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Newport, Arkansas
15 March 1944

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PART I

FOREWORD BY THE COMMANDING OFFICER

In the pages which follow is written a story of American pioneers in the Twentieth Century. Like their forebears, the men who created Newport Army Air Field strode into unknown areas, faced unknown problems, and brought forth by their conscientious and ingenious labors, a substantial work worthy of the tradition of a Nation which has always proceeded rapidly to produce order from chaos when danger has threatened.

What has been written hereafter will present full evidence that here was not a conventional or routine enterprise. The usual multiplicity of details concerned with a construction involving more than ten million dollars was but a part of the task. The physical difficulties inherent in the environment posed a problem of the first magnitude; while implements for the work, both human and material, were insufficient because of conditions beyond immediate control. On top of everything else, it seemed that Providence itself was displeased with the undertaking, for the rains came to bog down machinery, tornadoes to wreck much that had been

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done, while cold and high winds benumbed the bodies of those who strove to meet the challenge of the elements. Men faced with the rigors of the Arkansas winter and with none of the comforts of home - from which many of them had but shortly come - found the preservation of their faith and morale demanding all of their moral character. To perform such a mission, against such odds, required a directing hand of steadfast strength and high purpose.

To Colonel Daniel A. Cooper, Project Officer, and then first Commanding Officer, must go credit for the accomplishment. Colonel Cooper never lost patience or serenity. When circumstances conspired to impede progress, he merely redoubled his labors. At all times he had the welfare of his organization in mind and heart, and shared equally with his men the discomforts of their daily lives. His example of high courage inspired his men to emulation. He thus proved himself to be the man required by the place and the hour.

While the personnel of the Field under Colonel Cooper were frequently inexperienced, there were few who were not fully willing to sacrifice personal inclination in order to accomplish their task. Everyone worked beyond the usual call of duty without being so

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ordered, and without complaint. Relations between civilian and military personnel was seldom unpleasant, even though nerves were on edge from the nearness of the activation deadline. All men, commissioned, enlisted and civilian, existed under a spirit of friendliness and understanding. This cordial relationship was undoubtedly due to the necessity of all meeting the common problems of the new Post--to the instinctive tendency of all men in periods of difficulty to seek the comfort of their fellows.

Relations with Headquarters have been as cordial and pleasant as the stern exigencies of war have permitted. The relationship has been normal in every respect; directives issued have been reasonable and just, and they have met with the fullest compliance possible, although occasionally extending the capabilities of this Station to the utmost. On those occasions when it has seemed that assistance was too little or too late, we have been able to remember the small part played by Newport Army Air Field in the whole scheme of things, and have consoled ourselves with the assurance that these matters have been unavoidable, and that the greater perspective available at Headquarters has dictated the wise policy with a view to the whole picture

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and not any one single part thereof. As good soldiers, we have striven to carry on in the fulfillment of our orders, questioning little.

The task has been easier because of the presence of the town of Newport, a community of people who have been altruistically interested in the welfare of the soldiery in their midst. These people are not the possessors of great wealth or extensive properties, but what they have has been hospitably placed at the disposal of our little segment of the war effort. In the following pages will appear the details of their patriotic spirit and their helpfulness to our endeavors.

Much has been done here and much will be done. The body of this history will show just how much. It is felt that a perusal of what follows will justify our confidence in our ability to meet adequately the problems of the future.

Robert W. C. Wimsatt

ROBERT W. C. WIMSATT
Colonel, Air Corps
Commanding

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E D I T O R ' S F O R E W O R D

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The main makers of Newport Army Air Field's early History are no longer here. The first Commanding Officer and his Adjutant were probably the only men who personally knew what really was happening during the beginning days. The records they left leave many questions unanswered as to the homelier details which give tone and color to historical writing.

And then, too, the subordinate records of the early days are frequently skimpy. Organizations were in process of setting up the physical facilities charged to them. All hands were occupied with meeting the dead-line on which training was to begin, and were very little concerned with the maintenance of any but required documents. In the seventeen months that have passed, in many cases, those who pioneered all the little enterprizes within the one large central task, have gone from this Field, taken over other responsibilities, or are unable to recall the details of just what did take place.

Nevertheless, it is felt that the truly significant facts are here. They are presented in full objectivity and in the knowledge that truth finds its own vindication.

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PART II:

P R E F A C E

The following history has been prepared in accordance with instructions contained in a letter from the AAF Eastern Flying Training Command, at Maxwell Field, Alabama, dated 6 September 1943, and entitled: "Historical Program of the Army Air Forces Eastern Flying Training Command", as well as in subsequent historical letters and outlines obtained from the same source.

The contributors to this document are far too numerous to permit listing. Department Heads, Unit Commanders, Special Staff Officers, and many enlisted men have cooperated in searching out and compiling the required data. The Office of S-2 has been continually occupied in gathering and systematizing masses of submitted material which has overflowed its filing cabinets and safe. The Historical Officer, in between interludes of Intelligence work, has conducted many interviews and served as a guide to those lost in the maze of their first historical research. He has also compiled the data required for Part III in behalf of the Editor.

The editorial work in connection with this History

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has been done by Captain Karl C. Teufel, Director of Ground School. In addition, he is solely responsible for compiling and writing Part IV, Department of Training History, and for the conception and drafting of the charts included in the Appendix. Plans made by him have governed the manner in which the History has been organized, and the greater part is expressed in his words.

Credit is also due T/Sgt. David F. Strohm, T/Sgt. Lawrence A. Simpson, and S/Sgt. Joseph A. Wixson, members of the S-2 staff, for their persevering work in connection with gathering and investigating the accuracy of submitted data. Sgt. Helen A. Georgia, W. A. C., has done outstandingly fine work in a secretarial capacity. S/Sgt. George M. Jarvis, formerly of the Aviation Cadet Ground School, and now at Officers' Candidate School, was responsible for compiling the data needed for Parts VI and VIII. All of these people have labored considerably beyond the usual call of duty, and have done it willingly because of a sincere interest in the work.

Difficulties facing the Historian here have been many. The directive, until quite late, was vague and failed to answer many outstanding questions. Further, little help was available at higher headquarters. In consequence, the staff has gone ahead to the best of its

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ability, with the hope that its common-sense would serve to create a reasonably suitable and pertinent manuscript. Twice, after considerable material had been finished, new directives have required a rearrangement, and this has been somewhat discouraging in the light of time limits.

Information and statistics submitted by organizations have been widely diverse in quality and arrangement. The task of standardizing, synthesizing and coordinating has been immense.

Finally, too much has needed to be accomplished in too little time. The history, as submitted, has had to forego polishing because no time has remained to do it and still meet the deadline. However, it is felt that the essential data is here in plain English, and that this, after all, is the main requirement.

The work, although hard and demanding, has been highly interesting and informative. The staff is glad to have had the opportunity of creating this history, and submits it with the knowledge that it has done its best.

Jacob Locke

JACOB LOCKE
1st Lt., Air Corps
Historical Officer

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PART III

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CHAPTER A: ESTABLISHMENT OF STATION

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1. HISTORY OF SITE SELECTION:

a. Efforts by Local Civilians:

When it became apparent to the local inhabitants that military authorities were contemplating the installation of a new air field in this vicinity, a great deal of interest was aroused. On 3 April 1942, the City Council of the City of Newport, Arkansas, met in special session and passed a series of resolutions designed to show that interest and to commit the City to certain policies and actions. These commitments have been summarized as follows:[1]

Rents: The City pledged itself to prevent a raise in rents within its bounds and the immediate vicinity to a figure disproportionate with rates of return in normal times.

Housing: While the City itself was not in a position to build houses as investments, the resolutions stated that contacts had been made with local contractors and Real Estate men by which it was assured that sufficient housing would be made available for the needs of all persons,

1. Air Site Selection Board, Tuckerman, Arkansas, Report, 3 April 1942, Exhibit D, Pp. 1-3, (Hq. File Room)

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civilian and military, who would be employed at the projected Air Field.

Health and Sanitation: The cooperation of local, State and Federal authorities was promised to maintain health and sanitary conditions at a high point and to suppress prostitution and other forms of vice.

Roads: The City promised to cooperate with State and Federal authorities, both financially and with essential equipment, to build and maintain proper hard-surfaced roads to permit ready access to the Field at all seasons of the year.

Railroads: It was further promised that full influence would be exerted with the Missouri-Pacific Railroad to obtain a spur track from this Company's main line to the Field, and to procure necessary right-or-way at no cost to the government.

Hazards: All hazards to aerial navigation were to be removed or lighted in the vicinity of the Air Field.

Schools: Children of all persons employed by, or connected with, the Air Field were promised free tuition in the local school system.

Recreation: All recreational facilities of the Town were promised for the free use of the Field's military personnel, including tennis courts, baseball fields, dance

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halls, parks, swimming pools, et cetera. In addition, the National Guard Armory was offered as a place of assembly and recreation, the City obligating itself to provide comfortable furniture and amusement materials for this building as well.

Finances: The City further pledged that all money legally expendible by the town government in support of the Field would be so spent, with particular relation to the proper enforcement of the law in the surrounding territory.

Transportation: Convenient, comfortable and reasonably-priced bus transportation was promised the Field, with prices prevailing in accordance with agreement to be reached by the Post Commander, the City authorities, and the Transportation Company.

Sewage: Finally, a right-of-way for the discharge of treated effluent from the sewage disposal plant, without cost to the government, was promised.

The following commitments were made by Mr. J. Fred ball, County Judge of Jackson County, Arkansas, on 3 April 1942: [2]

The County promised its full cooperation with the

2. Air Site Selection Board, Tuckerman, Arkansas, Report, 3 April 1942, Exhibit D, Pp. 4-6, (Hq. File Room)

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Federal Government. It agreed to second the City in its undertakings insofar as possible; and more definitely pledged to make all necessary changes, relocations, or locations, of county roads, to move all cemeteries within the reservation, and otherwise proceed to the full extent of its jurisdiction in rendering every facility available for the efficient operation of the Post.

The Board of Directors of Common School District Number Nine, of Jackson County, pledged the free removal of all rural schools that might be within the limits of the reservation, and to furnish free tuition to the children of all persons connected with the construction or maintenance of the Field. [3]

Mr. L. P. Mann, Superintendent of Newport Public Schools, pledged the Town's educational facilities in the following manner: To make available schooling for from seventy-five (75) to one hundred (100) children of Post personnel, scattered through the twelve (12) grades, without tuition charge, but giving precedence to children within the School District, and with the reservation that State law forbade the over-expenditure of the fiscal budget within any one year for this purpose. It was stated, however,

3. Air Site Selection Board, Tuckerman, Arkansas, Report, 3 April 1942, Exhibit D., Pp. 4-6, (Hq. File Room)

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despite this reservation, that the above-mentioned accommodations would probably be unhindered by financial restriction.

The Southwestern Bell Telephone Company committed itself, at the same time, to furnish telephone service to the Field at its regular field Tariffs. [4]

The Chamber of Commerce of Newport promised its full cooperation to the City of Newport in carrying out its commitments, specifically promising financial support, to obtain sufficient housing facilities, to help meet demands for road construction, and to procure right-of-way for the spur track from the Missouri-Pacific main line to the Field. [5]

Power facilities at standard rates were promised on the same date by the Arkansas Power and Light Company, together with all necessary cooperation with military authorities in this Connection. [6]

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b. Army Action:

On 3 April 1942, a Board of Officers convened at Newport, Arkansas, to conduct proceedings relative to the

4. Air Site Selection Board, Tuckerman, Arkansas, Report, 3 April 1942, Exhibit D., Pp. 8, (Hq. File Room)
5. Ibid., Exhibit D., P. 13.
6. Ibid., Exhibit D., P. 12.

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establishment of an Airport. [7] The Board was composed of Lieutenant Colonel Robert E. L. Choate, Air Corps, Lieutenant Colonel John R. Crume, Jr., Corps of Engineers, Major William K. Skaer, Air Corps, and Captain Wayne C. Pittman, Medical Corps. In company with Engineers and Soil Technicians of the District Engineer's Office, Little Rock, Arkansas, this Board then proceeded to an inspection of the proposed airport site.

Upon the completion of its inspection and its other duties in connection with this project, the Board reported that it found the site at Tuckerman, Arkansas (Newport, Arkansas) to be "suitable and desirable as a station for either a Basic or Advanced Single-Engine or Twin-Engine Flying School" [8], and recommended that it be acquired for this purpose.

The Board's findings and recommendations were now submitted to higher authority, and on 12 April 1942, Major General George E. Stratemeyer, then Commanding General of the Southeast Air Corps Training Center, approved and accepted this report. [9]

Further details of the data available to the Board and the manner in which the property was acquired will

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7. Air Site Selection Board, Tuckerman, Arkansas, Report, 3 April 1942, Pp. 1, 3, 4., (Hq. File Room)
8. Ibid. Pp. 1, 3, 4, (Hq. File Room)
9. Ibid.

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appear hereafter in connection with the description of the location, climate, communications, transportation, water and power facilities. A full description of the legalities involved in negotiations for property, terms of leases, and such other data as served in the acquisition of the Air Field, are to be found in the Completion Report, submitted by the Corps of Engineers, United States Army, United States Engineer Office, Newport, Arkansas, and in the files of the Area Engineer's Office, Little Rock, Arkansas.

c. Physical Characteristics of the Site: [10]

Location of the Main Field: The site of Newport Army Air Field is approximately nine (9) miles northeast of Newport, Arkansas. It lies three (3) miles east of United States Highway Number Sixty-Seven (67), a paved, trunk-line highway; is bordered on the north by State Highway Number Eighteen (18); and its southern boundary is one (1) mile north of State Highway Number Fourteen (14).

The area comprising the main field was acquired by a Declaration of Taking, and in fee simple, with title being vested in the United States Government, on 21 November 1942. It comprised approximately 2,633.8 acres, and

10. Information in this section from Completion Report mentioned in this page, passim, (Files of NAAF Post Engineer). See also Letter, NAAF Hq., Newport, Ark. to AAFSETC Hq., Maxwell Field, Ala., 19 April 1943, File #601.53, Subject, "Status of Lands under Jurisdiction of Stations in the Southeast Training Center", (Hq. File Room)

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by virtue of the fee simple title, included all mineral rights. The title is subject to outstanding easements for a public road along the north border, two public roads along the west border, and a public road along the north side of the site.

The terrain in this area, that is, within a radius of twenty (20) miles of the Airport, generally runs to low level, ranging in elevation from two hundred ten (210) to two hundred thirty-eight (238) feet above mean sea level, with the exception of that part of the area approximately sixteen (16) air miles west and slightly north of the Field, where the Ozarks begin. The confluence of the White River and the Black River is about eight and a half (8.5) miles due west of the Field, with the City of Newport just to the east of the southerly flowing White River. About six (6) miles east is the Cache River. About sixty per cent (60%) of this area is under cultivation, the remainder being timber land, both virgin and cut-over. There are a number of small lakes in the vicinity, together with numerous creeks, particularly in the area south of the main Field.

Community Characteristics: Jackson County is in the northeast section of Arkansas. It is largely agricultural in enterprise, with cotton and rice the principal crops.

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The population is ninety-eight (98%) per cent native-born, of which about twenty-five per cent (25%) is negro. The City of Newport is centrally located in the County, and while largely the hub for a farm community, does have a number of industries, most noteworthy of which are a cottonseed-oil mill, a rice mill, three button factories, a lumber mill, two handle factories, and a sand and gravel plant. The city contains approximately two (2) square miles, which is practically flat, and has an elevation averaging 227.87 feet. Population statistics are as follows:

NEWPORT			JACKSON COUNTY		
1920	1930	1940	1920	1930	1940
3,771	4,547	4,321	25,446	27,943	26,427

The degree to which the population has been increased by the activation of the Air Field cannot now be determined.

Local weather data for a forty-year period indicates an average annual precipitation of 47.89 inches, with the heaviest precipitation coming in January, for which the average is 5.26 inches. The temperature ranges from one hundred fourteen degrees (114°), maximum, to fourteen degrees (14°) Fahrenheit, with January averaging 40.2° and July 81.8°. No data pertaining to wind velocities for this immediate vicinity, over any considerable period,

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is available, but figures from Little Rock, Arkansas, ninety-miles south-southwest of Newport, indicate the following maximum wind velocities and directions from 1879 through 1930, and may be considered as reasonably close to conditions which have prevailed in this immediate area:

January, 44 mph, N. W.	July, 47 mph, N. W.
February, 47 mph, N. W.	August, 47 mph, N. W.
March, 43 mph, W.	September, 40 mph, N. W.
April, 44 mph, S. W.	October, 37 mph, E.
May, 44 mph, N. W.	November, 46 mph, S.
June, 49 mph, N. W.	December, 38 mph, W. [11]

Figures from the Third Weather Detachment stationed at this Field, available since about 15 December 1942, disclose the following conditions for the past year: [12]

Average Temperature: January, 41° F., July, 84° F.

Average Annual Wind Velocity, 11 mph.

Percentages of Prevailing Ceilings: (Annual)

0-500 feet	1 %
500-1000 feet	2
1000-3000 feet	12

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11. Weather Bureau, Little Rock, Arkansas, Records, See Report, Air Site Selection Board, op. cit., Exhibit A, Pp. 3 and 4, (Hq. File Room)
12. 3rd Weather Det., NAAF, Newport, Ark., Records, (Weather Det. Files)

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3000-10000 feet	17 %
10000-20000 feet	8
Above 20000 feet	60

Percentages of Prevailing Visibilities: (Annual)

Less than three miles	10%
Three to six miles	36
Seven miles or over	54

Records available concerning the site indicate that it has always been above high water for at least the past seventy years. Tornado frequency is mentioned as being about one every eight or ten years. [13]

Communications and Power: As committed, the Southwestern Bell Telephone Company of Jonesboro, Arkansas, extended its lines to the Station, as did the Western Union Telegraph Company. Light and power were secured, as planned, from the Arkansas Power and Light Company. An auxiliary power plant has been constructed near the water reservoir, serving only the water reservoir, the sewage disposal area, and the Hospital Area. Study of fuel availability has led to the use of coal throughout the Field for heating purposes.

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13. A tornado occurred here 30 October 1942. See Progress Report made by Project Officer to AAFSETC Hq., 31 October 1942, (Hq. File Room)

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Water Supply: The nearest piped water line is eight (8) miles from the Air Field. It was determined that an eight-inch pipe line running this distance would be required to obtain a sufficient supply of water for the Field from this source. In consequence, two deep wells, approximately one hundred twenty (120) feet deep have been drilled, equipped with complete automatic pumping units, and fed into a common reservoir. Since this water could not be properly chlorinated, nor sand and sediment removed from the pipes in the early days of the Field's activation, it was not potable during 1942 except after sterilization by means of Lister bags, although intermittent efforts were made in December to purify this water by means of hand-operated chlorinators, using liquid chlorine from pressure cylinders. At the same time, leaks in the reservoir persisted to an extent making liable the contamination of the supply.

Transportation: The city of Newport is served by both the Main Line and the White River Division of the Missouri Pacific Railroad, and by a branch line of the Chicago, Rock Island & Pacific Railroad. The City itself has no transportation system of its own. Busses are operated by the Missouri Pacific Trailways, Arkansas Motor Coaches, the Great Southern Bus Line, Mathis Bus

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Lines, and Central Arkansas Bus Line, although none of these systems maintain a separate depot in Newport, being accommodated instead by the railroad station. Six passenger trains operate daily between Little Rock and St.Louis in both directions; and one train passes daily between Memphis and Kansas City in both directions. Bus schedules are satisfactory, but busses are frequently late.

By the end of 1942, four (4) busses served as the only means of transportation between the Town and the Field. Since the trip required a half-hour in both directions, and all personnel had to be accommodated, dangerous and inconvenient conditions of over-crowding existed. This was further aggravated by the poor condition of a portion of the road to the Field, which due to inclement weather, was very rough. Rationing of rubber and gasoline prevented any considerable relief to the transportation problem at this time from privately owned conveyances. The situation was very considerably improved by the opening of the new road from U. S. Highway 67 to the Field on 10 October 1943. This has resulted in shorter and smoother trips, but over-crowding has continued for apparently irremediable reasons.

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Housing: The housing problem which faced Tuckerman-Newport when the construction of the Field began is the same problem which faces any small town required suddenly to assume the responsibility of a large influx of migrants. The acuity of the situation in Newport, in particular, was further aggravated by the fact that a disastrous fire had destroyed more than half of the town in 1926. At that time, a majority of the people were railroad employees, did not consider themselves permanent residents, and consequently did not rebuild their homes. This fact, in itself, had confronted Newport with a housing problem even prior to governmental demands in connection with the Air Field.

With the advent of construction workers in June and July of 1942, the problem began to assume serious proportions. All available quarters were taken, and residents who had spare rooms began renting them to the workers. High rents started concurrently. Rooms and houses were rented for figures more than twice normal rates. Efforts by local officials to end this brigandage were unavailing, since many landlords openly admitted they were out to get all they could while the "getting was good." [14] Action

14. Project Officer, AAFBFS Hq., Tuckerman, Ark., Letter: "Federal Control of Rents", to Office of Price Administration, Rent Division, Dallas, Texas, 29 Sept. 1942, (Hq. File Room)

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has been underway during the past several months looking toward legal relief from this condition and the punishment of landlords who, by devious methods, have broken rental-ceiling laws.

In November, with the activation of the Field, the problem became really desperate. The first enlisted personnel assigned to this Station were members of the Quartermaster Corps-and made their headquarters in the Armory in Newport, since barracks and other housing facilities on the Field were not completed. The Armory was their living and working quarters until the latter part of November, when the barracks were completed.

The officers, however, found a different situation. Their quarters were not completed until a later date,and no Armory was available for them. The hotels were crowded to capacity, three or four officers sometimes occupying a single room. People, who had not rented rooms before, now converted every inch of space in their homes - even kitchens - into sleeping quarters, frequently charging definitely exorbitant rentals. Wives of military personnel who had not waited to see if there were ample living accommodations in Newport before migrating, walked the streets for long hours seeking rooms, and were happy if they found them in garages or attics. One officer and

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his wife, arriving late in November, were forced to spend the night in their car; while a female civilian employee, who arrived at the beginning of December, had to sleep in the railroad station until two girls, already occupying a single room, offered to share it with her. [15]

The opening of the Bachelor Officers' Quarters on the Post somewhat alleviated conditions; but the steadily arriving families of enlisted men made the problem keener each succeeding day, and further emphasized the need for Federal control of rents and a Federal Housing Project.

On 15 September 1942, Colonel Daniel A. Cooper, at that time the Project Officer, expressed to higher authorities the opinion that rents in this locality were unsatisfactory. [16] The extreme scarcity of livable quarters, in the light of the greatly increased demand, was further aggravated by the fact that no control was being exercised by the Office of Price Administration or any other agency; and Colonel Cooper suggested that Federal Rent Control was essential. On 7 October 1942, he was advised that Title VI was operative in Newport, and that the State Director of Federal Housing Authority was ready to

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15. Newport Chamber of Commerce, Newport, Ark., to National Housing Agency, Dallas, Texas, Letter, 19 December 1942, (Copy in Hq. File Room)
16. Col. Daniel A. Cooper, AAFBFS Hq., Tuckerman, Ark., to AAFSETC Hq., Maxwell Field, Ala., Telegram, 15 September 1942, (Hq. File Room)

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receive F.H.A. applications. [17]

The people of Newport gained permission from the National Housing Agency to construct additional residence facilities on 23 September 1942, when priorities for the construction of eighty-five (85) units were approved by that Agency. [18] Progress was slow due to confusion as to proper procedures and to construction difficulties, and no building work was begun until after the end of 1942.

The serious shortage of housing facilities proved to be a handicap of major proportions in the employment of urgently-needed civilian personnel. As a result, construction of three housing units (dormitory type) was approved on 4 August 1942. [19] The site selected was on the reservation, being located near the main entrance road. However, for many reasons, chief of which was the shortage of critical materials at the time, the actual construction of these units was not begun until 10

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17. State Director of F.H.A., Little Rock, Ark., to Col. Cooper, 7 Oct. 1942, (Refer to Footnote #16)
18. AAFSETC Hq., Maxwell Field, Ala., Chronological Record of Action Taken to Obtain Housing for Blytheville, Stuttgart, Tuckerman, and Walnut Ridge, Ark., 30 November 1942, (Hq. File Room)
19. SEAAFTC Hq., Maxwell Field, Ala., to Project Officer, NAAF Hq., Newport, Ark., Letter, 4 August 1942.

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November 1942. [20] The dormitories provided housing facilities for forty-nine (49) women and twenty-two (22) men, mostly employed of the Sub-Depot. These units were completed 20 February 1943. [21]

The housing facilities authorized in the Town of Newport were partially completed, and some of the units were available for rental as early as 1 May 1943, all the remaining ones being ready by 15 July 1943. [22]

It was early foreseen that, even with the dormitories and the additional facilities in Newport, a shortage of housing would still exist; and efforts were therefore made to get still additional F.H.A. living quarters. On 28 January 1943, informal information was received to the effect that funds had been set aside for the construction of a Civilian War Housing Project to consist of one hundred ninety-two (192) family-type units for three-or-more-person family groups, and one hundred sixty-one (161) dormitory apartments for two-person families. [23] Since there was

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20. NAAF Hq., Newport, Ark., to Commanding General, SEAAFTC Hq., Maxwell Field, Ala., Semi-Monthly Progress Report on Construction of Civilian War Housing, 1 June 1943.
21. NAAF Hq., Newport, Ark., to Commanding General, SEAAFTC Hq., Maxwell Field, Ala., Letter, "Weekly Narrative Progress Report", 20 Feb. 1943.
22. Statement by Lt. I. D. Warrick, Post Billeting Officer.
23. Eighth S.C., Dallas, Tex., to NAAF Hq., Newport, Ark., 3rd Wrapper Ind., 28 Jan. 1943.

