



# DREAMBOAT

*fifty-two how*















This book is dedicated to men who are themselves dedicated--the pilots on active duty in Korea. The world has unmeasured admiration for those valiant men who daily emblazon the pages of history. Their dangers are many, their rewards few, their accomplishments manifold. What prompts a man to serve his country in this most demanding of all services? Perhaps Scott captures it:

"Sound sound the clarion, fill the fife,  
To all the sensual world proclaim--  
One crowded hour of glorious life  
Is worth an age without a name."



IN MEMORIAM

THIS PAGE IS RESPECTFULLY DEDICATED TO THE MEM-  
ORY OF AVIATION CADET HIRAM J. HALL AND FLIGHT  
COMMANDER DALE A. WEBB.





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Commanding Officer, Columbus AFB





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Commandant of Students



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Squadrons II & IV



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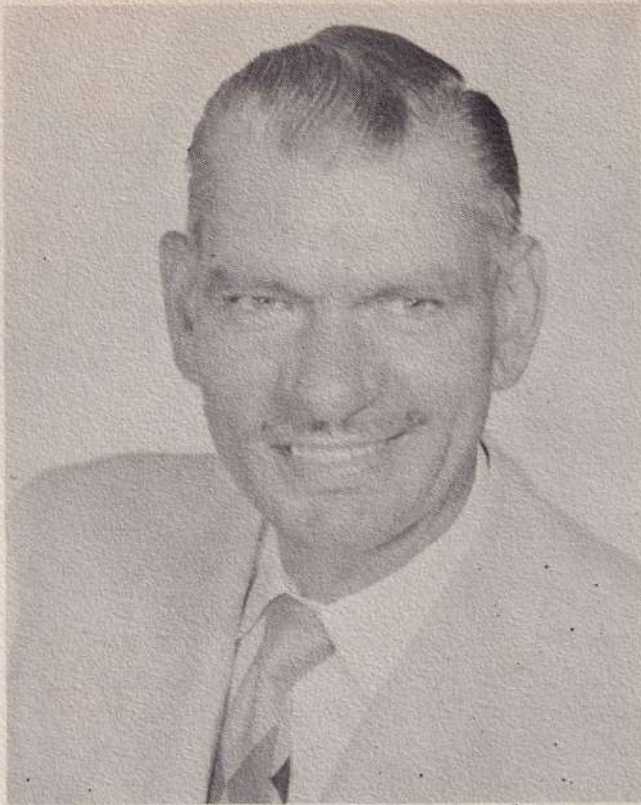
DR. EDWARD A. BRANDES  
Interpreter-Instructor





SAMUEL JOSEPH SOLOMON — President of California Eastern Airways





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HAROLD W. GARBETT  
Assistant to Director  
S. J. Solomon



CHRIS WALK  
Director of Flying  
Safety



ERNEST L. CLARK  
Director of Academic  
Instruction



## HOW HISTORY

Ah, we remember, we remember, it was midway in November, when first we came to render service at Columbus Air Force Base. Who will ever forget the mixed anticipation and exhilaration of that grey day of Monday the 19th, when aspirants from St. Louis and Paris, Boston and Brussels, Tulare and Toulouse, gathered together for the first time. The early strangeness and timidity quickly wore off in the pell mell double time life of Pre-Flight. Rise at five, shave, shower and shampoo; double time to reville and double time back; clean up the room and off to chow; classes drill and P. T. in the morning, classes, drill and P. T. in the afternoon. Double time and drill with the throbbing roar of the flight line as cadence. The officer students keep pace with cadets during the day, but ah, the luxuries of night life.

Fourth class and all its horror looms large in December, but the flight line more than compensates. The two dollar orientation ride initiates us into the regimen of relentless, ever increasing work. Home for Christmas, proud of the brass and epaulettes; then back to the grind, in earnest. Check lists, procedures, seemingly impossible maneuvers, mistakes, mistakes, mistakes! Who will ever master that iron monster?

Now the first trips to the sod area—Vaughn and River Field. The first few magnificent "landings." Then the first solo—the ice is broken. The long procession of "solo showers." Flying is beginning to be fun.

Out of fourth class, veterans of the class system; look out Able, you best be sharp. More leisure time, with the Cadet Club rocking on Saturday nights; "has she got a friend"—the belles of M.S.C.W. are ceaselessly evaluated. Intra-squadron athletics, and the Cadets and officer students reinforce their comradeship in friendly competition. Bingo on Friday night and the winner buys the beer.

Flying, marching and study—a hard life, but every day is one behind us. Who cares about the work in the warmth of real fraternity? Flying is the common denominator, stripping one of rank and of background; it boils down to this: Mister, Can you produce?

Past the forties now, and under the hood. Instruments are easy, it says in the book. Link training, a fiendish mixture of synthetic flight and genuine torture. Navigation classes pay off in the first cross countries; you're on your own now. Snowball is there to help you, but you'll never live it down.

Second class now, and the one cylinder corporals begin throwing their weight around. Real privileges—VOCO's—eighty six men signed out to the Gilmer—trips to Memphis, where "winners" abound. You have to look sharp now, Mister, you're being rated. Nobody wants rank but everybody's bucking.

Academics get rough—weather! code! weather! code! The spring heat lulls and a movie is fatal. "This Film Is Restricted" and ZZZZZzzzzzzzz!!

Acrobatics begin and a dozen wrists are sprained illustrating slow rolls. This is real flying. The stages are over, thank the Lord. Night flying, night cross country and the final checks are all that stand in our way.

George class graduates, and now we're the wheels. Stripes enough for a squadron of zebras. Time for coffee-hours now; walk to classes by yourself—privileges unsurpassed. What will it be, Multi's or Jets? Rumors flow faster. "They're only giving acrobatics on the finals now." "It's really strict discipline at Brian, fourth class all over." "They measure your collar brass at Perrin." "I know a guy at—"

The night cross country; man, you'll really check those ETA's. "Pat-rol to Control," I see one heading off to the South—I'll go get him." Everybody back safe, and the last big item besides the final checks out of the way. Final Checks—and checkitis in its finest form. An hour and ten minutes of absolute misery under the hood, and then: "Okay, Mister, I'll pass you on it this time." Final contact is a breeze—so they say.

The big day draws nearer and nearer. The long riotous week before graduation—no classes, first for chow, swim every afternoon, the safety banquet, the stag party (wow!) the big dance. Then the momentous day arrives—your name is called—this is it—you've made it! Seven never to be forgotten months climaxed by this single trip across the stage.

