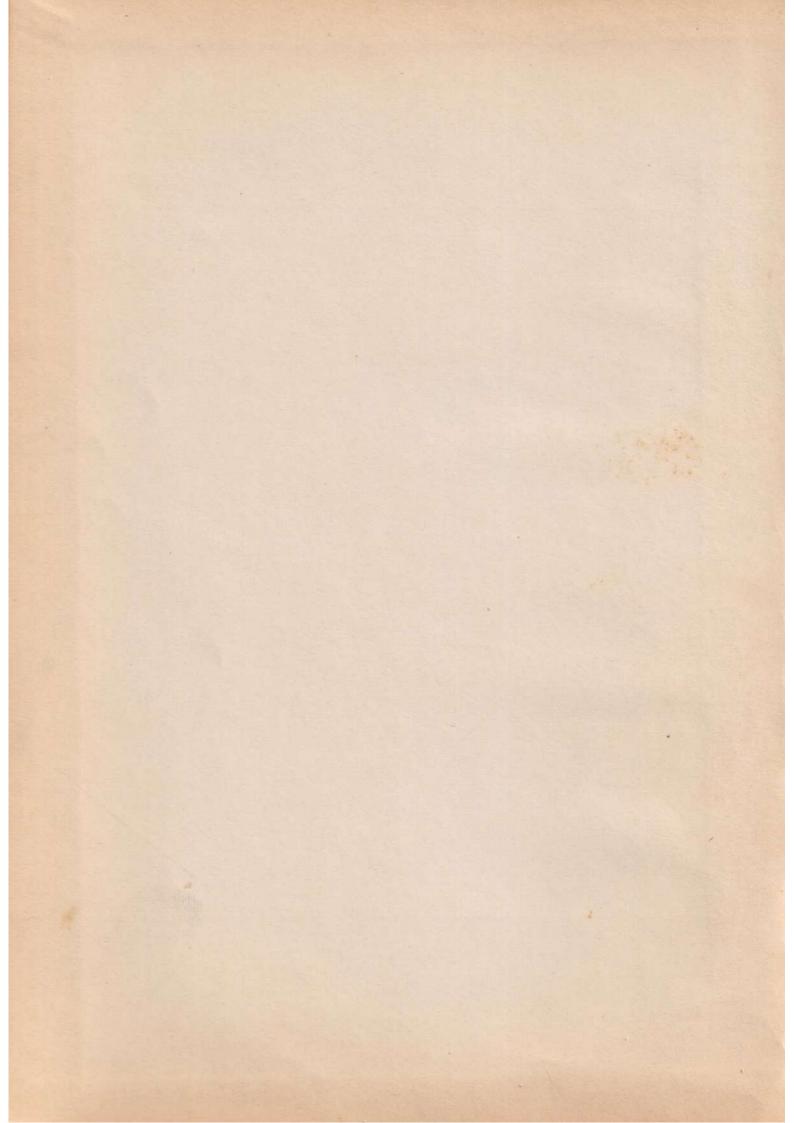
THE HIVE 53-A PENCE





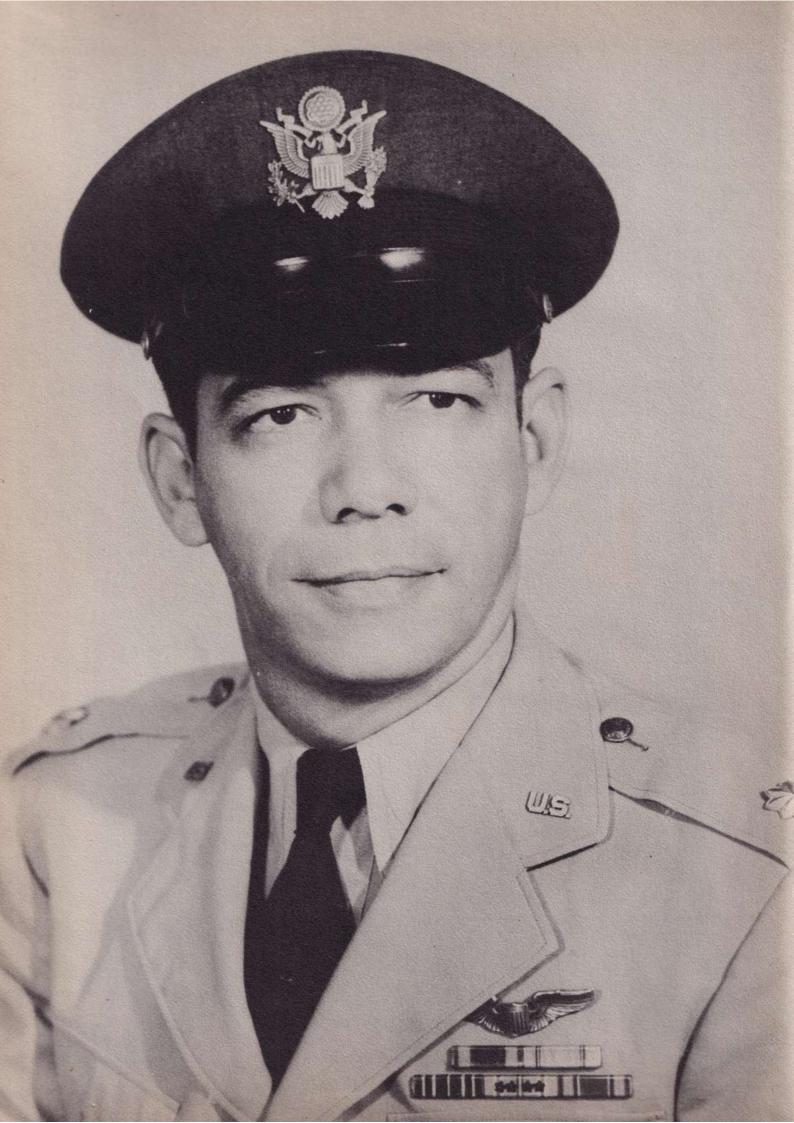


Five & Five

53-A

Dedication-

This book is dedicated to the memory of Spence and those who made themselves memorable to us. It is our hope that the many emotions we experienced during our stay at Spence will mellow in time into a reverie of good companionship, thorough instruction, and an overall feeling of accomplishment of which we can all be proud. When this time comes the value of this book will be truly felt.



