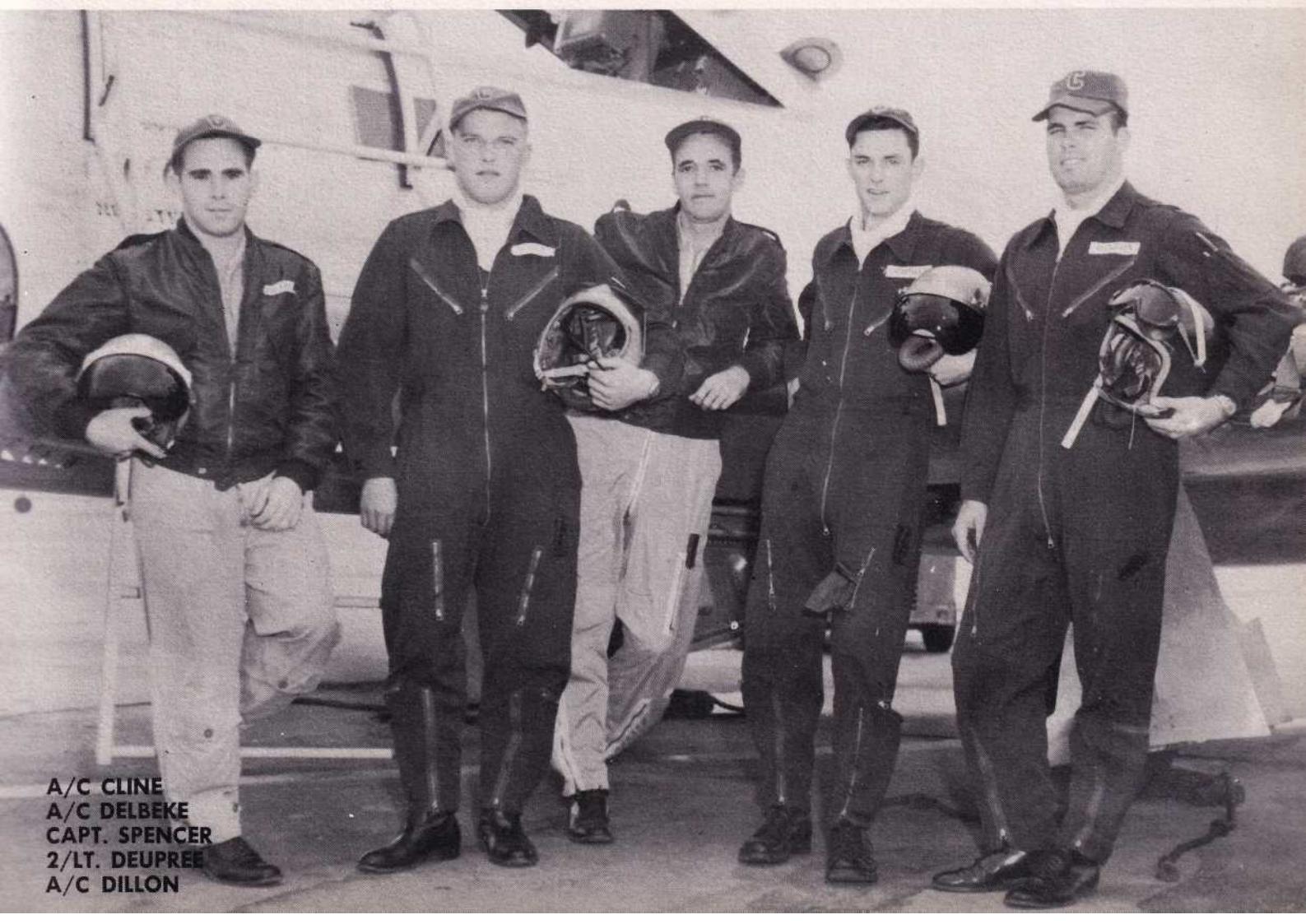
A/C CLAUBER
CAPT. GIBBS (INST.)
2/LT. AUGSBURG
A/C BERRIET



CAPTAIN JOHN O. SPENCER
Rutherford, New Jersey



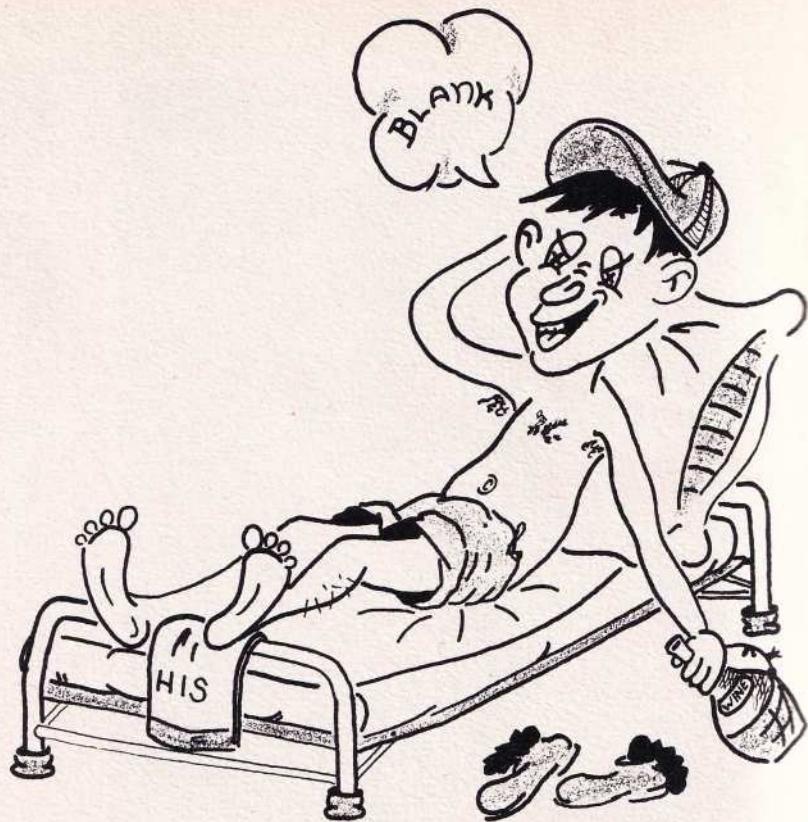
Draw Flight



A/C CLINE
A/C DELBEKE
CAPT. SPENCER
2/LT. DEUPREE
A/C DILLON



LT. GEORGE T. FITZGIBBON
Watertown, New York



Workbench Flight



A/C ECCLES
LT. FITZGIBBON
A/C KMICIK
A/C HLAVAC
A/C KIELAND



LT. WILLIAM R. CHAPIN
Los Angeles, California



Thunderbird Flight



A/C McCULLOUGH
LT. CHAPIN
A/C MURRAY
2/LT. SEYMOUR



LT. GUY F. SWAN
Alameda, California



Eagle Flight



LT. SWAN
A/C VAN DER WILK
2/LT. WAINWRIGHT
A/C SOMMERS
A/C RICHARDSON



MAJOR WILLIAM SIEGEL
Mandan, North Dakota



Dakota Flight



2/LT. BENNETT
A/C DELFOSSE
MAJOR SIEGEL
A/C ARNOLD
A/C LENESTOUR



CAPT. GLENDON B. PATTERSON
Bloomington, Indiana



Quarter Flight



A/C WARNER
A/C DULL
CAPT. PATTERSON
A/C HANSEN
A/C GOT



CAPTAIN WILLIAM O. RUTHERFORD
Philadelphia, Pennsylvania



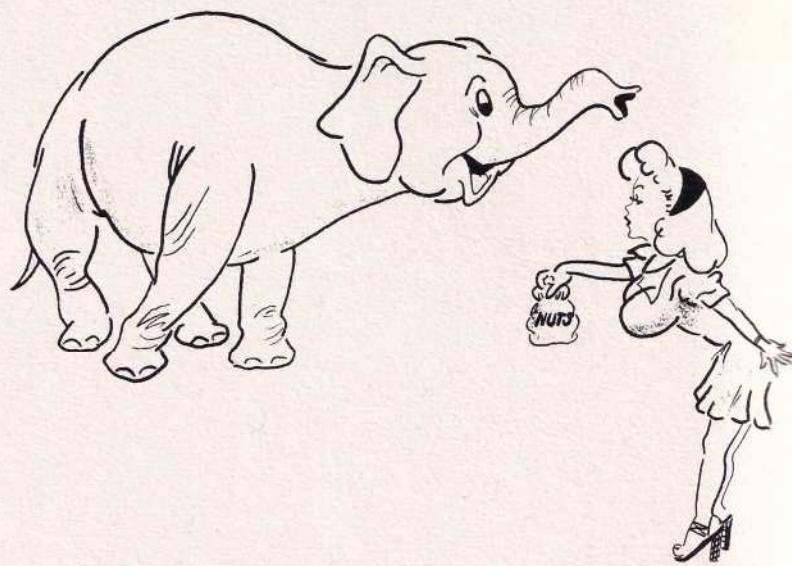
Orchard Flight



A/C LOUGE
A/C JEACOCK
CAPT. RUTHERFORD
A/C EEMAN
2/LT. LITTLE
A/C MOHAMED



CAPTAIN EDWARD A. LAROCHE
Worcester, Massachusetts



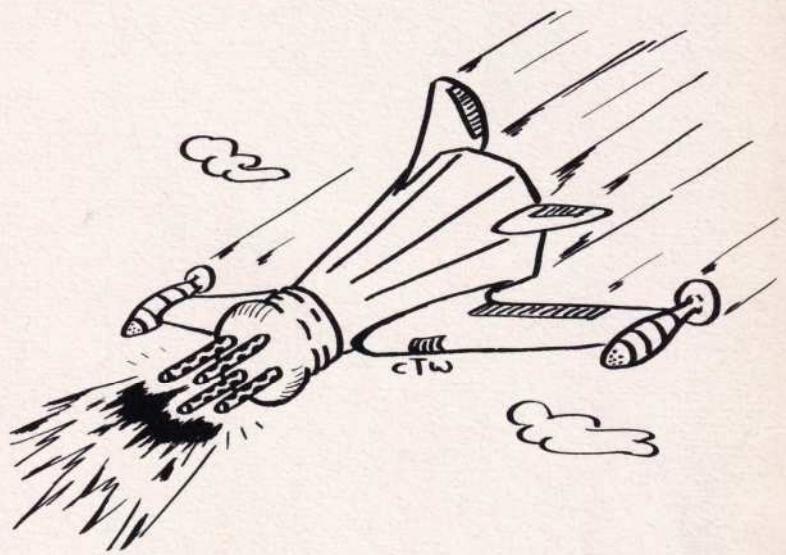
Jumbo Flight

A/C PETERSON
2/LT. SCHROEDER
CAPT. LAROCHE
A/C SPURGEON
A/C POULSEN

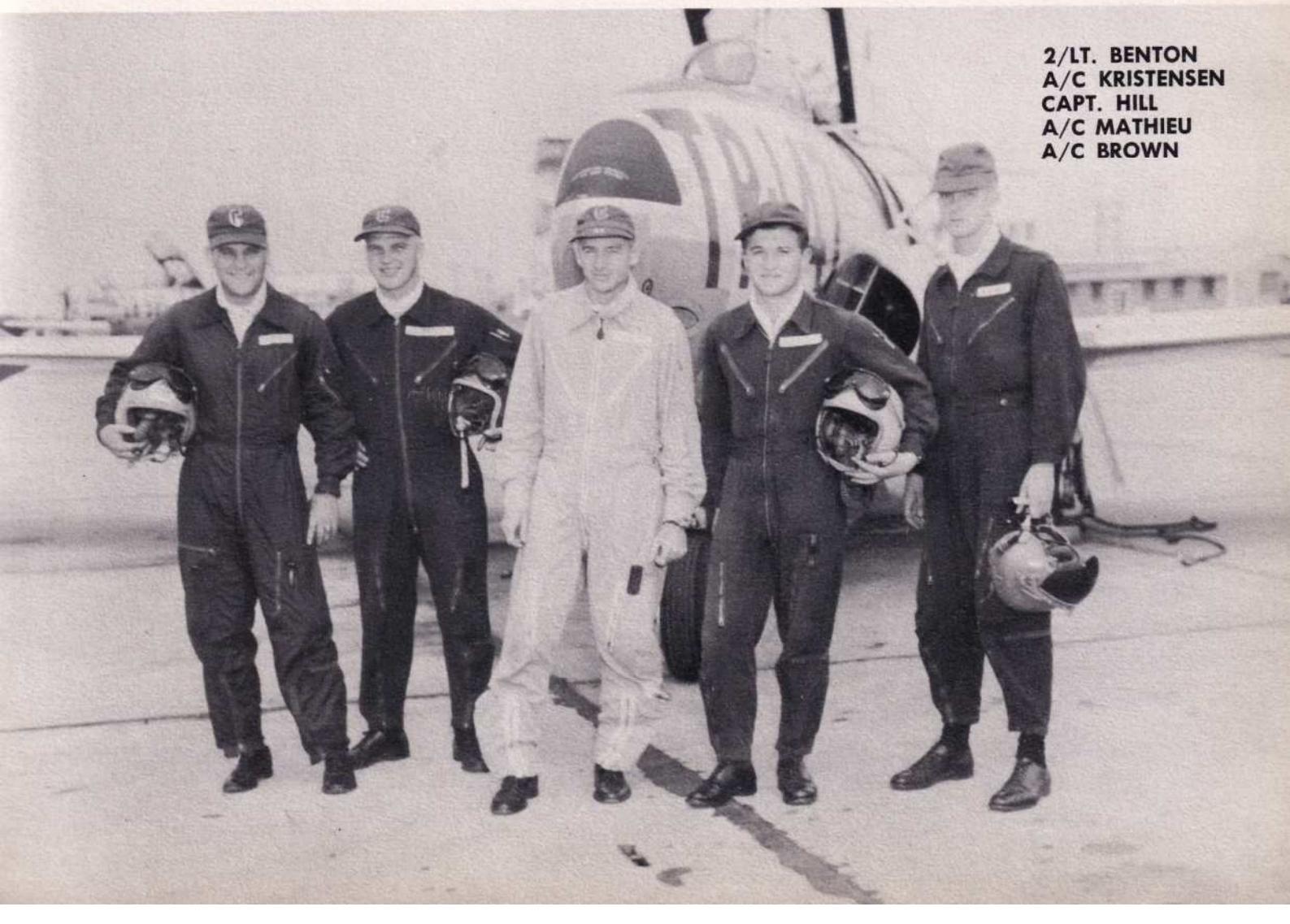




CAPTAIN WILLIAM J. HILL
Tuskegee, Alabama



Pepper Flight





LT. GEORGE POLLOCK
Shreveport, Louisiana

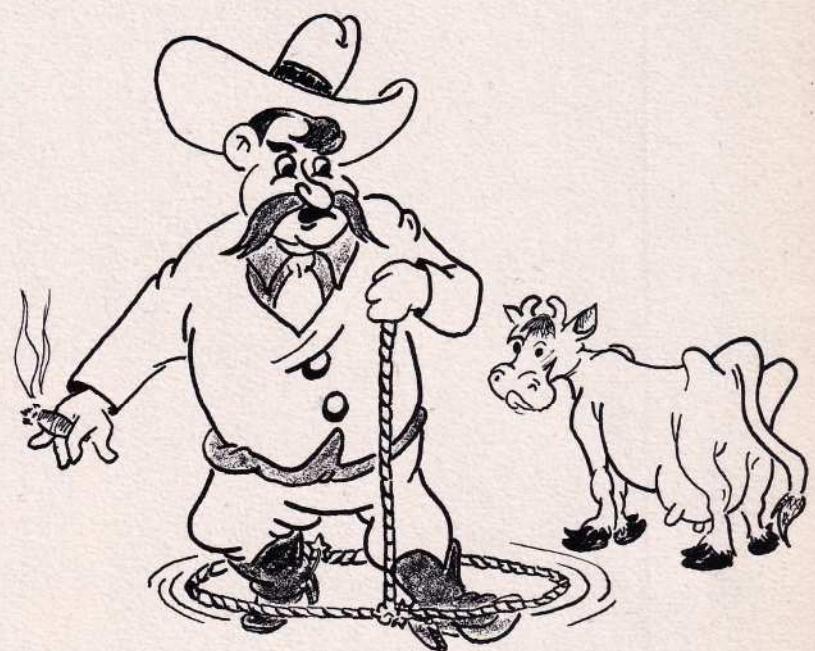


Cobra Flight



A/C DE NEVE
A/C CHRISTGAU
LT. POLLOCK
A/C FINAN
LT. HAMPTON
A/C ROUVROY

Picture not available



LT. JIMMY G. MAUPIN
Okmulgee, Oklahoma

Cowboy Flight



A/C KUHNS
A/C MILHOLIN
A/C JAMAR
LT. MAUPIN
A/C HELDERS
LT. HELMER



LT. BOBBY MAUPIN
Okmulgee, Oklahoma



Sawbuck Flight



A/C WESTON
A/C NORMAN
LT. MAUPIN
A/C MAES
A/C SHIRK
2/LT. SULLIVAN

It's the size of the **FIGHT** in the man!

Are you frustrated? Neurotic? Do you breathe? Do you hate sleep and food? Can you count to three? Do you have one good eye? Can you speak hieroglyphics? Are you between the ages of 21? Is your wife married? Did your mother have any children? Do you want a buddy—not a sweetheart? If so, you have it made. Remember men (?)—today's Tigers are tomorrow's rags.