It's over now; and after awhile the full realization of graduation sinks in. You are on your way to bigger, faster planes, new places, new friends. But what of the old friends, assigned to different bases? When again will we recount the myriad mishaps that amused or frightened us? Where again will we find the spirit, the camaraderie of our days here? Unanswerable questions—but of this we may be sure: where goes a man from 52-How, there goes a friend.





HERE'S

HOW '52





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*Three*





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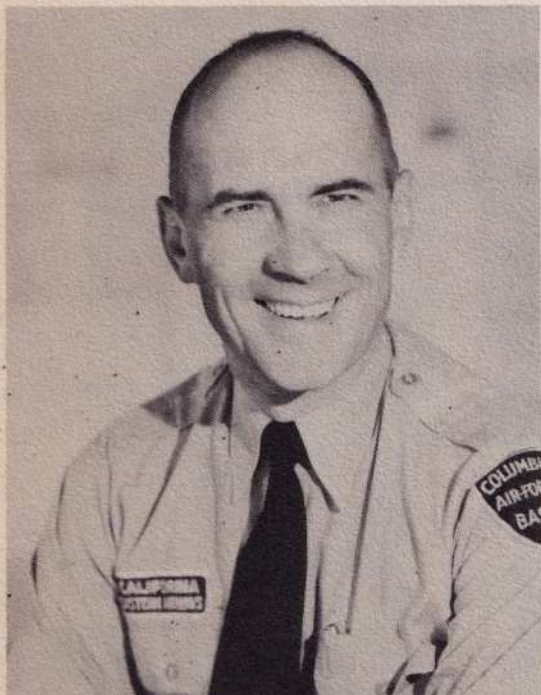
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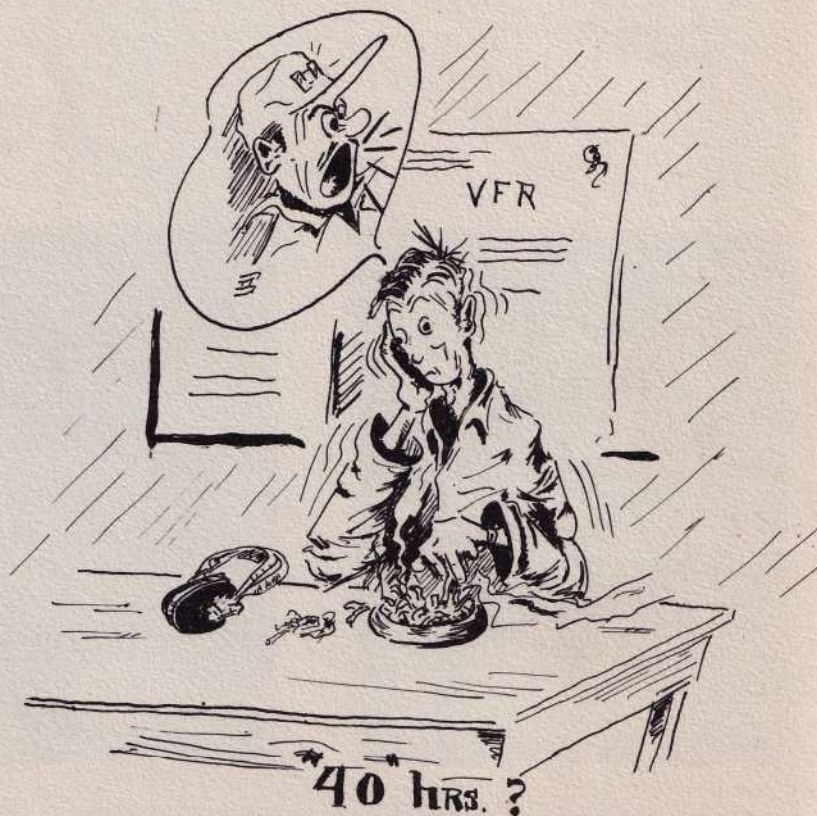
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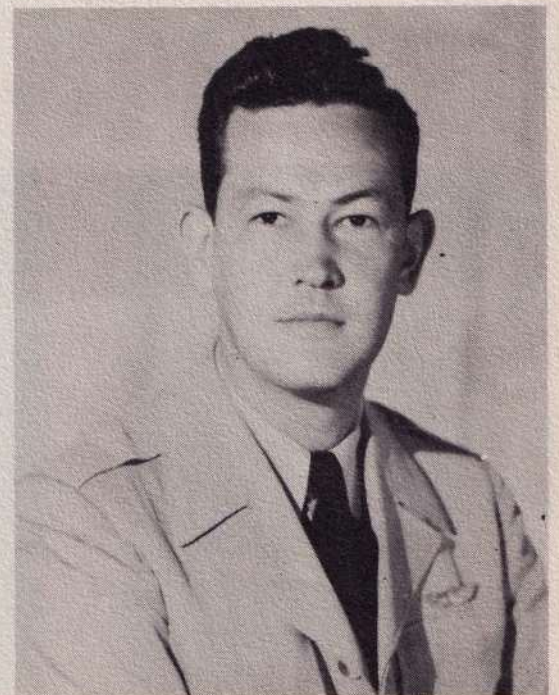
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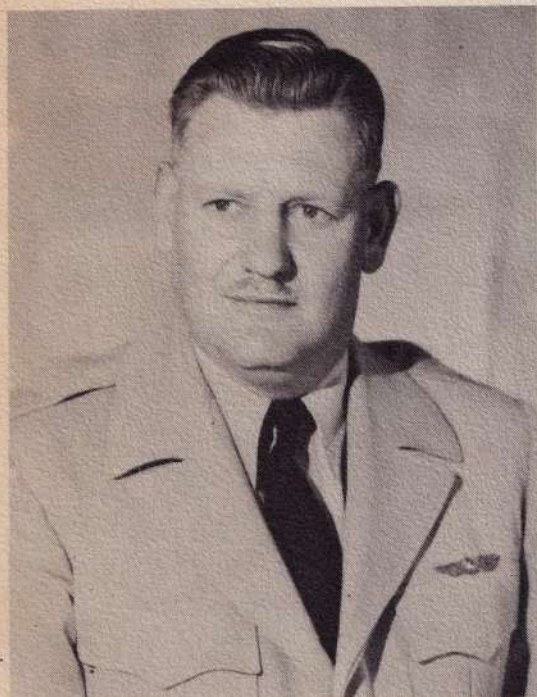
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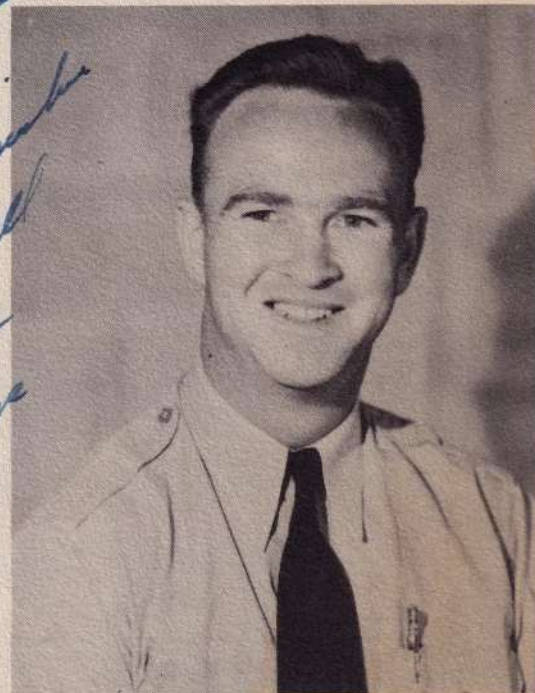
*Dear Mother,  
I'm sure we won't  
have come close without you  
you sure have been patient and  
an inspiration. I hope we can  
get back to see you & the wife & kids  
someday - Best of luck always -  
Dick Heob*