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nearly sufficient available land on the Post, it was decided to locate this project within the boundaries of the Reservation, as soon as an additional twenty (20) acres could be purchased. The housing site is located on the western boundary of the Field, south of the main entrance road, and includes 97.68 acres of land, more or less. Twenty (20) acres of land were bought, as planned, and incorporated into the Station area. [24]

Competition among a large number of contractors, desiring to bid on this project, made it seem advisable to the Federal Public Housing Authority to let the work on a straight contract in lieu of the usual cost-plus-fixed-fee basis. It was hoped, too, that in so doing, the work would be expedited. Actual construction began 11 March 1943. [25]

The main difficulties encountered in completing the project were drainage, shortage of skilled labor, and the unavailability of certain critical materials -- the same problems confronting all who have engaged in construction work at this Field.

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24. Ciniccio & Cromwell, Brueggeman, Swaim & Allen, to NAAF Hq., Newport, Ark., from Little Rock, Ark., Letter & Incl., 22 April 1943.
25. Progress Report on Housing, Op. Cit., Footnote 20.

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On 22 April 1943, transfer of the Federal Housing Authority Project, and the twenty acres of land, to the War Department, was requested by Colonel Cooper, now Commanding Officer of the Post. [26] Jurisdiction over the housing project was assumed by the War Department by virtue of authority granted in a letter from the Secretary of War, effective upon completion. This authority was granted on the grounds that the project was permanently useful to the Army. [27]

Some of the units were completed and were occupied by 9 September 1943, but at that time nineteen (19) three-bedroom, thirty-nine (39) two-bedroom, and fifty-four (54) one-bedroom units were yet unfurnished. Additional furniture was requested on the grounds that it would facilitate the procurement of trained civilian personnel replacements at Newport Army Air Field. [28]

This residential area, known officially as Federal Public Housing Project, No. ARK-3112, but better known

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26. NAAF Hq., Newport, Ark., to Commanding General, Eighth Service Command, Dallas, Texas, Letter, 22 April 1943.
27. Secretary of War, Wash., D.C., to Hon. J.B.Blandford, Jr., F.H.A. Adm., Little Rock, Ark., Letter, 31 March 1943. (Quoting Section 4 of Public Law 409-77th Congress 21 Jan. 1942, which ammended Lanham Act, Public Law 849-76th Congress 14 Oct. 1942).
28. NAAF Hq., Newport, Ark., to Commanding General, Eighth Service Command, Dallas, Tex., Letter, 18 Nov. 1943., (Hq. File #624)

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generally as "Cottonwood Village", was accepted by Colonel Wimsatt, present Post Commander, acting for the War Department, on 8 November 1943, subject to exceptions. [29] Colonel Wimsatt wrote at this time that: "The standards of construction as a whole were not up to the standards normally expected in War Department construction; carpentry work in particular being below War Department standards." [30] He noted, too, that painting and sheet-metal work were likewise sub-standard. Roads and parking areas were also not acceptable at the time. A total of some two hundred thirty-one (231) specific discrepancies were noted in the buildings, ranging from leaky faucets to the omission of rat-proof vents in the floors and ceilings. [31]

The outlook for 1944 in regard to housing facilities for personnel of Newport Army Air Field may be considered adequate. On 1 December 1943, it was noted that there were a total of thirty-one (31) vacancies in the dormitory

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29. Progress Report on Housing, 1 Dec. 1943, Op. Cit., Footnote #20, (Hq. File #624)
30. NAAF Hq., Newport, Ark., to Federal Public Housing Authority, Newport, Ark., Letter, Subject: "Transfer of Construction Project No. ARK-3112," 8 Nov. 1943, (Hq. File #600.1)
31. Ibid.

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units, and a total of one hundred thirteen (113) in the Housing Project. It is expected, however, that these apartments will be occupied as soon as they are furnished, with sufficient vacancies occurring to accommodate the turn-over.

All units in the Federal Housing Authority Projects in Newport were occupied as of 1 December 1943.

Newport USO: Considering the limited population of the City of Newport, its USO, made available to the Post personnel, may be considered as an exceptionally fine contribution to the war effort. It is housed in the relatively-new National Guard Armory -- a modern, spacious and well-constructed building. It was first opened to the enlisted men of Newport Army Air Field on 28 November 1942.

The interior has been subdivided into the following rooms. Those on the first floor are used mainly for USO activities:

First Floor

Stage	50 feet by 15 feet
Dance Floor	84 feet by 90 feet
Check Room	12 feet by 15 feet
Men's Room	24 feet by 30 feet
Ladies' Room	12 feet by 15 feet
Office	12 feet by 15 feet
Writing Room	15 feet by 30 feet
Kitchen	15 feet by 30 feet
Quiet Room	15 feet by 30 feet
Guest Room	15 feet by 50 feet

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Second Floor

Conference Room	40 feet by 15 feet
Meeting Room	40 feet by 15 feet

Recreational and hobby facilities are regarded with considerable favor by military visitors. A large assortment of indoor games are at their disposal, including billiards, ping-pong, miniature bowling, and numerous table games of all sorts. Ample supplies of stationery and writing facilities are available at all times.

Among the improvements added to the building since its opening is a "snack bar", which dispenses high-quality coffee, sandwiches, soup, et cetera, to soldiers at minimum cost.

Hostesses are constantly in service and have proven highly helpful, not only as play-mates but as foster-mothers for soldiers with problems.

The U.S.O. is under the direction of Mr. Herbert Markley, a retired minister and a Chaplain of World War I. This gentleman has demonstrated outstanding patience and a deep understanding of the problems of the average soldier. He is assisted by Mrs. Markley, who has been equally tireless and conscientious.

The U.S.O. has a well defined entertainment program. Dances are held once each week and are always well attended and enjoyed by Newport personnel. Usually, prior to the

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dance, a band concert is given by the Post Band, which is attended by the residents of Newport, as well as the military. Holidays are occasions for special dances, usually sponsored by the Special Services Officer in the U.S.O. building.

A "War Wives' Club", composed of wives of enlisted men and Aviation Cadets, has been organized by the U.S.O. in cooperation with Special Services. It is designed to provide both a place of recreation and congenial company for these women during their leisure hours.

The U.S.O. also maintains an up-to-date register of rooms and apartments for rent -- a service that has brought relief to a great many who otherwise might have found themselves stranded without living quarters.

The cooperation existing between the U.S.O. Director and the Special Services Officer of this Post has been outstanding. Once each week, at least, a conference is held between them, and efforts made to discover new methods and ideas for promoting the morale of the enlisted personnel. The results to date have been highly satisfactory.

It is felt that Newport Army Air Field should acknowledge with considerable gratitude the efforts of Newport's citizens -- both financial and in point of

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devoted time -- and should commend the citizenry not only on the unselfish effort they have expended but also on the high degree of success they have attained. [32]

Education: Newport, in accordance with its commitments, has made its school system available to children of the Post personnel. These include one elementary and one high school for white children, and one combination elementary and high school for negro children. No insurmountable difficulty has been experienced in this connection.

Recreation: [33] From the beginning, Colonel Cooper was dissatisfied with the existing recreational facilities. While these were offered freely for military use, they were inadequate in both quantity and quality to serve the greatly expanded needs of the community, particularly as the rapid arrival of the Field's strength complicated the issue. Colonel Cooper pointed out at this time that, as late as one month after the Station's activation, there were only three restaurants considered sufficiently sanitary to meet the requirements of the Medical Inspector.

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32. Information compiled by the Special Services Office from information supplied by Mr. Herbert Markley, Director of U.S.O., Newport, Ark.
33. NAAF Hq., Newport, Ark., to AAFSETC Hq., Maxwell Field, Ala., Letter, File 618.2, 26 Jan. 1943, (Hq. File Room)

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Even with additional restaurants cleaned up and approved, their number and size were entirely inadequate. In addition to these restaurants, the town had two small theaters, several Churches, an American Legion Hut, a new Armory, but no places to dance aside from the Hut. Cocktail bars were banned by law. No musical or theatrical programs had been organized in the Community. In consequence of all these things, Colonel Cooper spoke of the situation as being unsatisfactory, and although the Community showed considerable hospitality, and was free with its homes, its school buildings, and its athletic facilities, it was evident that the Field would need organize its own recreational facilities to a large extent, in fact, to a degree of completion not normally required of a Station of similar size.

For these reasons, Colonel Cooper, during 1942, laid plans for the activation of Service Clubs for both Officers and Enlisted Men. He emphasized the necessity of these buildings including considerable lounge space, cafeterias, refreshment bars, reading and music rooms, and, in fact, every facility for keeping the morale of the military reasonably high right on the Post. In 1943, Colonel Cooper's plans came to a very satisfactory fruition, as will be related in later sections.

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A further consideration of Post recreational facilities will be found under the Section dealing with Special Services.

2. OFFICIAL ACTIVATION OF THE STATION:

This Station was formally activated on 1 November 1942 as the Army Air Forces Basic Flying School, Tuckerman, Arkansas. [34] Colonel Daniel A. Cooper, Air Corps, the Field's Project Officer, now assumed command in accordance with the provisions of Paragraph 4, AR 600-20.[35] This brought to an end more than three month's work in guiding construction and organization looking toward this day. [36] At the moment, only ten enlisted men were present on the Field, and thirteen Officers, including the Colonel himself. [37]

In the remaining two months of 1942, the Field did not really perform any noteworthy training duties. In fact, the only training activity noted was a Physical

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34. AAFSETC Hq., Maxwell Field, Ala., G.O. #121, 14 Oct. 1942, Par. 1; AARBFS Hq., Tuckerman, Ark., G.O. #1, 1 Nov. 1942, (Hq. File Room)
35. Ibid. See also AAFSETC Hq., Maxwell Field, Ala., S.O. #294, 27 Oct. 1942, (Hq. File Room)
36. AAFSETC Hq., Maxwell Field, Ala., S.O. #202, 27 July 1942, Par. 10, (Hq. File Room).
37. AAFBFS Hq., Tuckerman, Ark., S.O. #1, 1 Nov. 1942, (Hq. File Room)

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Training class for Cadets and a few transition flights on the Line on the last two days of the year. The performance of the Field's mission did not really begin, in any substantial way, until 2 January 1943.

3. RELATIONS WITH NEARBY MILITARY ESTABLISHMENTS:

In the early days of the Station's history, the degree of cooperation and helpfulness of neighboring military establishments was marked; in fact, it would have been impossible to proceed to a condition of readiness for the training mission without the assistance rendered by these Posts.

Probably the outstanding example of this neighborly assistance was the manner in which the Air Fields at Columbus, Mississippi, and Walnut Ridge, Arkansas, lent vehicles to this Post at a time when they were sorely needed for construction purposes, and were then otherwise unobtainable.

At the time the Personnel Office was set up on the Post, considerable difficulty was experienced in preparing payrolls, no one then being on hand here with knowledge of the official system. In order to conform to this procedure, a number of trips were made to Camp Joseph T. Robinson at Little Rock, Arkansas, in this connection, and a full measure of assistance was obtained to set up the proper

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activity here.

The work of the Signal Officer at this Station was likewise possible in these early days only because of considerable help in advice and supplies from other Fields. Methods of handling finances in connection with telephone and telegraph service was obtained from Camp Chaffee, Fort Smith, Arkansas, and from Camp Joseph T. Robinson, and the latter Station loaned a substantial amount of supplies as well. The newly organized Signal Office at Walnut Ridge also proved an excellent source for guidance in relations with the Eighth Service Command. The assistance of Colonel Browning, Chief of the Signal Section of the Eighth Service Command, and his assistants, is also acknowledged.

Lieutenant Colonel Harry C. Murphy, Quartermaster, obtained considerable cooperation from Columbus and Walnut Ridge Air Fields in the temporary procurement of bedding and other materials essential to quartering incoming troops. Walnut Ridge also furnished guns for the Interior Guard system, kitchen utensils, administrative forms of various kinds, as well as valuable advice on administrative policy.

Gunter Field, Alabama, furnished a C-3 camera to the Photographic Section until ordered equipment arrived, while photographic supplies of a miscellaneous character were obtained from Columbus and Walnut Ridge.

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Outstanding cooperation was received from a number of sources in connection with the requirements of the Medical Department, and have since been productive of extremely cordial relations between the Officers concerned. Practically no medical supplies were obtainable here at activation, and expendable items were secured only by borrowing them from Camp Joseph T. Robinson, Walnut Ridge Air Field, and other military establishments in the vicinity. Physical examinations in connection with applications for Officers' Candidate School, Aerial Gunnery courses, et cetera, were likewise conducted at these Stations, the equipment here at the time not being adequate for the purpose.

Since the early days, the relations with other Stations of this general vicinity have remained cordial and helpful. Newport has been able, in many cases, to return past favors. However, since these have been in no manner different or unusual from the expected condition, their further relation does not seem profitable.

4. PLANNING, DESIGN AND AUTHORIZATION FOR CONSTRUCTION:

The planning of Newport Army Air Field was authorized and executed in accordance with the War Department's Construction Policy, as stated by a letter from the Adjutant

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General's Office, dated 24 February 1942.[38]

Designing the project was the work of the War Department Corps of Engineers, together with two firms of Architect Engineers working under their supervision. The Design included provisions for a thirty-three per cent (33%) expansion in housing and a hundred per cent (100%) in training facilities. In order to secure an adequate supply of certain materials deemed peculiarly essential to national defense, and yet to use these as sparingly as possible, the plans involved as little use of these as was compatible with solid construction and reasonable procurement, while substitute materials or designs were employed wherever possible, even though not quite equivalent in construction value, and even if their use involved greater initial or ultimate cost.

Authorization for construction was first issued on 1 May 1942 by the Chief of Engineers,[39] and actual construction work began 9 May 1942, when Horner and Shifrin, Contractors of St. Louis, Missouri, began work on the runway system.

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38. File AG600.12/2-19-42/MO-D-N.
39. Full details on types and progress of construction may be obtained from the Completion Report, Newport Army Air Field, Newport, Arkansas, prepared by the Corps of Engineers, U.S.Army, U.S.Engineer Office, Little Rock, Arkansas, passim.

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By the end of 1942, after meeting a multitude of obstacles, the construction project was almost one hundred per cent complete. The main field had been cleared, graded, drained, grassed and fenced, personnel and utilities housing were complete, concrete runways, taxiways and aprons were practically finished, night light facilities had been installed, four hangars had been built, gasoline storage had been provided, along with other forms of storage facilities, streets and roads had been laid, and the projected railroad spur had been constructed. By 31 December 1942, the following construction had been accepted by the Area Engineer: [40]

The Railroad Spur
Main Field Seeding
Sewage Disposal Plant
Automatic Sprinkler System
Runway System - Title II
Runway System - Title I
Allover Landing Field

Some few remaining projects in connection with housing, hangars, et cetera, remained for 1943, but the largest single task still remaining to complete by the end of 1942 was the construction essential in the preparation of auxiliary landing fields.

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40. Refer to Footnote #39.

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5. AUXILIARY LANDING FIELDS:

Elgin Field: The site of this Field is approximately sixteen (16) miles northwest of Newport and about six (6) miles west of Tuckerman, on the W. P. A. Road proceeding through the latter town. The area comprising this Field, approximately four hundred eighty (480) acres in extent, was obtained in fee simple by a Declaration of Taking on 5 January 1943, with title being vested in the United States Government. No licenses were acquired, but the mineral rights were, while the title was also subject to outstanding easements in connection with public roads along the northern, eastern and western boundaries of the tract.

The land embraced by this Field was generally flat, with numerous small elevations, about three feet in ~~height~~, and with diameters up to several hundred feet. The soil had originally fathered cotton, corn and pasture.

In relation to the Station's airport, this Auxiliary Field is approximately nine (9) air miles northwest.

Weldon Field: This facility is located approximately seventeen (17) road miles south of Newport, and one (1) road mile south of Weldon, Arkansas, about a quarter-mile to the west of State Highway Number Seventeen (17); and is approximately fifteen and a half (15.5) air miles south-southwest of the parent Field. It was procured on the same date and in the same manner as Elgin Field, and contained

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approximately 481.2 acres. The land was flat but gently rolling, with a maximum variation in elevation of about eight (8) feet. Previously, this land had been used in the cultivation of cotton, corn, soy beans, and for pasture purposes.

Milltown Field: The site of this Field is approximately twelve (12) miles northeast of Newport, four (4) miles east of Tuckerman, and about seven and a half (7.5) miles north-northeast of the main Field. It contains about four hundred eighty (480) acres, and was procured at the same time and in the same manner as Elgin and Weldon Fields. Terrain characteristics and agricultural uses were similar to these two fields likewise. [41]

Erwin Field: The site of Erwin Field is about six and a half (6.5) air miles from the parent airport, four (4) miles southeast of Newport, and one (1) mile west of Erwin, Arkansas; and is bounded on the south by State Highway Number Seventeen (17). It is composed of some 500.9 acres, procured under the same terms as those

41. Information on Auxiliary Fields has been largely obtained from the files of the Post Engineer, this Station, and from report made to AAFSETC Hq., Maxwell Field, Ala., File #601.53, 19 April 1943, entitled, "Status of Lands under Jurisdiction of Stations in the Southeast Training Center".

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governing the procurement of the foregoing fields, and was purchased in a number of parcels, most of the land being obtained in March 1943. It is likewise subject to easements for bordering roads, and in character is physically similar to the other fields hitherto described.[42]

Amagon Field: This installation is located one (1) mile east of Amagon, Arkansas, fourteen (14) miles southeast of Newport, and about eight (8) air miles southeast of the parent Field. It is bordered on the north by State Highway Number Fourteen (14). It comprises approximately five hundred (500) acres, procured about the same time and in the same manner as Erwin Field, and is subject to like easements.[43]

Problems Encountered at Auxiliary Fields:[44] Construction work on Weldon and Elgin Fields began during the week of 4 September 1942, although title had not as yet been obtained. Some ditching, fencing and building removal, as well as clearing and mowing, was finished; but with the onset of bad weather, this work had to be discontinued. It was obvious at the time that grading work, which had removed much of the existing sod, would prevent the preparation of a proper surface on these Fields until the Spring of 1943. At the same time, it was felt that oiled

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42. See foot-note 41.
43. Ibid.
44. See Progress Reports, op. cit., 2 Jan. 1943, and passim.

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strips should be laid on Elgin and Weldon Fields, as well as Milltown and Erwin, if these facilities were going to be satisfactory during inclement weather. In any case, failure to finish these auxiliary fields by 15 December 1942, as originally scheduled, and postponement of this date to 16 April 1943, was due to have a minimizing effect on the training possible of accomplishment on this Field. Since all aerial traffic would need be contained by the main Field, it was obvious that only a small quota of students could be accommodated until auxiliary installations were made available.

The tornado of 30 October 1942, and the heavy rains that accompanied it, did prove that Erwin, Weldon and Elgin would be good all-weather fields, once completed, but that Milltown would be available during such weather only insofar as its landing strips were concerned. This was proven by means of an aerial inspection undertaken the day following the tornado. At the same time, Amagon Field was found to be largely covered with water, and to be very poorly drained. The possibility of dropping Amagon was considered at this time, but after a conference between Colonel Cooper and the Area Engineer, it was decided that Amagon might be developed as a dry-weather field, but that its use in wet weather would probably continue impossible. Inasmuch as no other suitable tract of

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sufficient acreage for the purpose was procureable within reasonable flying distance from the Field, this situation remained the best that could be obtained.

None of the auxiliary fields were used during 1942, nor was the overall landing field at the Station's airport. Lack of these facilities necessarily prevented the rapidity of expansion earlier contemplated.

Additional material on this subject has been included in Part IV, Department of Training History.

Specification Sheets for the Main Airport and Auxiliary Field Facilities are included in the Appendix. [45]

6. TYPE AND EXTENT OF BUILDING CONSTRUCTION [46]

The major portion of all construction of buildings was completed by the beginning of 1943. However, some construction did remain to do. The following table is based upon building installations in place on this Field as of 8 February 1944, the latest available figures:

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45. Cf. P. III-1
46. Refer to P. III-1, f, for Report on Housing and Airport Facilities, which will disclose also number of personnel which can be accommodated by these installations insofar as messing, housing and hospitalization are concerned.

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NUMBER, TYPE AND DESCRIPTION OF BUILDING FACILITIES

Building Type	Building Description	No. of Each Type
TBE-34	Barracks - Enlisted Men's	84
TBE-34 & L-251	Barracks - Stockade Area	2
TRB-2	Recreation Building	3
TRB-4	Recreation Building	11
TSA-2	Supply Building	13
TA-6	Administration Building	12
T2A-6	Administration Building	1
TA-6 & TSA-2 (comb.)	Operations & Crew Chief Bldg.	7
T3A-6T	Headquarters & Operations Bldg.	4
T2A-6T	A. B. & Group Operations Bldg.	1
TRB-2T	Nurses' Recreation Building	1
T2RB-4	Recreation Building (Cadets')	1
T2SA-2	Supply Building (Cadets')	1
TOQ-20	Barracks' (Cadets')	28
TOQ-20 & L-50-T	Barracks & Lavatory, Officers'	7
T3SH-18	Q. M. & A. C. Warehouses	6
TSH-9	Storehouse, Ordnance & Signal	1
SH-9 (Modified)	Link-Trainers & Commissary	5
SH-5	Storehouse - Hospital	1

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Building Type	Building Description	No. of Each Type
SH-10	Storehouse - Chemical	1
SH-11	Paint, Oil & Dope Storage	1
OSH-1	Oil Storage & Pyrotechnic Magazine	4
TPXS-& TSA-2	Post Exchange & Warehouse	1
TPX	Post Exchange	1
L-25-T	Lavatory	2
L-50-T	Lavatory	1
L-100-T	Lavatory	1
L-150-T	Lavatory	9
L-200-T	Lavatory	9
L-250-T	Lavatory	1
GSPH-1	Gas Station	2
GR	Grease Rack (wood)	2
WR	Wash Rack	2
TSP-2	Motor Repair Shops	2
DH-1	Dispatcher & Gate House	2
M-112	Mess Hall (E. M. Colored)	1
M-248	Mess Hall (E. M. Colored)	1
M-476	Mess Hall, E. M.	1
A.G. 750	Mess Hall, Cadets	1
M-952	Mess Hall, E.M.	1
A.C. 250 & TOM-1	Mess & Recreation, Officers	1

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Building Type	Building Description	No. of Each Type
HQM-13	Nurses Quarters & Mess	1
M-8	Mess Hall, E. M. (Hospital)	1
A-1	Hospital Admin.	1
CH-1	Chapel	1
DC-3	Dental Clinic	1
TF-1	Crash Truck Garage	1
B.E.M. & I.	Base Eng. Maint. & Insp.	1
BES-2	Base Engr. Shop	1
I-2	Infirmary	1
HQ-12	Nurses Quarters	1
W-4	Ward (Hospital)	1
W-2	Ward (Hospital)	2
W-1	Ward (Hospital)	2
FS-1	Flight Surgeons	1
SB-12	School Building	1
Contr. Tr.(Std.)	Control Tower	1
TCERS-1	Clothing & Equipage	1
A.C.Whse.	A. C. Warehouse	1
Std.	Parachute Building	1
TPL-1	Photo-Lab	1
TF-2	Fire Statioh	1
TA-62	Finance Building w/vault	1

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Buildin g Type	Building Description	No. of Each Type
TT-4	Telephone & Telegraph	1
TRB-1T	Recreation Building	1
TPO-1	Post Office	1
TH-4	Theatre	1
SA-1	Small Arms Storage	1
OBH-2	Hangers	4
High & Low	Skeet Range	2
	Pistol Range	1

7. CHRONOLOGICAL HISTORY OF KEY PERSONNEL:

a. Officers:

The following list of key Officer personnel was taken from the reports made periodically by this Headquarters to the Eastern Flying Training Command. The dates of assignment and relief have been obtained in every case by reference to Special Orders issued at this Station:

KEY OFFICER PERSONNEL

(1 November 1942 - 1 January 1944)

COMMANDING OFFICER:

Col. Daniel A. Cooper	11/1-42--7/10/43
Col. Louis A. Guenther	7/11/43--7/28/43
Lt.Col. Richard F. Bromiley	7/28/43--8/18/43
COL. ROBERT W. C. WIMSATT	8/18/43--

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POST EXECUTIVE OFFICER:	
LT. COL. CHARLES E. WILSON	1/4/43--
DIRECTOR OF TRAINING:	
Lt. Col. Richard F. Bromiley	12/5/42--7/28/43
Major Preston Brown	7/28/43--8/18/43
Lt. Col. Richard F. Bromiley	8/18/43--9/12/43
MAJOR PRESTON BROWN	9/12/43--
DIRECTOR OF FLYING: (Intermittent)	
Major Preston Brown	12/11/42--3/12/43
Capt. Charles E. Parsons, Jr.	3/12/43--8/18/43
MAJOR ARTHUR E. BEAN, JR.	10/31/43--
COMMANDING OFFICER TRAINING GROUP I:	
CAPT. DANE W. HARLAN	7/26/43--
COMMANDING OFFICER TRAINING GROUP II:	
Capt. Arthur E. Bean, Jr.	7/26/43--10/31/43
CAPT. BENJAMIN S. HUMPHRIES	10/31/43--
PRESIDENT ADVISORY TRAINING BOARD:	
Capt. Charles E. Cook	1/26/43--9/3/43
Capt. Herbert W. Kent	9/3/43--10/4/43
1st Lt. Joseph W. Davidson	10/4/43--11/18/43
CAPT. DE ALBERT S. HOKE, JR.	11/18/43--
AIR INSPECTOR - TECHNICAL:	
1st Lt. Ira C. Lee	11/19/42--8/4/43
CWO Earle R. McCollum	8/4/43--1/1/44
MAJOR EMMETT F. CHURCH	1/1/44--
AIR INSPECTOR - TRAINING:	
Capt. Arthur E. Bean, Jr.	5/14/43--7/26/43
CAPT. CARL M. THOMAJAN	7/26/43--
AIR INSPECTOR - ADMINISTRATIVE:	
Major Percival R. Jacques	12/11/42--8/29/43
CAPT. JOHN T. SINCLAIR	8/29/43--
PERSONNEL OFFICER:	
CAPT. HARRY H. GOLDSTEIN	11/13/42--
INTELLIGENCE OFFICER:	
Capt. Waldrop B. Windham	11/20/42--7/14/43
2nd Lt. Jacob Locke	7/14/43--8/2/43
Capt. Thomas C. Veiden	8/2/43--8/23/43
1ST LT. JACOB LOCKE	8/23/43--