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

10 July 1952

To The Members Of Class 53-A

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 along ide each other and with the light of so antly. You will have bility of making sure that our Air Fo second to hone.

I want to complement each of our for your hard work while at this base, which has bro to 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.

Lt. Colonel, USAF

Commanding

Hawthorne

SCHOOL OF AERONAUTICS

MOULTRIE, GEORGIA

July 20, 1952

To The Members of Class 53-A:

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 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, this organization will be watching your progress and wishing you the best, always.

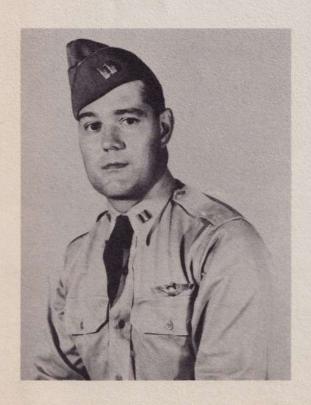
Beverly E. Howard President



Military Section



MAJ. JOSEPH J. GNAGNARELLI Base Adjutant



CAPT. HARRY E. REES Personnel Officer



MAJ. PHILIP L. GREEN Chaplain, Prot.



CAPT. JOHN A. McCHESNEY Surgeon



IST LT. ROBERT B. GOODMAN Chief Dispensary Service

7actical Section



MAJ. WILLIAM B. TRIGG Commandant of Students



CAPT. H. L. KIRKPATRICK Senior Military Training Officer

Squadron Tactical Officers



2ND LT. ANDREW KURUCZA Squadron A



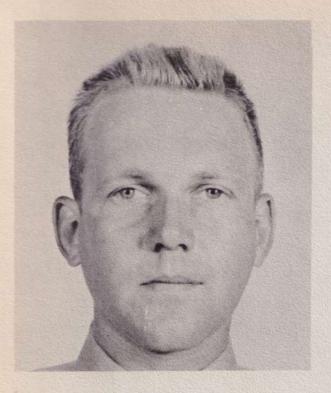
IST LT. ISSAC E. KNIGHT, JR. Squadron B



IST LT. L. J. WEAVER Squadron C



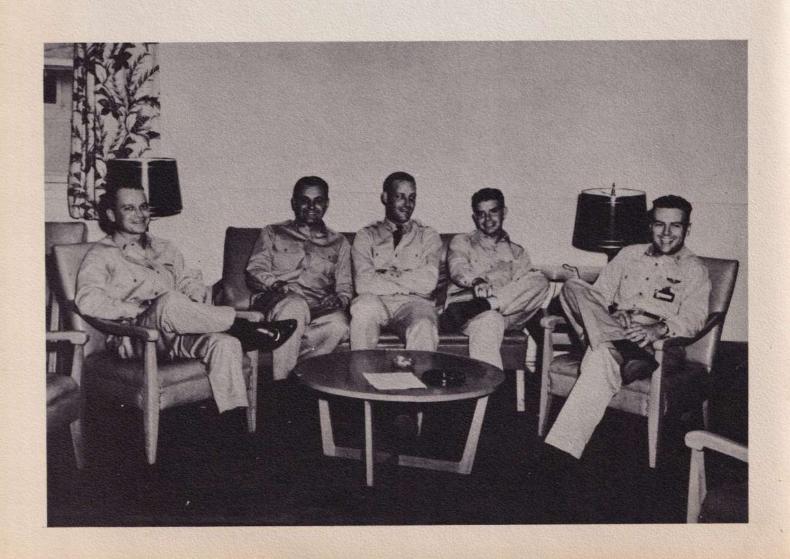
IST LT. THOMAS B. WESTBROOK Squadron D



CAPT. DENNIS L. ARNOLD Pre-Flight Officer



IST LT. FOREST M. RIDDELL Cadet Club Officer



Base History

HAWTHORNE - since 1932

The name Hawthorne has been synonomous 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.

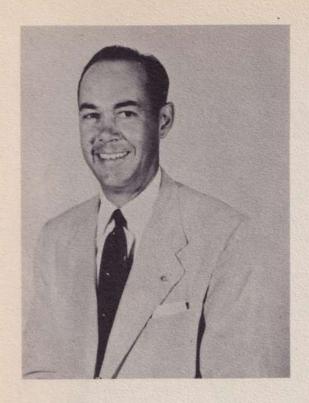
Even before the establishment of the Hawthorne School of Aeronautics at Moultrie in the spring of last year, the firm's history has been marked by one accomplishment after another. During World War II Hawthorne operated a primary pilot training program for the Air Force at Orangeburg, S. C., training 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 is 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 six classes, 52-C, 52-D, 52-E, 52-F, 52-G, and 52-H have been graduated, which means that some 600 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.

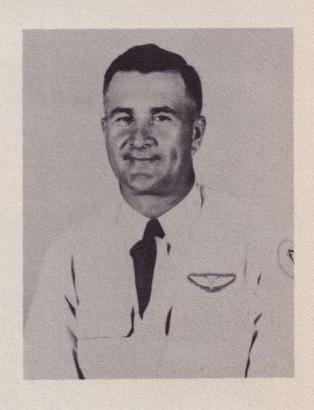
Now, for the first time since Spence was closed to military pilot training in 1945, the base has taken on a look of permanence. But what progress has been made, these past 12 months has not been due to the performance of any one individual, or any group for that matter. The success of the training mission 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.