*Thanks for everything  
Mr. Housel, for further  
enabling me to continue  
my flying career.  
and always remember  
you did teach  
me a thing or two  
Dick*

*Mr. Housel, I feel very fortunate  
to have had such a  
well instructor and  
friend during our stay  
at C.F.B. I hope  
for everything and  
take good care of  
the brood.  
Dick*



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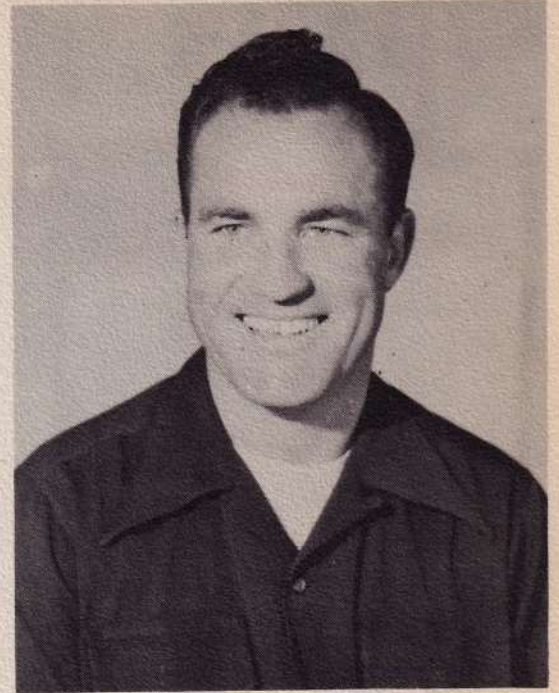


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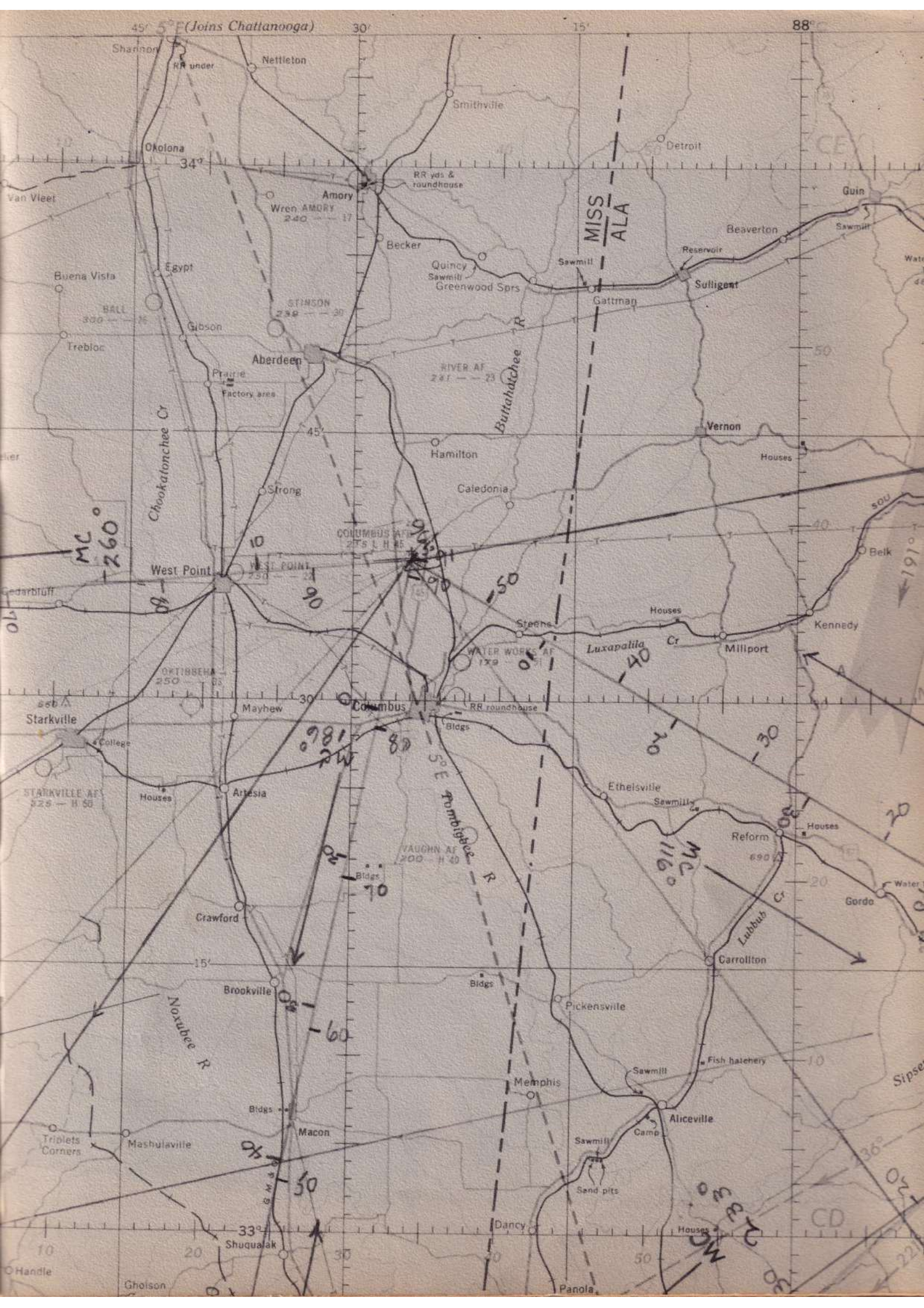