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ADJUTANT:

Capt. Harvey C. Lisle	11/1/42-6/30/43
CWO Earle R. McCollum	6/30/43--9/3/43
MAJOR WINFIELD R. FAHS	9/3/43--

COMMANDANT OF STUDENTS:

Capt. Robert H. Margraf	11/18/42--4/23/43
Capt. Arthur E. Bean, Jr.	4/23/43--5/6/43
CAPT. GRAYDON J. JONES	5/6/43--

BUDGET AND FISCAL OFFICER:

1st Lt. Harlan H. Fauss	1/26/43--8/29/43
1ST LT. J. R. CLIFTON BROWN	8/29/43--

CIVILIAN PERSONNEL OFFICER:

Col. Daniel A. Cooper	12/15/43--1/19/43
Capt. Samuel C. Gist, Jr.	1/19/43--1/31/43
WO(JG) Carl J. Freyer	1/31/43--4/19/43
1ST LT. HARLAN H. FAUSS	4/19/43--

CLASSIFICATION OFFICER:

1st Lt. Otis W. McQuary	11/9/42--2/18/43
1ST LT. FRANCIS J. O'ROURKE	2/18/43--

DIRECTOR OF GROUND SCHOOL:

Capt. Graydon J. Jones	12/1/42--5/6/43
CAPT. KARL C. TEUFEL	5/6/43--

POST MESS OFFICER:

Capt. Claude Langston	11/18/42--1/19/43
Capt. Carel Van Heukelom	1/19/43--4/8/43
CAPT. PAUL F. FALKENBERG	4/10/43--

OPERATIONS OFFICER:

Major Preston Brown	12/1/42--1/26/43
Capt. John M. Byrne	1/26/43--4/3/43
Capt. Charles E. Parsons, Jr.	4/3/43--6/18/43
Capt. John M. Byrne	6/18/43--6/27/43
Capt. Dane W. Harlan	6/27/43--8/13/43
1ST LT. SHIRLEY K. SMITH	8/13/43--

POST EXCHANGE OFFICER:

Major Kenneth N. Gilpin	11/1/42--10/14/43
1ST LT. IDUS R. WARRICK	10/18/43--

STATISTICAL OFFICER:

CAPT. ERNEST E. RAY	11/5/42--

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SUPERVISOR OF MAINTENANCE:	
Capt. James R. Midkiff	12/30/42--9/1/43
Capt. John E. Byrne	9/6/43--9/28/43
Major Emmett F. Church	9/28/43--1/1/44
MAJOR HENRY R. LYMAN	1/1/44--
SUPERVISOR OF SUPPLY, S-4:	
Lt. Col. Harry C. Murphy	12/17/42--3/15/43
MAJOR SAMUEL W. NEFF	3/15/43--
PLANS AND TRAINING OFFICER, S-3:	
Major Samuel W. Neff	12/19/42--3/15/43
Major Frank W. Dvorak	3/15/43--4/27/43
1st Lt. E. M. Fitzgerald	4/27/43--5/15/43
Capt. Winfield R. Fahs	5/15/43--7/1/43
CAPT. CARL J. REINHARDT	7/1/43--
POST SURGEON:	
MAJOR FRANKLIN L. SPANN	11/18/42--
CHAPLAIN: (Protestant)	
1st Lt. William C. Ziegler	2/4/43--7/30/43
1ST LT. EDWARD R. MERRILL	7/30/43--
CHAPLAIN: (Catholic)	
1ST LT. JAMES J. KELLY	11/9/43--
QUARTERMASTER:	
LT. COL. HARRY C. MURPHY	11/1/42--
FINANCE OFFICER:	
1st Lt. Hugh W. Govern	1/2/43--6/30/43
2nd Lt. George M. Rorex	6/30/43--7/23/43
1ST LT. HARRY A. GILBERT	7/22/43--
CHEMICAL WARFARE OFFICER:	
1st Lt. Elmer S. Jones	11/3/42--12/17/42
1ST LT. EARL G. WOHLFORD	12/17/42--
ORDNANCE OFFICER:	
1st Lt. Elmer S. Jones	11/1/42--3/9/43
2nd Lt. Kendrick W. Ralph	3/9/43--4/14/43
CAPT. THOMAS J. FOWLER	4/14/43--
SIGNAL OFFICER:	
CAPT. THOMAS B. HOWARD	11/1/42--

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POST ENGINEER:

Capt. Charles R. Parker	11/1/42--4/2/43
MAJOR CHESTER W. TERRY	4/2/43--

PROVOST MARSHALL:

Capt. Carl B. Nusbaum	11/3/42--2/16/43
Major William A. Hart	2/16/43--7/31/43
CAPT. EMIL J. CRESCENZI	7/31/43--

b. Enlisted Personnel:

The following table of key enlisted personnel was prepared under the direction of the Personnel Officer, S-1, and constitutes his judgment on what enlisted men may be considered as key personnel at this Station:

KEY ENLISTED PERSONNEL

(1 November 1942 - 1 January 1944)

POST SERGEANT MAJOR:

M/Sgt. James E. McCrady	12/5/42--1/20/43
M/Sgt. William Z. Harmon	1/21/43--8/18/43
M/Sgt. James O. Durning	8/18/43--9/8/43
M/SGT. ROBERT A. EDDY	9/8/43--

PERSONNEL SERGEANT MAJOR:

Sgt. Francis S. Dick	11/18/42--12/2/42
M/Sgt. William Z. Harmon	12/2/42--1/21/43
M/Sgt. Robert A. Eddy	1/22/43--9/8/43
T/SGT. LLOYD M. DOWDEN	9/8/43--

CADET SERGEANT MAJOR:

Sgt. Francis J. Glick	11/17/42--6/27/43
S/Sgt. Francis McDonald	6/28/43--9/5/43
Sgt. Edward J. Shelp	9/5/43--1/6/44
S/SGT. EDWARD W. FLYNN	1/17/44--

MESSAGE CENTER CHIEF CLERK:

Sgt. Charles Dlabaj	11/17/42--5/6/43
Sgt. James H. Russell	5/6/43--5/25/43
S/Sgt. Stamey I. Sharpe	5/26/43--11/15/43
SGT. EDWARD G. GUNDERMAN	11/15/43--

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CHIEF PERSONNEL CLERK (Discontinued 4/12/43):
SGT. JAMES H. DAVIDSON 11/17/42--4/12/43

CHIEF POSTAL CLERK:
S/Sgt. Marc B. Cartwright, Jr. 11/18/42--12/27/42
S/SGT. WILLIAM H. JOYNER 12/28/42--

TROOP GROUND SCHOOL N.C.O.I.C.:
M/Sgt. William R. Spann 2/1/43--9/1/43
T/SGT. MILTON STEIN 9/1/43--

INTELLIGENCE N.C.O.I.C.:
T/SGT. LAWRENCE E. SIMPSON 11/17/42--

CHIEF MESS SERGEANT:
T/Sgt. Francis M. Rollins 11/20/42--11/1/43
T/SGT. PETER PUZYCKI 11/2/43--

LINK TRAINER N.C.O.I.C:
T/SGT. HAROLD B. GEE 12/15/42--

AIR INSPECTOR (TECHNICAL) N.C.O.I.C:
T/Sgt. George W. Hayes 11/16/42--5/1/43
M/SGT. KARL THOMAS 5/1/43--

CHIEF AIRPLANE INSPECTOR:
M/SGT. JAMES O. DURNING 12/15/43--
M/SGT. WILLIAM SORRELL 12/2/43--

1066th BFTS LINE CHIEF:
T/Sgt. John Noe, Jr. 11/1/42--4/4/43
M/Sgt. Louis D. Deramus 4/5/43--9/5/43
M/Sgt. James O. Durning 10/1/43--10/19/43
M/SGT. LEWIS D. DERAMUS 10/20/43--

1067th BFTS LINE CHIEF:
T/Sgt. E. M. Brieger 11/2/42--6/8/43
M/Sgt. Louis D. Deramus 9/6/43--10/19/43
M/Sgt. James O. Durning 10/19/43--11/25/43
M/SGT. HERMAN E. COLE 11/25/43--

1068th BFTS LINE CHIEF:
M/Sgt. William A. Riley 10/19/42--6/8/43
M/Sgt. William Sorrell 6/8/43--9/6/43
M/Sgt. George W. Strunk 9/6/43--11/8/43
M/SGT. EDWARD M. BRIEGER 11/8/43--

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337th BHQ&ABS FIRST SERGEANT: [47]

S/Sgt. Edgar B. Hanks	12/5/42--2/1/43
S/Sgt. George W. Touchstone	2/1/43--5/10/43
F/Sgt. Herman E. Crockett	5/28/43--6/9/43
F/SGT. CLAIR C. FITTING	6/10/43--

HQ. & HQ. SQ., 14TH BFTS FIRST SERGEANT: [48]

F/SGT. EDWARD W. GESERICK	12/5/42--

1066TH BFTS FIRST SERGEANT:

F/Sgt. Clair C. Fitting	12/5/42--6/6/43
F/SGT. HERMAN E. CROCKETT	6/9/43--

1067th BFTS FIRST SERGEANT:

S/Sgt. William H. Huff	10/19/42--9/4/43
T/SGT. FRANCIS J. MC DONALD	9/6/43--

1068th BFTS FIRST SERGEANT:

S/Sgt. William V. Kimbrell, Jr.	10/19/42--6/9/43
M/SGT. LEO E. REESE	6/9/43--

688TH BFTS FIRST SERGEANT:

F/SGT. WILLIAM H. HUFF	9/4/43--

1084TH GUARD SQUADRON FIRST SERGEANT:

M/SGT. VICTOR L. MILLER	11/18/42--

321ST AVN. SQ. (CLD) FIRST SERGEANT:

S/Sgt. Eddie A. Mitchell	1/22/43--7/13/43
S/SGT. ISAAC S. ROSS	7/13/43--

MEDICAL DETACHMENT FIRST SERGEANT:

F/SGT. JAMES F. BARRETT	11/24/43--

CADET DETACHMENT FIRST SERGEANT:

S/Sgt. Raymond L. Schwartz	5/15/43--12/9/43
S/SGT. SIDNEY DAVIDOFF	12/20/43--

1008TH Q.M.PLAT T (AB) (CLD) FIRST SERGEANT:

T/SGT. IVEY J. BOWEN	11/1/43--

907TH Q.M.CO. (AVN) DET. FIRST SERGEANT:

S/Sgt. Valius Gates	11/24/42--3/2/43
M/SGT. EMERICE B. DUPRAS	3/2/43--

47. Also First Sergeant of Finance, Signal, Communication and Weather for administration, rations and quarters.
48. This Squadron was formerly 1065th BFTS.

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PART IV - HISTORY OF THE DEPARTMENT OF TRAINING

INTRODUCTION

It is impracticable to attempt to write the History of the Training Department as a unit. Its activities, although all connected with the training program, are, nevertheless, diverse in character; and the organizations within the Department, which handle these separate phases, require separate treatment. For that reason, the ensuing account of the functioning of the Department of Training is broken down into four main chapters, as follows:

A. Department of Flying.
B. Department of Ground School.
C. Department of Link Trainer.
D. War Room.
E. Addenda History for January 1944.

For the convenience of the reader, the outline used in writing this account is given:

CHAPTER A: DEPARTMENT OF FLYING

SECTION 1: ORGANIZATION:

a. History of the Department for 1942.
b. Evolution of the Flying Organization.

SECTION 2: OPERATIONS:

a. Personnel Status and Operational Efficiency.
b. Available Training Aircraft and Operational Efficiency.

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c. Training Results secured by Operations.
d. Methods Employed in Flying Operations.
e. Operations and Aircraft Accidents.
f. Unique Accident.
g. Crash Alarm System.
h. Present Physical Facilities for Operational Procedure.
i. Advisory Board.
j. Inventions and Innovations of Personnel.

SECTION 3: DIFFICULTIES ENCOUNTERED:

a. Auxiliary Fields.
b. Personnel Difficulties.
c. Flying Instructor-Student Ratio.
d. Service Pilots.
e. Administrative Personnel.
f. Maintenance.
g. Weather.
h. Elementary School Delinquencies.
i. Attained Efficiency.

SECTION 4: NECESSARY AIDS TO TRAINING:

a. Publications.
b. Flight Demonstrations by Tactical Aircraft.
c. Aerial Field Day.
d. Visual Rosters.
e. Tokyo Trolley.

SECTION 5: COORDINATION OF THE FLYING DEPARTMENT WITH OTHER ORGANIZATIONS:

a. Photographic Section.
b. Communications Section.
c. Weather Section.
d. Maintenance Squadrons.
e. Post Operations.
f. Security and Intelligence Officers.
g. Guard System.
h. Surgeon.
i. Ordnance Department.
j. Signal Section.
k. Legal Department.
l. Public Relations.

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m. Plans and Training Officer - S-3.
n. Other Coordinating Agencies.
o. Summary.

SECTION 6: CONCLUSION:

a. Future Plans of the Department.
b. A Summary of Progress.

CHAPTER B: AVIATION CADET GROUND SCHOOL

SECTION 1: GROUND SCHOOL PLANT:

SECTION 2: BEGINNING AND GROWTH OF GROUND SCHOOL:

SECTION 3: DIFFICULTIES ENCOUNTERED:

a. Personnel.
b. Logistical.
c. Student Discipline.

SECTION 4: ATTAINED EFFICIENCY:

SECTION 5: INNOVATIONS AND INVENTIONS OF PERSONNEL:

SECTION 6: VISUAL EDUCATION:

SECTION 7: SCHEDULES:

SECTION 8: DEPARTMENTAL POLICIES:

SECTION 9: COMPLIANCE WITH DIRECTIVE:

SECTION 10: GROUND SCHOOL CURRICULUM:

SECTION 11: PLANS AND OUTLOOK FOR THE FUTURE:

CHAPTER C: DEPARTMENT OF LINK TRAINER

SECTION 1: LINK TRAINER PLANT:

SECTION 2: HISTORY OF THE BEGINNING AND GROWTH OF THE DEPARTMENT:

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SECTION 3: DIFFICULTIES ENCOUNTERED BY THE DEPARTMENT:

a. Personnel.
b. Supply.

SECTION 4: EFFICIENCY REPORTS CONCERNING THE DEPARTMENT:

SECTION 5: SCHEDULES:

SECTION 6: DEPARTMENTAL POLICIES AND ADMINISTRATION:

SECTION 7: FUTURE PLANS:

CHAPTER D: WAR ROOM

CHAPTER E: ADDENDA HISTORY FOR JANUARY 1944

SECTION 1: GENERAL:

SECTION 2: ADDITIONAL INFORMATION FOR DEPARTMENT OF FLYING CHARTS:

SECTION 3: ADDITIONAL INFORMATION FOR DEPARTMENT OF GROUND SCHOOL CHARTS:

SECTION 4: ADDITIONAL INFORMATION FOR DEPARTMENT OF LINK TRAINER CHART:

While it has been necessary to sectionalize the history hereafter, it is not to be supposed, therefore, that the highest degree of coordination fails to exist between the various components of the Department of Training. A perusal of the following pages will serve to emphaxize the close interrelationship which exists between all personnel of the Training Department, regardless of the specialized activity performed.

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CHAPTER A: DEPARTMENT OF FLYING

SECTION 1: ORGANIZATION

a. History of the Department for 1942:

On 1 December 1942, the first Flying Department officer arrived at this Station in the person of 2nd Lieutenant Charles T. Johnson, (since 1st Lieutenant) a non-flying officer assigned as School Secretary.[1] He was shortly followed, on 5 December 1942, by the Director of Training, Lieutenant Colonel Richard F. Bromiley, who was the first flying officer, with the exception of the Commanding Officer, to arrive here.[2] Colonel Bromiley was shortly joined by a former colleague from Gunter Field, Major Preston Brown, who became Director of Flying.[3] These three men immediately began the task of organizing the Flying Department.

At the site of their future duty, they found the physical plant in process of construction. No refinements had been made as yet, and there was little more than a row of unoccupied, unfinished and unfurnished buildings along the Flight Line. Six (6) of these were intended as Squadron Operations Buildings, three (3) were for Engineering Hangars,

1. AAFSETC Hq., Maxwell Field, Ala., S. O. #321, 23 November 1942, Par. 11. (Hq. File Room)
2. Ibid., S. O. #322, 24 November 1942, Par. 24.
3. Ibid., S. O. #326, 28 November 1942, Par. 24; AAFBFS Hq., Tuckerman, Ark., S. O. #34, 11 December 1942, Par. 6.

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and one was allocated to Transient Aircraft. These structures, with the exception of the hangars, were all one-story, low-ceilinged buildings, the exteriors of which were covered with tarpaper. However, the runways of the field had been largely completed, with only an additional lateral extension of forty (40) feet being still needed to bring them to their present condition. (Each of the runways at this Field now measure five thousand (5000) feet in length and one hundred fifty (150) feet in width, and are constructed of concrete. There are four of these runways, one N-S, one E-W, one NW-SE, and one NE-SW.) The unpaved portion of the flying field was extremely muddy and wet at this time, and entirely incapable of supporting planes taking off and landing. The Control Tower was still only partially built. The surrounding areas were very crude in appearance, with no sidewalks or paved roads; and it was impossible to enter any of the buildings without wading through mud and water.

Inasmuch as the basic elements of the physical plant have not been substantially increased in number since this time, reference to the chart included in the Appendix[4] on the Department's physical set-up, will serve also to illustrate the initial lay-out.

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4. P. IV-1, Appendix.

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The above-mentioned officers took duty quarters in the Operations Building, #421,[5] located alongside of, and beneath, the Control Tower. This location was chosen because it made possible a close coordination with the Base Operations Office, Map Section, Records Section, Dispatcher's Office, Weather Section, and the Flying Department's supervisory personnel, all of which were to be installed in this building,[6] and also because its central location made it the most readily accessible building on the line.

All available personnel went to work immediately to prepare for the activation of the first class of students, due to arrive at the Station on 25 December 1942. This demanded that flying instructors, dispatchers, maintenance crews, and other specialized personnel, be secured as soon as possible. The new Department was also considerably occupied in requisitioning equipment essential to its operation, through cooperation with the 360th Sub-Depot, and was soon reasonably well equipped to begin the training program.

On 15 December 1942, the first group of flying officers arrived and were assigned duties.[7] Four (4) days later,

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5. See Station Layout Plan, NAAF, Newport, Ark., 27 August 1943, sent to A-2 Section, AAFBFTC Hq., Maxwell Field, Ala., 10 January 1944.
6. See footnote #IV-1.
7. AAFBFS Hq., Tuckerman, Ark., S. O. #37, 15 December 1942, Pars. 10, 11, 12, 13. (Hq. File Room)

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they were delegated to their respective operational buildings on the Flight Line and instructed to make them ready for activation.

The organization of the Department was very simple at this time. It was composed of four squadrons, each under the jurisdiction of a Commanding Officer, who in turn, was assisted by an Operations Officer, an Engineering Officer, and four (4) flying instructors.[8] These sub-organizations quickly obtained supplies requisite to their missions, and by Christmas were substantially ready for the new Class.

On Christmas Day, 1942, the class of SE 43-D, numbering ninety-nine (99) men, arrived. Twenty-two (22) Officers concerned with flying training (not including supervisory personnel) and thirty-one (31) Basic Training planes were ready to begin their instruction.[9]

On 26 December 1942,[10] the first Faculty Board of this Station was assigned duty in connection with reviewing the cases of prospective eliminees and making recommendations thereon. This Board was composed of Colonel Daniel A. Cooper, Commanding Officer, Lieutenant Colonel Richard F. Bromley,

8. See Chart: "Organization at Activation", P. IV-2, Appendix.
9. See Chart: "Availability of Training Aircraft", P. IV-3, Appendix.
10. AAFBFS Hq., Tuckerman, Ark., S. O. #46, 26 December 1942, Par. 1. (Hq. File Room)

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Director of Training, Major Preston Brown, Director of Flying, and 2nd Lieutenant Charles T. Johnson, School Secretary. Its functions were accomplished as per regulations.[11]

b. Evolution of the Flying Organization:

Something of the original organization of the Flying Department has already been stated. The four (4) squadrons mentioned above were named the 1065th, 1066th, 1067th and 1068th Basic Flying Training Squadrons - the 1065th and the 1067th being designated as Twin-Engine Squadrons, and the others Single-Engine Squadrons. At the beginning, all the command functions of the squadron, in chain of command from Director of Training through the Director of Flying, were the duty of a single officer. He had direct contact with the flight instructors of his squadron, and was assisted by an Operations Officer and an Engineering Officer (three of the latter being pilots). This organization proved adequate for the instruction of the small Class then in attendance.

By February, however, when the Class of 43-E was activated, it became apparent that a re-arrangement was necessary. Attention is called to the chart entitled, "Rank and Experience Level of Flying Personnel" and also to another, "Flying Instructor-Student Ratios, 1943," in the Appendix.[12] Study

11. SEACTC Hq., Maxwell Field, Ala., Bulletin #38, 6 March 1942, Section II, (Hq. File Room)
12. Pp. IV-4, IV-5, Appendix.

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of these charts will show that the ratio of students per instructor had, by the middle of February, as anticipated, gone above the normal figure, since officially stated, of 5:1.[13] The reorganization effected was designed to subdivide the command functions within the squadron by creating two flights within each, and placing them under the supervision of Flight Commanders, thereby providing for more adequate supervision.

On 2 April 1943,[14] the 1065th Basic Flying Training Squadron was re-named the Headquarters and Headquarters Squadron, 14th Basic Flying Training Group. This change was of a purely nominal nature, having no effect whatsoever on flying activities.

On 1 June 1943, it became evident that flying efficiency demanded that the operational functions of the squadrons should be divorced from their other functions. In consequence, the operational units of these organizations became known as Squadrons 1, 2, 3, and 4, while the remainder of the units retained the old squadron designations, but functioned as two airplane-maintenance squadrons, one mess squadron, and one administrative squadron. It was felt that this rearrange-

13. AAFEFTC Hq., Maxwell Field, Ala., EFTC Memorandum #35-10-4, 3 September 1943, Par. 1, (Hq. File Room)
14. AAFSETC Hq., Maxwell Field, Ala., G. O. #28, 9 March 1943, Par. 1, (Hq. File Room)

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ment, by relieving the Squadron Commander of administrative and maintenance details, and leaving him only flying functions, would permit a much closer supervision of flying training.

At the same time, the two-flight arrangement within each squadron was retained and given the designations "A" and "B" for more ready reference.

By August 1943,[15] the quota of students assigned this Station suddenly increased to a marked extent. The Class of 43-K had listed two hundred forty (240) students; but the Class of 44-A had three hundred forty-eight (348). The supervisory requirements for flying training of such a large student body thereupon became too onerous for a single man to handle properly; and the duty formerly performed by the Director of Flying was now divided between two Group Commanders, and the title "Director of Flying" abolished. At the same time, all existing flying organizations were divided into two Groups under these two Officers.

A shake-up in the squadrons also took place. The four Flying Training Squadrons, hitherto designated as Squadrons 1, 2, 3, and 4, were now nominally disbanded, and these operational functions were again combined with the maintenance

15. AAFSETC Hq., Maxwell Field, Ala., Pilot Training Schedule, 5 April 1943.

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functions of the 1066th, 1067th and 1068th Basic Flying Training Squadrons, while the Mess functions of the 1067th B. F. T. Squadron were removed to a newly-activated organization, to make room for the same arrangement with this Squadron. Moreover, instead of the original two Flights per Squadron, four were now arranged within each of these three organizations, thereby increasing the Flight units from eight (8) to twelve (12). For administrative purposes connected with scheduling, two each of these flights were designated "A" and two each "B", one "A" and one "B" Flight of each Squadron falling under the jurisdiction of each Group. In order that this arrangement of Flights might be operated more conveniently as a unit, each combination of two Flights became known as a (Group) Section.[16]

This set-up enabled the Group Commander to proceed directly through a Squadron organization to the basic components of these squadrons, since Sections I, III, and V fell to Group I, and Sections II, IV and VI were assigned to Group II. It also permitted each Group to carry through all flying activities for a single Class from beginning to end. (In this connection, the "A" and "B" Flights are not to be confused by associating them with Class designations, since they were

16. See Organization Chart, 23 October 1943, P. IV-6, Appendix.

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arranged merely to facilitate systematic scheduling - "A" Flights of both Groups flying while "B" Flights of both Groups attend Ground School, and vice versa).

With the activation of the new Class of 44-C on 5 November 1943, which started with three hundred ninety-nine (399) students, the supervisory duties connected with flying training again assumed proportions too great for the existing supervisory staff to handle. In order to remedy this situation, it was decided that the Squadron Commanders should be relieved, once again, of all Squadron functions connected with administration and maintenance. The administrative details were now placed in the hands of the former Squadron Adjutant, who, thereupon became the Squadron Commander. At the same time, the engineering functions of the Squadrons were handled differently by bringing the Engineering Officers of each under the direct supervision of the Director of Line Maintenance.