Keep in mind our slogan: "I dreamed I flew an Air Force Jet in my Maindenform crash helmet." But no sweat, gents, it's actually a training program of a bed of roses. Why consider this: Training bases are equipped with the sleek, fast, and highly maneuverable T-6G Rocket (with a built-in ground loop). At your disposal will be such conveniences as: Shaded swimming pools (filled alternately with ginfizzies and mint juleps), a \$150,000 club, furnished with name bands, beautiful queens from Hollywood lots, and the New York model agencies...exclusive service by Mickey Jelke.

Living ! ! ! Why you'll reside in luxurious quarters with wall to wall carpeting; private, tiled washrooms, beautyrest mattresses, and maid service.

Food ? ? You'll dine by candlelight with piped in soft dinner music. The food is elegantly prepared by chefs imported from France. Waitresses serve you three sumptuous repasts on steaming plates . . . all for only ten dollars per month. Are you still nuts? ? You are ? ? Swellzy! Just one more thing, though. Education . . To qualify you must be able to produce a transcript of all your credits received from a creditable kindergarten through the second grade. Still qualify? Oh, ginger peachy ! ! Here's what you do:

1. Hurry down to your nearest Air Force Base or Recruiting Station. Don't worry, they'll fill out the application for you. All you do is sign. Convenient, huh?

2. Now your application WILL be accepted. Next, two AP's will cart you off in a shaft car to a medical center where you will receive a complete physical from a recognized canary specialist at government expense.

3. Finally you will be given a very rigid, written and manual aptitude test. This consists of being able to write and having two hands. Not necessarily two arms, but two hands are a must.

Having passed all your tests you will be scheduled for an Aviation Cadet (ugh) Training Class.

WHERE TO GET MORE DETAILS: Visit your nearest Air Force Base or Air Force Recruiting Officer. Or write to: Aviation Cadet, Headquarters, U. S. Air Force, Washington 25, D.C.





MAJOR W. T. VAN TREASE
Section II Commander



MAJOR W. W. WILSON
Operations Officer



Section 2



CAPTAIN EUGENE C. SIMON
Flight Commander



CAPTAIN JAMES G. JOHNSON
Operations Officer



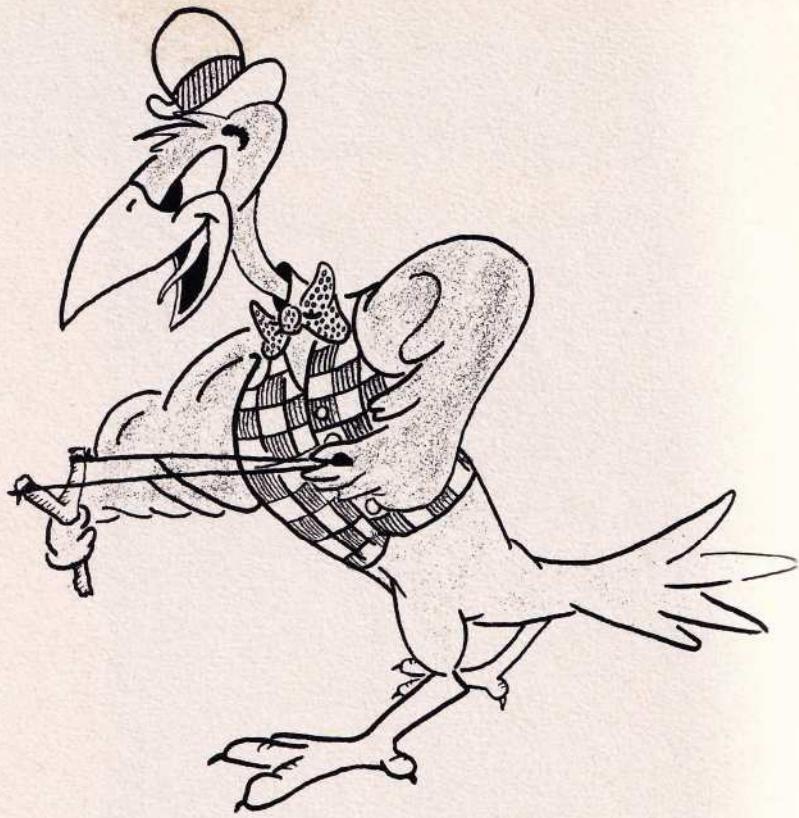
G Flight



"And there I was...."



CAPTAIN M. J. DUMONT
Tucson, Arizona



Crow Flight



A/C ORTON
A/C FOX
A/C ANFINDSEN
CAPT. DUMONT



LT. R. S. RYLAND
Birmingham, Alabama



Peter Flight



A/C KELLER
2/LT. FERGUSON
LT. RYLAND
A/C CHAPMAN



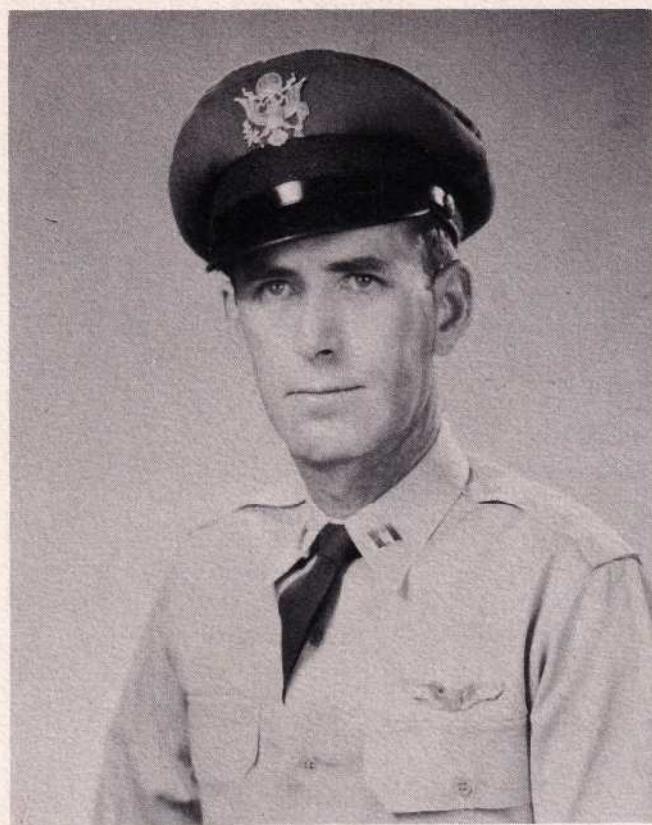
LT. J. W. BALL
Athol, Massachusetts



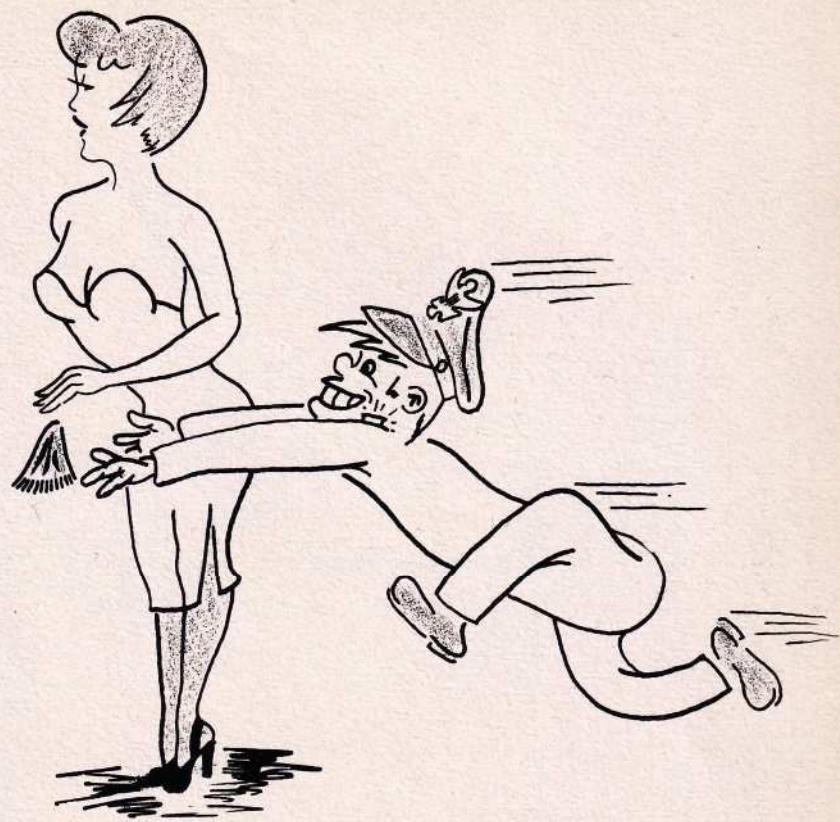
Cavalier Flight



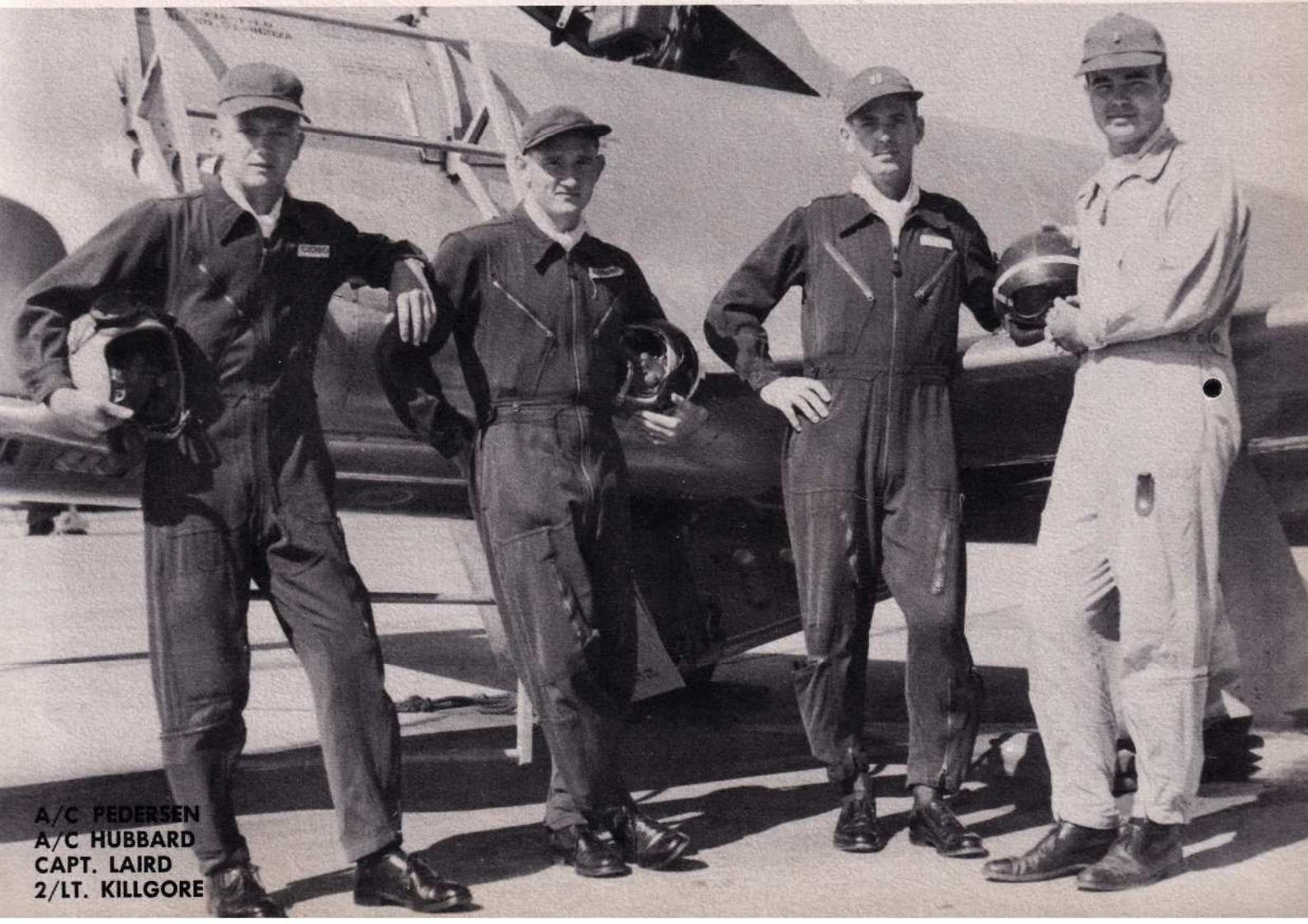
A/C CUNNINGHAM
2/LT. FRIDLEY
A/C SHOCKLEY
LT. BALL