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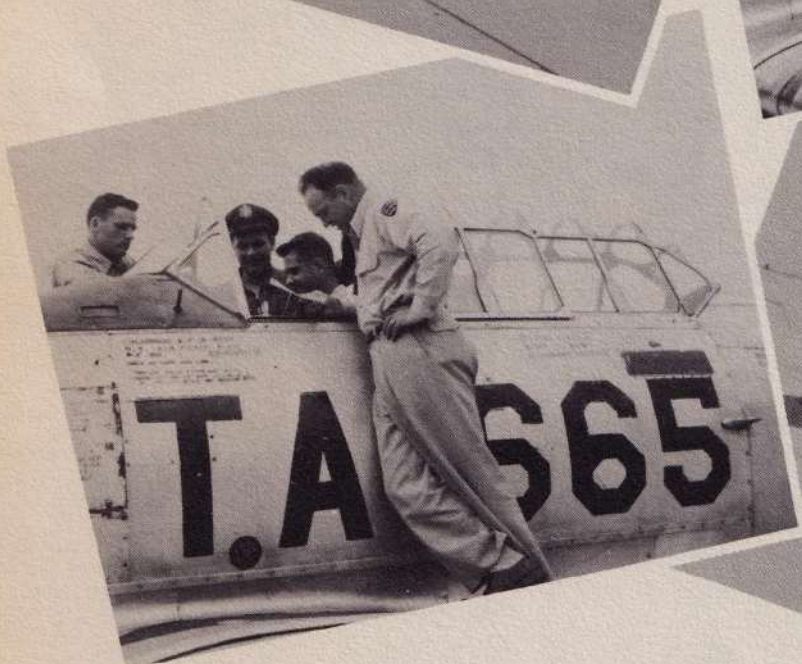
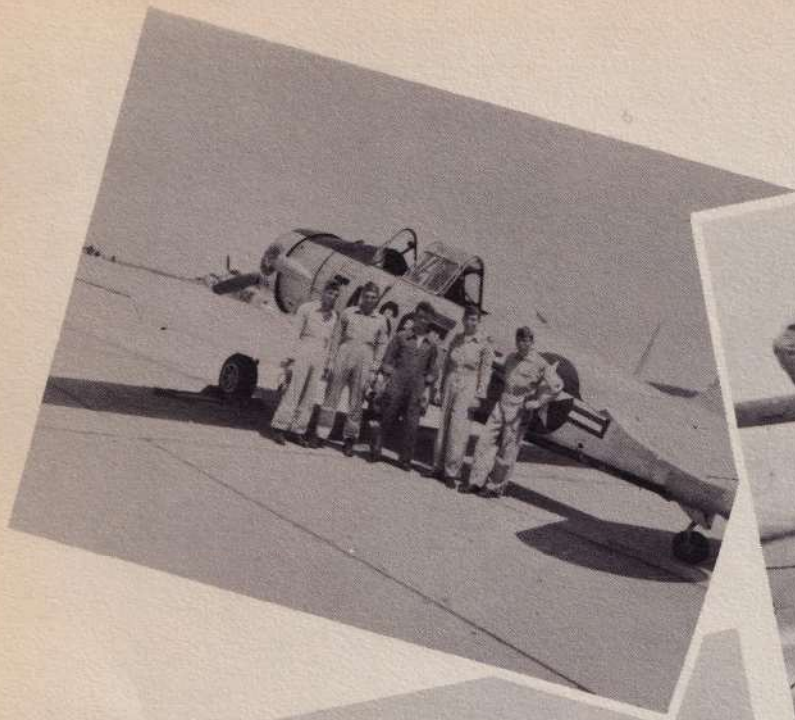


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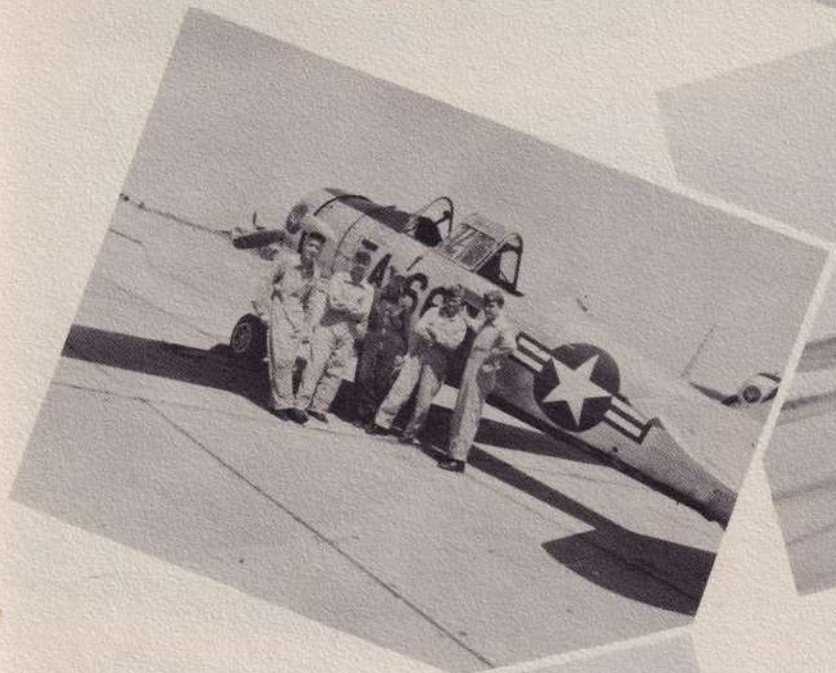