It was now possible to move the Squadron Commander out of his former Headquarters down to the Line, where he became concerned with flying details alone and, to all intents and purposes, became the Commanding Officer of an organization exactly identical with what was formerly known as a Section. At the same time, in order to permit closer supervision by

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Group Commanders of their respective Squadrons, and to permit the Director of Training to devote more attention to other phases of the Training Program besides flying, a Director of Flying was again created. Each of the Groups now had three (3) Squadrons under them in like manner as the previous Sections had been, and these components were now named Flying Training Squadrons 1, 2, 3, 4, 5, and 6. The "A" and "B" Flight arrangement was retained in the Squadron in the identical fashion it had been in the Section.[17]

One other change of note during 1943 occurred in connection with the organization of the Flying Department. With the arrival of EFTC Memorandum 50-1-2,[18] which specified a minimum of thirty (30) hours per month to be spent by Supervisory Officers in checking student flights and instructors, the administrative work had to be lightened in order to relieve these officers of some of the detail work formerly performed by them. For this purpose, 1st Lieutenant Charles T. Johnson, formerly School Secretary, was appointed as Executive to the Director of Training on 3 September 1943, and at the same time, Warrant Officer John H. Dewell, formerly Assistant School Secretary, was placed in the position vacated

17. See Dept. of Training Organization Chart, 23 November 1943, P. IV-7, Appendix.
18. AAFEFTC Hq., Maxwell Field, Ala., Memorandum #50-1-2, 26 August 1943, (Hq. File Room)

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by Lieutenant Johnson.[19]

The reasons for all these reorganizations become immediately clearer when one glances at the chart, aforementioned, "Flying Instructor-Student Ratios, 1943". It is evident that from the middle of February on, there have been few occasions when the Flying Department has carried less than a normal load; whereas for the majority of the time, a considerable over-load has existed. It can also be noted that with the Classes of 43-F, 43-J, and 44-B, there was always an insufficiency of instructors in the light of ratios established by higher authority.[20] This materially affected efficiency, since the flying instructor could not devote the amount of time to each student considered desirable, and was also more likely to skimp essential instruction, thereby making necessary even more thorough and time-consuming activity on the part of an over-worked supervisory staff.

It is felt, too, that the experience level of instructors has demanded a superior supervisory staff, both quantitatively and qualitatively. A glance at the chart entitled "Rank and Experience Level of Flying Instructors"[21] will

19. AAFPS(B) Hq., Newport, Ark., S. O. #223, 3 September 1943, Pars. 11 and 12, (Hq. File Room)
20. AAFEFTC Hq., Maxwell Field, Ala., EFTC Memorandum #35-10-4, 3 September 1943, Par. 1, (Hq. File Room)
21. P. IV-4, Appendix.

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readily demonstrate that most of the instruction has been placed in the hands of men with from one to six months graduate flying experience. The final reorganization, by permitting the Squadron Commander to exercise a degree of supervision hitherto impossible because of administrative and maintenance duties, and now absolutely essential because of the situation created by the low experience level of their subordinates, has proven efficient.

It is probable that this present organization will remain permanent. It is felt by the flying personnel at this Station to be the ideal set-up.

The whole object of these repeated reorganizations becomes much more apparent if the three organization charts in the Appendix[22] are studied in connection with the foregoing account, and if it is remembered that in less than ten months the student body was expanded from one hundred (100) students to nearly eight hundred (800). Constant expansion demanded flexibility, and this, in turn, produced the organizational changes portrayed above. With student quotas now at their peak, the Department is confident that the present organization will continue adequate, and will remain static.[23]

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22. Pp. IV-2, IV-6, IV-7, Appendix.
23. Opinion of Major Preston Brown, Director of Training.

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SECTION 2: OPERATIONS

a. Personnel Status and Operational Efficiency:

Reference has been made heretofore to organizational charts and charts on experience levels, rank, and instructor-student ratios, and these should present a fair viewpoint of the personnel situation of the Flying Department at this Station. Another chart has also been prepared and inserted in the appendix, entitled, "Personnel Status Report for 1943".[24] This is intended to provide in detail, by means of comparison of rank and duty status, exactly how the Flying Department has employed its members. It is not felt necessary to discuss these charts to any length since they are self-explanatory.

b. Available Training Aircraft and Operational Efficiency:

Of all the problems connected with Operations, the primary one is necessarily the aircraft employed in training. Safe and sane flying training for students depends at all times upon meticulous maintenance work; and the progress of the schedule relies heavily upon the speed and efficiency with which out-of-commission planes are returned to use. It is felt that one of the outstanding problems of the Station has been to maintain a properly high percentage of aircraft

24. P. IV-8, Appendix.

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in commission. This situation, connected with the existing shortage of experienced man-power, as well as materiel factors, is covered in a latter portion of this account. However, attention is again invited to the chart entitled, "Availability of Training Aircraft for 1943",[25] which attempts to show graphically the statistics on this phase of operations.

Figures used to show total training aircraft on the Field are average figures, having been computed by adding up the total planes on hand each day of the month and then dividing by the number of days in that month. The same method has been employed in calculating both the average number of planes out of commission and the number of planes remaining available for flying. On the other hand, transfer and acquisition figures represent actual planes acquired or transferred during the month concerned. In several cases, in order to represent accurately the number of planes available, it has been necessary to combine average out-of-commission planes and transferred planes into one symbol. It goes without saying that this does not mean that the out-of-commission planes, or planes which had been habitually out of commission, were necessarily the ones transferred. Figures

25. P. IV-3, Appendix.

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at the top of each column, underlined, are the average monthly total of training aircraft on the Field; whereas the overlined figures to the right of each column are the average monthly totals of aircraft available for flying. Wherever a symbol contains the letter "A", it should be borne in mind that the symbol represents not only acquisitions but also average available aircraft.

It is felt that this chart shows abnormally high averages for out-of-commission aircraft in February, March, August, September and October. Undoubtedly the acquisition of new planes had a beneficial effect in May and June, the average out-of-commission planes during these months being only slightly more than eight percent (8%). The growing age and flying hours of these planes, to which no significant number of new planes were added in the months proceding, had, by August, resulted in an average-available figure of only seventy-two percent (72%). Other factors, of course, played their part in this low figure, as will be described hereafter. The situation was only slightly bettered in September when more than twenty-four percent (24%) were out of commission. In October, when fifty-eight (58) aircraft were acquired, of which twenty-four (24) were new, this figure was improved by less than one percentage point. Another factor has been, of

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course, that about seven percent (7%) of all planes acquired to date did not improve the availability situation, since being totally wrecked, they were permanently out of commission.

Average out-of-commission planes were approximately eleven (11) and eight (8) percent respectively during November and December. While flying time in these two months averaged only about sixty-seven percent (67%) of October's, this still leaves unexplained a considerable part of this out-of-commission average reduction. It is felt that the arrival of new and more efficient maintenance personnel, both supervisory and labor, produced this result; and it is expected that a long unsatisfactory condition has finally been remedied in large measure.

High out-of-commission averages have had some adverse effects which are not readily perceived, but which have had a definitely bad effect on training. Not only is the program of diversified flying inhibited, but the time consumed by each student on the flying line thereby becomes disproportionate to his time in the air. The fact that students need to wait for abnormal periods of time for their turn in the air means lower results in other training phases, particularly in the case of night flying, since students return to their barracks for needed sleep later than would otherwise

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be necessary; which in turn adversely affects the operations of the Ground School, the Cadet Detachment and the Physical Training Department.[26] This means, after taking into account the various checks and delays due to operational functions, that the student is spending five or six hours on the line for every hour he flies. When the interruption of bad weather is added to this, it is felt that insufficient time remains to systematically and thoroughly fulfill the requirements of the directives of the other organizations under the Department of Training. Moreover, the longer hours necessitated thereby in the student's daily program constitute a possibly remediable drain on his energy. During summer months, when high temperatures are prevalent in this locality, this energy-drain reaches serious proportions, and may, undoubtedly, be considered as a factor in the elimination rate and in the accident frequency. Reference to the chart on "Student Statistics for 1943"[27] shows that the percentage of eliminees in the Class of 43-K, operating during the hottest month of the year, set a new high point for elimination at this Station; while reference to the chart on "Aircraft Accident Statistics"[28] shows that there were an abnormally

26. Attention is invited to chart entitled "An Average Week In a Basic Cadet's Life", P. IV-9, Appendix.
27. P. IV-10, Appendix.
28. P. IV-11, Appendix.

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large number of minor accidents, as well as three major accidents, involving six fatalities, at this time. It is recognized, of course, that the logistical difficulties involved are great, and that there may not be, under existing circumstances of production and man-power shortages, anything which can be done of substantial significance to raise this ratio of available planes to the students concerned.[29]

c. Training Results Secured by Operations:

A chart has been prepared, as afore-mentioned, incorporating full student statistics for all classes at this Station during the year of 1943.[30] A clear understanding of this chart would make it unnecessary to write very much on this subject, but because of the highly concentrated information contained in it, it is sufficiently involved to need explanation. The data portrayed by it are as follows:

1. Primary School source from which all students come.
2. Total number of students entering each Class.
3. Number of eliminees - flying deficiency, physical deficiency, by own request and for undesirable traits of character.
4. Fatalities.
5. Hold-overs and reversions - individual causes not shown.

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29. Opinion of Major Preston Brown, Director of Training.
30. P. IV-10, Appendix.

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6. Medical transfers.

7. Graduates.

Not only is this information given in cartographical form, but it is also recapitulated in tabular form on this chart; therefore, little additional interpretation should be needed to cover this section of our history.

Summary percentage figures on the above data are given in the following table:

TABLE OF STUDENT STATISTICS FOR CLASSES 43-D THROUGH 44-C

ITEMS	NUMBER	PERCENTAGE
Flying deficiency eliminees	194	7.04
Physical deficiency eliminees	14	0.55
Eliminated by own request	19	0.75
Eliminated for undesirable traits	2	0.08
Killed	18	0.71
Transferred for medical reasons	3	0.12
Hold-overs	197	7.76
Graduated	2088	82.39
TOTAL STARTING	2535*	100.00

* This figure includes not only new men sent to this Station, but also hold-overs from preceding classes.

The rate of elimination for all causes for the first twelve and one-half (12.5) months of training operation, including those killed, and based on the actual incoming figure of 2413 new men, was 10.23%. Results obtained in the last two and a half months have reduced this figure from more than twelve percent (12%). While undoubtedly the early elimina-

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tion rate was too high, it is felt that this proportion of non-graduates was inherent in the situation itself. The proportionately low number of flying instructors to students concerned, the high proportion of aircraft unavailable, the low experience level of both flying and supervisory personnel, and the necessity of training many Advanced School graduates as flying instructors here, have all had an undoubtedly detrimental effect upon the quality of instruction. In the final analysis, the elimination statistics have been responsible for the frequent organizational rearrangements heretofore detailed.

Nevertheless, every effort has been made by those in authority to reduce to the irreducible minimum the number of non-graduates. At this time, the Director of Training, supported by past experience now available, is confident that the last major reorganization of the Department has been completed, and that it will produce more favorable students statistics hereafter. It cannot be over-emphasized, however, that every means must be employed during the summer months to guard the physical welfare of students in this climate, and that action taken to increase the comfort of these students during these months will, in the long run, pay dividends in a higher rate of graduates. In this connection it may be

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advisable to consider the chart on "Average Flying Time Per Flying-Deficiency Eliminee for 1943", found in the Appendix,[31] which shows that beginning with the last third of 1943, more intense effort was made to prevent elimination by not sparing flying time to border-line cases. As long as the student has shown a slight possibility of overcoming his deficiency, the Department of Flying has made every effort to retain him in student training. Increase to an average of twenty-two (22) hours per Flying-Deficiency Eliminee in Class 44-C, as shown by the chart, is evidence in point.

It is felt that there is little that is significant to draw from elimination statistics insofar as the causes thereof are concerned. It is hard to arrive at concrete percentages in weighing mental values, and their physical results. Loss of interest, fear and its concomitant tension, physical fatigue and illness, all have a direct, if incalculable, bearing on such statistics. However, since the majority of eliminations are still due to flying deficiency, the major cause must necessarily remain the insufficiency of inherent flying ability, a lack which can be determined finally only by the trial-and-error method.

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31. P. IV-12, Appendix.

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d. Methods Employed in Flying Operations:

A description has been written heretofore of the manner in which students are organized for flying training. This organization, in the final analysis, has been arranged to permit the maximum usage of available aircraft and the energies of flying instructors. It is designed, further, to make it possible for both classes to fly at the same time, inasmuch as the greater demands of the Upper Classes on available aircraft, due to night-flying activities, would not permit equable distribution of planes should the Classes alternate their flying schedules. Thus, all "A" Flights of both Classes fly while all the "B" Flights attend Ground School, and vice versa. For example, "A" Flights fly Monday morning, Tuesday afternoon, Wednesday morning, and so on. This alternation not only prevents too continuous a strain on the students, but is also a method of relieving pressure on instructors, especially during periods of night flying, when training usually extends to 0400 hours. Thus, the instructor who flies both Monday morning and Monday night does not fly until Tuesday afternoon, and presumably has ample time to get the sleep needed to prevent flying fatigue. This is a particularly important consideration in light of continuously unfavorable flying student-instructor ratios.

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The Flying Department has attempted to incorporate into its weekly schedules, always available by Thursday of the preceding week, all essential items of information needed by the students. These include:

1. Time allotted each Flight for Flying Training.
2. Holiday available, if any.
3. Maneuvers to be practiced during the week.
4. Hours required during the week, both dual and solo.
5. Area over which flying is to be performed.
6. Designation of Squadrons to provide control and weather officers.
7. Schedule for landing operations in order to lessen confusion at the end of each period of training.
8. Cross-country schedules, if any.
9. Night flying, with notation of auxiliary field to be used.

The Flying Department has also organized a master schedule to fulfill the flying directive. This schedule may be charted as follows:

PERIOD	ACTIVITY
1st Day	Instructor meets new students, shows them the Basic Training Airplane, and explains the manner in which all instruments and equipment operate.

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2nd Day	Instructor takes student on an orientation ride designed to acquaint student not only with the characteristics of the airplane, but of terrain characteristics and land-marks of the areas adjacent to the Main and auxiliary fields.
Balance of First Week	Student takes dual instruction to get the feel of the ship and to learn how stalls, spins and other elementary maneuvers are performed. If, as a result of this practice, the instructor feels his proficiency is adequate, he is permitted to solo the plane.
2nd Week	The student now has demonstrated to him, and practices dual, more complicated maneuvers such as chandelles and lazy eights, and solo-practices elementary maneuvers and landings.
3rd Week	The instructor introduces the student to instrument flying. He also practices the more complicated maneuvers, such as power-on and cross-wind landings, and is given a twenty-hour check.
4th Week	Student is given more dual instruction concerned with map-reading and navigation. He also takes solo flights to increase proficiency in all forms of maneuvers and stages.
5th Week	Student commences local night flying, cross-country flights, flies dual for instrument instruction, and while soloing, continues to practice maneuvers and stages. He receives a forty-hour progress check.
6th Week	Student concludes his daytime cross-country flights, flies locally at night, and receives more dual instrument time. He is also introduced to acrobatics, and practices them solo. He is also given a dual formation ride.

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7th Week	Student concludes local night flying, is given his first instrument cross-country dual, is checked on his instrument-flying proficiency, and practices both acrobatics and formation flying solo.
8th Week	Student undertakes his night cross-country flight. He likewise completes acrobatics and formation flying and practices hurdle stages.
9th Week	Student concludes any portion of training which may remain unfinished.

The manner in which the Basic course is broken down is specified in TC Memorandum #50-9-1.[32] This sub-division of training hours has been graphically shown by a chart entitled "Formal Hours of Instruction",[33] included in the Appendix, the division of flying hours being depicted in the lower left-hand corner of this chart. The main value of this drawing is the manner in which it shows how the Training program, with all its elements, has been broken down for lower and upper class instruction at this Station, although since it was drawn, slight modifications in the Program have taken place.

The Basic course is divided into the following diversified subjects:

1. Transition: This phase of the course consumes

32. AAFTC Hq., Ft. Worth, Texas, 21 April 1943.
33. P. IV-13, Appendix.

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thirty-four (34) hours of flying time, fourteen (14) of which are dual, and twenty (20) are solo. Eight (8) hours of dual time are devoted to the familiarization of the student with the plane; demonstrating and practicing basic maneuvers (stalls, spins, forced landings, chandelles, etc.), and the other six (6) hours are allocated to the maintenance of student proficiency in maneuvers and demonstrating hurdle, cross-wind, power-on landings, et cetera. Ten (10) hours are then devoted to the solo practice of these particular skills; and the remaining ten (10) hours of solo transition are spent in practicing all basic maneuvers.

2. Instruments: Students spend twenty-four (24) hours in receiving instrument instruction during the Basic course, ten of these being radio-beam and instrument-familiarization work undertaken in Link Trainers, while another twelve (12) hours are dual (since December 1943, having been ten (10) before), and conducted in such manner as to produce familiarization with the instruments by demonstration and practice of the relationship existing between the controls and the instruments. The other four (4) hours are devoted to instrument cross-country flights, normally made by two students, one serving as observer while the other is under the hood, and indicated on the afore-mentioned chart as "Team Flights".

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3. Night: The student flies a total of eight (8) hours at night, six (6) hours locally, and two (2) hours cross-country. Local night flying is broken down into three phases. The first phase is dual until the student is capable of handling the ship alone in the dark, and is then solo. Approximately one hour is consumed in practicing flood-light landings in this phase. The second phase consists of practicing landings with both floodlights and wing lights. The third phase features landings made either with wing lights alone or with runway lights alone - so-called "Black-out" landings. Altogether a minimum of twenty-five (25) landings are given during local night flying. At the completion of local phases, the student performs a two-hour night cross-country, solo, proceeding from Newport Field to Memphis, thence to Little Rock, and thence back to Newport. (This flight was discontinued about 1 December 1943, by higher authority, until further notice).

4. Navigation: Students receive six (6) hours of navigational flight instruction. The first is a dual ride for practice in map-reading. It is designed to permit the instructor to show the student how to read landmarks and locate himself by reference to a map. The other five hours are solo, normally comprising three triangular trips, each a little

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more difficult than the previous one.

5. Formation: Four (4) hours are given to this type of training, at least two (2) of which are dual. This instruction is of a rudimentary character, the student being taught merely to maintain proper position, by correcting for errors when they are noted, in landings and take-offs in formation.

6. Acrobatics: This consumes four (4) hours, at least one (1) hour of which is dual. Maneuvers practiced include slow rolls, snap rolls, loops and immelmanns. This training is designed to give only an elementary understanding of acrobatics, and complete proficiency is not expected.[34]

e. Operations and Aircraft Accidents:

By the end of 1943, there had been one hundred six (106) aircraft accidents of all degrees of seriousness at this Station. Seventeen (17) of these accidents resulted in the death of twenty-three (23) individuals, while eighty-nine (89) were non-fatal in character. The largest number of accidents in any one month occurred during November, in which were experienced three (3) fatal crashes, four (4) major non-fatal accidents, and fifteen (15) minor accidents. For

34. AAFTC Hq., Ft. Worth, Texas, TC Memorandum #50-9-1, 23 April 1943; Breakdown prepared by Capt. Dane W. Harlan, C. O. Group I, NAAF.

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a concise picture of the record of accidents at Newport Army Air Field, attention is invited to a chart entitled, "Aircraft Accident Statistics, 1943", and another entitled, "Analysis of Aircraft Accidents by Time of Occurrence-1943", both in the Appendix.[35]

In the final analysis, the former chart does not permit a high degree of interpretation, but is merely a factual report of experience undergone. Moreover, most of the facts shown are undoubtedly the result of an unpredictable and inexplicable Fate.

However, the enervating effects of summer heat, added to the soporific results of the heavy noon meal, have undoubtedly caused an unusually high accident incidence from 1300 to 1600 hours during June, July, August and September in this locality. While this fact is not evident in the aforementioned chart, it can be authoritatively stated that fifty percent (50%) of all accidents during these months occurred within these hours - a figure entirely disproportionate to the flying time performed during this interval.

Investigations made of the accidents which have occurred at this Station disclose that, in almost every case, pilot-error has been the responsible factor. In consequence, every

35. Pp. Iv-11, IV-14, Appendix.

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available means has been employed to disseminate to all instructors and students the causes and results of accidents and the recommendations of Accident Committees. Letters have been written on the subject, together with sections of Training Bulletins. Talks and lectures by rated Flying Officers on accident prevention have been numerous. Every Class entering Newport Army Air Field receives a frank and direct talk from the Director of Training on the need for carefulness in student-training operations and conscientiously obeying rules and regulations on flying procedure. The cooperation of the Commanding Officer has been secured in this connection, so that the students may be made aware, by the highest available authority, of the seriousness of breaching flying regulations. During the entire duration of the student's career at this Station, he is consistently and persistently subject to publicity of all sorts - including the prominent display of posters in all squadron areas - intended to keep him alert and obedient to regulations at all times. Concurrently, constant effort is exercised directly by flying instructors and supervisory personnel to keep the necessity of caution and the results of carelessness always before the mind of the student.

In this same connection, each student is required to

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make use of the experience gained from former accidents, in that he is expected to read a summary of all accidents reported in pamphlet form by AAFEFTC. Twice during his stay here, the training film, "Pilots' Heaven", is projected for him, and this excellent picture, concerned with flying improprieties and their results, has undoubtedly had a very beneficial effect.

In order that the cause of accidents may be thoroughly known, and valuable experience obtained thereby for publication to all concerned, Accident Committees have exerted a great amount of effort to determine the exact circumstances responsible for each accident. All flying personnel are thereby aware of any new factors which may have arisen and which might result in further accidents. The degree of completion with which these reports are submitted by such committees may be seen by noting the following summary of conclusions on fatal accidents as incorporated in these reports for 1943:

Stall at low altitude, resulting in spin - - - - - - - 6

Failure to recover from spin - sufficient altitude - - 2

Spiral at low altitude at night, due to lost horizon - 2

Flight by unauthorized personnel - - - - - - - - - - - 1

Failure to remove pitot tube cover prior to flight - - 1

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Unauthorized low flying - flew into ground - - - - - 1

Air collision - 1

Improper recovery from high speed dive - - - - - - - - 1

Lost horizon - flew into ground - - - - - - - - - - - 1

Stall on take-off - - - - - - - - - - - - - - - - - - 1

It is, therefore, apparent that, to date, approximately forty-seven percent (47%) of all fatal accidents have been due to the pilot's failure to properly emerge from spins or stalls from low altitudes. Because of the high frequency of such accidents, a Board of Engineers was sent to this Station in June of 1943 from the Vultee Factory to thoroughly investigate and determine if the cause of these spins could be due to material failure in the BT-13 and BT-15 type planes. This investigation did not disclose any such materiel defects, and, in consequence, the deduction was demanded that these accidents were due to pilot error.

Being aware of the limitless self-confidence of American youth in general, and his assurance with all types of mechanical devices, student pilots are constantly being warned that their experience is too limited to justify such cock-sureness. Rated personnel concerned with the instruction of students have had emphasized to them the necessity of not permitting students to approach too closely to the danger point in prac-

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ticing any type of maneuver. The absolute necessity for maintaining sufficient airspeed in all types of maneuvers is frequently repeated.

The degree of concern with which the Flying Department has regarded this type of accident is evidenced by the following excerpts from the training bulletins issued under the direction of the Director of Training, as follows:

1. Training Bulletin #30:[36]

"IV. SPIN CHECKS.

1. In compliance with AAFSETC Training Bulletin #76, Section XVII, dated 26 June 1943, all instructors will be checked on spin recovery techniques and their ability to properly instruct students in accepted spin recovery technique.

2. Squadron Commanders and Flight Commanders will check all instructors in accordance with the above, and watch for the following discrepancies in spin recovery:

a. Failure to apply and hold full anti-spin rudder.
b. Failure to hold forward stick until spin is stopped and necessary forward speed regained.
c. Failure to neutralize rudder controls when spin rotation ceases.
d. Failure to precisely and smoothly recover from the ensuing dive without a secondary or partial stall occurring.

3. All supervisory personnel must insure that instructors require students to use cushions when performing spins. Only men of about 6' height will not require cushions. It is very necessary that a student-pilot, or pilot, be able to obtain full rudder travel

36. NAAF, Office of Director of Training, 14 July 1943.

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with force when recovering from spins."

2. Training Bulletin #31:[37]

"III. SPINS AND SPIN PRACTICE.

1. Due to recent discussions on spins, an erroneous idea has come to the fore relative to proper method of recovery. The following is quoted from TM 1-212, Tentative, on spins:

"(2) During the early part of the course, all spins should be entered from a stall straight ahead. The nose should not be pulled too high, for when the airplane falls into the spin, it will swing like a pendulum instead of producing a steady spin. A small amount of rudder should be applied on the side toward which the spin is desired before the stall occurs, so as to force the airplane in that direction. Just as the airplane stalls, the rudder should be applied the rest of the way to its full-on position and the stick pulled straight back as far as it will go. It is highly important that these controls be held in this position (full back stick, ailerons neutral, and rudder held all the way with the spin) until recovery is started. There are two important reasons for this: first, it allows full range for recovery, giving a more forceful reaction on the part of the controls; second, experience has shown that holding the controls in this position produces a more steady and uniform spin. The controls are held with the spin for approximately two turns and then recovery is executed in the following manner:

(a) Briskly apply full opposite rudder.
(b) After spinning one-fourth to one-half turn more, briskly move the elevator to the full down position.
(c) Hold these positions of the controls until spinning motion is stopped.
(d) Recover from the resulting dive.

37. NAAF, Office of Director of Training, 20 July 1943.

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(e) Ease on the throttle and resume normal level flight. The more common errors to the student are: slow and cautious movement of the controls, failure to move the controls to the maximum position, and neutralizing the controls before recovery has been completed. When recovery is delayed or faulty, it is usually due to the pilot's not having moved the controls at the proper time or in the proper manner.".

2. In addition to the above, it is desired to bring to the attention of all concerned that the rudder should be neutralized as speed is gained and recovery from the resulting dive is commenced.

3. All previous information concerning the altitude for the starting of spins will be amended to read that "spins, when demonstrated and practiced will be started at a minimum altitude of 7000 feet, and recovered from at a minimum altitude of 3000 feet above local terrain for safety". This supersedes Training Bulletin No. 6, Section III, as pertains to spin entry altitudes."