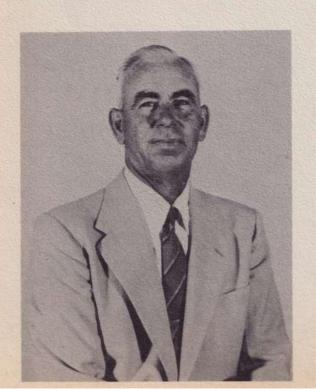


Civilians

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

MR. GEORGE J. GOULETTE Director of Academics

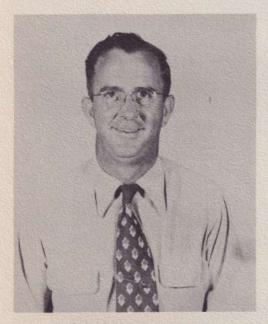




MR. MATTHEW ROBERT PELLING Director of Flying



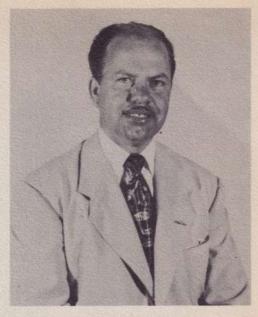
MR. F. E. (PETE) HOWE Business Manager



MR. HENRY B. BONAR Base and Airfield Engineer



BEULAH KILGORE Director of Food Service



MR. BERT HARSH Director of Maint. & Supply



MR. JAMES R. GREENWOOD Public Relations Director



R. THURMAN TAYLOR
Director of Personnel

Academic Section



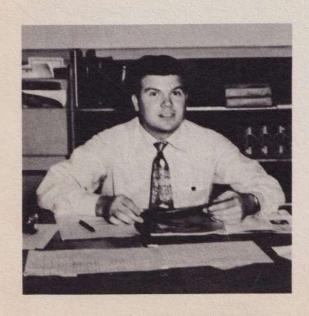
MR. PETERSON



FRANK MADILL



JAMES LeROY BURGESS



JACK HOWARD WILLETT



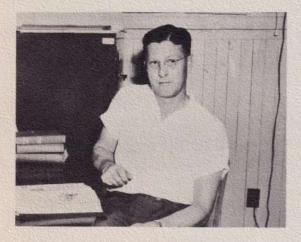
MR. HUDSON



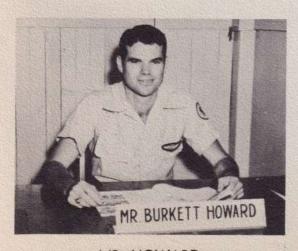
MR. DUCKWORTH



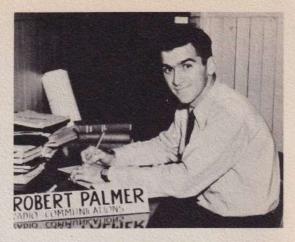
MR. WELLS



MR. GRIFFIN



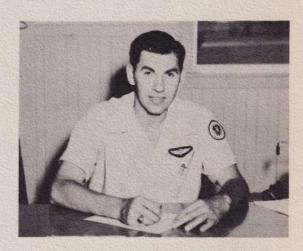
MR. HOWARD



MR. PALMER



MR. JOSLIN



MR. RENDOS

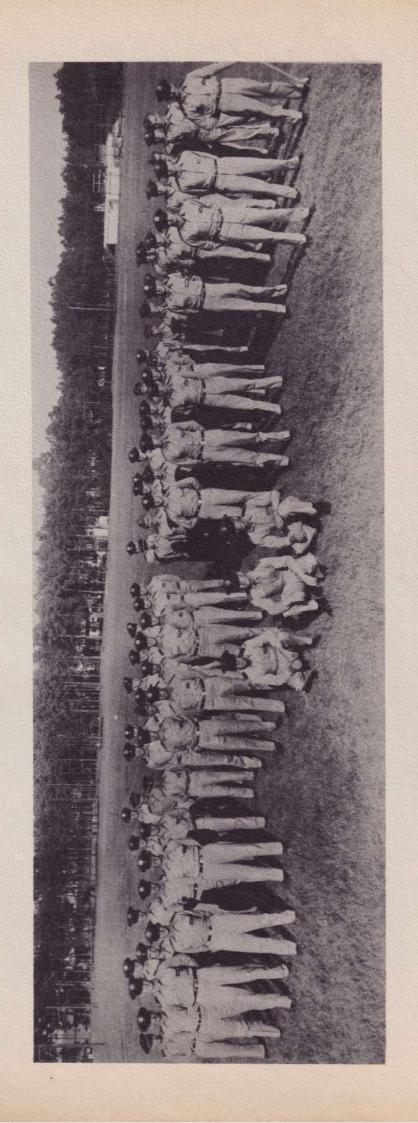