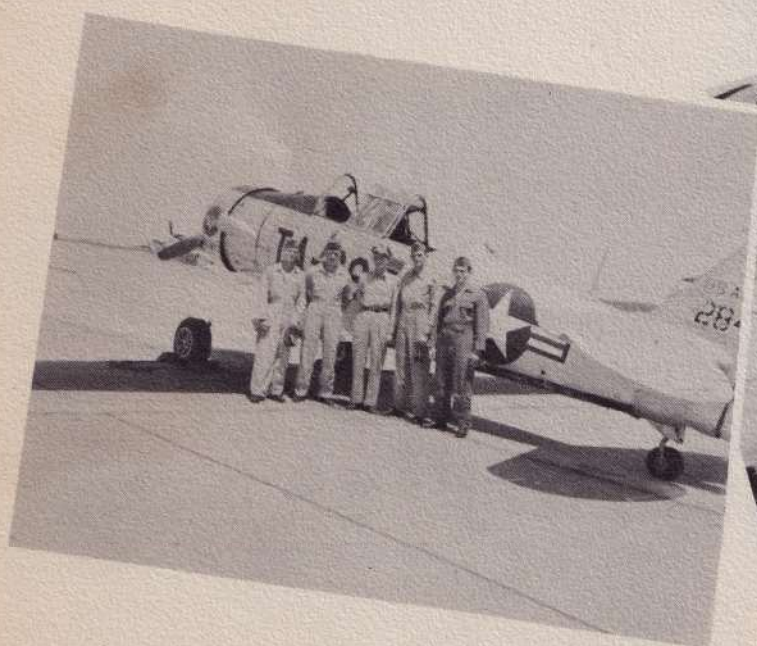
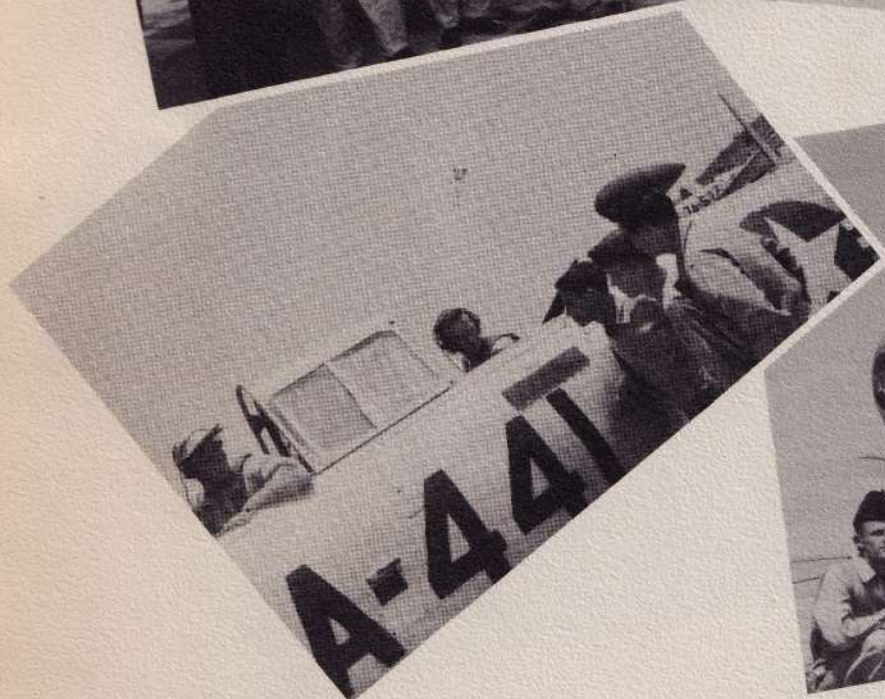
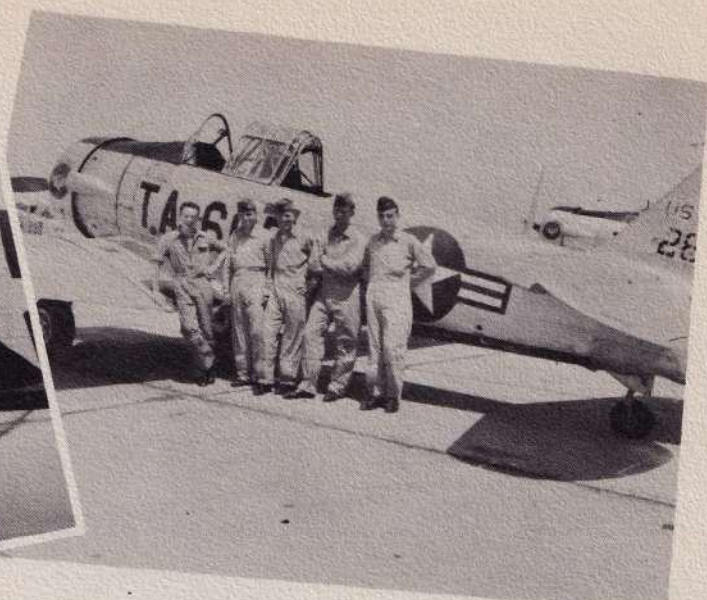