3. Training Bulletin #39:[38]

"IX. SPINS.

(Paragraph 1a, Section I, Training Bulletin No. 29 is hereby rescinded and the following will be substituted therefor.)

1. No students will be authorized to perform solo spins of three (3) turns until he has accrued fifty (50) hours in Basic Training. Solo spins of one (1) and two (2) turns are authorized as soon as the student is proficient in these types of spins and spin entries." (This proficiency is considered not to have been reached until the twenty-hour check has been satisfactorily passed.)

38. NAAF, Office of Director of Training, 13 October 1943.

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The foregoing should illustrate that no effort has been spared to give minute instructions and warning as to spin recovery technique. The Flying Department feels that accidents of this character which may occur in the future will need be attributed to the dereliction of the pilot concerned.

Before leaving this section, it might be parenthetically noted that night accidents have been only slightly more frequent, proportionate to total flying time, than day-time accidents despite the fact that the physical conditions involved seem to impose much greater difficulty in flying procedure. Of the one hundred six (106) accidents, above-mentioned, which have occurred to this Department, only seventeen(17) have been at night, of which seven (7) were fatal.

f. Unique Accident:

Newport Army Air Field has had one fatal airplane crash of a peculiar nature since it resulted because of an unauthorized person attempting to fly. The outstanding facts in this connection are as follows: Private Alfred M. Dockins, an aircraft mechanic at this Station, took off in a BT-13 airplane on 17 October 1943, at 2022 Central War Time, and succeeded in flying approximately fifteen (15) miles from Newport, where he crashed two (2) miles southeast of Cord,

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Arkansas, (northwest of this Station). The immediate cause of the crash was the inability of the pilot, through inexperience, to recover from a spin or spiral.

Private Dockins, at the time of his death, had had almost twelve (12) years in the army, of which nine (9) were spent in the Air Corps. When last recruited on 5 December 1940, he was enlisted as Private First Class, but was later reduced to Private for a cause which cannot be now authentically determined, although evidence presented to the board indicates that it was the result of excessive use of alcohol.

On the day of the crash, numerous witnesses testified that Private Dockins had been drinking freely; and the assumption is that he was considerably under the influence of liquor at the time of his take-off. He was not on duty at this time. In order to avoid flights by unauthorized personnel, action had been taken as early as 29 December 1942,[39] which required that all student pilots present to the crew chief of the airplane in which they intended to fly a written clearance signed by the proper authority. This clearance, however, was not required of Officer pilots. In the case of this man, it is the testimony of the crew chief who pulled

39. NAAF, Office of Director of Training, T. B. #4, Par. 2.

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the checks and walked the wings of the plane, that Private Dockins was dressed in a complete officer's winter flying suit with the exception of flying boots, and that he created the impression that he was an officer, and, in consequence, the crew chief did not deem it necessary to request a clearance slip.

As a result of this accident, it has since become the policy of this Station that no airplane will be permitted to leave the Flight Line without a properly-written clearance.[40]

g. Crash Alarm System:

Realizing that, despite every effort taken to prevent accidents, accidents will continue to occur nevertheless, Major Brown, Director of Flying at the time concerned, developed a crash-alarm system designed to handle such emergencies with all possible efficiency. The rating of "Superior" given by the Wing Inspector to this system seems to indicate that some success has been obtained in this connection.[41] The details of the procedure followed in the case of an airplane crash are as follows:

In the event the Control Tower Officer either sees or

40. AAF, Office of Director of Training, T.B. #33, 18 October 1943.
41. Incorporated in Inspection Reports in Appendix, pp. IV-15 IV-67, 72-78

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receives word of a crash, he immediately dials the number 222, giving his name, and pronouncing the word "Crash" - no other information being transmitted over the phone. The operator at 222 immediately sounds the Crash Alarm. This is an integral part of the station telephone system, and permits ten strategic phones to be rung simultaneously. These phones are in the Control Tower, Post Surgeon's Office, Crash Truck Station, Dispatcher, the Office of the Director of Training, the Provost Marshall, the Operations Officer, the Photographic Laboratory, Sub-Depot Engineering, and the Post Technical Inspector. When the operator has determined that all ten of these phones have answered the alarm, she simply announces, "There has been a crash". No other information is given over the phone.

All the persons from the above-mentioned organizations concerned with crash procedure thereupon immediately proceed to the road just north of the Control Tower and face west. By this time, if some person other than the Control Tower Officer reports the crash, the operator will have available all necessary details as to the location of the accident, the name of the person reporting, and, if possible, an estimate of the amount of damage and the condition of the pilot, and will have conveyed this information to the Officer in

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Charge of the convoy gathered in the above manner.

The vehicles, or personnel, which make up this convoy are as follows:

1. Ambulance from the Line.
2. Crash truck from the Line. (Neither the crash truck nor the ambulance wait for their replacement on the Flight Line, but proceed to join the convoy immediately.)
3. Jeep from the Provost Marshall carrying a photographer, necessary photographic equipment, and at least two guards.
4. Sub-Depot Engineering Officer with essential equipment.
5. Staff car, equipped with radio for transmitting and receiving messages on all three of the local frequencies, and occupied by the Director of Training, Director of Flying, Post Operations Officer and Post Technical Inspector.
6. In addition, the Medical Officer of the Day proceeds to the convoy location in the ambulance sent to replace the Line ambulance, or by the quickest means otherwise available.

If the crash occurs on the main field within sight of

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the Control Tower Officer, he directs the ambulance and crash truck by radio, or the quickest possible manner otherwise, to proceed directly without delay to the scene of the accident, without waiting for anyone. In a crash which cannot be seen by the Control Tower Officer, the convoy procedure is required, and this convoy is led by the radio staff car previously mentioned.

As soon as the Control Tower Officer receives all possible information from the person reporting the crash, he, in turn, transmits this information verbally to either the Director of Training, the Director of Flying, or to any other rated officer who may be in charge of the convoy at the base of the Tower. When crashes occur out of sight of the Field, he is expected to transmit explicit instructions as to the direction of the crash. After the convoy has proceeded in the direction of the accident, he remains on duty in the Control Tower in order to give any additional instructions, by means of the radio, that may be needed in case difficulty is encountered in locating the wrecked plane.

In the past, in order to assure that a responsible officer would at all times be available to organize and lead the convoy, and to comply with the authorized procedure, a monthly roster was prepared and published which contained a

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list of "Stand-by Officers", whose duties were to act in behalf of the Director of Training and as Emergency Operations Officers in case of a crash, and to organize the authorized crash procedure. This duty assignment was abolished 16 November 1943.[42] In place of the former arrangement, it is now required that either the Director of Flying or one of the Group Commanders be present at all times during the flying day, from 0730 until 1830 hours. At night, the crash procedure now becomes the duty of the Squadron Commander in charge of night flying at the main Airdrome on that particular night.

This system has worked well in the past. Responsible officers and essential equipment have been quickly organized and dispatched to the scene of accidents with an expedition that would otherwise be impossible.

h. Present Physical Facilities for Operational Procedure:

In the Appendix is to be found a Lay-out Plan of the physical plant of the Flying Department.[43] Part of this plan shows the arrangement of the Department's Offices in the Post Operations Building. It is not deemed necessary to describe this plant since, with study, the Lay-out Plan should prove

42. NAAF, Office of Director of Flying, Memorandum #I, 16 November 1943, Par. 3.
43. P. IV-1, Appendix.

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sufficient to show the nature of all installations.

To supplement this chart, and to show the actual appearance of features connected with the Airfield, photographs have likewise been placed in the Appendix. These disclose salient features better than could be done by means of words.

Photo #1[44] shows the central portion of the ramp, taken from the Operations Building and looking South. The characteristics of the remaining portions of the ramp, not shown here, are exactly identical with this portion. The grass-covered all-way field is shown, in part, to the left of the ramp beyond the runways, and lies in an Easterly direction.

Photo #2 shows an interior view of a hangar of the type shown in exterior view in Photo #1. Only one hangar picture is included in the Appendix, since each of the four (4) installed here for the purposes of the Department are constructed from the same engineering plan.

Photo #3 shows a West view of the Operations Building, the left wing of which houses the Department of Flying, the Director of Training, the School Secretary, and the Board Room. The middle wing is divided into the Weather Office, the Dispatcher's Office and Pilots' Lobby. The right wing

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44. All photographs mentioned in connection with Flying Dept. facilities are found in the Appendix, P. IV-79, f.

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includes Post Operations Office, Map Section and the Records Section. Sections joining these three wings contain elements for the comfort and accommodation of personnel with particular attention to quarters for the Airdrome Officer and the Officer of the Day.

Photo #4 shows an exterior view of the wing of this same building, and a recently constructed addition to the North, assigned to the Flying Department. The office of the Director of Training is just inside the left-hand doorway in the foreground.

Photo #5 shows a typical Squadron Operations building taken from a point on the Post and away from the ramp.

Photo #6 shows the Station's Direction Finder, located about a quarter-mile from the Post Operations building in a southerly direction.

Photo #7 is concerned with an interior view of the space assigned to the School Secretary.

Photo #8 pictures the office of the Director of Training.

Photo #9 shows a representative Flying Instructors' Room as installed in each Squadron Operations building.

Photo #10 shows a typical Cadet Ready Room.

Photo #11 shows a typical Flight Commander's Office.

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Photos #12, 13, 14, 15 show intermediate landing fields used as student cross-country landing points, the basic information of which is sufficiently covered by these pictures.

Photo #16 shows the new office of the Flying Department.

Aerial photographs of the main and auxiliary landing fields have already been submitted, as required.

Five auxiliary fields have been attached to this Station's facilities. Their names and locations in the adjacent countryside are as follows:

Milltown - About eight (8) miles North-Northeast.

Erwin - - About six (6) miles Southwest.

Amagon - - About seven (7) miles Southeast.

Weldon - - About thirteen (13) miles South-Southwest.

Elgin - - About nine (9) miles Northwest.

At the date of writing, Amagon Field was still under construction and not open to student flying. Elgin was activated on 5 March 1943, Milltown on 26 April 1943, while Weldon and Erwin commenced activities on 10 May 1943. Both Milltown and Erwin have hard-surfaced runways, constructed of macadam, of intersecting type, running Southwest-Northeast and Northwest-Southeast. The other three fields are grass-covered.

Adequate lighting of auxiliary fields for night flying was not possible until about 1 August 1943, prior to which

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time smudge pots were used. On 1 August 1943, electric runway lights were installed at Hilltown, and, on 1 October 1943, at Erwin. The other fields are not used for night operations although all four fields are used for daytime activities, weather permitting. The Department's biggest problem in connection with auxiliary fields is the fact that the two grass-covered fields become so soft in wet weather as to become useless.

i. Advisory Board:

It seems appropriate to include in the Chapter on Operations a brief account of an organization which has functioned in advising higher authority on all matters pertaining to such functions.

The first Advisory Board of Newport Army Air Field was assigned duty on 26 January 1943[45] and was composed of Captains Charles E. Cook and Gates N. Murray, and 1st Lieutenant DeAlbert S. Hoke, Jr. (since Captain). The Board thus created, functioned until early April 1943 in the manner outlined by higher headquarters.[46] In this month, some twenty-two (22) flying officers were assigned to this Station to become Fly-

45. NAAF Hq., Newport, Ark., S. O. #22, 26 January 1943, Par. 4. (Hq. File Room)
46. AAFSETC Hq., Maxwell Field, Ala., Training Bulletin #42, 26 October 1942, Par. 2. (Hq. File Room)

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ing Instructors; but, inasmuch as these men had received no Instructor's course upon their graduation from Advanced School, it became necessary to undertake this training here. In order to handle this training, the Board was verbally enlarged by the addition of another Captain and a Second Lieutenant.

On account of this teaching assignment, and even with its increased personnel, the Board was necessarily prevented from functioning fully in accordance with its directive, and spent more time with its instructional task than in its advisory capacity.

The continuous arrival of untrained flying instructors direct from Advanced Schools prevented the remedying of this situation. The matter was brought repeatedly to the attention of the A-3 Section at AAFFTC Headquarters, but inasmuch as facilities at Central Instructors' School, Randolph Field, Texas, were inadequate to train all instructors, the duty of this training necessarily devolved upon the Station to which these men were assigned. The difficulty thus encountered is described elsewhere herein.

The functioning of the Advisory Board was further inhibited, somewhat later, by the similar necessity of qualifying as many pilots as possible as Instrument Instructors,

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inasmuch as Central Instructors' Instrument School, Bryan Field, Texas, was also unable to absorb the desired number of men necessary for adequate instrument training. Since all members of the Board were graduate Instrument Instructors, this task had to be assigned to them. A measure of the Board's activities in these two connections is demonstrated by the fact that by 3 October 1943, it had trained seventy-four (74) Flying Instructors and eighty-five (85) Instrument Instructors.[47]

In a report made by the Station Air Inspector on 12 October 1943, the discrepancy between the actual duties of the Advisory Board and its current functions, as directed in Training Bulletin #42, AAFSETC, 26 October 1942, Section II, was brought to the attention of the Director of Training, and this discrepancy was noted in the first endorsement on this report. Second endorsement to the basic communication was made by order of Colonel Wimsatt, Commanding Officer, on 18 October 1943, in which he expressed the desire that an Advisory Board, consisting of not less than four (4) members, work in accordance with the aforementioned Bulletin, and requested that action be taken within two days of the

47. NAAF, Newport, Ark., Office of School Secretary, Records, passim.

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receipt of this endorsement. In compliance with this order, an Advisory Board was now organized to proceed in the specified manner, its activity being now divorced from the Instrument and Instructors' School. Four (4) First Lieutenants were assigned, and the Board has since functioned as required.

j. Inventions and Innovations of Personnel:

The invention which, to date, has received the greatest amount of official notice, was the creation of Lieutenant Colonel Richard F. Bromiley, Director of Training at this Station until August 1943. The idea concerned the gasoline selector-valve handle in the back seat of the Basic-Trainer type aircraft. He suggested that three-quarters of an inch (3/4") be shaven from this handle, and that it be painted with phosphorescent paint to make its position readily visible and convenient to the hand at night. This idea was accepted, and has since been published in Technical Order 01-50B-55.

Major Preston Brown, present Director of Training, was responsible for the invention of the Field's "Tokyo Trolley", an accommodation widely used and admired here. It is discussed elsewhere in this account.

Another innovation to be credited to Major Brown is the

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Station's War Room, which while not an original conception of anyone at Newport Field, was in its final form the result of the painstaking and creative effort of this Officer. The success of this installation is evidenced by the rating of "Superior" given it on all Inspectors' Reports to date. A further consideration of this Room is included in a later chapter.[48]

48. Part IV, Chapter D.

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SECTION 3: DIFFICULTIES ENCOUNTERED

a. Auxiliary Fields:

Information regarding auxiliary flying fields has been included in the foregoing chapter. In addition to the weather conditions, which makes two of these fields frequently inoperative, as stated above, it may be said that one of the principle problems of the Flying Department during its early history was the inadequacy of auxiliary facilities, none of these fields being ready for use before 5 March 1943, although intended to be completed, originally, by 15 December 1942. This necessarily aggravated traffic problems over the main field. Most of this trouble has been obviated by now, except that bad weather renders useless all but the fields with macadam runways, as well as the all-way part of the main field.

b. Personnel Difficulties:

Attention has been invited hitherto to the low experience-level of flying personnel at this Station, and to a chart incorporating this information.[49] Reference to this chart will indicate that the highest experience level for flying instructors was attained during February and March,

49. P. IV-4, Appendix.

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when it reached an all-time high of six and one-half (6½) months of graduate flying experience, after having stood at five and seven-tenths (5 7/10) during January. From the end of March until October, with the exception of a slight increase in August, this level progressively decreased. In May, it was four and one-half (4½) months, by July it was under four (4) months, and in September, reached a low of three and seven-tenths (3 7/10). In October the experience level rose to four and three-tenths (4 3/10) months, and continued to rise until it reached an even five (5) months in December. Rapid increase in the number of new Advanced School graduates being assigned here as Flight Instructors, and the transfer of experienced personnel away from this Station, has necessarily produced this progressive decrease.

As for the supervisory personnel of the Flying Department, the highest level was attained in November 1943 with an average of twenty-three (23) months of graduate flying; whereas the low point occurred in February with seventeen and eight-tenths (17.8) months. When it is taken into account that fifty-six (56) of the instructors now teaching flying procedure at this station have been graduated from the local Instructors' School, it may be seen that this necessity, plus the low experience-level, could not have been any-

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thing but prejudicial to the quality of instruction. It is felt that this is an undesireable and serious condition.

c. Flying Instructor-Student Ratio:

This subject has been discussed in the preceding chapter.

d. Service Pilots:

From time to time, Service Pilots, directly commissioned from civilian life, have been assigned to Newport Field. Not only have these men had little flying time in Basic Training type aircraft, but they have likewise seldom had military experience. These men, therefore, not only had to be given a course in the Instructors' School here, but also a basic course in military training. This has meant that additional badly-needed personnel had to be detached from the ranks of Flying Instructors to conduct this training, thereby still further reducing the number available for the training of aviation students. In the immediate past, this difficulty has been overcome by a policy of requesting from higher headquarters that individuals in this category be assigned to Central Instructors' School, Randolph Field, Texas, to undergo these basic courses. No later than 5 November 1943, four (4) such Service Pilots were handled in this manner.[50]

50. NAAF Hq., Newport, Ark., Letters to AAFEFTC, Maxwell Field, Ala., File No. 353, 2 October, 25 October and 27 October 1943; AAFEFTC Hq., Maxwell Field, Ala., S. O. #295, 5 November 1943, Par. 32.

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e. Administrative Personnel:

For a considerable time immediately following activation, the inexperience of clerks and dispatchers responsible for squadron flight records constituted a real problem since only enlisted personnel, with no previous experience as squadron flight record clerks and dispatchers, were available. In consequence, a considerable portion of the time of the flying officers in charge of these records had to be employed to train these people and to insure their accuracy. The situation has since been alleviated through normal improvement accomplished by time, by the removal of incompetent persons, and because of a more complete knowledge in the correct methods and procedures at the disposal of those enlisted men who have needed to orientate new personnel.

f. Maintenance:

The primary problem in connection with maintenance activities at this Station has likewise been in the inexperience of men assigned this type of duty, and including the Engineering Officers assigned in the early months. These officers were generally Second Lieutenants, just graduated from Officers' Candidate School, with little or no previous knowledge of maintenance procedures, and without flying experience either. Because of lack of knowledge, they could not possibly

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attain efficiency at this time.

The condition was carried over to the ranks of the enlisted personnel who, likewise, in the majority of cases, had little maintenance background, and who had to be educated to their tasks by officers of the afore-mentioned inexperience. This situation was further aggravated by the fact that enlisted personnel were constantly required to perform squadron details, thus limiting the amount of time that could be assigned for the performance of their regular duties on the Line.

Once apparent, steps were taken to correct this situation. Flying officers were ordered in as Engineering Officers, and the inexperienced non-flying men were made Assistant Engineering Officers, and, when possible, detailed on detached service to the Pratt and Whitney School at Hartford, Connecticutt, to pursue a course of instruction in engine maintenance. At the same time, the situation was still more improved by a course of instruction in Airplane Mechanics, conducted by the S-3 Office, for the enlisted personnel concerned, starting 1 February 1943, and continued intermittently ever since.

The corrective measures taken proved successful and have resulted in a considerable heightening of efficiency on the Line.

In order to secure coordination and a standardization of

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methods, a Director of Line Maintenance was appointed in early September, when Captain John L. Byrne was given this assignment.[51] In late September, Captain Byrne was replaced by Captain Emmett F. Church, (since Major).[52] In addition, the arrival of now and fully qualified personnel, during the last quarter of 1943, has had a most beneficial effect on aircraft availability.

A more directly tangible difficulty in connection with maintenance, and a most bothersome one, has been the excessive number of gas-tank leaks experienced during the summer months. These leaks were always corrected as far as possible by immediate repair. With the advent of cold weather, this situation has practically disappeared.

g. Weather:

It is characteristic of this particular geographical region to have numerous days during the winter and spring months when rainy weather, low ceilings and poor visibility prevail. A great deal of time has been lost for student training for this reason. In 1943, a total of 5339 hours of student flying time was scheduled, of which amount a total

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51. NAAF Hq., Newport, Ark., S. O. #223, 3 September 1943, Par. 9.
52. NAAF Hq., Newport, Ark., S. O. #242, 28 September 1943, Par. 2.

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of 953 hours had to be called off because of inclement weather. This means that only approximately eighty-five percent (85%) of all scheduled flying time could be used for that purpose. It is probably true that the necessity for making up time so lost in the remaining days of each Class's training has had an adverse effect on instruction. Moreover, weather will always remain a major problem at this Station.

h. Elementary School Delinquencies:

There have been no major delinquencies noted by the Flying Department in the primary phase of the training of students. There is, however, a characteristic tendency on the part of students arriving here to over-control with the ailerons. This is not felt to be a result of inadequate or poor training at the Elementary Schools, but is to be expected in light of the difference between the planes used in these two phases of the training program.

i. Attained Efficiency:

The manner in which the Flying Department has met the problems discussed under the above headings is evidenced by the various Inspection Reports submitted on its activities. At the moment of writing, eight (8) such reports were available, the first six having been made by the Station Air

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Inspector, Newport Army Air Field, the seventh by the Wing Air Inspector,[53] and the eighth by the Inspector General of the Eastern Flying Training Command. Those are summarized as follows:

DATE	GENERAL REPORT	DISCREPANCIES NOTED
6-4-1943	Excellent	Lack of neatness.
8-7-1943	Excellent	Lack of uniformity in grade slips.
8-14-1943	Excellent	No serious discrepancies
8-21-1943	Excellent	No serious discrepancies
10-12-1943	Excellent	No serious discrepancies
10-19-1943	Excellent	No serious discrepancies
7-16-1943 (Wing In.)	Excellent	No serious discrepancies
10-29-1943 (AAFEFTC In.)	Very Satisfactory	Physical organization weak-no Director of Flying. Rated pilots in command of BFT Squadrons; should be replaced by non-rated officers.

53. In Files, Office of School Secretary, NAAF, Newport, Ark.; also in the files of concerned higher headquarters. See also summary report, Part VIII, Chapter A.

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SECTION 4: NECESSARY AIDS TO TRAINING

a. Publications:

In order that all training directives published by higher headquarters, as well as policies verbally enunciated by the Training Department of this Station, may be disseminated to all concerned, a system of Training Bulletins was inaugurated on 26 December 1942.[54] These Bulletins are prepared in numerical sequence, and are filed in many locations so that they may be available to all personnel affected by them. Students have full opportunity to read these Bulletins since a file of them is maintained in each Squadron Operations Office.

A more informal method of disseminating classified information of a less important character, such as schedules, assignments of duties in other activities, and items of routine importance, has led to the publication of a body of Training Department Notices. Since these notices are rarely lengthy, they permit a more rapid dissemination of information than is possible with the more bulky and formal Training Bulletins.

Other methods used by the Department for publication of

54. NAAF, Newport, Ark., Office of Director of Training, T. B. #1, Section I.

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essential information have been treated in the foregoing sections.

b. Flight Demonstrations by Tactical Aircraft:

The work of the Department of Flying has on six different occasions, to date, been considerably stimulated by demonstrations of various tactical aircraft, performed by pilots from other air fields. On 16-17 March, 1943, Captain W. M. Rowe, a flier recently returned from an immediate theater of war, and stationed temporarily at Maxwell Field, demonstrated the A-36A "Invader". Although Captain Rowe had had only six hours flying time in this type of plane, he thrilled the large crowd gathered to watch him with a display of speed never before attained at this Field, and stated by him to have been, at one time, upwards of four hundred eighty (480) miles per hour, Ground Speed. Not only did Captain Rowe convince the crowd of the outstanding values of the A-36A, but in the lectures he gave after the performance, and the next day, he succeeded in creating an attitude of combat-mindedness, a sense of the proximity of battle, and pride in our Air Force, which had been largely lacking before. It was felt at the time, and has been ever since, that demonstrations and lectures of this type have

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very significant results on the quality of student morale.

On 9 June 1943, four P-51 "Mustangs" thrilled another large audience with the speed and maneuvers possible to this type of battle plane.[55] The lectures given to personnel, particularly Cadets, immediately after the demonstration were considered highly valuable.

On 19 July 1943, two B-25 "Billy Mitchells" from Greenville, South Carolina, were demonstrated here. The plane which first bombed Tokyo greatly impressed all witnesses, and the lectures given after the demonstration were helpful.[56]

On 25 July 1943, two P-39 "Aircobras" from Camp Campbell, Kentucky, proved to personnel here that this plane is indeed a valuable low-level plane in the armament of our forces.

At 1120 hours, 1 September 1943, a P-38 "Lightning" arrived at Newport under Pilot Captain Lamphier, who then demonstrated the amazing qualities of this type plane, and afterwards presented a very stimulating lecture to the students. It was felt that the morale-building effects of this demonstration and lecture were of considerable value to this

55. Pilots were Capt. C. C. Wale, 1st Lt. C. B. Kelley, and 2nd Lts. O. O. Simpson and R. Busby, of Bartell, Florida.
56. Pilots were Capt. R. A. Price and 1st Lt. J. S. Graves.

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Station.

On 11 October 1943, the long-awaited P-47 "Thunderbolt" finally arrived at Newport. Four of these planes from Tallahassee, Florida, were taken through a remarkable series of maneuvers in formation. The high degree of coordination and alignment maintained while performing advanced acrobatics at high speed made this demonstration the finest seen at this Field, despite the fact that the P-47 is designed primarily for high-altitude flying.[57] As usual, lectures followed the demonstration.