CAPTAIN D. J. LAIRD
Long Beach, California



Lightning Flight



A/C PEDERSEN
A/C HUBBARD
CAPT. LAIRD
2/LT. KILLGORE

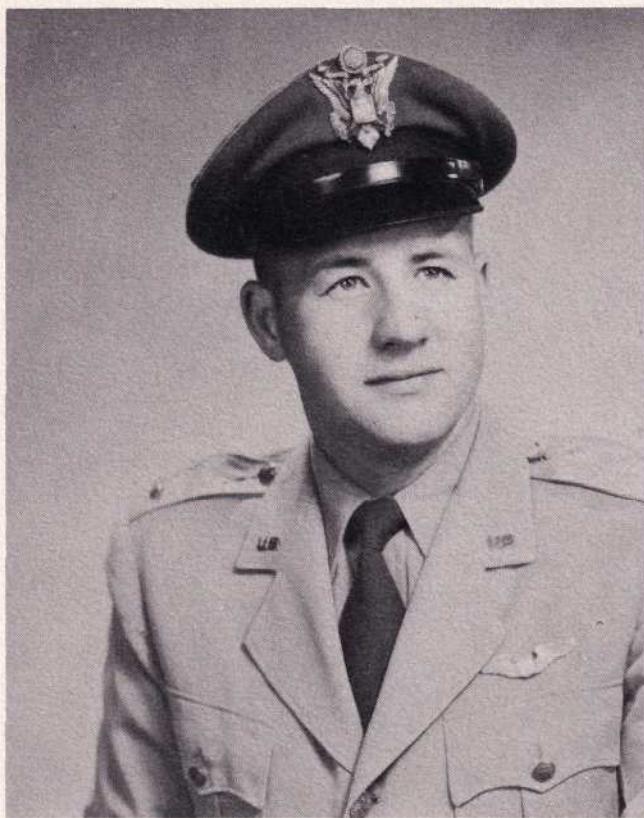
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LT. F. J. CALLAGHAN
Rochester, New York