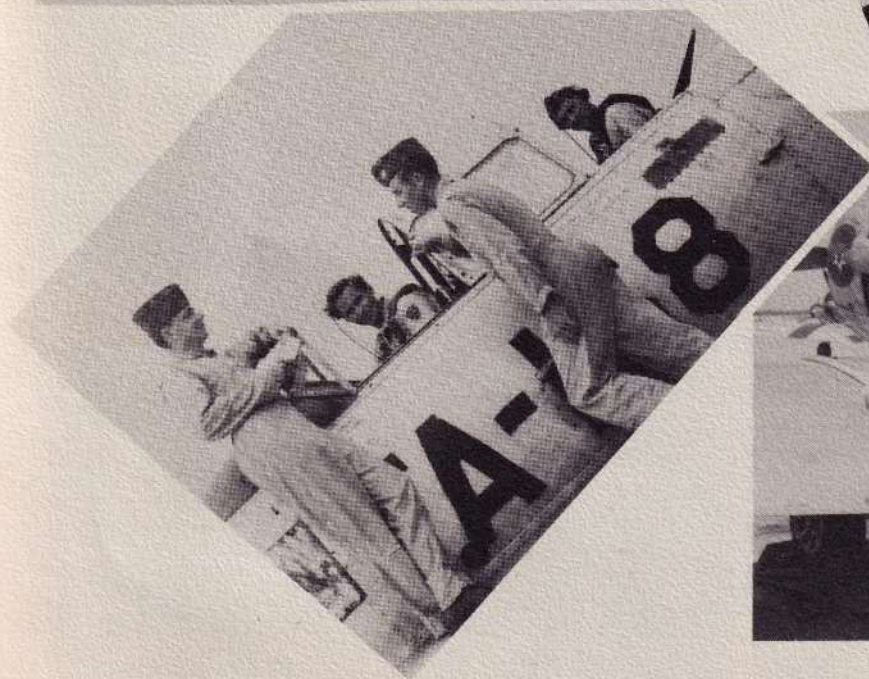
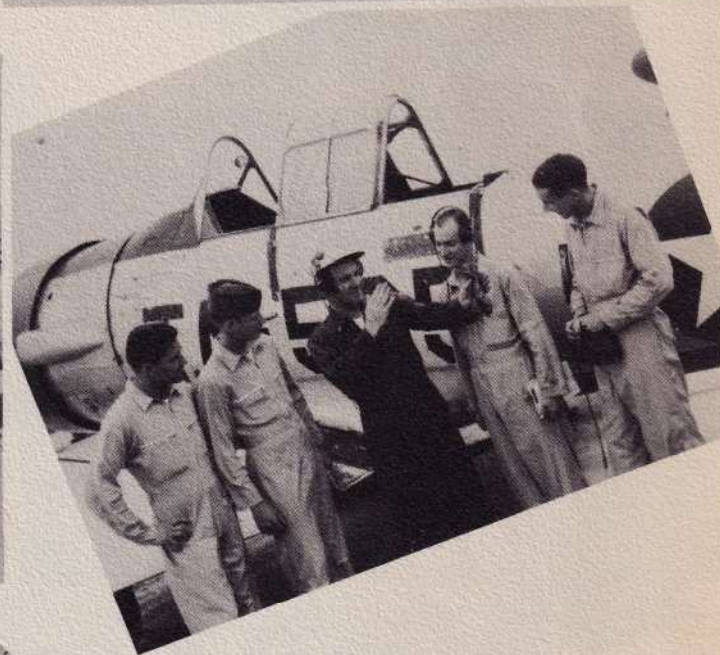




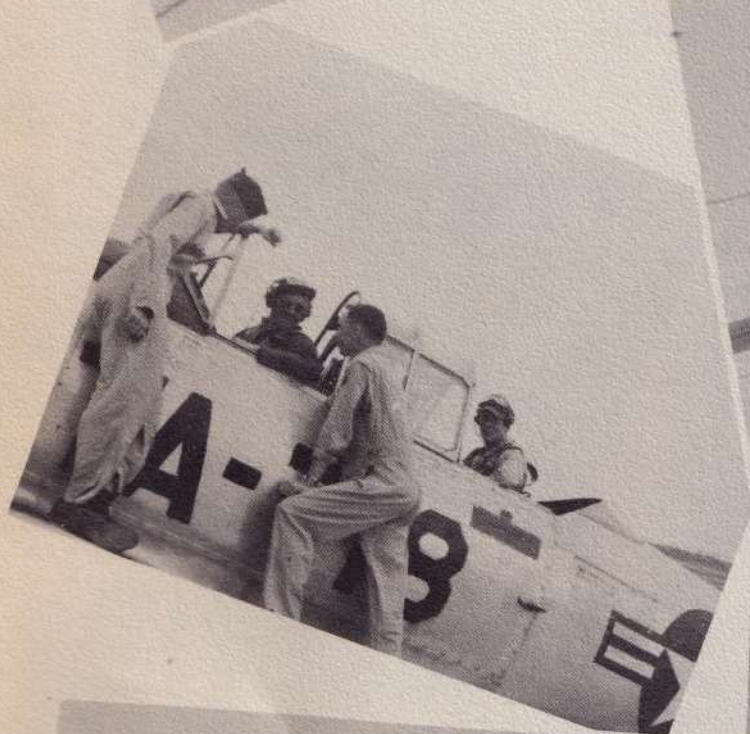
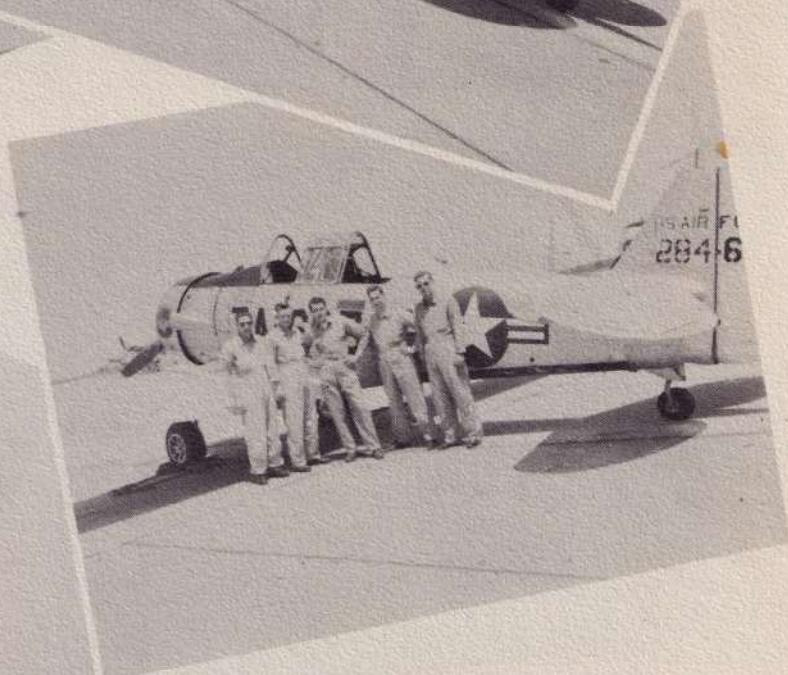
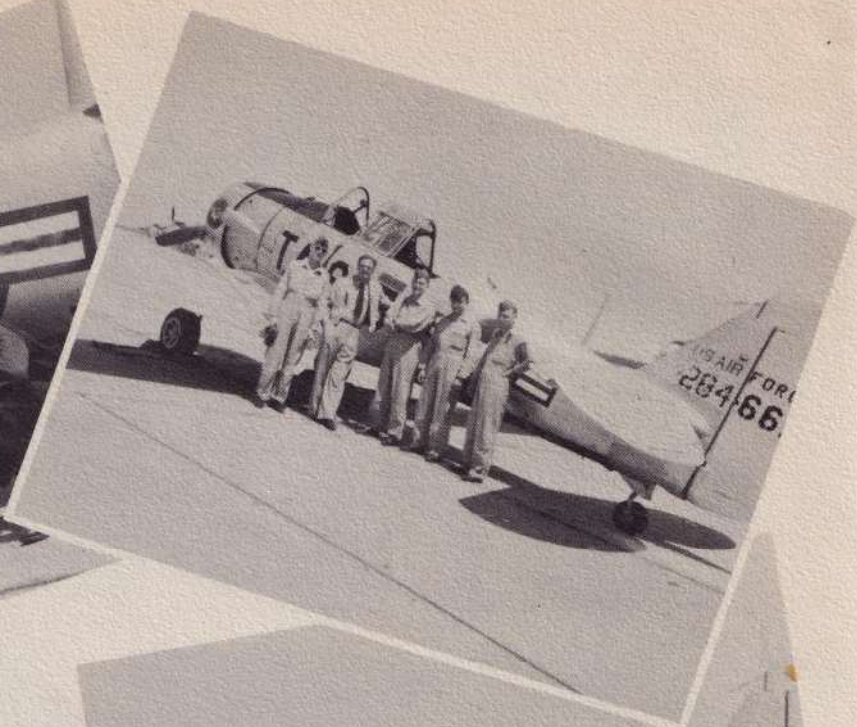