The final display of our air power given here to date, came on 21 September 1943, when a B-26 from Arrow Park, Florida, was demonstrated. The performance convinced everyone that advanced notices of the "hot" characteristics of this plane were entirely true.[58]

All of these demonstrations and lectures have been highly effective as morale-builders, and particularly in creating the degree of combat-mindedness so essential to war pilots. Moreover, the privilege given the students to ask questions of the pilots, has undoubtedly enabled them to

57. Piloted by Lts. W. F. Wilkenson, S. N. Ball, G. W. Wilson, and D. Markle.
58. Pilot was Captain R. B. Brown.

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more sensibly express their desires as to the character of their later training, whether pursuit or bomber. They have also served to instill a new quality of seriousness in the student, who sees in the tremendous power placed in the hands of one man, when he pilots such planes, the degree of responsibility for which he is training. The time devoted to training aids of this character, it is felt, could not be more profitably spent in any other manner.[59]

c. Aerial Field Day:

One of the most successful activities being pursued at this Field is "Aerial Field Day", which comes just one week before the expected graduation of each Class. This event was inaugurated by the past Director of Training, Lieutenant Colonel Richard F. Bromiley and the then Assistant Director of Training, Major Preston Brown. The first such event was held on 31 July 1943[60] and has been a regular part of the program ever since.

Students participating in the Field Day activities are nominated by the Squadron Commanders, together with the event in which each man is to be entered. These names are

59. Opinion of Major Preston Brown, Director of Trs'
60. NAAF, Newport, Ark., Office of Director of Tr
T. B. #32, Section I.

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submitted in writing to the Director of Training at least two weeks prior to the scheduled Aerial Field Day. In order that competition may be as wide as possible, a student is entered in only one event. At the conclusion of the program, a committee of judges, after compiling the scores and selecting the individual winners, awards a plaque to the winning Squadron. This plaque is mounted in the winning Squadron's Ready Room until such a time as another Squadron wins it in another Field Day. Each individual student winning an event is presented with a written scroll, these awards being publicly delivered to the student by the Commanding Officer himself during a later ceremonial parade.

The events scheduled for Aerial Field Day are as follows:

1. Hurdle Stages: Three students from each Squadron make six landings each.
2. Forced-Landing Stages: Four students from each Squadron make four simulated forced landings each from 2000 feet over the Field.
3. Ninety Degree Accuracy Stages: Four students from each Squadron make five landings each.
4. Formation Flying: Two students from each Squadron fly at wing position with instructors from other Squadrons, performing climbs, turns, shal-

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low lazy-eights and chandelles, as well as level flying over the Field at 500 feet just prior to landing.

5. Acrobatics: Two students from each Squadron fly with an instructor from another Squadron, performing snap rolls, shallow rolls and immelmanns, both right and left, as well as loops and half-rolls.

The results to date are felt to have been excellent. Worthwhile competition has been promoted between Squadrons, and individual students have been stimulated by a desire to excell and to win the awards. The effect on morale has been invaluable.[61]

d. Visual Rosters:

In order to aid in the supervision of the Flying Department, two so-called "Status Boards" have been erected in the Office of the Director of Training.[62] One board shows the complete physical organization of the Department of Flying, the Advisory Board, the Ground School and the Cadet Detachment, and includes the picture of every Officer assigned to these activities, as well as the chain of command, rank, and

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61. Opinion of Major Preston Brown, Director of Training.
62. See Photo, P. IV-94, Appendix.

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the Instrument training of each man, if any.

The second board, entitled "Training Department Status Board", shows the complete break-down by Flights of all Instructors and students assigned thereto, noting those who are on Detached Service at various institutions, or who are absent for other reasons. This board also has a section devoted entirely to supervisory personnel, with an identical set-up. In another section, a complete history of student statistics is kept, particularly with reference to eliminations and the reasons therefor. The board also includes information on the experience-level of Instructors and the Instructor-Student Ratio. Daily additions and changes are made to this board, and copies of these filed. It is considered an excellent method of keeping personnel status up to date and available to all concerned at all times.

c. The "Tokyo Trolley":

In an effort to expedite the necessary transfer of individuals from one end of the ramp to the other during student flying, Major Brown, Director of Training, has had constructed a carry-all, which has been christened the "Tokyo Trolley", and which runs continually up and down the ramp for the convenience of all. The trolley has largely eliminated delays due to the necessity of personnel walking long distances on

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the ramp, and has been equally advantageous to students and maintenance men. In order to prevent collisions between the Tokyo Trolley (as well as other vehicles using the ramp) and parked aircraft, a red line has been painted fifteen (15) feet from, and parallel to, the inner edge of the ramp. The area thus demarcated serves as a traffic lane and marks as well the edge of the parking area for aircraft. Orders have been given which require all pilots to so park their planes that no portion of them extends over this line. Reference is made to a picture of the Tokyo Trolley proceeding along this traffic lane, placed in the Appendix.[63]

63. P. IV-86, Appendix.

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SECTION 5: COORDINATION OF THE FLYING DEPARTMENT WITH OTHER ORGANIZATIONS

In the accomplishment of its mission, the Flying Department has been continuously dependent upon the assistance of most of the other Departments and Sections on the Field, and, in fact, its proper functioning has depended upon the efficiency of these organizations. In turn, it has reciprocated by furnishing information and assistance to these organizations in line with their duties. An account of the relations of the Flying Training organization with the more important coordinating Departments follows:

a. Photographic Section:

This Section has been of considerable assistance to the Flying Department through its activities, having furnished e rather complete pictorial record of personnel, events, and aspects of the physical plant.

Of particular value have been the pictures taken of each crash, forced landing, and other aircraft accidents, especially since these pictures are snapped before the removal of the plane from the scene of the accident. By study of these pictures, official investigators are able to detect causes of the damage which would otherwise be lost through movement of the plane or the erasure effected by time and

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weather. So important is this activity considered that the crash alarm system requires the inclusion of a photographer in the convoy, as stated in a foregoing section.

Photographs which are taken of every pilot at the time of his assignment to this Station are incorporated in the personnel records, and on the status boards, to permit Departmental Officers to readily identify the pilots and to associate new instructors visually with their duty assignments, and thus to more quickly follow the careers of such men who otherwise might remain visually unknown for a considerable period of time.

In addition to this continuing duty, the Photographic Section has, at various intervals of time, taken aerial photographs of the main base, the auxiliary fields, the characteristics of the surrounding terrain, and other physical facilities of the Department. These provide an excellent history of the progress and conditions of landing fields, of weather conditions encountered, and of other optically apparent features and phenomena.

In these connections, it is felt that this Section could be of still greater value to the Flying Department if it were more adequately equipped with essential paraphernalia.

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b. Communications Section:

It is this Section's responsibility to operate and maintain the Station's main radio equipment. Inasmuch as it constitutes the only means whereby students in the air may be contacted and controlled, its association with the Flying Department is necessarily very close.

At all times when flying is in progress, a pilot officer from the Department is assigned to the Control Tower, and there supervises the enlisted operators in the direction of student traffic and their other duties. When crashes occur, the Communications Section is invaluable. Many accidents have been reported first by means of radio to the Control Tower, and thus a great deal of information concerning the location and nature of the accident has been secured much sooner than would be possible otherwise. Radios installed in an ambulance and staff car by this Section have enabled a plane in the air to lead the crash convoy to the scene of a number of crashes without delay.

Another example of the coordination existing between these two organizations is the procurement, installation and testing of a Direction-Finder, by means of which lost flying students may be located and returned to the Field. Plans have also been prepared by mutual action for the installation

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of a radio beam. This has been requested of higher authority; but, to date, has not been approved.

c. Weather Section:

This organization furnishes the Flying Department with weather forecasts, and enables the Director of Flying to schedule the various phases of Flying Training with a minimum of lost time due to occasions of inclement weather.

Weather records and forecasts also serve as two of the most outstanding safeguards to the lives of flying personnel. So effective has this protection been that, to date, only one training accident has occurred which could be even partially attributed to bad weather. Student navigation flights are scheduled on the basis of these forecasts; and it is in the power of this Section, through its recommendation to the Director of Training, not only to ground all planes, but also to advise when student solo flying should be discontinued and only dual flying permitted.

In return for these services, the Flying Department makes frequent flights to observe and record meteorological phenomena existing at varying heights and in all directions, often with a Weather Department officer as passenger. Pilots returning from navigational flights always report the

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weather encountered to the Weather Officer upon their return.

d. Maintenance Squadrons:

A high degree of team-work between the Flying Department and the Maintenance Squadrons is a patent necessity. Unless this Department has constantly available a sufficient quantity of mechanically perfect airplanes, it cannot hope to either fulfill its schedules or prevent accidents to the inexperienced student pilots. Moreover the amount of work done on airplanes is dependent upon flying activities, and maintenance schedules must be prepared in relation to them. At the beginning of each Class, fewer airplanes are needed, while toward the middle of the course, because of the greater frequency of maneuvers and solo flights, many more must be available to carry on.

In the past, the problems of the Maintenance Squadrons have increased concurrently with the growing number of students. Several types of reorganization have been necessary before a smoothly operating performance could be obtained. Over-quota student bodies have further accentuated the necessity of close coordination with flying activities.

The Maintenance Squadrons also operate effectively in the distribution and dispatching of aircraft. Its dispatch-

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ing function permits each training flight to receive its fair proportion of the available aircraft.

e. Post Operations:

So close has been the coordination of the functions of the Department and Post Operations that in the past they have, for considerable periods, functioned as one organization, the Director of Flying being also the Operations Officer. In a number of phases, the activities of these two organizations so overlap as to make difficult the determination of where one ends and the other begins.

At the present time, since suitable personnel are available for the purpose, the duties connected with operations have been organically separated from the Flying Department, although the closest correlation of activities remains. This prevents the issuance of conflicting directives with resulting confusion and inefficiency, and permits the systematic mingling of other types of flying with that accomplished in student training.

In addition, Operations maintains records of flying time of flying personnel and other information pertaining to aircraft, crashes, landing fields, and many other forms of data. Records thus maintained are made easily available to

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the Training Department at all times, and are in almost constant use.

f. Security and Intelligence Officers:

Concurrence of these Officers and the Director of Training, together with the Post Operations Officer, has resulted in an adequate defense system for this Department's facilities as well as periodic modifications designed to further safeguard aircraft.

Every airplane crash is immediately brought to the attention of the Intelligence Officer, and all unnatural or suspicious factors are thoroughly investigated by him. The full and complete information made available by this Department to this Officer has resulted in every case in reaching likely conclusions that have been entirely satisfactory to all concerned.

g. Guard System:

The Guard Squadron has protected aircraft at all strategic times, mostly nocturnal. This duty has been performed with no interference to flying activities. Visiting aircraft, particularly of tactical types, as well as crashed planes, have always been closely guarded. Guards also have rendered considerable assistance by furnishing nightly reports of

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irregularities observed, especially as to airplanes improperly checked or tied down.

h. Surgeon:

The Surgeon of this Station has always operated in a highly efficient manner to reduce to the minimum personnel grounded for physical reasons, and has thereby been of inestimable value to the Flying Department. His activities are regarded as a prerequisite to flying training.

i. Ordnance Department:

This Department has made available a skeet range, weapons and ammunition for the training of pilots in marksmanship and in the development of the visual reflexes. This activity was arranged, and is encouraged, by the Director of Training.

j. Signal Section:

In addition to the regular telephone service provided by this Section, it has also arranged, and supervises, the crash alarm system hitherto described. It has also installed a "Teletalk" system in the Department's and coordinating Offices which has permitted a time-saving and convenient form for the transmission of messages back and forth.

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k. Legal Department:

The manner in which this Department has operated has been very helpful in holding violations of flying regulations to a minimum. Students at this Station have been convinced by the activities of the Legal Department, that detected breaches of regulations will be met with full and rapid punishment. Court-martial action has also had a salutary effect insofar as young flying officers are concerned.

l. Public Relations:

The unusual events connected with flying training have always been fully publicized by the Public Relations Section. Aerial Field Day brings many visitors from the surrounding countryside, and the Sunday "Open House" occasions have likewise aroused intense interest in our civilian neighbors in all phases of aeronautical procedure. This Office has also relayed rapidly full and accurate information on crashes to the newspapers, as soon as military necessity has permitted.

m. Plans and Training Officer, S-3:

The work of the Plans and Training Officer has always needed to be fitted into the work of the Flying Department. S-3 has scheduled schools required by higher authority in

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such a manner as to interfere as little as possible with flying training. In addition, he has operated, in conjunction with the Directors of Maintenance and Ground School, programs of instruction designed to increase the efficiency of inexperienced personnel in all phases of duty.

Weekly reviews and parades have been planned and supervised by S-3, weather permitting, in coordination with the Training Department. This has made possible the inclusion of the Cadet Detachment in these formations, and has, in turn, given time for the participation of mechanics and other enlisted personnel assigned to the Flight Line. The results in morale have been excellent.

n. Other Coordinating Agencies:

The degree of cooperation between the Cadet Detachment, the Link Training Department and the Aviation Cadet Ground School will be apparent in other sections of this history and need not be mentioned here.

Many other organizations cooperate with the Flying Department besides those considered above. However, their relations, while important, are not sufficiently unique as to be historically valuable.

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o. Summary:

The degree of coordination existing between related organizations in a well-established peace-time military reservation is to be expected as routine. In war-time, in "mush-rooming" fields, springing from deserts or rice-fields or farms, on which nothing military had existed a few months before, the degree-of coordination, particularly in consideration of many essentially untrained personnel concerned with it, will determine the effectiveness of the outcome. The Flying Department has received assistance in its pioneering phases considerably beyond the line of ordinary duty, assistance conceived in a healthy morale condition at this Station, which despite physical handicaps, has permitted the Department to proceed in straightforward fashion to accomplish its mission. It desires to acknowledge and to emphasize the value of this aid.[64]

64. Section subject matter by statement of Major Preston Brown, Director of Training.

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SECTION 6: CONCLUSION

a. Future Plans of the Department:

It is felt by the supervisory personnel that the organization now existing will continue from now on to operate efficiently, and that there will be few major changes hereafter. Rather, from this point on, refinements rather than changes will be the order. Such matters as the beautification of areas, the institution of modifications leading to more systematic procedure in the administrative and operational sections, and an over-all brushing-up of the flying program, are in the plans for the immediate future.

It is hoped, and confidently expected, that Amagon Auxiliary Field, not now in use, will be ready for operational training very shortly.

For the purpose of increasing the comfort of pilots, mechanics, and other Flight-Line personnel, the Director of Training is, at this time, arranging for the construction of a new sub-Post Exchange and restaurant, to be located in Building #428, directly beneath the Control Tower. This P. X. will be larger than the present one, and will be capable of serving more personnel in a better manner. It will contain complete new equipment, and should serve as a point for brief

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relaxation from the routine duties of the day.[65]

It is the Department's intention to strive, insofar as it can, to obtain an ideal operational basis. This would require the presence of at least one plane for each three students and one flying instructor for not more than five students. Until these have been made accessible, the Department will need to continue operating under sub-optimum conditions which will prevent, to some extent, the attainment of the desired efficiency.

An Instructor's Handbook is now in process of completion, and will be published in the near future. It will contain information pertinent to the Instructors and other Officers of this Department, and, it is hoped, will permit the much more rapid orientation of the newly assigned instructor to his duties at this Station.

The Director of Training feels that the morale and spirit of the Officers, Enlisted Men and students connected with the training program is constently improving, and will be at a very high pitch in the near future, after over-heavy workloads resulting from weather conditions have been relieved.

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65. These facilities were completed in early January.

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This high morale and spirit is the result of strictly enforced discipline, understanding of personal problems, and consideration of the individual in all ranks; and it is one of the major objectives of this Department to further stimulate this esprit de corps by still more specific attention to the attainment of good discipline.

b. A Summary of Progress:

The Flying Department has come far in a short time. It has started with nothing and created an institution of substantial value to the war effort in a relatively few short months. On New Year's Day, 1943, it had thirty-one planes, twenty-six officers and ninety-nine (99) students on hand. Its facilities were surrounded by impassible mires, its buildings were comfortless and dreary, its emergency landing areas useless, and it had no auxiliary fields. The majority of the personnel charged with its duties were new and untried, and many of them were also unschooled in their tasks. Living quarters were inadequate and recreational facilities missing entirely from the Field. Coordinating organizations were not yet established in full efficiency, and little existed in a stabilized condition except the willingness to labor hard to fulfill the assigned mission.

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In the year that has transpired to the present time, great changes have taken place. Over seven hundred fifty (750) students are being trained by more than one hundred fifty (150) flying officers, operating with more than two hundred twenty-five (225) Basic Training aircraft. Nearly twenty-one hundred (2100) students have been graduated through 15 January 1944 to Advanced Schools, where their success has been, and is, satisfactory.[66] The training of many Flying Instructors has also been accomplished. Great improvements in operational and administrative procedures have taken place. The physical plant is now comfortable and pleasing to the eye. Four auxiliary fields are in use, and all other facilities, excepting one auxiliary field, are performing in accordance with specifications. Cooperation with other organizations has reached a high pitch, and morale and esprit de corps has been built to excellent proportions. Above all, plans are being forwarded to further stimulate every phase of activity toward perfection.

The Flying Department, with this experience behind it, looks forward in full confidence to the days ahead, assured of its ability to serve the Nation substantially and significantly.

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66. Chart on "Record of Newport Graduates at Advanced Schools", P. IV-97, Appendix.

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CHAPTER B: AVIATION CADET GROUND SCHOOL

SECTION 1: GROUND SCHOOL PLANT

The Aviation Cadet Ground School occupies one of the most effective and attractive buildings at this Station. Its buildings have been beautified and its grounds landscaped; and every effort has been made to arrange its facilities for the systematic performance of its mission. In illustration of this, a chart has been prepared[67] showing both external dispositions and the manner in which the interiors have been sub-divided. By referring to this chart, it will be observed that Rooms #1 and #2 serve for the instruction of Radio Code; #3, #4, #9 and #10, Meteorology; #5, Aircraft Identification; and #6, #7 and #8, Navigation. In light of the over-quota Student Body, the initial installations are not sufficiently spacious at the moment to accommodate likewise the courses in Radio Communications and Flight Instruments, which are taught, instead, in the Troop Ground School building.[68]

To promote the orderly ingress and egress of students, assembly areas have been designated in the rear court of the

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67. P. IV-98, Appendix.
68. This arrangement was discontinued in early January, 1944, and all academic courses are now taught in the Cadet Ground School.

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Academic Area, one such area having been prepared for each class-room. The basis of these areas is of hard-packed gravel which, by its porous nature, prevents an accumulation of mud to be tracked into the class-room.

To supplement the charted information afore-mentioned, a number of photographs have been placed in the Appendix[69] to show the actual appearance of the details mentioned. The first is an aerial view, taken from a height of approximately three hundred (300) feet from a southerly direction, and shows the two buildings, the Annex being closest to the camera and the main building just beyond. Just north of the Area is Post Headquarters, while the double-H building to the west is the Aviation Cadet Detachment Headquarters. Coordination with the latter authority is therefore easy and convenient.

The second photo shows a front view of the main building and grounds, while photo #3 shows details of the shingled construction, and the Ground School's sign, designed and constructed by the Director of Ground School. The rear court, just south of the main building, with its benches installed for students, is shown by photo #4, the center lawn being pictured as well. Photos #5 and #6 are southwestern and

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69. Cf. P. IV-99, Appendix.

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eastern views of the whole plant, respectively.

The interior arrangements are shown by twelve more photos, as follows:

7. Front portion of Room #7 (identical with Room #8).
8. Back portion of the above room.
9. Arrangement of Room #6.
10. Shows method whereby Cross-Country Flights are demonstrated cartographically for students.
11. Navigation Instructors' Office.
12. Room #2.
13. Oscillators in Code Instructors' Office.
14. Code Instructors' Office.
15. Center Auditorium Room opened up.
16. Room #9.
17. Radio Communications Panel Board.
18. Store Room.

Among the novel features at this School are the benches which have been designed for the use of Navigation and Meteorology students. Tablet-arm chairs quickly proved inadequate for laboratory work in these courses, since maps and charts could not be spread out adequately on them. The benches, which provide about three square feet of table to each man,

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evolved through three stages. The first was an eleven-man bench, such as is in Room #7, which proved too cumbersome for easy cleaning. The second supply of benches were for four men each, and while a step in the right direction, were still too large (Note photo of Room #9). The third type, installed in Rooms #4 and #6, are lightly constructed, seat two men, and are thoroughly acceptable in every way.

Photos #10, #12, #13 and #14 are taken up in considerable detail under a later heading, entitled, "Innovations and Inventions of Personnel". Photo #17 is treated in the same section.

Photo #15, of the auditorium, is not thoroughly up-to-date. The tar-paper blinds have since been replaced by sliding ply-wood panels, which in a short space of time can turn the whole auditorium, or any component of it, into a projection room. This picture, however, does show how airplane models have been mounted.

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SECTION 2: BEGINNING AND GROWTH OF THE GROUND SCHOOL

The functions of a Ground School are not particularly amenable to narrative history, since few noteworthy events alter its routine operation.

On 1 December 1942, 1st Lieutenant Graydon J. Jones (promoted to Captain 7 December 1942) arrived at this Station, and was assigned, in accordance with instructions from AAFSETC Headquarters, as Director of Ground School.[70] On 10 December 1942, 1st Lieutenant Karl C. Teufel (promoted to Captain 23 March 1943) arrived from Maxwell Field to assist Captain Jones in the activation of his organization, and was followed the next day by 1st Lieutenant Edward D. Landis (promoted to Captain 17 March 1943). Lieutenant Teufel was assigned duty as Aircraft Recognition instructor and general assistant to the Director, while Lieutenant Landis was given charge of the Radio Code facilities.[71]

This staff, together with a number of enlisted men, who had been assigned duty as instructors, were temporarily housed in the Aviation Cadet Detachment Headquarters building until such a time as the Ground School Building had

70. AAFBFS Hq., Tuckerman, Ark., S. O. #25, 1 December 1942, Par. 4. (Hq. File Room)
71. Ibid., S. O. #34, 11 December 1942, Par. 5

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been accepted from the Contractor. All parties became very much occupied in preparing courses in accordance with the applicable directive, and otherwise, in making ready for the Class of 43-D.

In the latter days of December, this little group, strengthened by the addition of several Flying Officers assigned as part-time instructors, moved to their permanent duty quarters, and on the first day of the New Year, commenced the instruction of the first class of Cadets. At that time, the Staff consisted of one Captain, three First Lieutenants, two Second Lieutenants, one Sergeant, five enlisted instructors, a civilian instructor, a supply sergeant and a civilian stenographer.

With only ninety-nine (99) in the Student Body, actual class-room hours were an inconsiderable item, but the necessity of perfecting lectures, installing equipment and making duck-walks, not to mention the innumerable items connected with pioneering such an enterprise, kept all hands busy. By 1 February 1943, the Ground School was operating on a reasonably effective routine, although many difficulties in connection with personnel and materiel had not yet been overcome. Of these, the most note-worthy was a marked deficiency in

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Radio Code apparatus and qualified instructors in Radio Communications.[72]

In the latter part of April, Captain Robert H. Margraf was relieved of his duty as Commandant of Cadets[73] and was replaced on 6 May 1943 by Captain Jones, who was relieved at that time as Director of Ground School.[74] Captain Jones was, at the same time, succeeded as Director by Captain Karl C. Teufel.

The final step, to date, involving changes of supervisory personnel, came on 5 July 1943, when 1st Lieutenant Ralph M. Boothroyd was assigned additional duty as Assistant Director of Ground School.[75]

The records of this organization are full of arrivals and departures of instructors. In fact, only two Officers remain of the original staff. These comings and goings are not sufficiently consequential to enumerate.[76]

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72. Recollections of Captain Graydon J. Jones. See also "Ground School Granules" in the Station newspaper, "The Fledgeling", passim. (Files Public Relations Office, NAAF)
73. NAAF Hq., Newport, Ark., S. O. #102, 22 April 1943, Par. 10. Capt. Margraf was temporarily replaced by Capt. Arthur E. Bean, Jr., S. O. #103, 23 April 1943, Par. 3, until Capt. Jones, then ill, could take over. (Hq. File Room).
74. NAAF Hq., Newport, Ark., S. O. #116, 6 May 1943, Pars. 3 and 4. (Hq. File Room).
75. Ibid., S. O. #171, 5 July 1943, Par. 1.
76. Monthly Reports on Ground School Instructors, made to AAFEFTC Hq., Maxwell Field, Ala., (A-3 Section files) include details hereon.

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By 1 October 1943, the Ground School Staff, relieved of the necessity of sending more men to Central Instructors' School, and with its full quota of Officers at last on hand, reached a static condition for the first time. On that date, three Sub-Department Heads were formally named. 1st Lieutenant Albert L. Metzger was given charge of the Navigation Sub-Department, 2nd Lieutenant Samuel Strauss was named to head the Meteorology instructors, and 1st Lieutenant John A. Robertie was given jurisdiction over the Radio Code, Flight Instruments, Radio Communications and Aircraft Identification Sections of the Sub-Department of Secondary Subjects.[77]

A summary of personnel statistics has been prepared in chart form and incorporated in the Appendix.[78] Reference to this chart should provide any other significant personnel data desired. Attention is also invited to the Organizational Chart of the Department of Training (dated 23 October 1943), likewise in the Appendix,[79] which shows the manner in which the Ground School is organized.

Since activation, there has been a steady improvement

77. NAAF, Dept. of Ground School, Duty Roster, 1 October 1943, (Ground School Files).
78. P. IV-108, Appendix.
79. P. IV-6, Appendix.

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in the Ground School plant. In March, in an effort to overcome the dusty conditions of the floors over which many muddy student feet passed hourly, and to permit their efficient cleaning, maroon deck paint was used in all the classrooms, and has been periodically restored until recently when this paint could no longer be obtained. In July, benches were built in the rear court of the plant to accommodate students during the breaks between classes. On 20 September 1943, installation of plywood-blackout curtains in the projection room was commenced, and has since been completed.

On 5 September 1943, a long-awaited signal bell system was installed, adding materially to the promptitude of all concerned in beginning and ending classes, and in the assemblage of students after breaks between classes.