MR. SMITH









Group Staff



A/C ROY E. TIDWELL Group Major



A/C CAPT. VERNON G. KNOUREK Group Adjutant



A/C LT. GERALD L. KRAGENBRING Group Supply Officer

Squadron Commanders



A/C CAPT. DONALD M. KLEMM
Squadron A



A/C CAPT. DONALD R. COSSMAN Squadron B

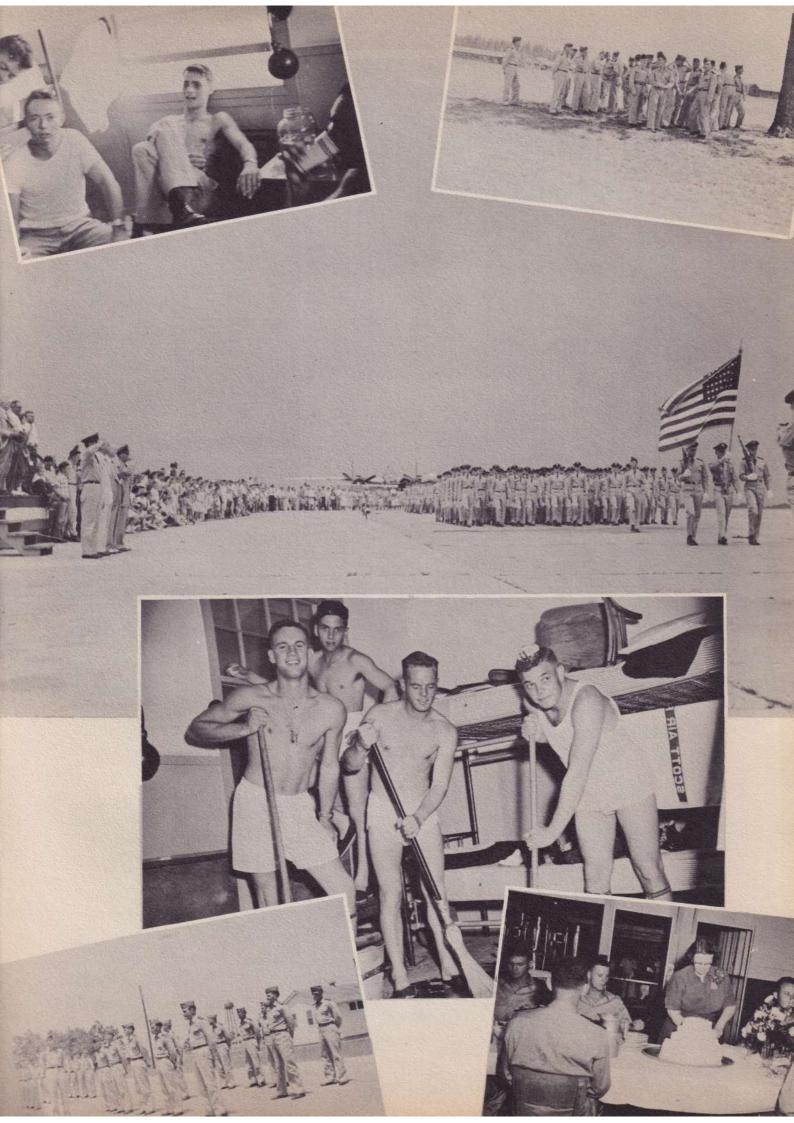


A/C CAPT. NEAL R. GULBRANDSON Squadron C

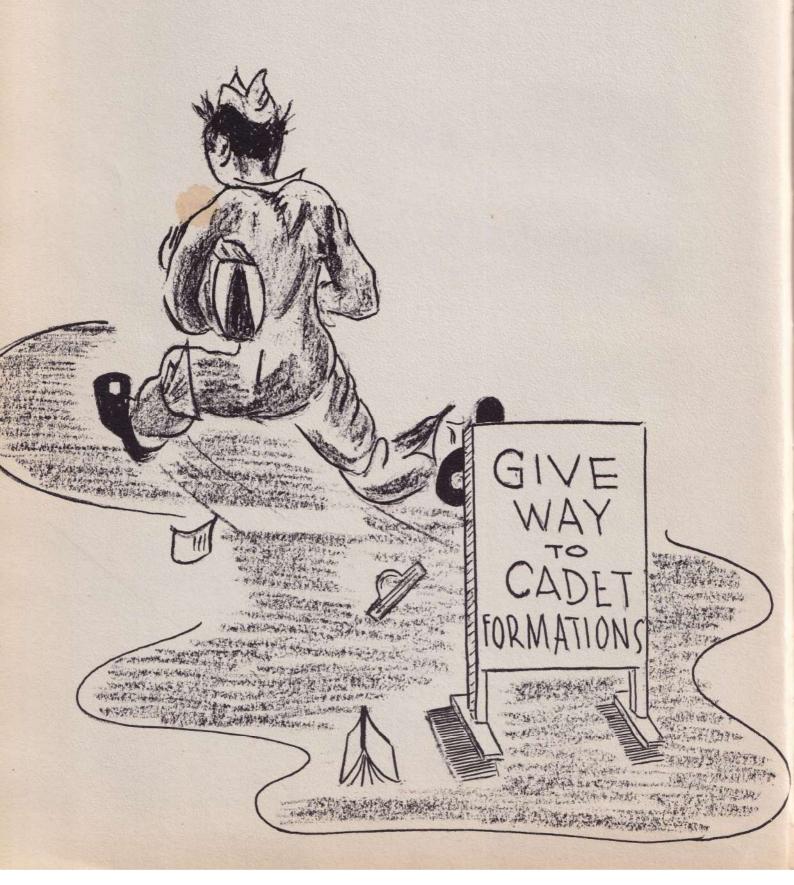


A/C CAPT. STAN H. LONG Squadron D

In The Area



IT'S LATER THAN YOU THINK



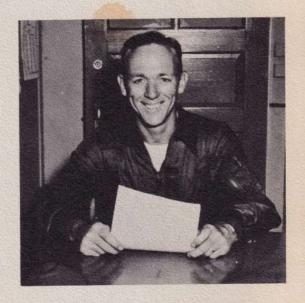
Flight C-1



MR. JAMES B. BUTLER Section Commander Flight C-1 and C-2



LESLIE H. LOCKE Flight Commander



ROBERT L. HIGHSMITH Asst. Flight Commander



ARTHUR C. McCLURE Dispatcher





Gordon H. Bruce A/C Lt.



Richard C. McShane A/C Sgt.



Ashby L. Grimmett Inst.



Frank A. Sparrow A/C Lt.





Roy E. Tidwell A/C Maj.



Robert P. McComb Inst.



Louis H. Borgman A/C Sgt.



Donald R. Cossman A/C Capt.



Phillip M. Lynch
A/C Lt.



William F. Smith, III I/Lt.



John R. Hull 2/Lt.