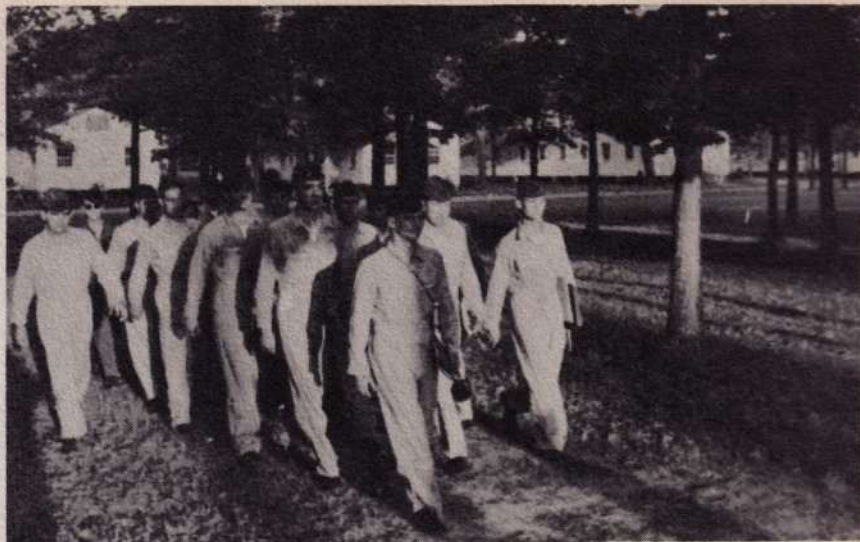




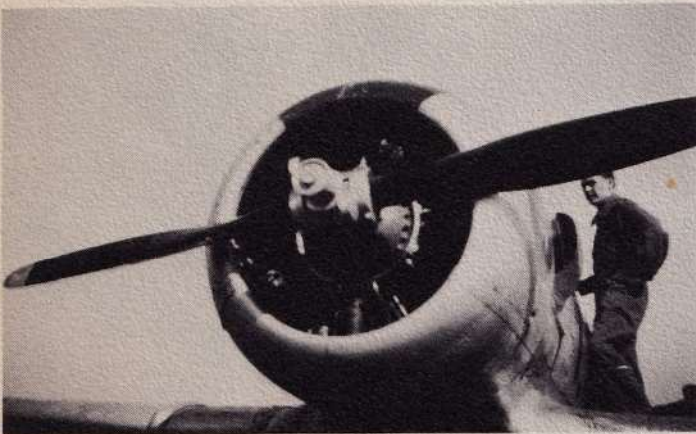
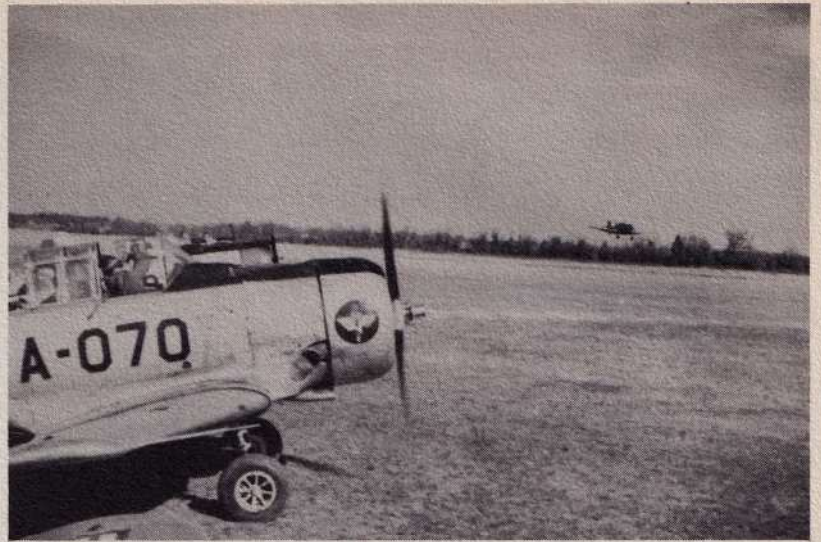