Red Head Flight

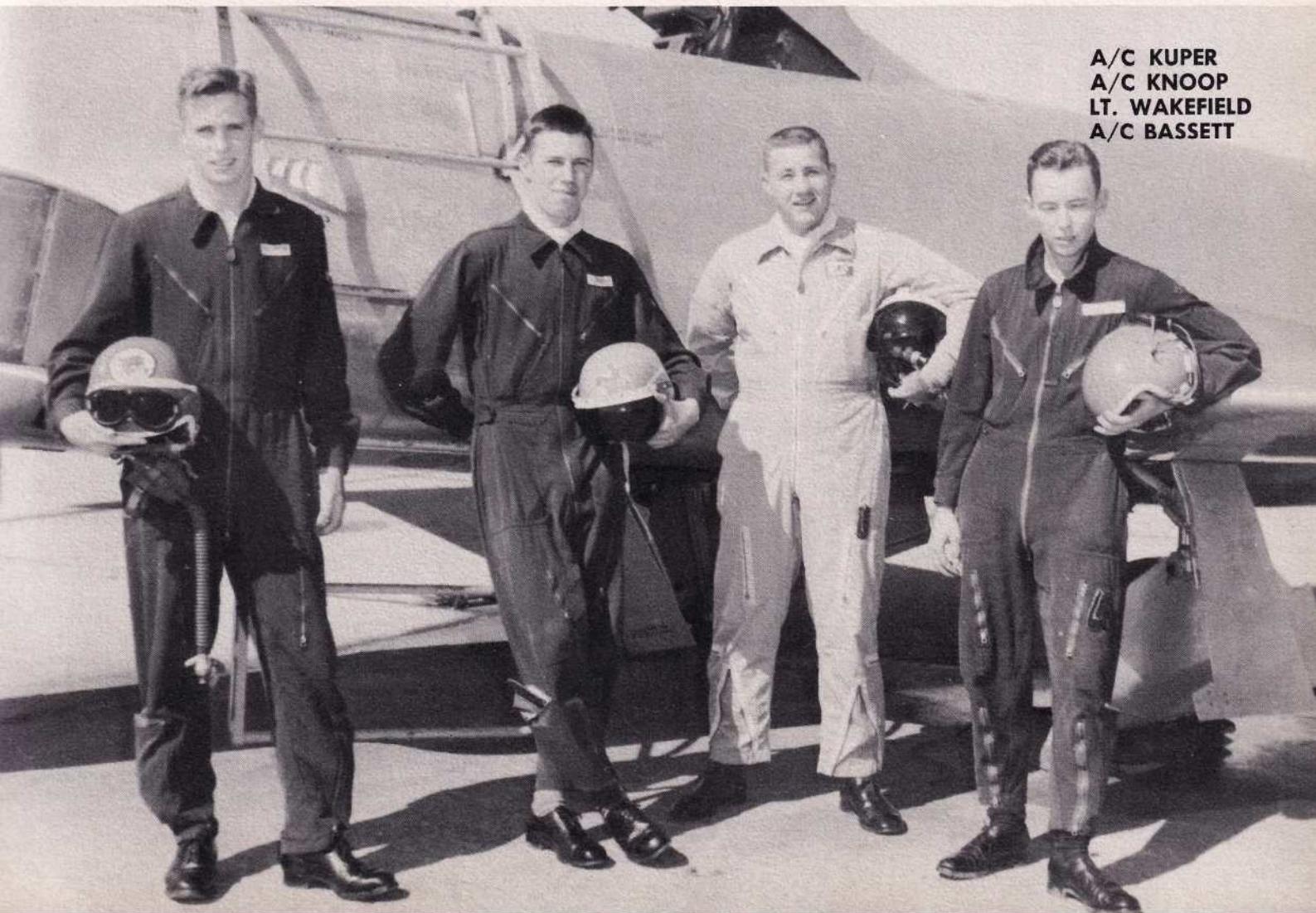




LT. V. R. WAKEFIELD
Madisonville, Texas



Lucky Flight





CAPTAIN A. B. WALLIN
Monroe, New York



Roscoe Flight



A/C OLAFSEN
A/C DUDASH
CAPT. WALLIN
A/C VINCENT
A/C MEADOWS

Picture not available



LT. J. A. WOLLMERS
Brooklyn, New York

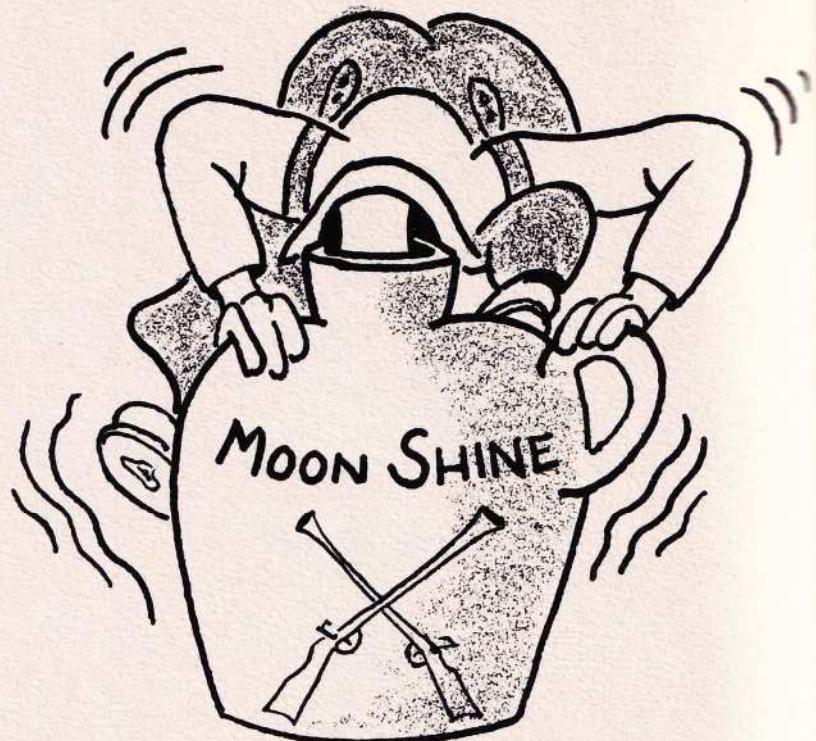
Brooklyn Flight



RONALD
A/C JACKSON
LT. WOLLMERS
2/LT. NORDIN
A/C SAYLES



LT. A. C. SECREST
Atlanta, Georgia



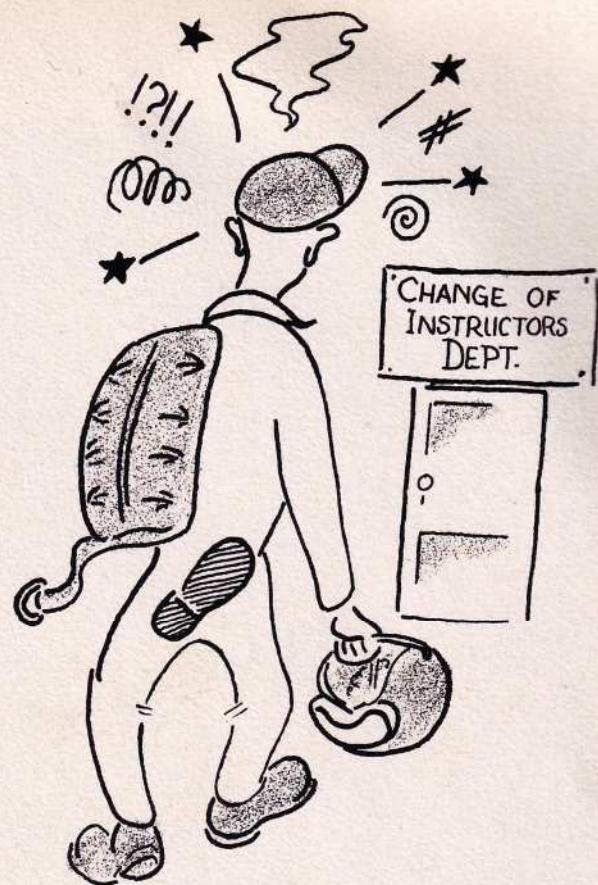
Jughead Flight



A/C COLEMAN
A/C WESTON
A/C LE DEMEZET
2/LT. WARD



LT. W. R. CUMMINGS
Indianapolis, Indiana



Topkick Flight



A/C JENSEN
A/C PIEUSSERGUES
LT. CUMMINGS
A/C McCOLLUM
2/LT. GELLER



CAPTAIN C. E. MULNIX
Denver, Colorado



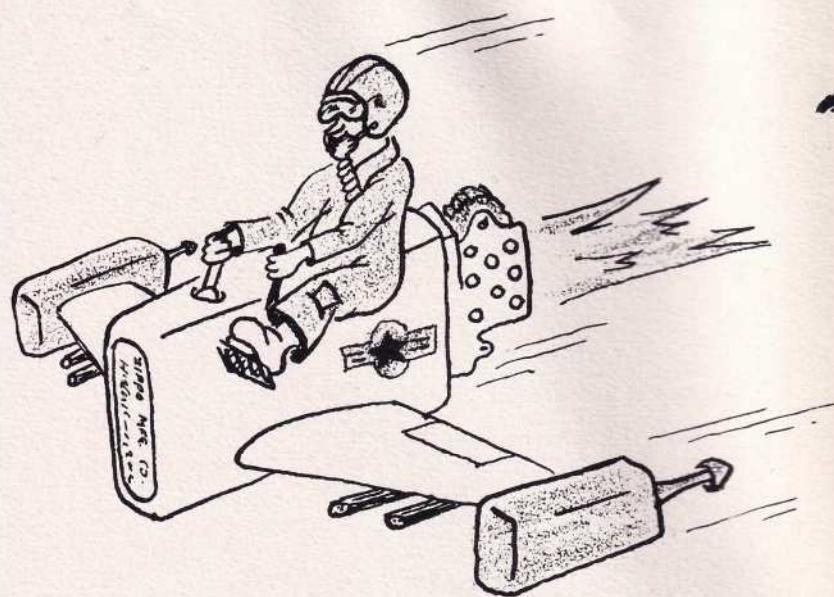
Coffee Flight



2/LT. RUPP
A/C ELDER
CAPT. MULNIX
A/C VAN DER KOLFF



CAPTAIN F. B. KIEFER
Warren, Pennsylvania



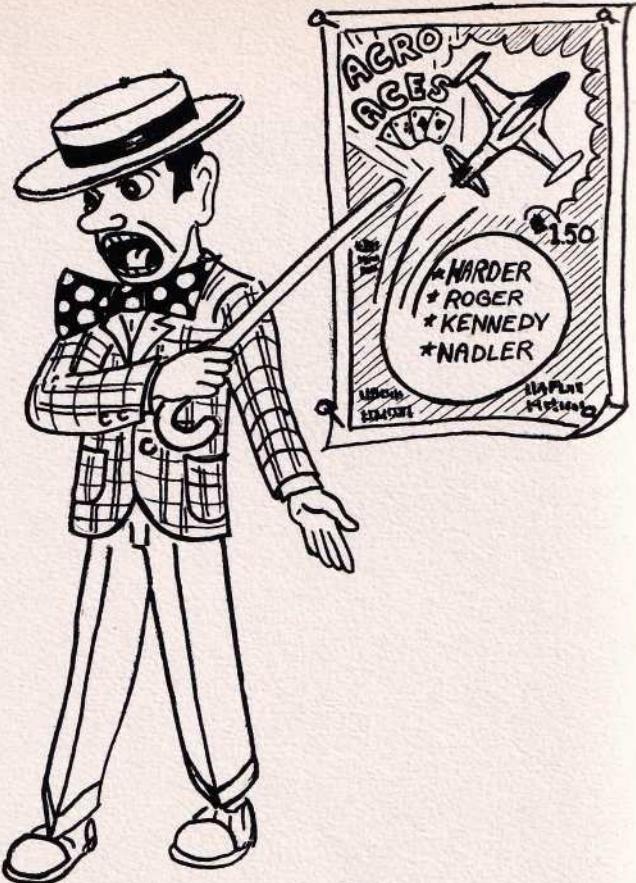
Zippo Flight



A/C HERNQUIST
CAPT. KIEFER
A/C WENDT
A/C RICHARDS



LT. J. F. HARDER
Borger, Texas



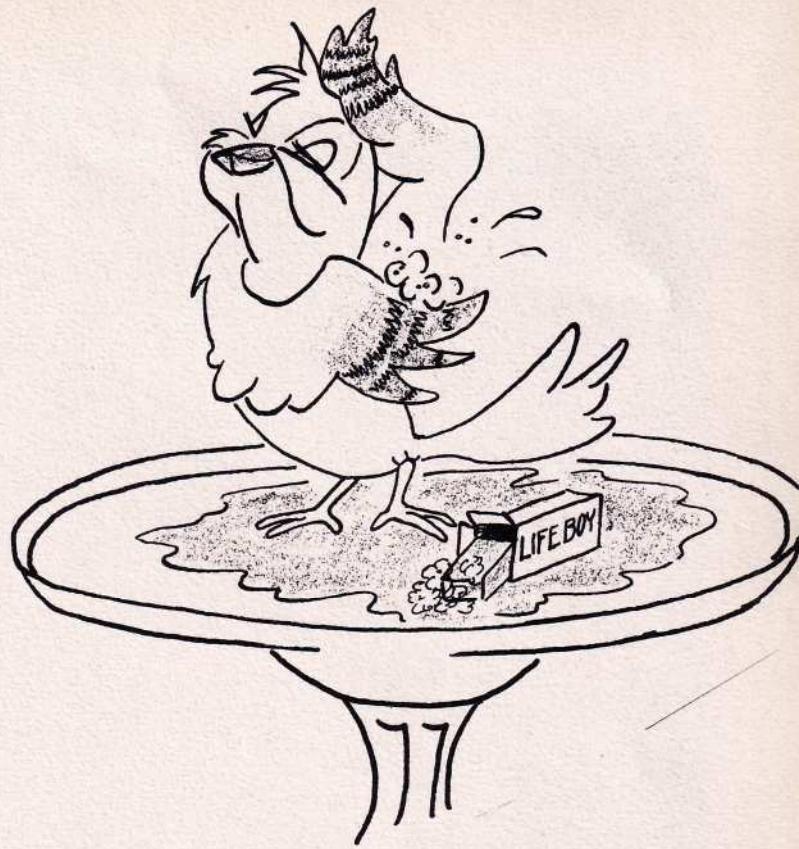
Bow Tie Flight

A/C ROGER
A/C NADLER
LT. HARDER
A/C KENNEDY





LT. W. WHITE
Dawson, Texas



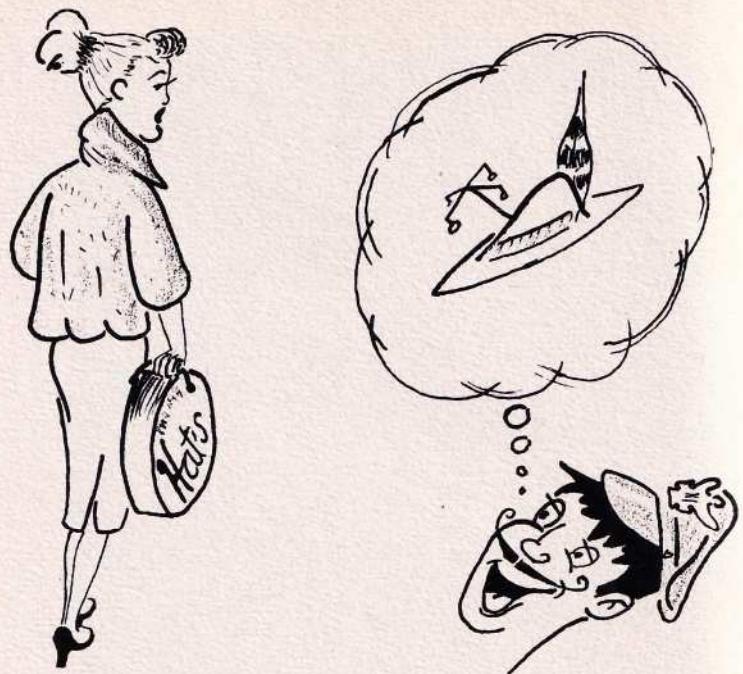
Seagull Flight



A/C COOLEY
A/C MANKA
LT. WHITE
A/C MAES



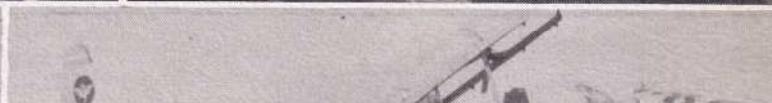
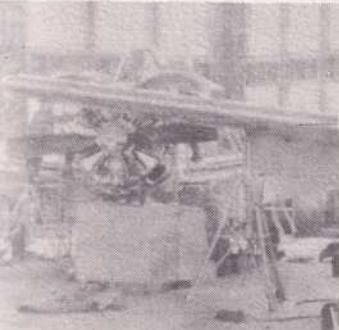
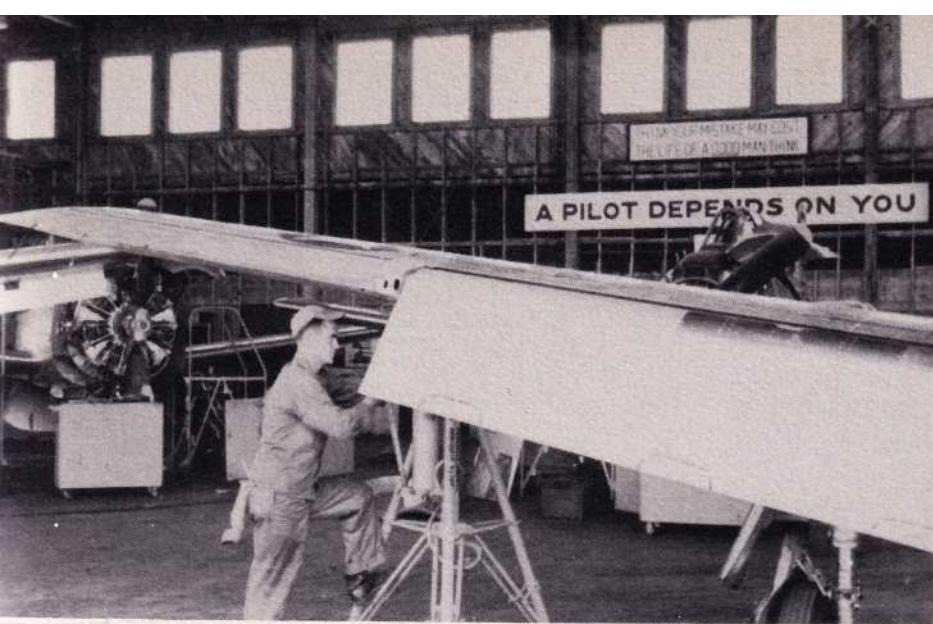
MAJOR B. L. POOLE
Cincinnati, Ohio



Radar Flight

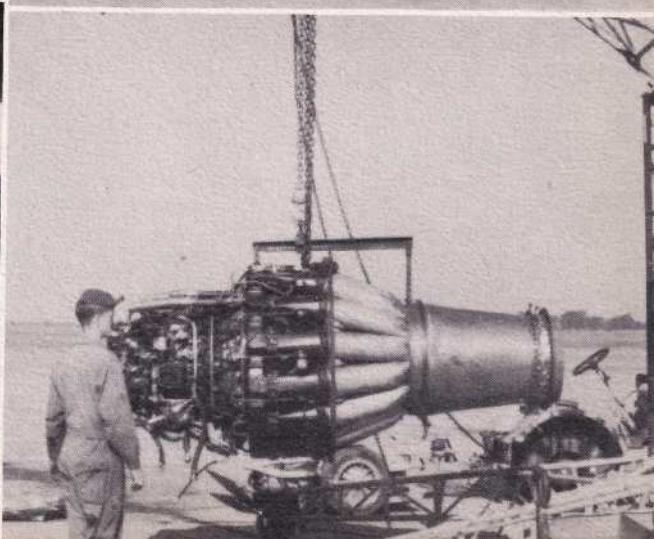
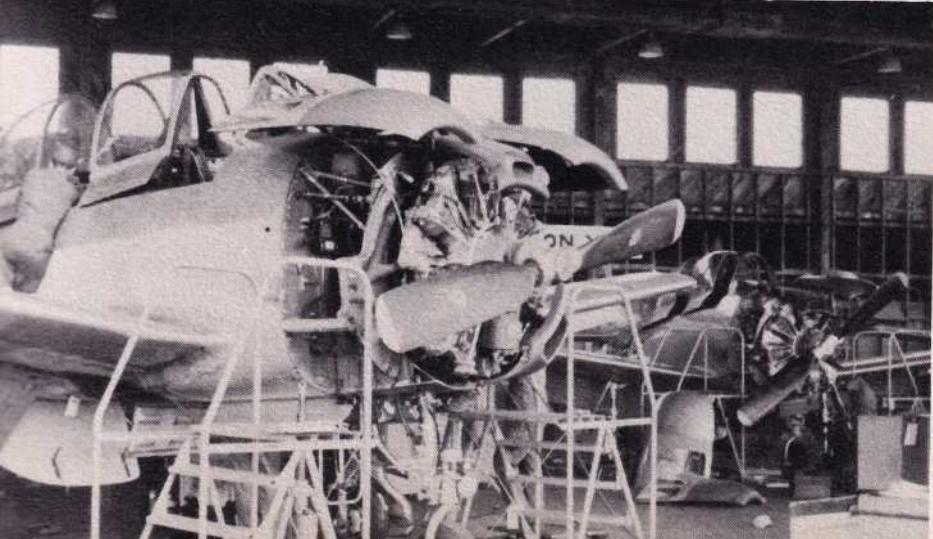


2/LT. ZANG
A/C HOLM
A/C DUDLEY
MAJOR POOLE



AIRCRAFT MAINTENANCE

Here's to the men with the greasy hands
Who fuel our planes when we come in and land
Who fix the canopies, stop the leaks
Change the tires, oil the squeaks
Tend to the rigging to make them fly straight
Wait by the planes when the pilots are late
Who smooth the scratches, rivet the panels
Check "Loud and Clear" on the radio channels
Who read all the write-ups and make the repairs
Check plastic and fabric for tatters and tears
Who pull the chocks and walk our wings
And do a million and one little things
That make the airplanes safe to fly
So here's a salute to the hard working guy
From one of the fliers who too seldom ponders
The men who keep us in the wild blue yonder



Cadet Group Staff



VERNON E. DUDLEY RAYMOND B. SOMMERS
REZK M. MOHAMED DARRELL G. GOTTL CRAWFORD O. SHOCKLEY



" . . . Aw, don't worry Pat, you're a cinch for Group Major . . . "



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Acknowledgements

We wish to humbly dedicate this page to those whose contributions to the staff made the work a little more tolerable and the book a little more interesting--

Thank You

1/LT. R. N. HOLMAN
2/LT. C. M. SEYMOUR
A/C F. EEMAN
A/C R. C. CROS
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A/C P. W. SHIRK
A/C B. J. MAES
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And all other cadets and student officers of 54-ABC who gave freely of their time and help.