Roscoe E. McGraw A/C 1st Sgt.



David J. Shippey A/C Lt.



Raymond J. Frost Inst.



John D. Cline 2/Lt.



Rudy J. Janasak A/C Sgt.



Andre G. Buisson A/C Cpl.



Maurice J. Marchello A/C Sgt.



Horace W. High Inst.



Kenneth R. Ryckman A/C Lt.



Robert L. Grant A/C Sgt.



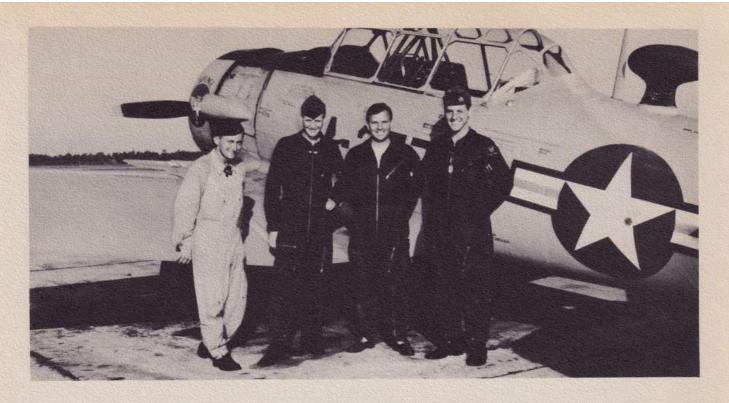
William O. Shelton Inst.



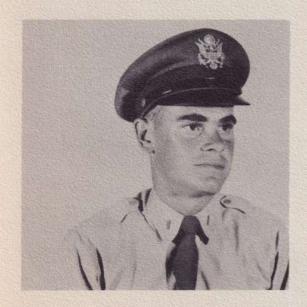
Gerard E. Vaitilingom A/C Cpl.



Donald M. Klemm A/C Capt.



Joseph L. Curry Inst.



Clifton A. Hunt 2/Lt.



Roger J. Coulon A/C Cpl.



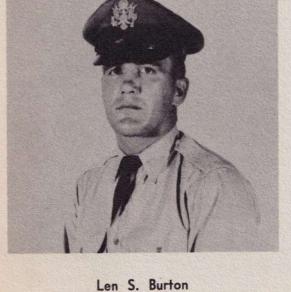
Prosper M. Van Cauter A/C Sgt.



Willys W. Ross Inst.



Len S. Burton 2/Lt.



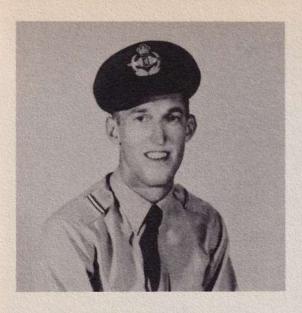
Glenn A. Farnum A/C Sgt.



Richard C. Rue A/C Sgt.



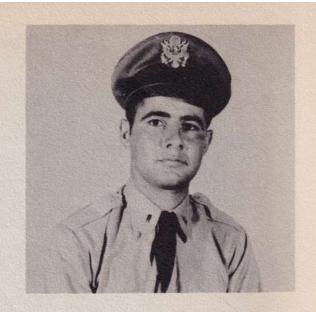
Robert G. DuBois A/C Lt.



Marcel Gysen 2/Lt.



Francis J. O'Connell 2/Lt.



Jacob Hutter 2/Lt.



Robert R. Lang A/C Lt.



William T. Parry Inst.



William T. Brown Inst.



Bent Hansen A/C Lt.



Robert E. Todd A/C Sgt.

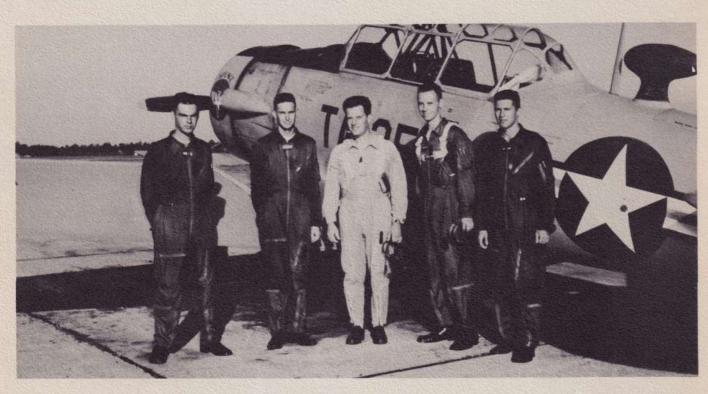




Kenneth D. Breneman A/C Lt.



Delbert F. Knight A/C Cpl.



James M. Hodges Inst.