In May, the Ground School Annex was erected. This was originally one of the C. C. C.-type barracks, and was adapted for academic use as the only type of building available. This building has proven entirely satisfactory except for its heating system.[80]

In October, doors were cut in the outside walls of Rooms #2 and #7, and have served effectively to expedite

80. Information concerning plant improvements are taken from miscellaneous records of the Department, the recollections of the Staff, and may be verified from the records of the Post Engineer.

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movement of students, a problem of considerable moment prior to their installation. It is felt that plans for the SS-12 type should include four additional external doors, one in each of the four corner rooms, in order to handle expeditiously, the entrance and exit of capacity student bodies.[81]

The Commissioned Ground School Instructors now at this Station are particularly well-grounded men in the light of their educational and experiential background,[82] but despite their ability to adapt themselves by individual study to the requirements of the Ground School curriculum, they have all received special instruction at some Service School which ran parallel to their assigned duties here. Two have attended the Flash System of Recognition School at Gunter Field, Alabama; five have pursued courses in either Navigation or Meteorology at Central Instructors' School, Randolph Field, Texas; while four are graduates of the Army Air Forces Tech-

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81. Opinion of Capt. Karl C. Teufel, Director of Ground School.
82. On 1 November 1943, the Ground School had fifteen (15) instructors with academic degrees, including one civilian and two enlisted men. These degrees totaled twenty-six (26), and were as follows: 7 Bachelors of Art, 5 Bachelors of Science, 2 Bachelors of Music, 1 Bachelor of Philosophy, 1 Bachelor of Divinity, 7 Masters of Art, 2 Masters of Education, and 1 Master of Sacred Theology. In addition, many years of additional academic work toward other degrees can be noted.

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nical Training Command School at Grand Rapids, Michigan, with majors in Meteorology.[83] This training, while undoubtedly increasing the knowledge of these men, has been valuable mainly in permitting them to standardize their formerly self-taught methods with the plans and guides of the Central Instructors' School. (These figures are to be modified as of 29 January 1944, because of the death of 2nd Lieutenant Paul S. Hayward, C. I. S. graduate).

The success or failure of any institution cannot be finally or fully deduced from hard, cold statistics on the education of its personnel or the details of its material facilities. In the final analysis, the interpretation of any historical data depends upon intangible items, such as morale, for a determination of the measure of accomplishment noted. In this connection, it is felt that the Ground School has been fortunate in the attitude of those assigned to do its work. The high academic and personal standards required by the very nature of their work, and the equally high degree of kinship in background and interests, has made these men particularly amenable to the demands of harmonious cooperation, despite the fact that all are independent indivi-

83. From "201" Files of the Dept. of Ground School, Newport, Ark., passim.

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dualists. More than most men, they have realized the demands that the international situation has made of them, and all these factors, when added to the natural altruism of the average teacher, has produced a degree of homogeneity among them seldom to be found in other military organizations. Moreover, the intellectual comradeship of Officer and enlisted man, although conducted with the full propriety required by military custom, has made the latter satisfied and eager to work. Many hours spent beyond line of duty attest the effort made to be fully helpful to each other and to the students. Moreover, each instructor, whether enlisted or commissioned, has the ready ear of the Director if any new improvement, new idea, or aid in the more efficient operation of the plant occurs to him. Many of these have been used, and the freedom of self-expression which prevails, has served to keep men alert, despite the monotony of their program. This fact is still more noteworthy when it is stated that promotions for Ground School instructors, both enlisted and commissioned, have seldom been proportionate to their qualifications; but this has not prevented them from carrying on to the full extent of their capabilities.[84]

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84. Opinion of Capt. Karl C. Teufel, Director of Ground School. Reference is made to Inspectors' Reports, cf. P. IV-15, Appendix.

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SECTION 3: DIFFICULTIES ENCOUNTERED

The necessities of immediate mobilization of the nation's resources for war have produced innumerable "bottle-necks" everywhere; and the Ground School has been subject to this general condition likewise. In order that future Ground Schools may operate on a wider basis of experience than was possible at the beginning of the present crisis, it is felt that some details in this regard would not be amiss.

a. Personnel:

There has been a consistent increase, with but one small exception, in the Student Body since activation, through 1943. The initial class, 43-D, had ninety-nine (99) men in it, whereas the Class of 44-C had four hundred twenty-nine (429), including hold-overs, when it first reported for academic training. The entire Student Body present on 8 November 1943, for instance, numbered seven hundred fifty-five (755) students of all categories.[35] The increase in instructional personnel, particularly commissioned, has not been parallel. The number of students per instructor has increased from less than ten-(10) at activation to more than forty (40) by the end of 1943.[36] This is not felt to be too high

35. Statement by School Secretary, Dept. of Training, NAAF, 8 November 1943.
36. Chart, "Instructional Personnel Status and Student Proportions for 1943", P. IV-108, Appendix.

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an average, but the percentage of instruction purveyed by officer-teachers does appear low. The average between January and July was approximately thirty-five percent (35%), with a low of twenty-two percent (22%) in June. Not until October was half the instruction in the hands of commissioned personnel, fifty-one percent (51%) being the figure that month.

The interpretation of these statistics should be coupled with the background of the instructors. As previously recorded,[87] commissioned instructors have an average of nearly two academic degrees each, while the ten non-commissioned instructors listed in the November Report on Ground School Instructors[88] had only three among them. While it is true that few of the commissioned instructors came into the Service with any background in the subjects they have since taught, they did bring with them a high degree of mental discipline and aptitude for study and research that quickly enabled them to become sufficiently adept in the subject matter assigned to them. On the other hand, enlisted men have been selected almost invariably because of their practical knowledge of such subject matter; and few of them have

87. See Footnote #82.
88. Files of A-3 Section, AAFEFTC Hq., Maxwell Field, Ala.

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had any substantial academic background or teaching experience. Few of them have been able to convey thoroughly the knowledge they have gained to others. The experience of this institution has been, therefore, that the first really essential qualification of a teacher of Basic School academic subjects is not past knowledge, but teaching ability and past practice of it. Because of the necessity of using enlisted instructors, it is felt that the average quality of instruction has not been as high as desirable. For this reason, the statement is made advisedly that all instruction, save that in Radio Code, should be either in the hands of commissioned officers or fully qualified civilians.[89] Enlisted men fully capable of this work are definitely felt to be Officer material.

The paucity of commissioned instructors has been particularly noticeable in the courses on Radio Communications and Flight Instruments. The Ground School, to date, has had only one Officer, since transferred, who came here with any background whatsoever in these phases of training. The enlisted instructors employed for this purpose have usually been Radio Mechanics, and have never had more than a High

89. Opinion of Capt. Karl C. Teufel, Departmental Director.

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School education. Under such circumstances, it is impossible that student pilots should attain adequate status in these subjects.[90] Further, this condition produces, in turn, a highly dangerous situation. Students inadequately trained, later on, in many cases, become Flight Instructors, and are unable to afford in the requisite degree the practical training needed by their students to complement the theoretical training imparted by the Ground School. This has been responsible, undoubtedly, for needless loss of life and valuable materiel.[91]

Not only has the acquisition of suitable non-commissioned personnel always been difficult, their retention has been equally so. Men with adequate educational foundations, due to their scarcity, have been in constant demand by many organizations. In the first ten months of its existence the records show that the Ground School had more than a four hundred percent (400%) turn-over in its enlisted instructors. While a few of these were removed for incompetency or undesirable traits of character, most of them have gone to Officer Candidates' School, into Aviation Cadet Training, or because of their Military Occupational Specialties, have

90. Opinion of Capt. Karl C. Teufel, Departmental Director.
91. Ibid.

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been reassigned elsewhere.[92] Moreover, it is felt that promotions for enlisted men engaged in this type of work has not been consistent with their abilities and achievements, nor parallel to the rewards available in other types of work requiring lesser qualifications. This, too, has had an adverse effect on the procurement and retention of competent enlisted instructors.

Since special work details have seldom been available due to man-power shortages, the enlisted instructors have needed to perform duties connected with plant improvement and beautification. It is probable that this has consumed energy and time that could have been devoted elsewhere more profitably.

The turn-over in Officer personnel has also been very high. At one time or another, twenty-five different Officers have been assigned duty in this Department, less than half of them remaining to this date. The degree of acclimation essential to an efficient and accustomed routine has, therefore, been lacking. While all present commissioned instructors have been trained in some Service School,[93] it was

92. Monthly Ground School Instructors Report, Files of A-3 Section, AAFEFTC Hq., Maxwell Field, Ala., will verify these statistics.
93. See Footnote #83.

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usually necessary, particularly in the first six months of the School's existence, to train teachers in the subject matter to be taught. While this worked out satisfactorily in most cases - only one Officer proving incompetent - there were times when it was clearly apparent that success was being obtained with 'the blind leading the blind'.

On 14-15 June 1943, a conference of Ground School Directors was held at Maxwell Field under the auspices of the A-3 Section of the Eastern Flying Training Command. At that time, it was generally agreed by those present that thirteen (13) commissioned instructors should be an adequate complement. This number was undoubtedly based upon the then estimated size of student bodies, which was generally understood to be about six hundred (600) men.[94] With Classes now exceeding the understood figures by approximately twenty-five percent (25%), it is felt that thirteen (13) commissioned officers are an insufficient staff to comply with current directives, which specify forty students as the maximum assignable to any lecture class, and that no instructor will teach in excess of four hours per day.[95] The Ground School

94. AAFEFTC Hq., Maxwell Field, Ala., Resume of Conference of Ground School Directors, 14-15 June 1943, Page 4, under heading, "Instructors", (Ground School Files).
95. AAFEFTC Memorandum #50-1-8, 18 October 1943, P. 3, under heading, "Instructors", (Hq. File Room).

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here has chosen to comply with the directive in the latter consideration and in the past has needed to assign as many as 44-46 men to Upper Class lectures and 48-50 to Lower Class lectures. It was felt that more efficient instruction could be thus obtained than by overloading instructors as to hours taught, even with classes smaller. In consequence, individualized instruction during regular lecture hours - always difficult because of the concentrated nature of the curriculum - has been practically impossible, and a new system for the individual tutoring of delinquents has needed to be devised.[96]

b. Logistical:

The Ground School has very frequently been hindered in the past by difficulty in securing promptly numerous items of materiel essential to instruction. Time lag in the procurement of such supplies has always been considerable, and some requisitions, submitted as long as eight months ago, have not, as yet, produced results.

Among the most important of these essential items was

96. This situation was discussed with the AAFEFTC Air Inspector's representative, Capt. Hunter, in late October, and the arrangement was sanctioned by him as probably the best under the circumstances.

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16 mm. projection equipment. Projectors were ordered by the Officer in Charge of Training Film as early as 11 December 1942, and every method of tracing, including telegrams, employed in an effort to expedite delivery.[97] Not until 27 March 1943 did any projectors arrive at this Station as a result of this procedure, and not until 1 June 1943 was the supply adequate.[98] In the meantime, fortunately, two projectors had been obtained by indirect procedure from supplies available at Maxwell Field, but not until the beginning of Training Film activities had been considerably delayed. On 1 July 1943, an order was placed for five Shadow Box Projection Screens (which make possible day-light projection), but these screens had still not arrived by the end of the year.[99]

FTC Memorandum #50-1-1, 21 April 1943, specifies that Aircraft Recognition instruction will be imparted by means of the Renshaw system, involving special projectors and slides. Orders to activate the new Directive were received 1 June 1943,[100] and all other courses except this one were

97. 1st Ind., NAAF Hq., Newport, Ark., to Immediate Action Letter, Patterson Field (Ohio) Hq., 25 Feb. 1943, file ASCSA7D, written 1 March 1943, (Ground School Files).
98. Facts from the Records of the 360th Sub-Depot, this Station.
99. NAAF Hq., Newport, Ark., Letter to AAFEFTC Hq., Maxwell Field, Ala., 1 July 1943, (Ground School Files).
100. AAFSETC Hq., Maxwell Field, Ala., Telegram, 1 June 1943.

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initiated under these provisions with the Class of 43-I. However, no Renshaw equipment arrived. This matter was investigated, but it was discovered that these machines and paraphernalia were to be distributed automatically and were not otherwise procurable. With no equipment available, the Renshaw system could not be adequately taught until the Class of 44-B became the Upper Class, since this equipment did not arrive until 27 October 1943. In the meantime, makeshift instruction, patterned on the directed system, was imparted by means of pictures of all sorts, usually from current periodicals, which were flashed on a screen by means of a balopticon projector as nearly to 1/50 of a second intervals as was possible to the human reflexes. Later, a shutter, built on specifications received from AAFEFTC, was constructed, but slides requisite to its use were not available until the date mentioned above. In consequence, and judging by the practice now required with the Renshaw equipment, it cannot be doubted that the Classes of 43-I, 43-J, 43-K and 44-A left this Station without the proficiency in recognition required by the Directive.

The first catalog for Synthetic Training Devices was received here on 13 May 1943, and on 21 May 1943, an order

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was submitted, in accordance with established routine, for four types of devices.[101] By endorsement on this requisition, the Training Aids Division allocated these devices to this Station,[102] but on 16 July 1943, cancelled one of the items ordered.[103] On 10 August 1943, a letter was written tracing the remaining devices, and ordering, in addition, two others.[104] Endorsement to this letter[105] stated that one of these two devices would not be furnished, and that all others were in process of testing at Central Instructors' School and would not be procurable until proven satisfactory, or would be made available on automatic distribution. To date (31 January 1944), only one item of this equipment has been received. It is felt that the devices ordered, if valid to their catalog description, would be valuable in the instruction of students and in the better preparation of instructors, and that the delay in their supply should therefore be deprecated.

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101. NAAF Hq., Newport, Ark., Letter to AAF School of Applied Tactics, Orlando, Fla., 21 May 1943, (Ground School Files).
102. 1st Ind. to letter mentioned in Footnote #101, 16 June 1943.
103. Training Aids Division, N. Y. C., Letter, 16 July 1943, File 353. 9/912 Y1869.
104. NAAF Hq., Newport, Ark., Letter to T. A. D., N. Y. C., 10 August 1943.
105. AAFTC Hq., Ft. Worth, Texas, 2nd Ind. to above letter, 2 September 1943.

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The difficulty existing in the past regarding the requisitioning and supply of Classification 26 equipment is a well-known fact to all personnel connected with training duties. This Organization has been little concerned with any other items of this Classification except Flight Instruments. Between 1 September 1943 and 18 October 1943, a nearly adequate supply of instruments of this type had been received.

One of the outstanding difficulties experienced by this School has been its inability to secure sufficient ventilating equipment. Temperature at this Station reached a maximum of 99 degrees Fahrenheit in June and proceeded as high as 108 degrees Fahrenheit in August. The mean maximum temperature for July was approximately 83 degrees (about 10 degrees higher than that of Pennsylvania), and during this month and August there were long periods when the heat was consistently above a 90 degree daily maximum, and not infrequently above 100 degrees.[106] In response to verbal requests from this Department, the Commanding Officer attempted to obtain a supply of fans.[107] By August,

106. From thermographic records of the Weather Section, NAAF, Newport, Ark.
107. NAAF Hq., Newport, Ark., Letter to AAFSETC, 18 May 1943, and verbal requests to same Hq. by the Commanding Officer.

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one 36-inch and one 42-inch exhaust fan had been installed in the auditorium, and one 12-inch pedestal fan obtained by an appropriation from the Cadet Fund. These proved entirely insufficient to meet the requirements, particularly when the projection of Training Film demanded that outside air-currents be shut out with the daylight. In consequence of these high and unrelieved temperatures and the heavy demands of the training program, students found it impossible to maintain attention to instruction, particularly after night-flying activities had prevented normal sleeping periods. It is felt that this situation can be satisfactorily remedied only by the installation of air-conditioning, and that, if this is done, summer-time instruction will be a full fifty percent (50%) more effective.[108]

The heating plant installed in the Main Ground School Building has never been entirely satisfactory. In the winter months of the past season, the situation was particularly bad. Distribution of heat was poor and some rooms were too cold for habitation, with temperatures frequently below 60 degrees Fahrenheit. The metallic ducts carrying heat from the heating plant to the various rooms had been

108. Opinion of Capt. Karl C. Teufel, Director of Ground School.

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mounted on the roof, outside the building, and the atmosphere in contact with these ducts quickly relieved the internal air-currents of their heat content. The situation was somewhat relieved when these ducts were wrapped with heavy layers of felt, enclosed in tar-paper and sealed with tar; but, on cold days, the heat provided still remains insufficient. Fortunately, this does not interfere too much with class-room work, where the animal heat of the occupants raises the temperature sufficiently, even though such heat is not healthy. But, during the past winter, due to the sedentary occupations of instructors not in actual teaching activity, performed in too-cold offices, the sick rate was high, and may be attributed in large extent to this condition. The Ground School has suffered from a like epidemic of sickness this winter.

Heat in the Annex Building is furnished by Government Issue coal stoves, and this heat, apparently all that is available, is felt to be generally unsatisfactory, not only because its combustion removes essential oxygen from the air breathed by the students, but because the poor distribution of heat results in very different temperatures prevailing within the same room.

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c. Student Discipline:

Practically the only phase of this Department's activities which has received criticism in the past, has been Cadet discipline in the Academic Area; and this has been one of the major problems with which the Organization has struggled. The condition has been true for a number of reasons:

1. Ground School instructors are usually men who have been commissioned directly from civilian life, and enter upon their new and unaccustomed duties with minimum orientation in matters military. They have been imbued in the past with the free and easy procedure of college and high school discipline; and time is required, even with very definite orders, to make disciplinarians of these men in the military sense.

2. Students arriving at Basic Schools have just completed a nine-weeks course under the supervision of civilian staffs. In consequence, discipline attained at Pre-Flight Schools has not been maintained at Primary Schools, and a considerable effort has become necessary at Basic Schools to return these students to their erstwhile military propriety.

3. It is difficult to maintain class-room discipline

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when the instructors are enlisted men. With more than sixty percent (60%) of all instruction imparted in this Institution during 1943 being performed by enlisted personnel,[109] over-all discipline necessarily failed to attain the highest levels.

4. The enervating effects of summer weather here has made it impossible, even with severe penalties, to keep all students awake and attentive at all times. Cool weather produces considerable improvement.

The details of the rules and regulations governing Cadets, together with other Ground School Policies, have been printed in a little pamphlet entitled, "Ground School Directive for Aviation Students", and is issued to each individual student upon his entrance. A copy of this pamphlet is included in the Appendix,[110] and will serve to give a picture of how the discipline problem has been handled by this Department.

The necessity of holding over-flow classes in a building disassociated with the Academic Area by about three hundred (300) yards has, through decentralization of super-

109. Refer to Chart aforementioned, "Instructional Personnel Status and Student Proportions for 1943, P. IV-108, Appendix.
110. P. IV-109f, Appendix.

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vision, rendered discipline somewhat more difficult. Occasionally, academic sections arrive late at the main Academic Area for their next class, since it is impossible to install the bell system in this building. In this connection, it is felt that, in light of the students now being trained, and under the terms of FTC Memorandum #50-1-1 and #50-1-3, two buildings of the SB-12 type should have been provided originally for the purpose.

None of all the afore-written difficulties have been insuperable, although disturbing to the processes demanded by the Directive.

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SECTION 4: ATTAINED EFFICIENCY

Inspectors' Reports concerning the efficiency of this Department are to be found in the files at Headquarters, AAFEFTC, Maxwell Field, Alabama. Items making criticisms, in these reports, have been commented upon in the foregoing sections, particularly with relation to class-room discipline, which was, on one occasion, graded as only "Very Satisfactory". Further comment is felt to be unnecessary under this heading, since most of these reports grade the activities of this Department as either "excellent" or "superior".[111]

111. See Inspection Reports, P. IV-15, f., Appendix.

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SECTION 5: INNOVATIONS AND INVENTIONS OF PERSONNEL

The outstanding single innovation produced by this School has been its facilities for teaching Radio Code. The details are pictorially presented in a chart entitled, "Radio Code Teaching Set-Up", which is included in the Appendix.[112] This set-up has also been publicized by an item in the AAFEFTC newspaper, and a written commendation of it is included in the "Resume of Conference of Ground School Directors" referred to in Footnote #94. Verbal comments by experts have established it as the best system for its purpose in the Eastern Flying Training Command. As now existent, it is the work of four men. The initial idea has been credited to then Pfc. Jack Andre, ASN 15334-397, since transferred to Scott Field, with cooperation from Captain Edwin D. Landis, also transferred, Pfc. Samuel Parker, ASN 15337019, and Sergeant Stephen Plannance, ASN 33276192. The mechanical "bugs" in the original conception were ironed out by Sergeant Plannance, who had charge of the electrical installation. Parker and Plannance are still at this Station.

The first figure on the aforementioned chart shows the

112. P. IV-113, Appendix.

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general set-up of one of the Code class-rooms, and, by reference to the Legend, is self-explanatory. The wiring diagram shows a system which, while requiring considerable and careful work to install, yet proves exceedingly simple and fool-proof in operation. Oscillators A, B, C, D, E, and F, in the Code Instructors' Office, are set to give a solid tone, 4 WPM, 6 WPM, 8 WPM, 10 WPM and 12 WPM respectively, with all of them capable of being stepped up to any speed required. The solid tone is employed for aural transmission practice, and the other five for aural reception practice. The wires from these oscillators are combined into a cable, carried through the wall, there disunited, and each wire carried separately down the length of each table. To these six main wires, tributary wires run to each desk-place, where they are attached to jacks in the jack panel-board, as shown by other details on the chart. The student connects his head-set, by means of a plug, to the appropriate jack either to receive or send. The upper two jacks on the panel-board are connected with Oscillator A, the one sending the solid tone. This permits the student to plug into one jack and the instructor into the other, so that proficiency tests in aural transmission may be accomplished, the key marked "G" being employed for the

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purpose, as well as for general practice. The lower jacks are connected to the remaining oscillators, each providing a different speed, always available, for aural reception. The student may, therefore, without leaving his place, plug into the speed suited to his particular need with one movement of his hand. Switch-boards are unnecessary, and students need not be moved from one table to another as they pass various proficiency levels. The system also permits others besides students to practice Radio Code without disrupting class procedure, and Pilot Officers are frequently so accommodated, in the same room and at the same time, as the Cadets. All one hundred sixty-eight (168) desk-places are immediately ready for action as soon as the oxcillators have been switched on and head-sets attached.

The Sub-Department of Navigation has evolved a unique system of gaining student interest in the cross-country flights they must make while at this Field. On the east corridor wall, as shown by Photo #10,[113] is mounted a series of sectional chart areas, under thin plexi-glass, upon which is drawn the compass headings and

113. P. IV-103, Appendix.

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true courses of each of these flights, with all check-points emphasized by super-inscribed circles, and with all factual data relating to the Flight concerned included in a table. In addition, on another sectional chart, all the cross-country flights are portrayed together. Colored pins have been inserted in the terminal points, one color for each flight, and by means of various colored strings proceeding around the appropriate terminals and the central point at Newport Field, the true courses are easily seen. Discussion of these flights in class is made considerably more significant by this display, and students proceed on their cross-country flights with full knowledge of all the essential navigational information.[114]

The Meteorology Sub-Department has evolved an equally unique device, which is attributed to 2nd Lieutenant Samuel Strauss, Head Instructor. It has been christened "The Front Visualizer". It is a box 34.5 inches long, 8 inches wide, and 12.5 inches deep, the front side being glass and the remainder of sheet metal. There is no top. The inside of this box may be sub-divided into either two or three

114. Idea presented by Capt. Karl C. Teufel, and developed by S/Sgt. Louis Siegel, ASN 14103267, (now 2nd Lieut.).

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compartments by the insertion of glass partitions which fit into water-tight, rubber-insulated slots. Water is poured into these compartments, and contrasting coloring matter added to each of them. Salt is then stirred into the mixtures in varying amounts so as to create variant densities in each compartment. When the glass partitions are removed, the resulting movement of the variously colored water serves excellently to illustrate cold and warm fronts and occlusions.

Photo #14[115] shows the manner in which the BT-13 type Command Set (#183) has been installed on an easel board for demonstration in Radio Communications class. Not only can the various components of the set be pointed out, but also, since the set has its own battery, may actually establish communications with the Station's Control Tower, and by means of a loud speaker mounted on top the easel, can broadcast conversations thus held to the students. Equipment has been recently secured by use of which actual conversation between the Tower and the airborne pilot may be tuned in and broadcast. Use of these facilities has been more than satisfactory, and has resulted in many common flaws connected with radio procedure

115. P. IV-107, Appendix.

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being corrected in the class-room.

The Meteorology Sub-Department also makes use of some very effective portable black-boards fashioned of black-painted plywood, three by four feet in dimensions. On these boards have been superimposed with white paint two each simple graphs, two each political maps of the United States, and two each political maps of North and Central America. Graphic illustration of meteorological phenomena related to geographical areas may thereby be quickly and accurately made with a few chalk lines. This improvement is credited to 1st Lieutenant Ralph M. Boothroyd, Assistant Director.

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SECTION 6: VISUAL EDUCATION

The projection of Training Film is the chief form of visual education employed in this School. All current films applicable to the curriculum, particularly those called for by the course of instruction prepared at Central Instructors' School, are shown.[116] In addition to these ordered films, many others valuable for orientation are periodically shown, not only to students, but also to appropriate flying personnel. Films are frequently previewed by the Ground School staff, and are invaluable in orientating ex-civilians into the methods and purposes of the Air Corps. It is felt that this program is one of the finest educational facilities at our disposal.

Attention is invited to Photo #15,[117] which shows how aircraft models have been mounted in the Auditorium rooms. These models have been hung in a pre-arranged pattern, with particular attention to their tactical use, and the attitude in which they hang from the ceiling is designed to demonstrate their primary missions. This display is increased as new models become available.

116. See Monthly Reports on Films Shown made by this Station and in the files of the A-3 Section, AAFEFTC Hq., Maxwell Field, Ala.
117. P. IV-106, Appendix.