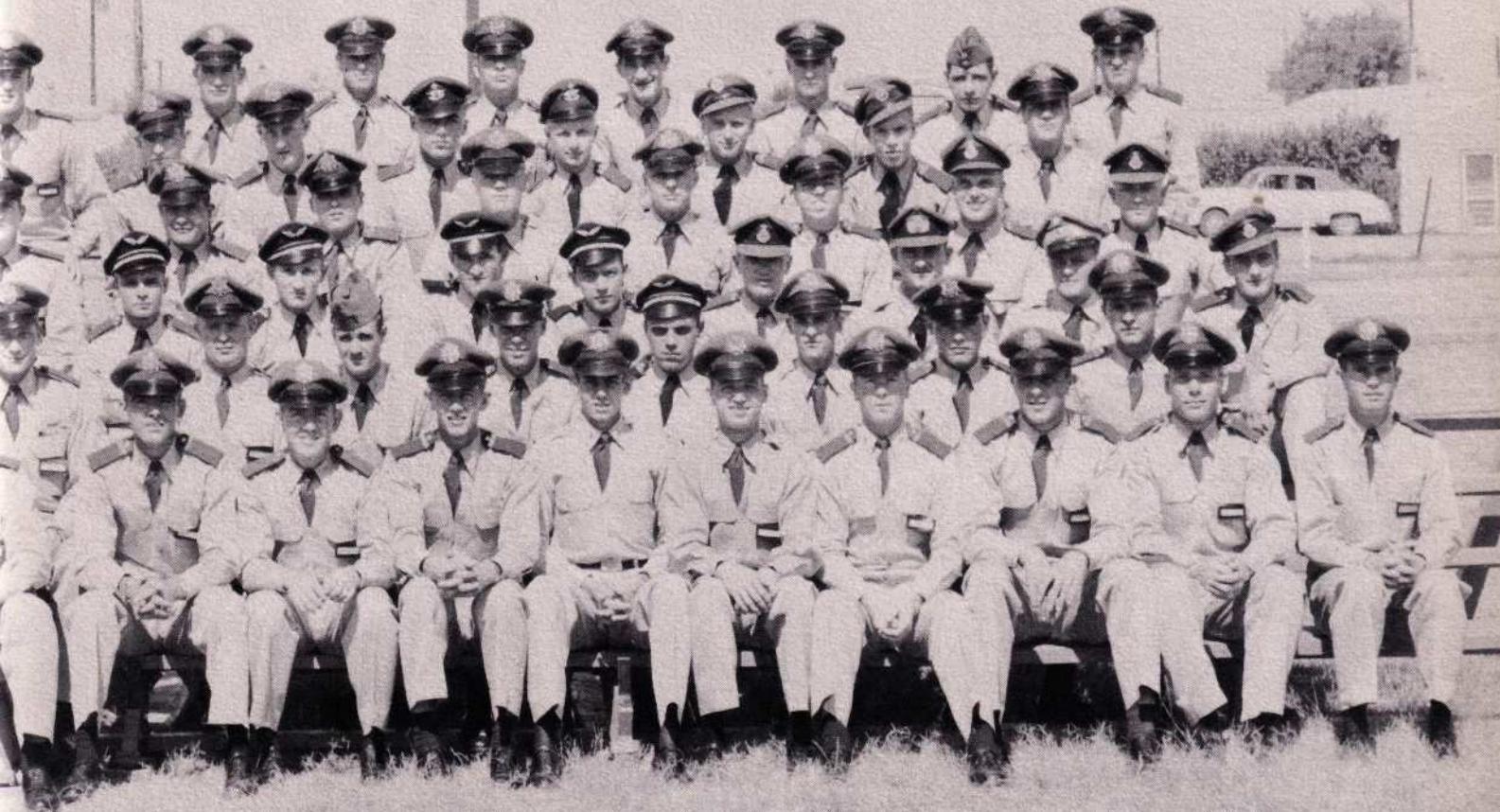
ED.



Snappy Snapshots







Tigers' Lair

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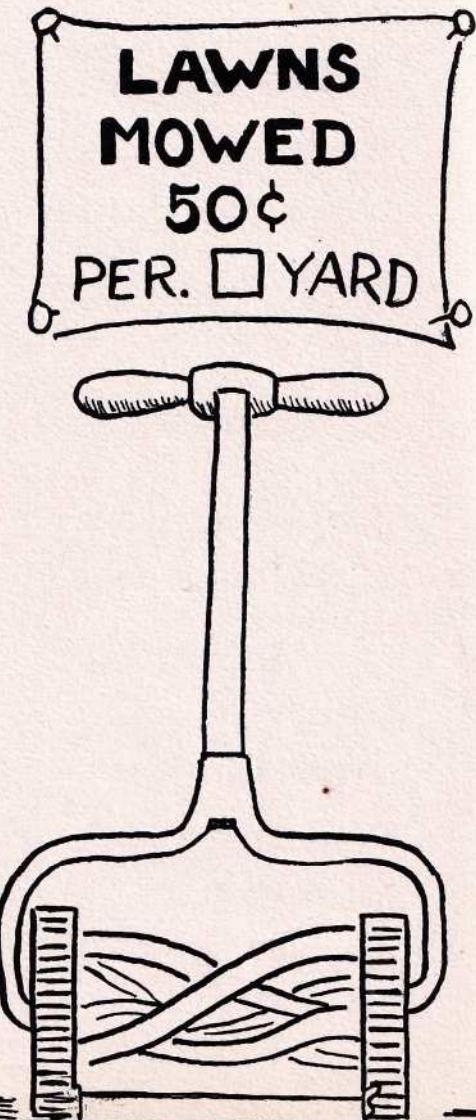
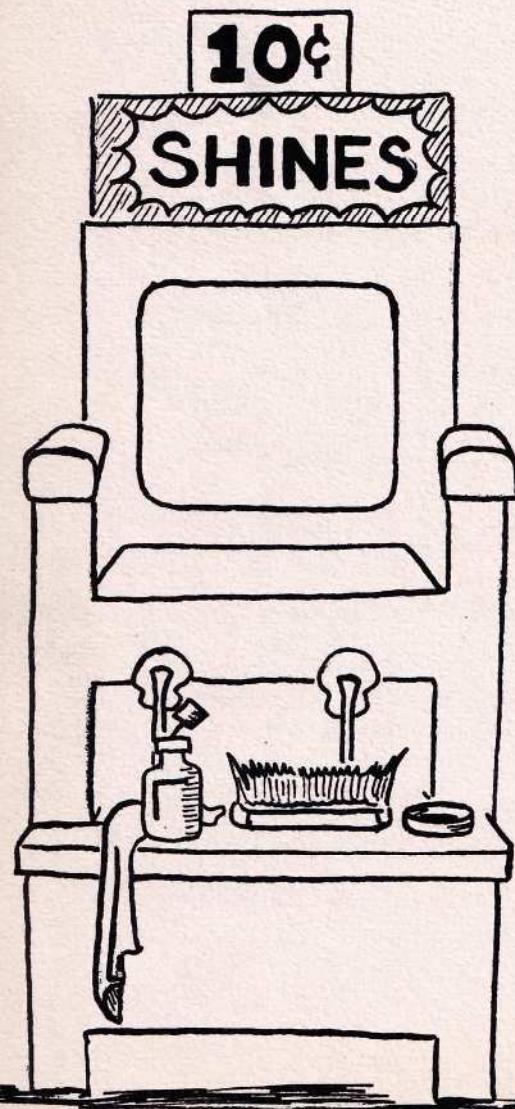
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REMEMBER WHEN YOU ARE A CIVILIAN, YOU CAN ALWAYS RELY ON YOUR MILITARY EXPERIENCE!





How many forgot??



"Ford Custom???"



"We hope"



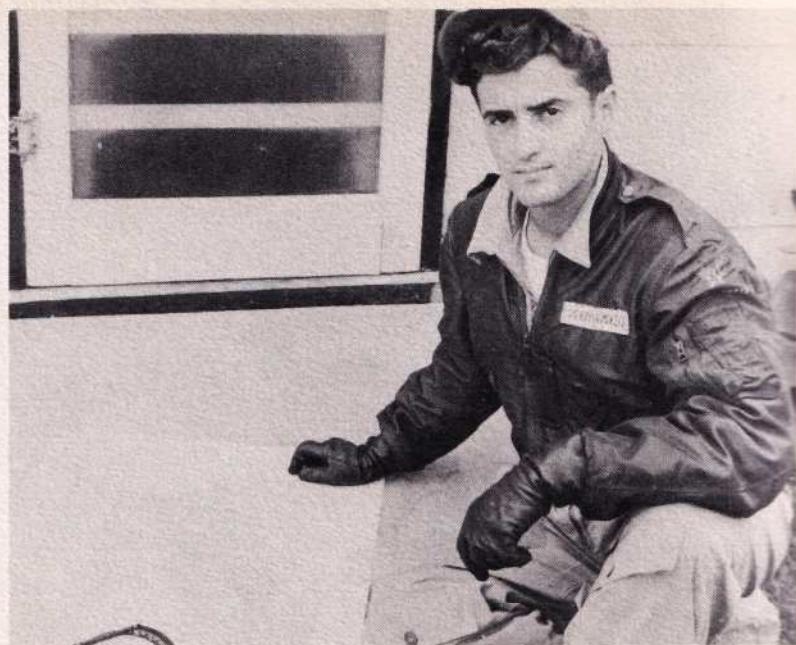
Grease job!!!



"Waddaya mean cocked nose wheel???"



"Did we break the bottle?"



"New York! Where else?"



Formation was hard at first!



"Scope Dopes Skycoach"



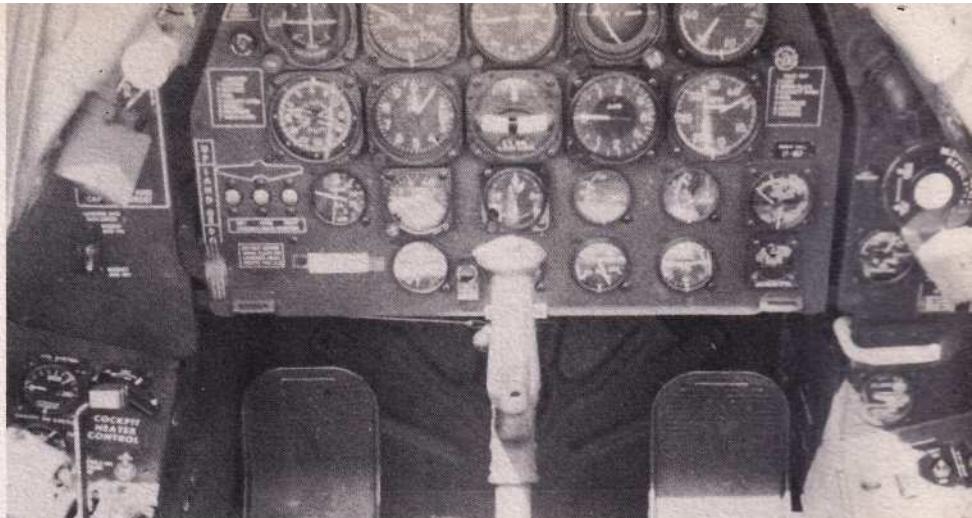
I.T.O.



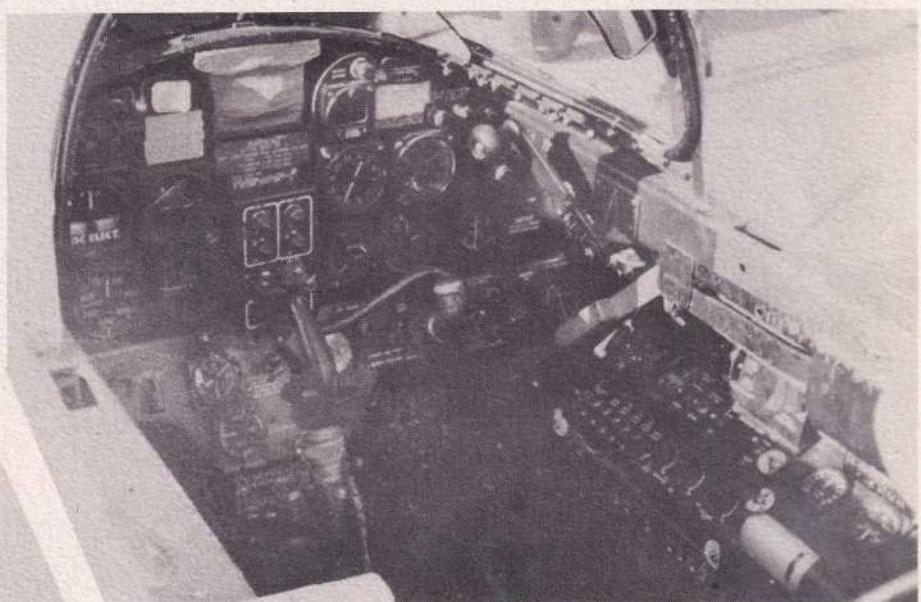
A/2C RIGOTTI
Dispatcher Section One



"First this!"



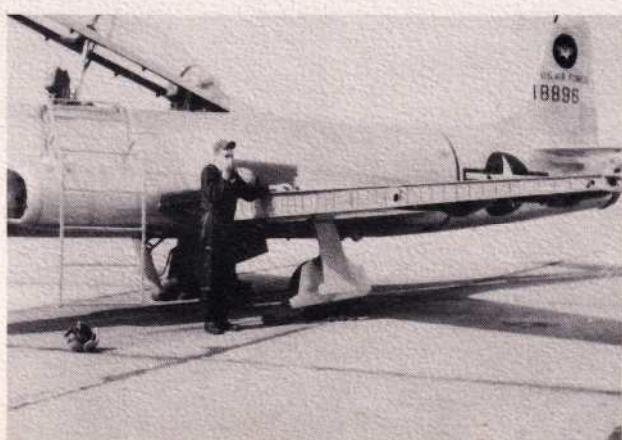
"Then this!"



"Now this!"



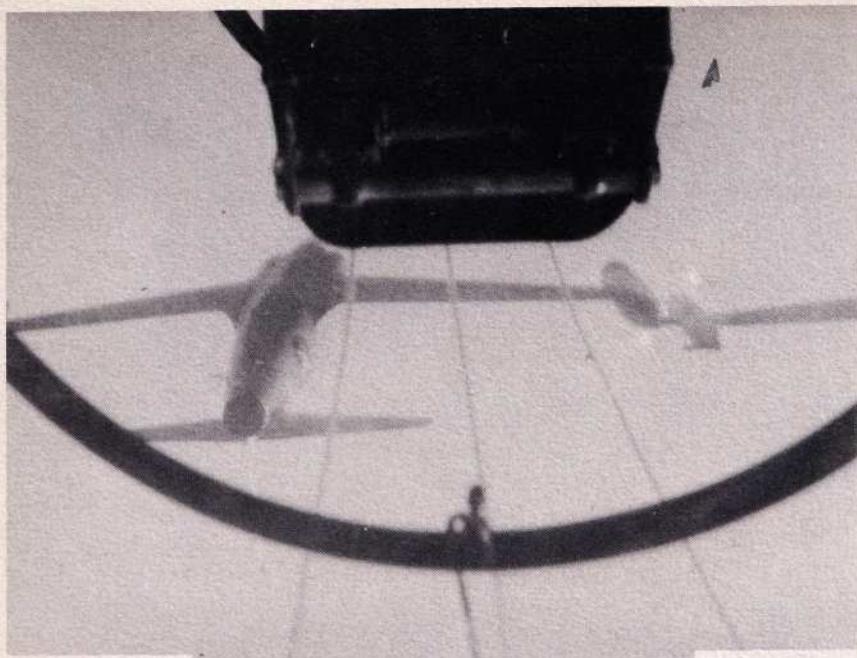
"Duck Dodgers Himself!"



"No wonder they wouldn't feed!"