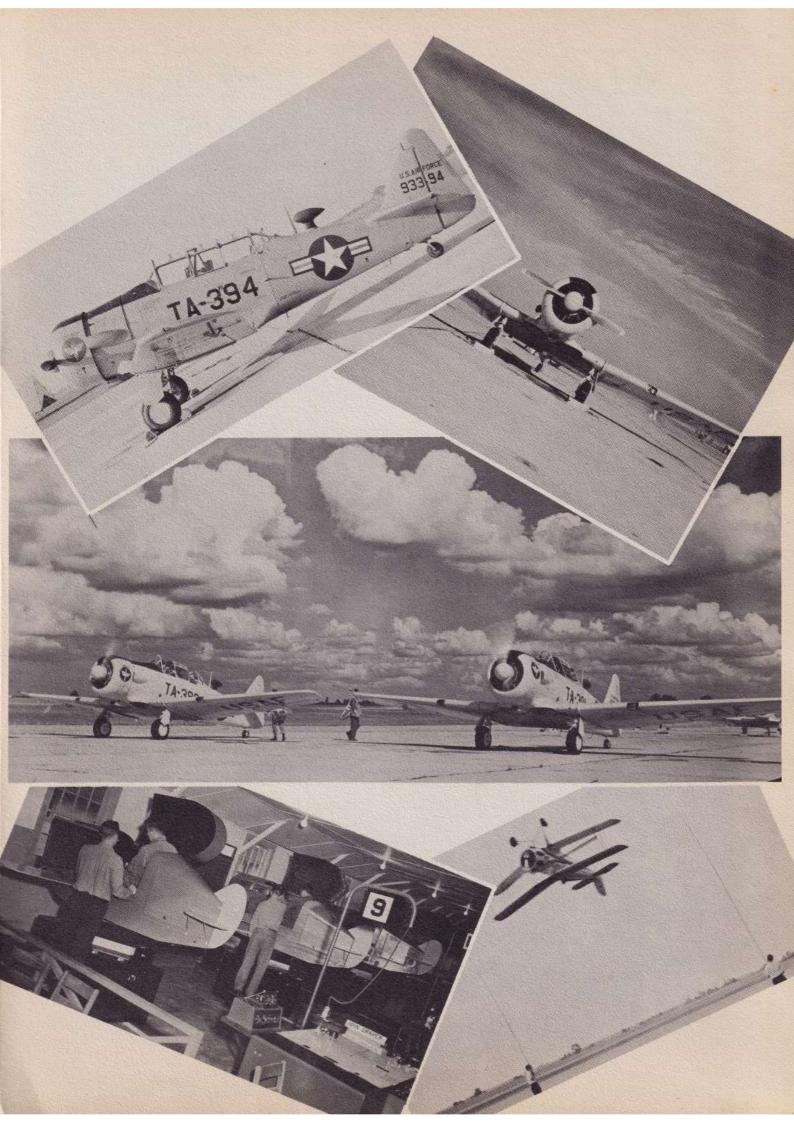
Paul E. Leclaire A/C Lt.



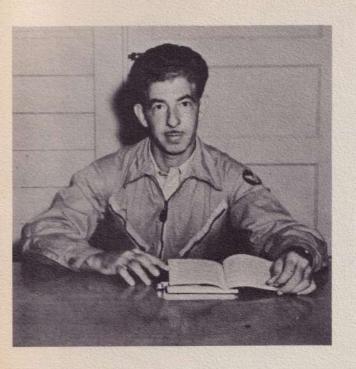


Louis E. Thurber, Jr. A/C 1st Sgt.





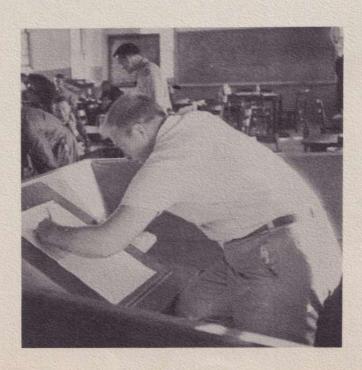
Flight C-2



EARL W. MENGEL Flight Commander



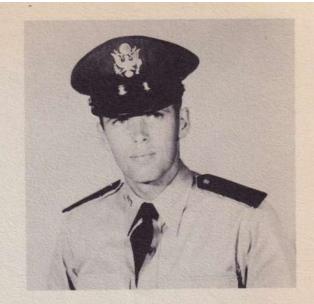
ROBERT P. WEAVER Asst. Flight Commander



JIMMY COSTON Dispatcher



Robert E. Hardaway 2/Lt.



Neal R. Gulbrandson A/C Capt.



William A. Prince Inst.



Elmer L. Armstrong A/C Sgt.



C. K. Bognetteau A/C Lt.



Paul A. Cookerly Inst.



Veskel E. Johnson 2/Lt.



Darrell C. Dowdy I/Lt.



Richard E. Davison A/C 1st Sgt.



Gilbert M. Maridet
A/C Cpl.



Dave D. Waugh A/C Lt.



Guy E. Smith
A/C Lt.



Roland A. Bouclier A/C Cpl.



Roy A. McDonald Inst.



Donald C. Armstrong
A/C Sgt.



Bernard P. Vouaux A/C Sgt.



George D. Kilmer A/C Lt.



Charles O. Hopingardner A/C Cpl.



Edmond F. Keyes Inst.





Gerald L. Kragenbring A/C Lt.



8

Kletus W. Rood A/C 1st Sgt.



William E. Mozeley Inst.



0

Joseph K. Robbins A/C Sgt.





Clifton L. McWerter A/C Sgt.



John F. Beard Inst.



Ernest A. Mianecke I/Lt.



Thomas G. Lisenby 2/Lt.





Micheal Chaffaut A/C Pvt.



Ollie R. Malphurs Inst.



Robert G. Eisner A/C Sgt.



Lawrence B. Pettit A/C Lt.



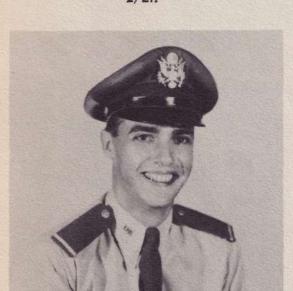
Alexander F. Massimi A/C Cpl.



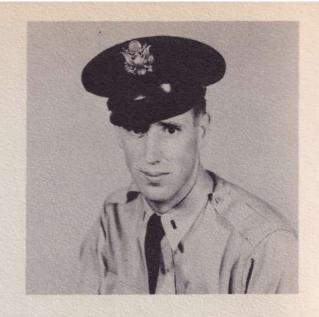
John A. Morrison A/C Lt.



Percy D. Cloud 2/Lt.



Stan H. Long A/C Capt.



James C. Robinson 2/Lt.



Bent T. Friis A/C Lt.



Ira W. Misenheimer Inst.



Richard N. Smith 2/Lt.



Photo Not Available



Robert J. Garrett A/C Lt.



T. D. Thomas A/C Lt.



Milton R. Walsh Inst.