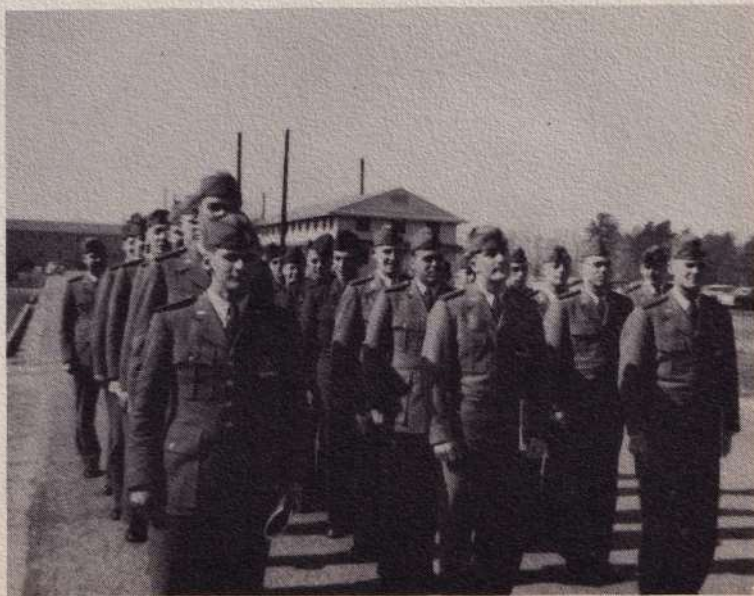
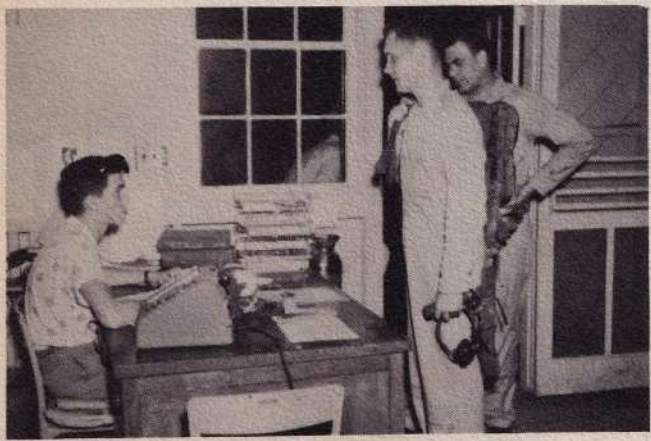














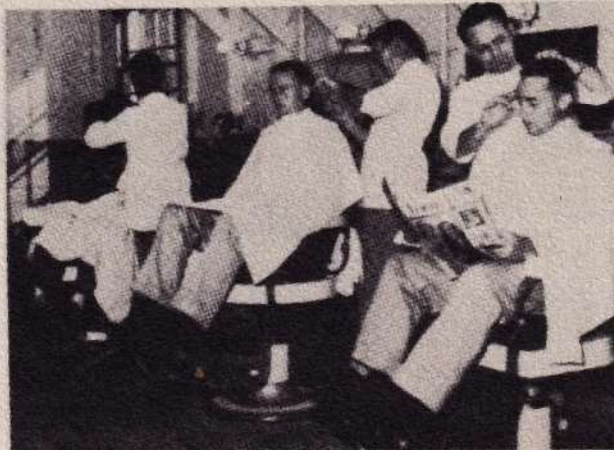
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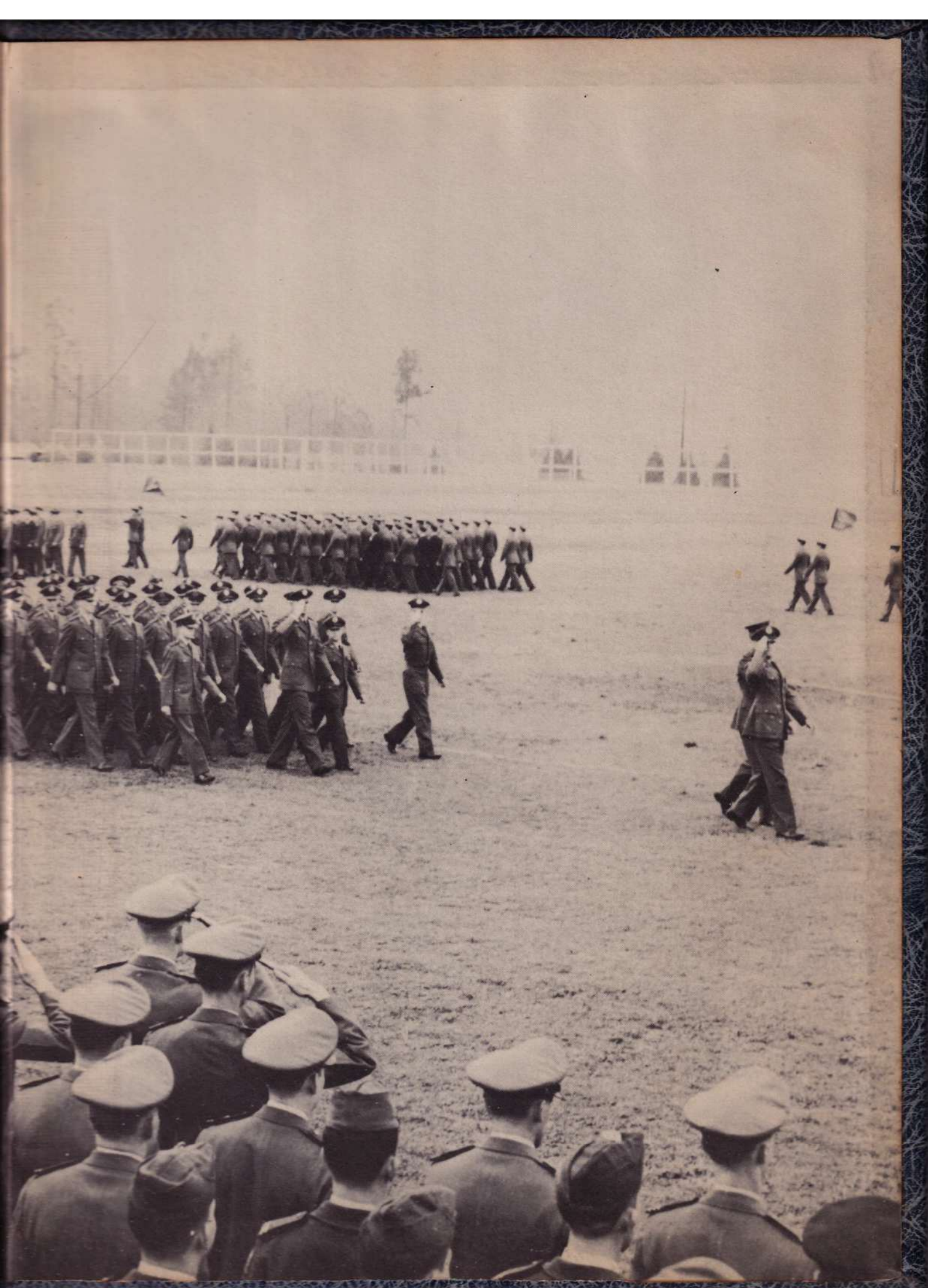














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