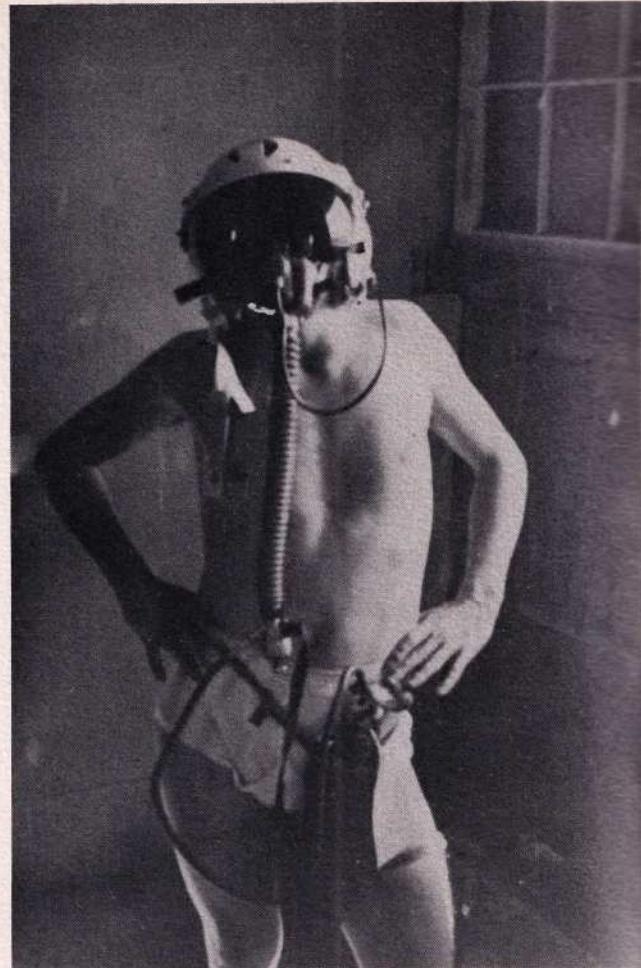
"Chuck to me babe!"



"No room for weak knees here!"



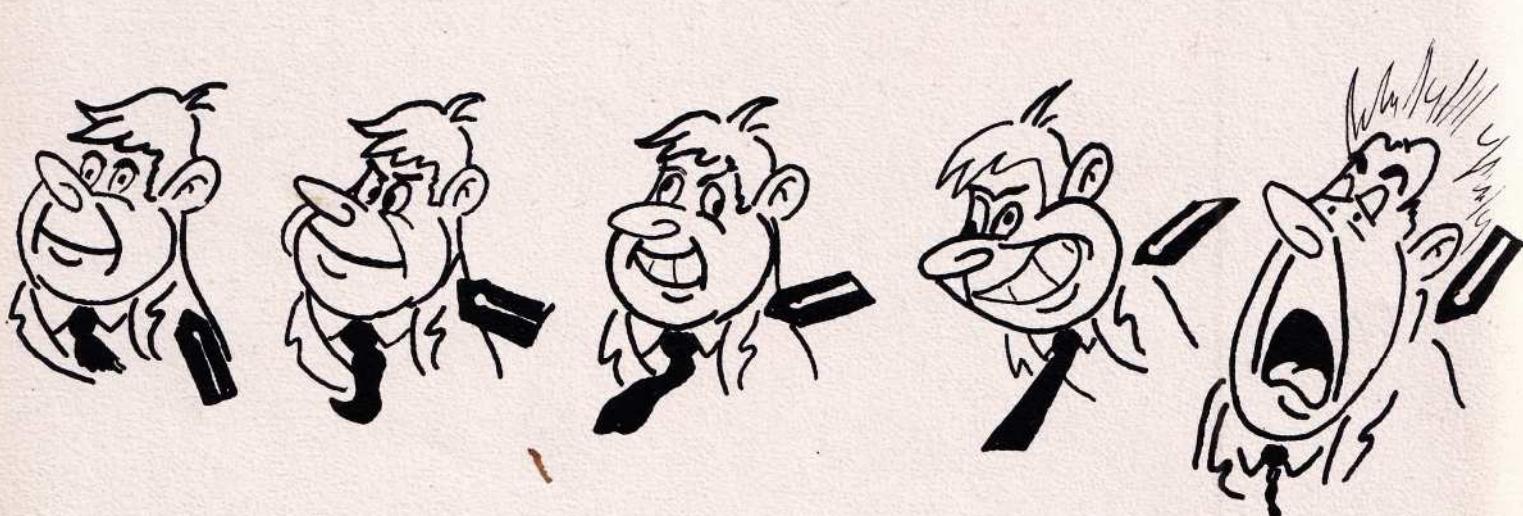
"My engineering instructor says.....!"



"Tropical Area Jet Pilot"



THE "CHAMBER" (OF HORROR, THAT IS) AT ANGELS 40



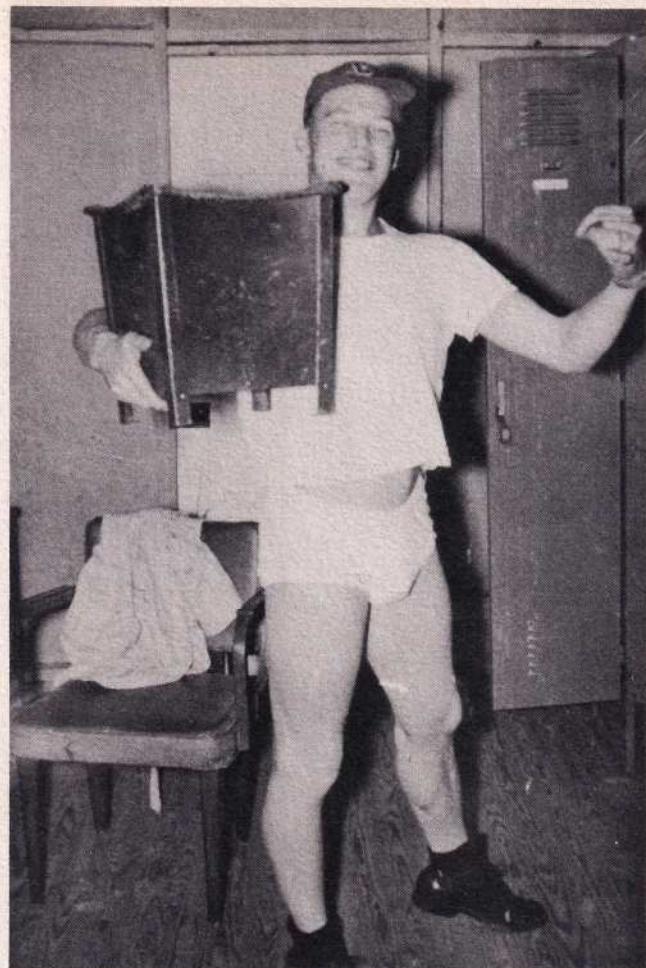
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20 SEC

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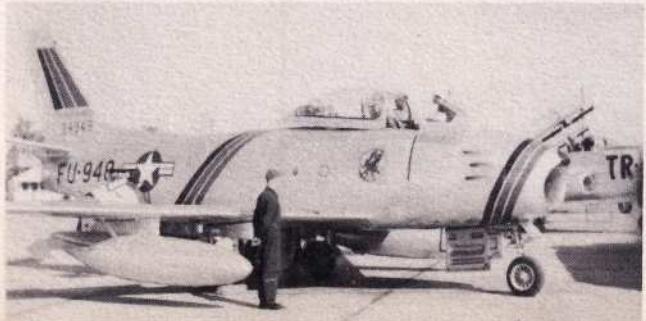
THE FINIS



"I was a ninety-seven pound weakling!"



A/1C Patsios, Dispatcher Section II



"I know it's here somewhere . . . Dammit!"



"Some guys will fly anything!"



"A sign of GOOD FLYING"

Waldrop
& Co.

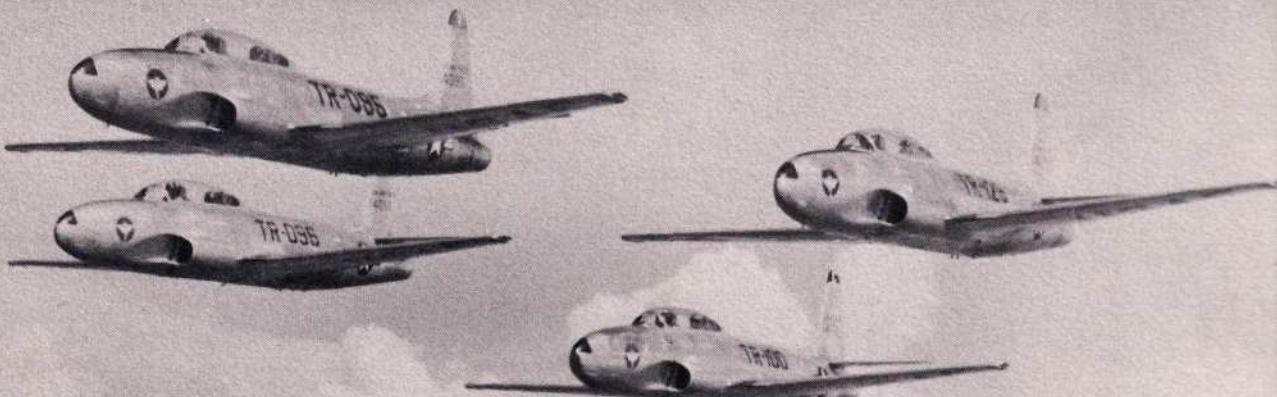
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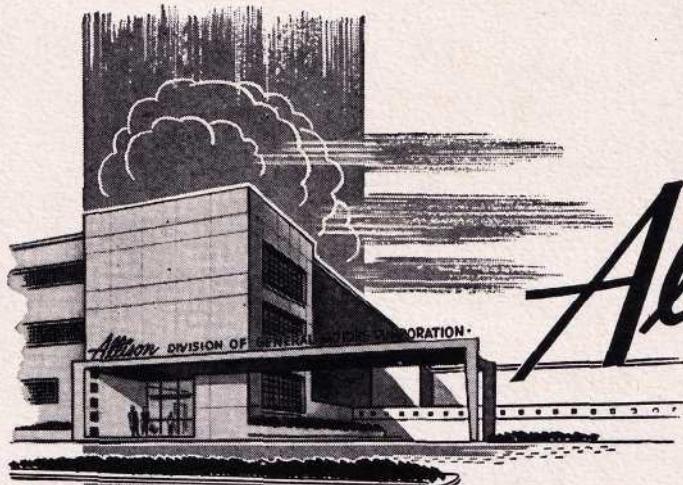
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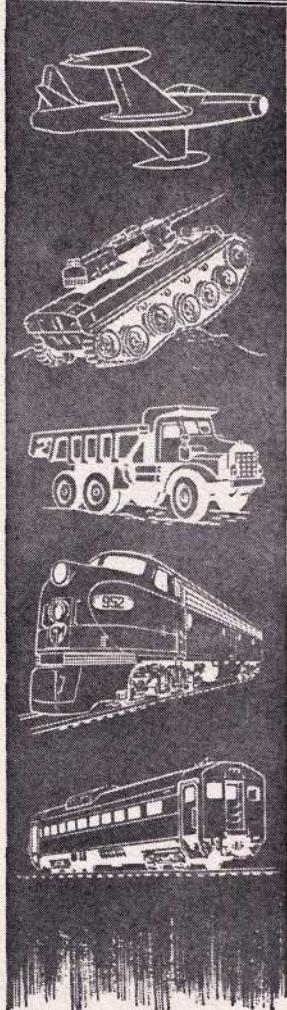
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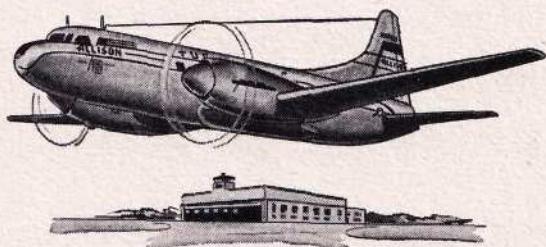
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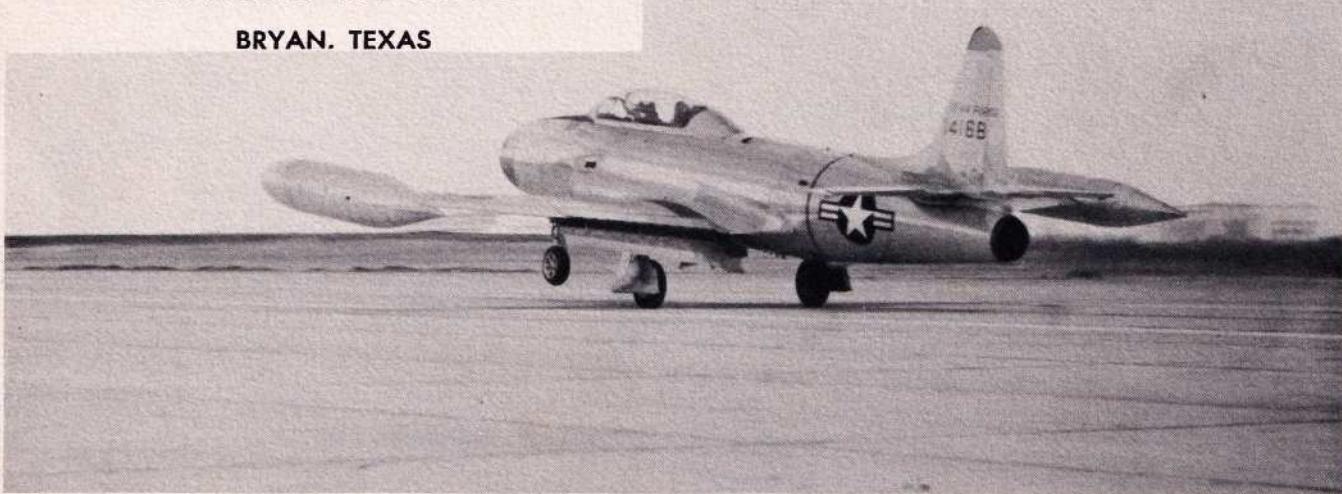
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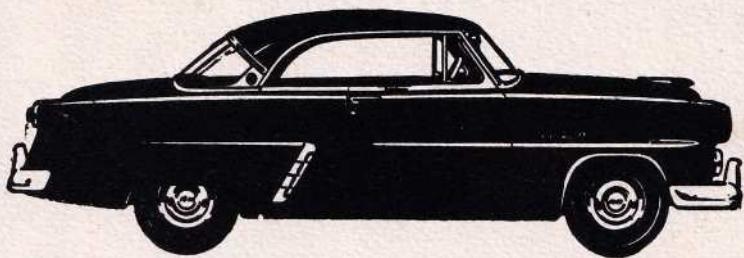
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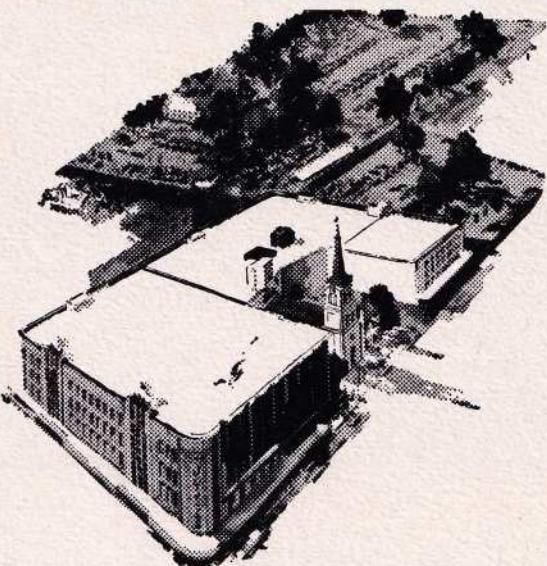