Rudolf Anderson, Jr. 2/Lt.



Tom G. Guinter 2/Lt.

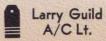


Elmer A. Paff Inst.



Orla Christensen A/C Sgt.







Henry C. Gray Inst.



Dalyn A. Rickel A/C Sat.



Vernon G. Knourek A/C Capt.



John J. Hull A/C Sgt.



Nicky S. VanBeers
A/C Sgt.





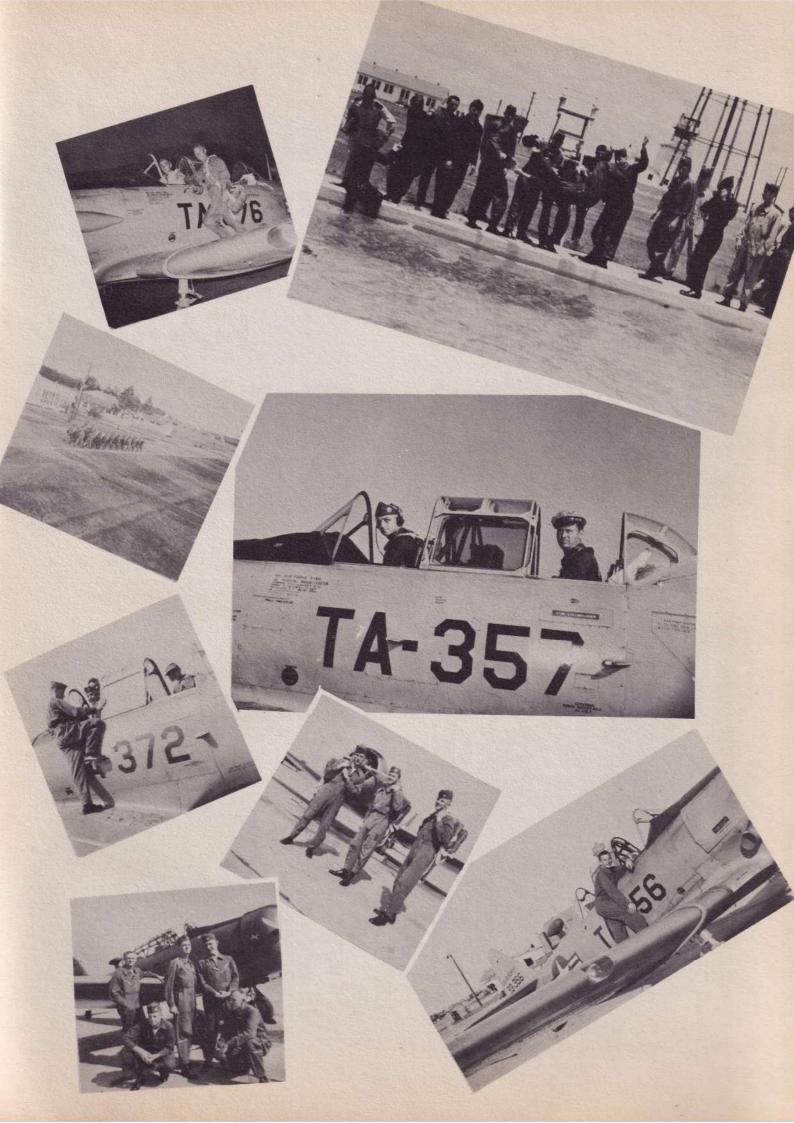
James R. List A/C Cpl.



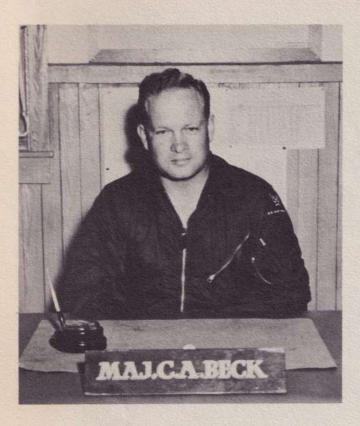
Ernest G. Stowe A/C Lt.



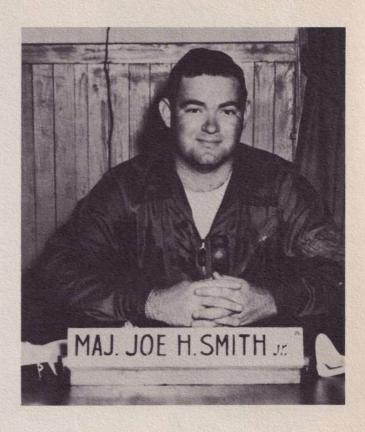
Edward N. Roderick Inst.