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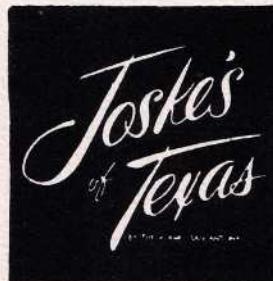
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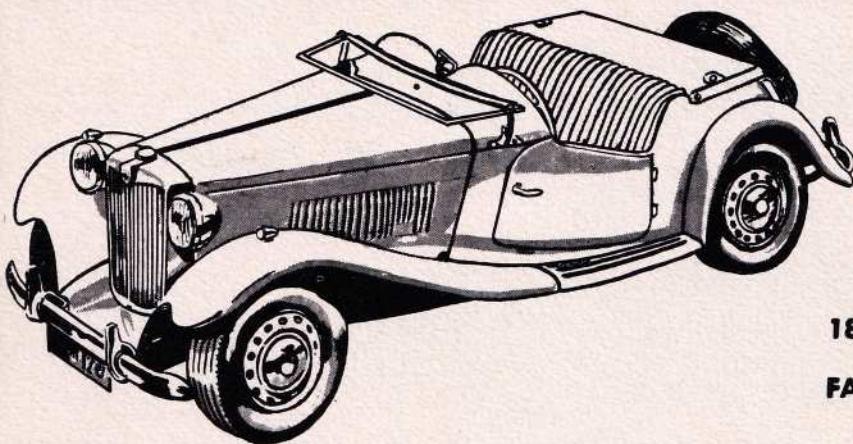
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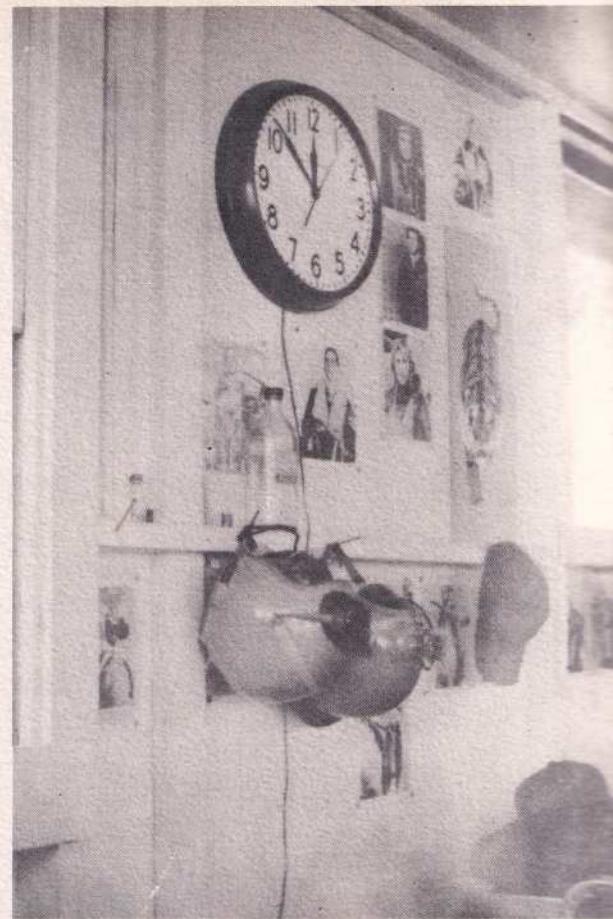
200 EAST 25TH ST.
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SOMEDAY THIS "TROOPER" WILL
GRADUATE. HE KEEPS WASHING
BACK A CLASS. I UNDERSTAND HE
USED TO PULL CHOCKS FOR THE
WRIGHT BROTHERS....





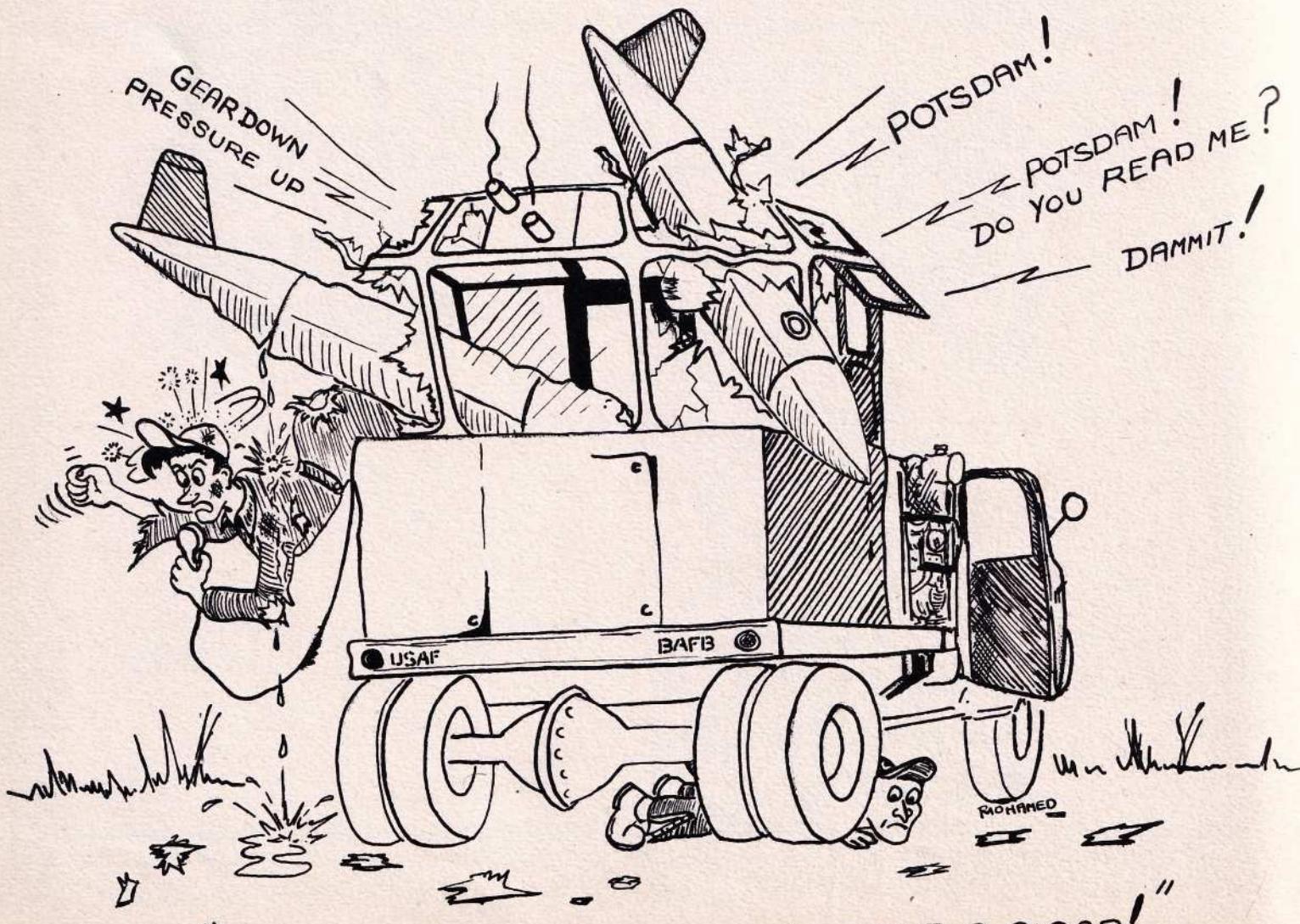
"Frustrated guidon bearer!"



"Almost coffee time!"



"GADI!"



"Good show ROSEBOWL, GIVE YOURSELF A CIGAR!"



"Who stuck a cigar butt in my....."



"Catch the windshield too!"



"Some guys will do anything to draw a crowd!"



"He did it!"



"The man says relax on week ends, so I relax!"

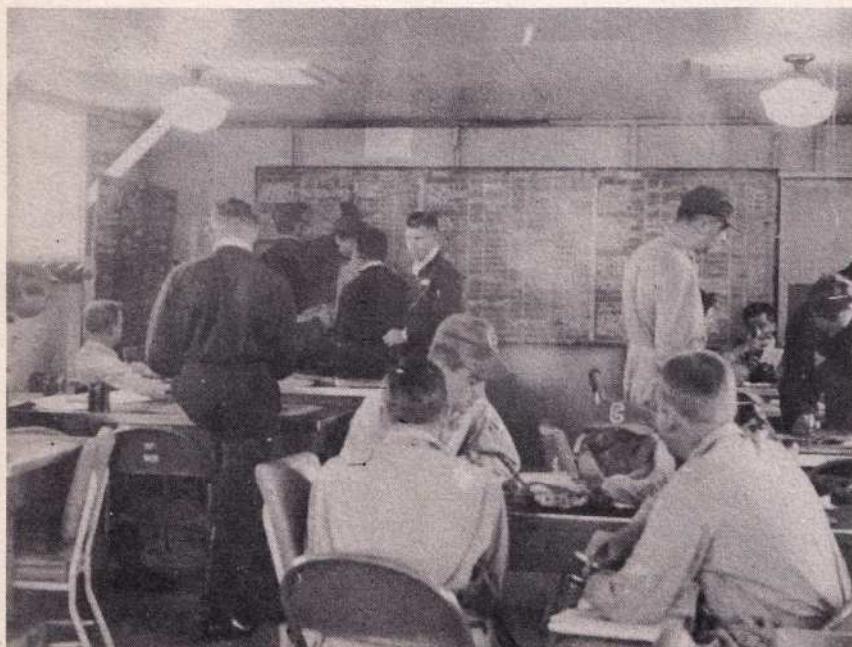


"Dere was ten o' dem."

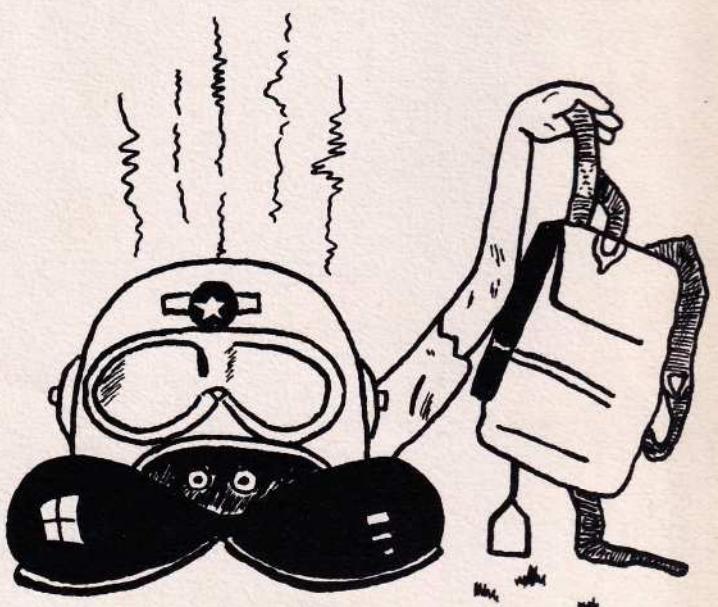
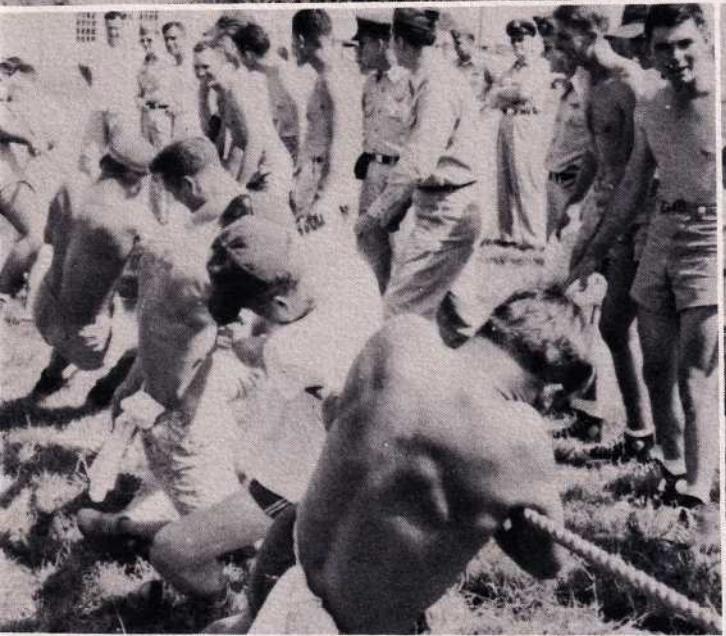
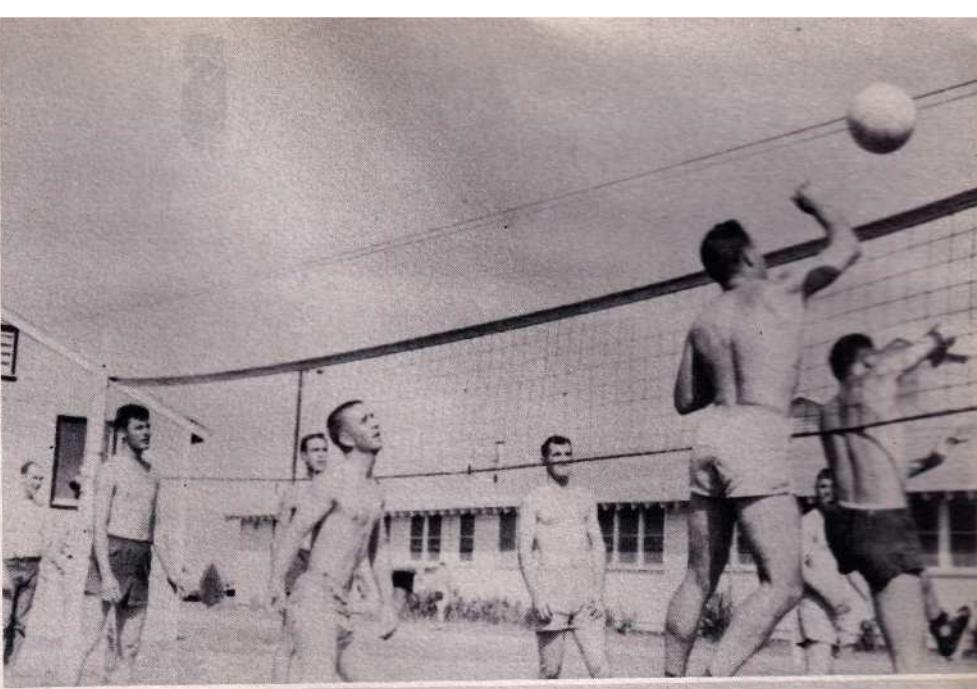
"Lookin' for trouble Jack?"