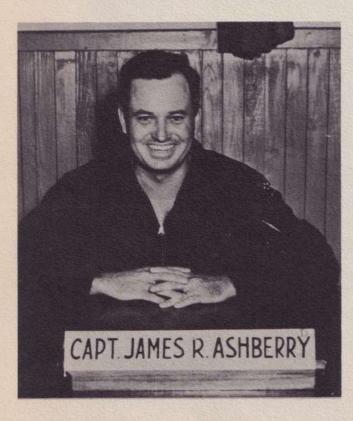
Military Check Pilots



MAJ. CLAUDE A. BECK Operations Officer



MAJ. JOE H. SMITH, JR. Military Flying Supervisor

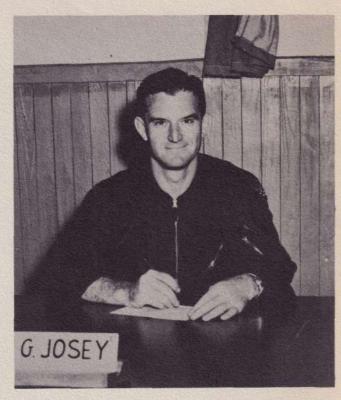


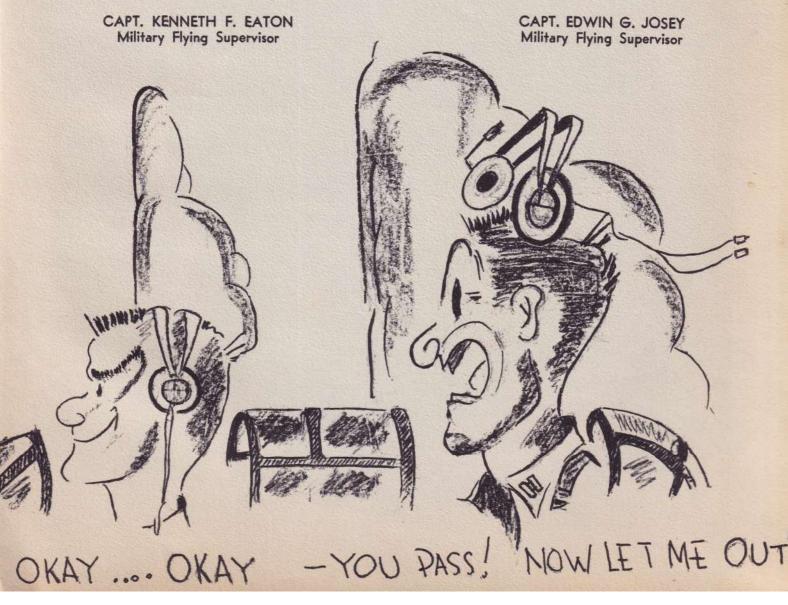
CAPT. JAMES R. ASHBERRY Military Flying Supervisor



CAPT. BILLY CLEMMONS Military Flying Supervisor

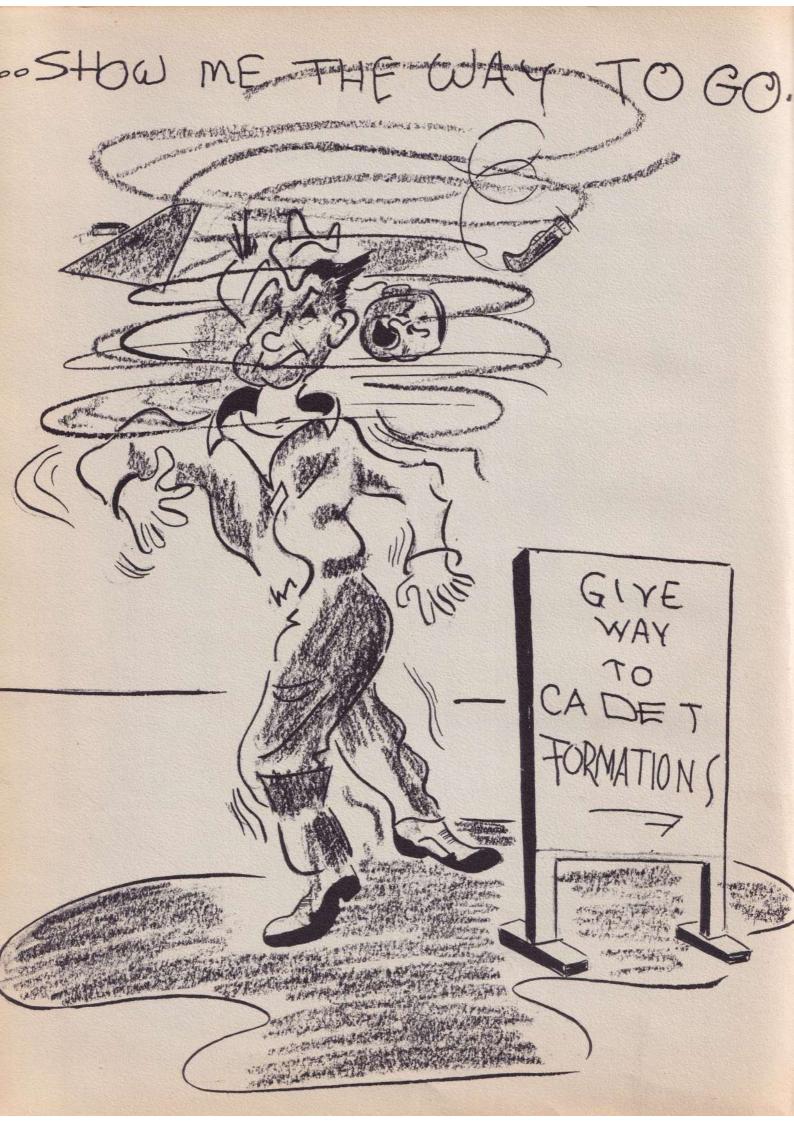
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Class Book Staff



Editor	Frank A. Sparrow
Asst. Editor	C. K. Bognetteau
Illustrations	Stan H. Long
Business Manager	Robert J. Garrett
Staff Members	Louis H. Borgman Louis P. Thurber

















autographs

Dear Low, I was very surprised when you asked me to unite in your Gook. Zually dan't know what to say - but as I have said hefair, and many other people have also, your have a pleasant pusanality and unlimited patentialities. My wish for you is to always go forward and neved go hack - you'll make it with flying colors! Havelie tuwalst

August 31, 1952

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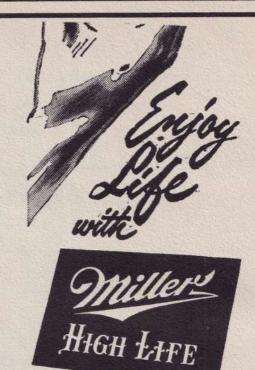
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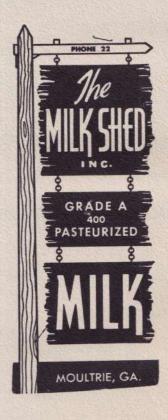




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