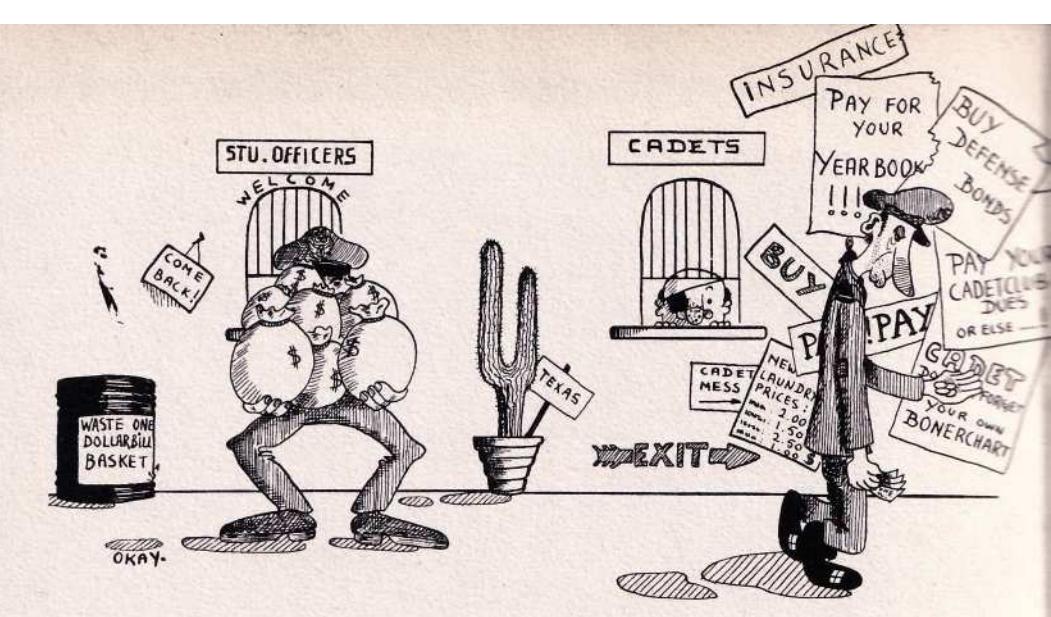


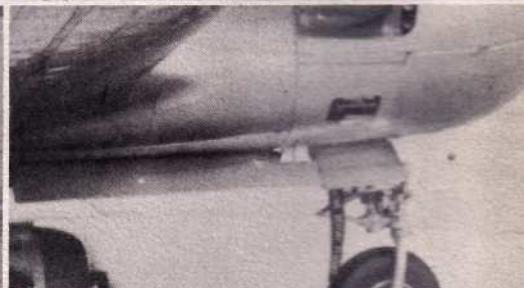
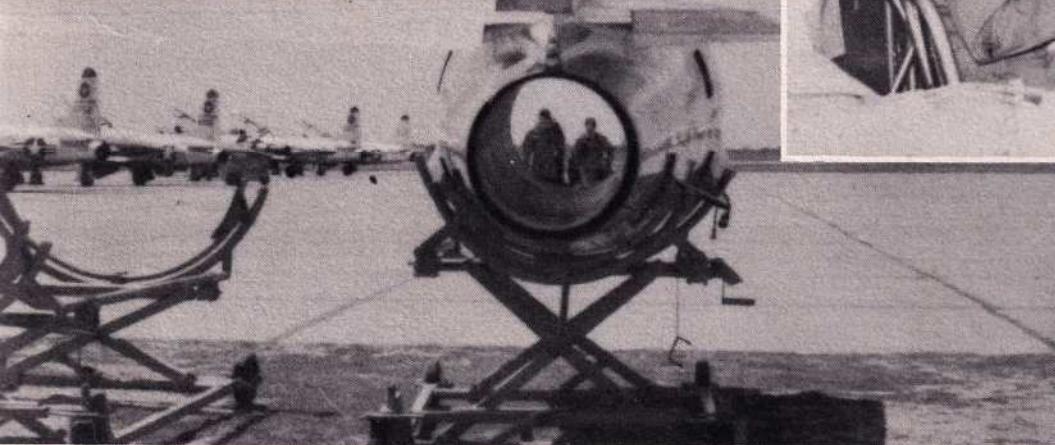
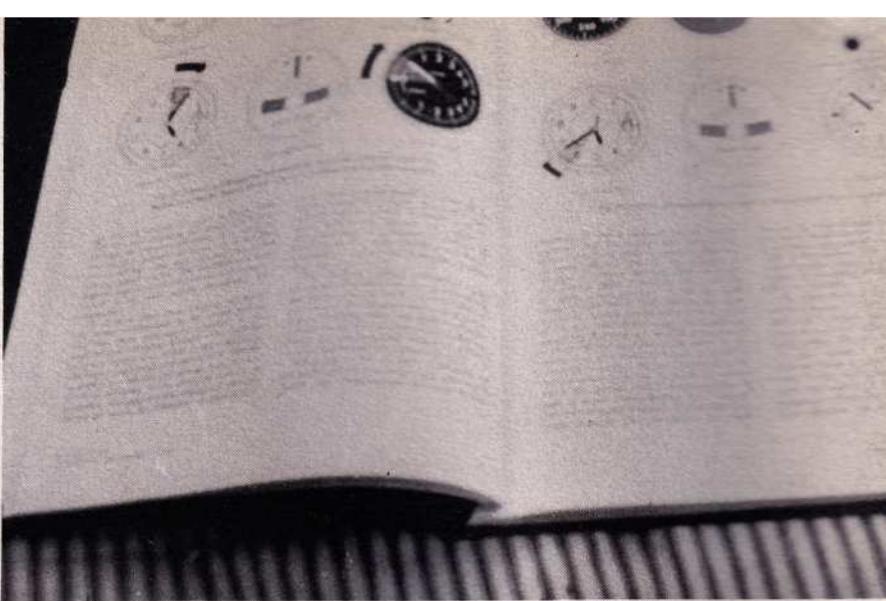
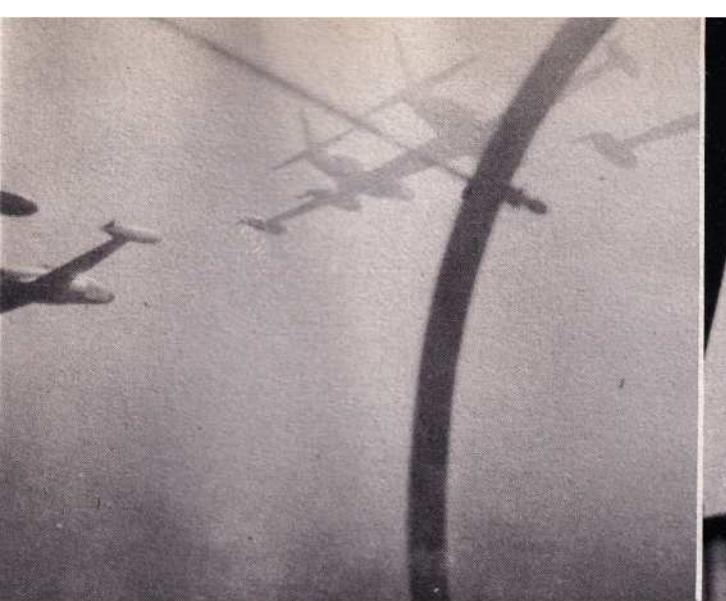
"Real arty shot"



"What's the favorite at Jamaica today?"



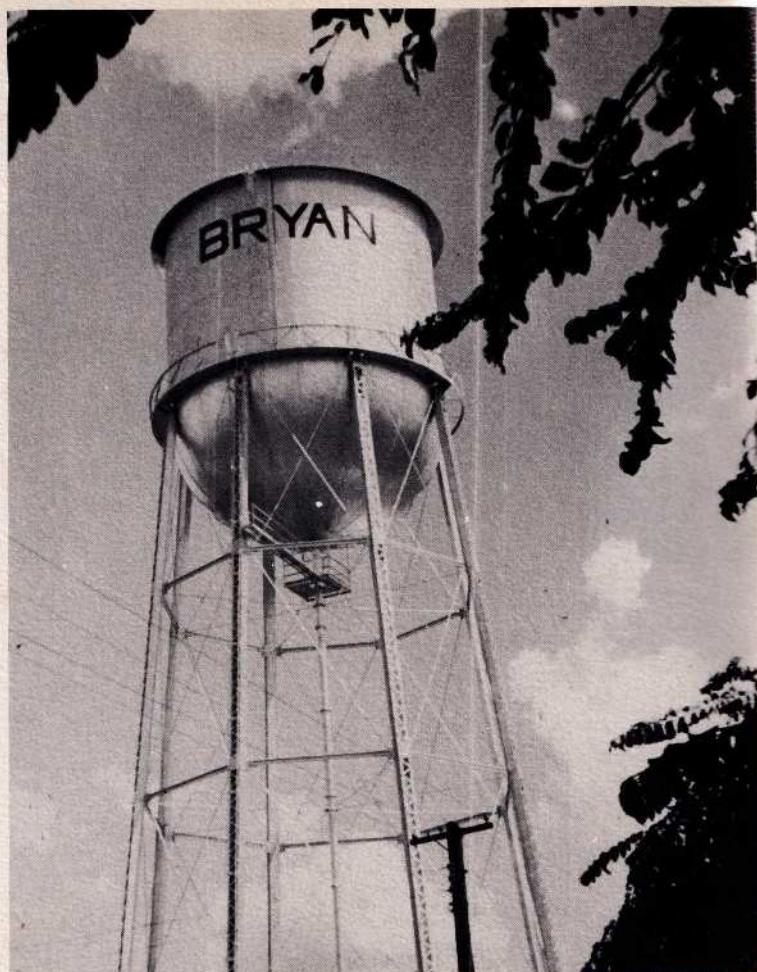




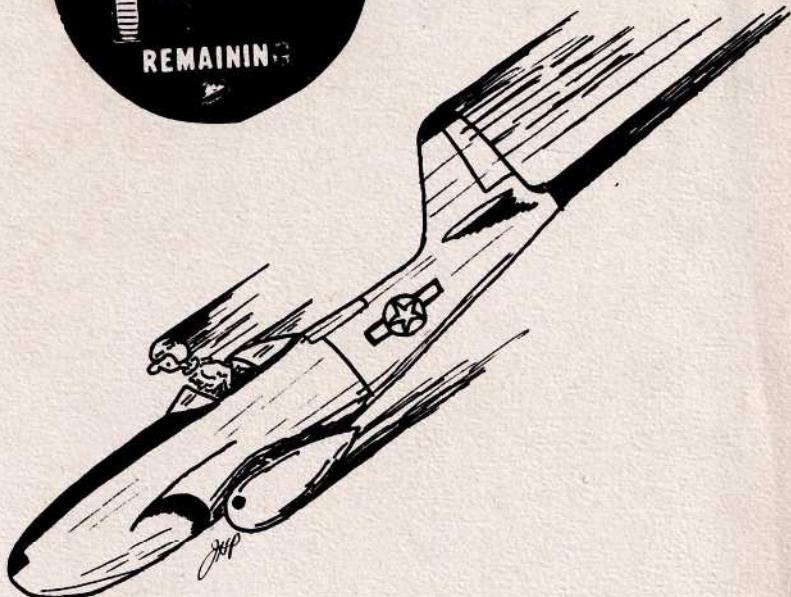
The Ten Commandments For An Instrument Pilot

"By This We Live"

- Set thyself well upon thy fifth vertebra; leaving not thy finger-prints on the controls, and chewing not on thy fingernails.
- Know thy instruments, for they are the true and appointed prophets.
- Follow the indications of thy instruments; and verily the airplane will follow along, even as the tail follows the sheep.
- Do not stick out thy neck a foot; stay within the confines of thy ability, and thou shalt live to a happy old age.
- Know the appointed words and approved methods so that if thy neck drapeth out, thou shalt be able even unto thyself to place same in its proper place—upon thy shoulders.
- Follow thy radio beam, for their ways are the happy ways and will lead to the promised land—ing.
- Listen carefully, yea verily, to the signal impinging on thy eardrums for sometimes they seem to have the tongues of snakes and will cross up thy orientation, to the sad state to where thou must ask Heaven for guidance.
- Assume not, neither shalt thou guess that thy position is such, but prove to thine own satisfaction that such is the case.
- Boast not, neither brag; for surely Ole' Devil Overcast shalt write such words in his book, and thou shalt, someday, be called for an accounting.
- Trust not thy seat (of thy pants) but follow thy instruments, read and truly interpret the words as given from thine instrument board, know that the responsibility lies not with the hand that rocks the control column, but in and with the mind that directs the hand, and thou shalt be blessed with a long and happy life.



If lost, descend and check
nearest water tower.



**END OF THE PERIOD
AT WILLY AIR PATCH!**