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Copies of all available silhouette posters have also been mounted, although under the Renshaw system these no longer have the value they had under the WEFT method.

A great many charts have been obtained, or drawn, for the illustration of various lectures, most noteworthily in the Radio Communications and Flight Instruments courses. Large, detailed drawings of the various Command Set components permit the easy description of the actual apparatus mounted on the easel board. Practically every manufacturer of Flight Instruments has furnished the Ground School with wall-charts of large size pertaining to his products. These are employed in conjunction with the actual instrument in class-room demonstration, and have proven of considerable value.

At the beginning of the Radio Communications course, each student is given two photographs prepared by the local Photographic Section. These show the Command Set instruments in the front and rear cockpits respectively, and are labelled in such a manner as to definitely show which components are which.[118] Since these pictures are copied from a Technical Order,[119] they are fully authoritative, and

118. P. IV-114, Appendix.
119. Technical Order #01-50BC-1.

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inasmuch as the student receives them just as he is getting his first experience in a BT-13, it is felt that they are highly practical.

In the course in Flight Instruments, the Classification 26 equipment obtained, has, in most cases, been sectionalized so as to demonstrate the internal mechanism and the manner of its functioning. Time is taken in class to pass these instruments around, and the interest aroused is so considerable that students leave off their examination at the close of the period with reluctance, and frequently spend their recesses in further examination of the instruments and in questioning the Instructor. Plans for a still more efficient display of these devices are in process of completion, and will be discussed at greater length in Section XI.

Some of the fixual methods of the Sub-Department of Meteorology have already been discussed. In addition, many other items of this general character are in use. Colored Weather Symbol charts and Student Weather Maps are on display and available to all students. Charts furnished by AAFEFTC, and taken from TM 1-232, are also used as required. Informational data sheets on a considerable variety

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of subjects are distributed during the course to visually instruct the student.

The Navigation Sub-Department also makes extended use of visual methods. Although only a very few E6-B type computers have been procurable to date, the presence of two large over-size models of this computer, secured from the manufacturer, has enabled instruction in this tool to proceed in make-shift fashion. Three large plexi-glass Weems plotters, suitable for use with chalk and blackboard are excellent for demonstration of these devices. Charts from AAFEFTC, as well as a great volume of mimeographed visual supplements, are also used by this Sub-Department.

Frequent use of the blackboard and visual aids are encouraged, and this Ground School is fully conscious of the value of teaching by appeal to the eye as well as the voice.

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SECTION 7: SCHEDULES

The problem of scheduling has become increasingly more difficult with the growth of student classes and the inverse shrinkage in available class-room space. Experience, however, has finally led to the development of a master schedule which completely routinizes this procedure. Not only hour, class-room, and subject are listed on the schedules, but also assembly areas in which students form to enter their next class. This last innovation has considerably promoted orderliness and expedition in student movement.

A chart entitled "Growth of Class-Room Hours"[120] together with one entitled "Formal Hours of Instruction"[121] to be found in the Appendix, make plain the factors governing schedules.

A number of elements have affected schedules adversely, but only one of these has been of serious proportions, since, apparently, nothing can be done to remedy the situation. This grows out of a program which occasionally schedules students more heavily than possible for compliance with the requirements. It then becomes a matter of estab-

120. P. IV-115, Appendix.
121. P. IV-13, Appendix.

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lishing priorities. Inasmuch as the flying schedule must be kept up to date, and even slightly ahead, in order to prepare for periods of inactivity due to inclement weather, it necessarily must come first in case of conflict. Night flying has been the chief disturber of Ground School schedules. Students flying very late are permitted to sleep later in the morning, and, in consequence, appear at various hours, and sometimes not at all. As a result, special make-up work is demanded, usually on the evening following night flying, and this has been detrimental to systematic training. On several occasions, conclusion of the Ground School course lagged behind the schedule by several days; but inasmuch as flying training had been concluded by that time, did not seriously affect the final result.

Systematic scheduling of night study halls and make-up sessions has been practically impossible for the Upper Class due to night flying and Link Trainer activities. The chief disadvantage has been the violation of pedagogical principles which consider it desirable to correct errors and misapprehensions before new work is undertaken. Under present conditions, it is sometimes true that three or four new lectures have been presented before delinquencies in a past quiz have been removed. While this situation is not good, it appears that the exigencies of the situation permit no remedy.

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SECTION 8: DEPARTMENTAL POLICIES

The manner in which the Ground School is organized for the performance of its mission is shown in the upper left-hand corner of the Department of Training Organization Chart.[122] Three Sub-Departments have been created, as follows:

A. Sub-Department of Navigation.

B. Sub-Department of Meteorology.

C. Sub-Department of Secondary Subjects, including all other subjects on the curriculum.

These Sub-Departments administer and teach the courses assigned them, and contain the personnel shown in the aforementioned chart.

In functioning, each of the Sub-Departments is under the supervision of a Head Instructor. This man is, first of all, a teacher, and carries the same average teaching load as do his subordinates. In addition, he is the Officer in Charge of the Sub-Department with all the duties that title implies. Specifically, he organizes the course, or courses, to see that they comply with the Directive, assigns individual teaching schedules, inspects and super-

122. P. IV-6, Appendix.

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vises teaching methods used by his colleagues, writes lectures designed to promote uniformity in handling subject matter, compiles quizzes and examinations, makes reports on the work of his activity, and has charge, in general, of the military and pedagogical propriety of his command.

Insofar as circumstances permit, each instructor is responsible throughout the course for the students originally assigned to him. It is his responsibility to cover thoroughly, in the standardized manner, the subject matter of the course. He assists in the compilation of quizzes and examinations. Class-room discipline is his concern, primarily, as well as the monitoring of his classes as they enter and leave the buildings. He is also the individual tutor for any of the students in his classes who may become delinquent, and as such must be able to assure the Director, at all times, that no student continues academically deficient except by reason of sickness or sheer dereliction.

The administrative and maintenance machinery of the Ground School is not sufficiently important to merit description, but details of its organization may be obtained from the chart mentioned just above. Details of administration are in the hands of the Assistant Director.

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Inspection of instructors is handled in a variety of ways with the idea of obtaining as many viewpoints as possible on each instructor's abilities. The following methods have prevailed in the main:

1. The Director's Inspection. This is concerned mainly with voice, manner, posture, class-room discipline, student reaction, vocabulary, resourcefulness in illustration, and all other matters save subject material. It is performed weekly when possible.

2. Inspector of Teaching's inspections. This man is well grounded in the Ground School curriculum. His concern is with subject matter. He makes a weekly report to the Director.

3. Head Instructor's Inspection. This is made as occasion permits, and report made on the fifteenth of each month.. It is intended to produce expert criticism on the material covered for the benefit of the instructor, and to secure complete compliance with the directive. Except in cases of suspected incompetency in any particular, teaching traits are not subject to report.

4. The Air Inspector's Report. This is made about once every three weeks, and is a type of "sampling" inspection of general Ground School routine and practice.

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5. Student Officers' Reports. On several occasions Student Officers have been asked to make confidential estimates of their instructors directly to the Director. These reports have been valuable in determining student reaction, as well as in discovering the comprehensibility of material to those previously uninformed.

Ground School Policies contain all-inclusive rules and regulations governing the conduct and procedures of its staff. These matters are, as a whole of insufficient importance to report. It is sufficient to state that these regulations are rarely violated.

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SECTION 9: COMPLIANCE WITH THE DIRECTIVE

FTC Memorandum #50-1-1 and #50-1-8, containing the fundamentals of the Basic School procedure, have been complied with in every possible particular since this Directive was activated. Non-compliance has been necessary, as detailed in earlier pages, in the matter of Aircraft Recognition and in the excess number of students per class. In only two other phases has a degree of non-compliance been noted. Teaching of the E6-B computer has not been as thorough as intended by the Central Instructors' School, since the small number of these instruments on hand preclude thorough instruction. The Sub-Department of Meteorology also presents a mid-term examination, not specified by the course of study, but this is done in an extra hour assigned for the purpose without disturbance of the planned course in any other particular.

To date, only three academic reversions have resulted from use of the current Directive. This is mainly true because rules and regulations have been ordained which make delinquency an unpleasant and occasionally a painful matter, and which provide for the rapid recovery of delinquents

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from their deficiencies.[123] Presuming that intelligence tests given Cadet applicants before inception into aviation training are proper, no reason exists, under the system enforced here, for either academic reversions or eliminations except because of the gross and continuing inattention to duty on the part of the student. It is undoubtedly true, likewise, that students with such an attitude have already been eliminated prior to their arrival here, or by this Station's Flying Department before their academic delinquencies become apparent.

123. A student attends one night study hall for every grade he makes below 80%, and is academically confined if he has two grades below 70% in any one week.

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SECTION 10: THE GROUND SCHOOL CURRICULUM

It is felt that some phases of the curriculum of Basic Ground Schools are either insufficient, mis-arranged, or mistaken. The experience of more than six months with the courses prepared by Central Instructors' School, Randolph Field, Texas, has been incorporated into a report which has been submitted to this School in accordance with published regulations, and a copy of this report, sent from this Station recently,[124] has been placed in the Appendix, since it contains information which, according to the Directive under which this History was prepared, is desired by higher headquarters. This document is sufficiently detailed that further discussion here of these points is unessential.

It is not intended, however, to convey the impression that the established curriculum is not, in major part, a highly effective program. In fact, it is felt that this program permits Basic Schools to meet the demands of the time element with a concentrated injection of knowledge that two years ago would have been considered pedagogical-

124. EFTC Memorandum #50-1-8, 18 October 1943, Section 6a; NAAF Hq., Newport, Ark., Letter to C. I. S., 25 October 1943, copies of which are to be found on P. IV-68, f., Appendix.

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ly impossible, although the weaker students will suffer to some extent. It is merely inescapable that in the haste required of those who prepared this material some rough edges would appear, and the suggestions contained in the aforementioned reports are the opinions only of men engaged in the actual dissemination of this subject matter, and thus-felt to be a valid part of the corporate opinion of all Basic Schools which will eventually make possible further refinement of the curriculum.

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SECTION 11: PLANS AND OUTLOOK FOR THE FUTURE

Since the Department of Ground School has passed the pioneering stage, and has met and overcome the obstacles inherent in any organization in that stage of development, it contemplates few major changes or additions to the current routine. It does expect, however, a continuous and steady improvement in teaching and administrative efficiency, and to develop improvements of a minor nature. Some of these may be mentioned here:

A. Rearrangement of plane models.

B. Coordination of the Sub-Department of Meteorology and the Station's Weather Section to the point of holding one laboratory period for each student in that Section's plant. Past relations have been very close between these two organizations, and preliminary inspections made in this connection.

C. Installation of still more efficient equipment for Radio Communications.

D. Installation of C-3 Signal Lamps in the Code Rooms to supplement the present visual equipment, which consists of one lamp mounted on a

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distant hangar and operated by a keyer in Room #1.

E. Coordination with the Flying Department to get still more flying experience for instructors of Navigation and Meteorology.

F. The display of Classification 26 Flight Instruments in relation to plane models and a movable panel board activated by a suction pump, all working parts to be visible through plexi-glass.

G. The continued beautification of the Ground School plant and area to make it desirable and comfortable to students.

Many other smaller and insignificant improvements are projected, but these are not worthy of mention.

The Ground School faces the future in full confidence that it will be able to continue the fulfillment of its mission.[125]

125. The general information, opinions and statements made available in Sections 10 and 11 are from Captain Karl C. Teufel, Director of Ground School.

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CHAPTER C: DEPARTMENT OF LINK TRAINER

SECTION 1: THE LINK TRAINER PLANT

This Organization's buildings, internal facilities and training paraphernalia, are shown by photographs in the Appendix.[126]

126. P. IV-116, Appendix.

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SECTION 2: HISTORY OF THE BEGINNING AND GROWTH OF THE DEPARTMENT

On 5 December 1942, five previously-trained enlisted men reported at this Station to undertake the Link Training of students. At this time, and prior to 14 December 1942, the unactivated Department was supervised by the Operations Officer; but, on that date, 2nd Lieutenant George E. Angstadt (since promoted to 1st Lieutenant) was assigned as Link Trainer Officer.[127] At that time, four buildings were in process of construction for the purposes of this Department - Buildings 470, 471, 472, and 473 - and these, since their completion, have remained the basic plant of the organization.[128]

On 22 December 1942, the first three Link Trainers arrived and were installed. They were of the E-1 type, and were the only machines available at the activation of Class 43-D. These Trainers were served by a staff of one Second Lieutenant, five Sergeants, two Corporals, five Privates First Class, and nine Privates at activation.[129]

The inadequate equipment of the Department was consi-

127. AAFBFS Hq., Tuckerman, Ark., S. O. #36, Par. 9, 14 December 1942.
128. See Post Layout Plan, 27 August 1943, NAAF.
129. NAAF, Newport, Ark., Department of Link Trainer, Personnel Records.

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derably increased during the month of February 1943. Six ANT-18 type Trainers were installed during the month, although one proved inoperative due to defective parts.[130] In March, an advantageous exchange was made - the three (3) E-1 Trainers being turned in for seventeen (17) C-3 machines. In August, the allotment of Trainers for this Station was placed at eighteen (18) Type C-3 Trainers,[131] but due to lack of removal authority from the San Antonio Control Depot, the excess machines here were not removed until October. Due to the considerable increase in the Student Body over the accepted quota figures, two more trainers were installed on 4 November 1943 by virtue of authority from higher headquarters.

Personnel figures enjoyed a concurrent expansion with materiel facilities during these months. Statistics on numbers of, and ratio of hours of instruction to instructors, are incorporated in a chart in the Appendix.[132] Difficulties connected with personnel will be treated in Section 3.

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130. Recollections of 1st Lt. George E. Angstadt.
131. AAFSETC Hq., Maxwell Field, Alal, Letter, 9 August 1943, File 452.
132. P. IV-117, Appendix.

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Since activation, a number of improvements have been made in the Department's plant. On 2 April 1943, air-conditioning equipment arrived for installation.[133] This equipment had been requested due to the prevalent and excessive dust peculiar to this geographical location, and in order to protect the delicate Link Trainer mechanism from too rapid deterioration on that account. The turbines furnishing the motive power for this apparatus, however, emitted considerable heat and noise, and it was decided to place these turbines outside the buildings by means of conduit connections in an effort to minimize these difficulties. Due to difficulty in obtaining the requisite conduit, however, only nine of these Links had been so conditioned by the end of 1943.[134]

Two small but important changes have been made in the Trainers themselves. A compartment has been fashioned in the door of each to hold Facility Charts, Maps, Radio Aids to Navigation, and similar documents. A clip has been placed, also, in the hood of each machine to hold the cur-

133. Letter from Link Trainer Officer to Director of Training, NAAF, 2 April 1943, (Dept. of Training Files).
134. Investigation of Departmental Plant by Post Historian, 1 November 1943.

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rently-used map in the most readily available position.

Rubber snubbers have been placed under the oscillators in an effort to prolong the life of the Radio Vacuum Tubes.

Small photographs of the various Link Trainer pattern exercises have been made available to each student pilot for orientation purposes.

In June, in accordance with orders from Higher Authority,[135] it became necessary to place a rated officer in charge of the Department. Captain Herbert W. Kent was, thereupon, assigned as Link Trainer Officer, and 2nd Lieutenant George E. Angstadt became Assistant Link Trainer Officer.[136] In October, Captain Kent was replaced by 1st Lieutenant Joseph W. Davidson.[137]

On 27 October 1943, a directive from the Eastern Flying Training Command finally brought to complete fruition a plan of instruction upon which experimentation had been in process since the preceding February. The system in effect at that time was the so-called "1-2-3" method of

135. War Dept. Hq., Washington, D. C., Letter, 12 June 1943, File 210.6.
136. NAAF Hq., Newport, Ark., S. O. #157, 20 June 1943, Pars. 12 and 13.
137. NAAF Hq., Newport, Ark., S. O. #249, 6 October 1943, Par. 5.

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Needle, Ball and Airspeed, a system felt to be obsolescent. At the suggestion of Lieutenant Colonel Richard F. Bromiley, then Director of Training, a system based on the Manual SERP-650-1-15-42-500, Instrument Flying Instruction on the Full Panel ..., was investigated and tested. The results were submitted through channels to Higher Authority, and finally arrived at the Central Instructors' Instrument School, Bryan Field, Texas. With minor modifications, the system was then returned to this Station, and put into operation. With the publication of Technical Order 30-100C-1, this system was officially ordained for Link Trainer instruction at other stations.[138]

This Activity enjoys, and always has enjoyed, a high degree of morale and esprit de corps. Both Maintenance Men and Instructors have shown a completely cooperative spirit, which has readily become contagious to new personnel. This spirit has been furthered by various social occasions and participation in athletic competition with other organizations. The personnel have demonstrated a

138. See Link Trainer Department Letter, File 353, 27 April 1943; EFTC Memorandum #50-1-7, 27 October 1943; T. O. 30-100C-1. Details otherwise from recollections of 1st Lieutenant George E. Angstadt, Assistant Link Trainer Officer.

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continuous interest in the beautification of the grounds and the improvement of facilities, and have performed all the necessary work without the assistance of special work details.

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SECTION 3: DIFFICULTIES ENCOUNTERED BY THE DEPARTMENT

a. Personnel:

The chief impediment to this Department's full efficiency has always been an insufficiency of trained personnel. The major portion of the Link instructors have always been trained in schools conducted by the Department itself, although a few previously-trained men have been secured from Higher Headquarters. While Basics at this Station have made numerous applications for this work, most of them have lacked either the essential qualifications, or have been ineligible because of their Military Occupational Specialties; while some few who have been qualified, have been refused release by their Commanding Officers.[139]

Two other factors have likewise affected efficiency adversely. One has been the necessity of instructor personnel performing considerable of the maintenance duties. The other has been the loss of personnel to A.S.T.P., Liaison Pilot Training, Aviation Cadet Training and Officers' Candidate School, twenty-two men having been so lost between act-

139. Personal statement of 1st Lieut. George E. Angstadt, Assistant Link Trainer Officer.

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ivation and 1 November 1943. The superior qualifications of men suitable for Link Trainer Instructors make likely a continuous and consistent loss to such activities.[140]

b. Supply:

Since prior to activation, the replacement of defective and outworn parts for Link Trainers has been very difficult. At times, as much as three months elapse between requisitioning and supply of these replacements. Assiduous tracing by the Department, through Sub-Depot, has had little apparent expediting effect.[141]

Moreover, with the exception of parts which must be replaced or interchanged almost daily, the present supply system demands that the defective part be returned to Sub-Depot before a serviceable item may be secured, or repairs made in case a replacement is unavailable. The time lag involved in this manner of operation frequently imposes a serious disservice to the efficiency of the Department; and it is felt that improved operation would quickly result if an adequate supply of replacement parts could be kept immediately available, at all times, in the Department's own supply room.[142]

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140. Statement by 1st Lt. George E. Angstadt, Asst. Link Trainer Officer.
141. Ibid.
142. Ibid.

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SECTION 4: EFFICIENCY REPORTS CONCERNING THE DEPARTMENT

Technical inspections of the Link Trainer Department in February, June, August and November show the Organization to be progressively improving.[143] No general rating was given in February, "Very Satisfactory" in June, "Very Satisfactory" in August, and "Excellent" in October. Previous irregularities have always been satisfactorily corrected. Results of other inspections are incorporated in their proper place in the Inspection Reports referring to the Department of Training.[144]

143. Letters from the Office of the Air Inspector, NAAF, 28 February, 23 June, 24 August, and 3 November, 1943.
144. See Appendix, P. IV-15 , f.

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SECTION 5: SCHEDULES

It has always been impossible for the Link Trainer Department to maintain precise schedules. Squadron duties of enlisted personnel have infringed largely upon punctilious operation. Weather has likewise been a disorganizing factor, since Flying Instructors attempt to make up flying time lost in inclement periods during the next good weather, and necessarily take priority on the students' time. The weather's variability therefore prevents the pre-arrangement of any definitely certain schedule. Frequently, too, Flying Instructors arrange flying exercises beyond usual routine, such as check rides, dual rides, et cetera, which sometimes conflict with Link Trainer schedules.[145]

145. Statement of 1st Lt. George E. Angstadt.

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SECTION 6: DEPARTMENTAL POLICIES AND ADMINISTRATION

The Department is organized and administered in accordance, as nearly as feasible, with Technical Order 30-100C-1. Its organization is shown as a part of the Organization Chart for the Department of Training.[146]

146. P. IV-6, Appendix.

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SECTION 7: FUTURE PLANS

During November 1943, two of the Department's members were at Central Instructors' Instrument School, Bryan Field, Texas. On their return, they lectured the other instructors on the new and improved methods they discovered, and plans are underway to proceed on the basis of this information.

Efforts are also being made to increase the number of available instructors. Should this effort prove successful, it is intended to assign several men as supervisors, looking toward an increase in effectiveness through a carefully controlled standardization.[147]

147. General information, statistics and figures of all sorts given in the foregoing are from statements and opinions expressed by 1st Lt. George E. Angstadt, Asst. Link Trainer Officer.

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CHAPTER D: WAR ROOM

In June 1943, Newport Army Air Field established a unique organization for the dissemination of restricted and confidential documents and items of materiel to authorized personnel. At first, this organization was called the Intelligence Library, but in July, at the suggestion of Major General Hanley, it was more appropriately named "The War Room".

From the beginning, this installation was the result of the vision and imagination of Major Preston Brown, present Director of Training. Through his efforts, and those of 1st Lieutenant George E. Angstadt (who was given the additional duty as Officer in Charge of the War Room), displays of many sorts, decorations, and publications, were secured from a great variety of sources. In a relatively short time, through the energetic work of these two Officers, the War Room was ready for service.[148]

Link Trainer Building #470 was selected as the site of the War Room, largely because its air-conditioning rendered it a particularly desirable place for comfortable

148. Statement of 1st Lt. George E. Angstadt, Officer in Charge of War Room.

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browsing. Every effort was made to make the room attractive. Comfortable furniture was set up. In addition, two attractive WAC's were made librarians, it being felt that femininity with such characteristics would have the effect of attracting Cadets.

The resulting attendance at the War Room has been the best evidence of its unqualified success. The Room is always comfortably filled, and occasionally crowded, eight hours per day.[149] Students, moreover, stay occupied with material designed to increase their understanding of military matters, weapons, geography and current events, and time spent in this Room is proving of high value for purposes of general orientation.

Displays in the War Room include the following items:[150]

M-2 automatic 20 mm cannon.
.45 caliber automatic pistol.
.45 caliber pistol, M-1911.
.50 caliber cartridge.
37 mm. shell.
SA Ball MKI 20 mm. cartridge.
German Air Corps uniform.
"Field of Fire" Globes of six types of aircraft.
Ten model planes (no room for more).
Thirty tank models of all nations.
One hundred twenty-five model warships of all nations.

149. Statement of 1st Lt. George E. Angstadt, War Room Officer. Register bears out this statement.
150. Inventory made by 1st Lt. George E. Angstadt, War Room Officer.

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View-Masters and reels for Aircraft Identification practice.

Reading material includes the following:

AFGIB (Air Forces General Information Bulletin).
Air Route Manuals.
Secret and Confidential Combat Bulletins.
Impact.
Informational Intelligence Summaries.
Intelligence Bulletins.
Notice to Aviators.
Recognition Pictorial Manuals.
Tactical and Technical Trends.
Various Technical Manuals, including Technical Orders.
The Office of Naval Intelligence Weekly.
Various wall maps of all continents.

Plans are afoot to add continuously such other materials as are proper for inclusion in such a room. Various synthetic training aids, publications and other displays are on requisition.

Photographs of the War Room are to be found in the Appendix.[151]

151. P. IV-118, f., Appendix.

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CHAPTER E: ADDENDA HISTORY FOR JANUARY 1944

SECTION 1: GENERAL.

There have been few noteworthy changes in the policies, facilities, and procedures of the Department of Training during the month of January 1944; nor have there been any significant changes in personnel.

a. New Method of Handling Flying Instruction:

A new system for flying instruction was arranged during January 1944. For some time, the trend in student training has swung definitely toward specialization within phases, with particular emphasis, of late, being placed on proficiency in instrument flying. It has been realized that higher headquarters are extremely desirous that each Basic School consistently endeavor to improve instrument instruction. In view of this fact, it became apparent that the old system of instruction needed revamping, and, in consequence, the following program was adopted:

The Basic course of seventy hours of flying is divided into two parts:

1. A Transition Phase, and
2. A Diversified Phase.

The Transition Phase consumes four (4) weeks, during which time the student completes his transition in a BT-13A

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training plane. It includes solo, stages, air work, map reading, acrobatics, and formation flights. Upon completion of this phase, the student is checked in the air and certified for proficiency, whereupon he is graduated to the Diversified Phase.

This latter phase likewise consumes four (4) weeks normally, and consists of instrument training, acrobatics, navigation, night flying, instrument flying (navigational), formation flying, and a certain amount of transition. He is then given an instrument check, and if satisfactory in all particulars is now graduated to an Advanced School.

Inasmuch as there are two (2) Groups, consisting of three (3) Squadrons in the organizational set-up of the Department of Flying, Group I handles the Transition Phase, and Group II handles the Diversified Phase. This means, in effect, that Group I constantly instructs the Lower Class, and Group II the Upper Class. All instructors and personnel of Group II are qualified Instrument Instructors.

A student therefore will normally have two instructors, one in the Transition Phase, who passes him on to an Instrument Instructor in the Diversified Phase, certifying that the student is proficient in the minimum requirements of transition. The Instrument Instructor then picks up the student and completes his Basic training in the more

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complicated types of instruction, with emphasis on Instrument training.

b. Ground School Change:

This Department, by re-partitioning the Annex Building, has made room for a Library 17.5 by 20 feet, which it is felt will be of considerable value to instructors and students once completed.

SECTION 2: ADDITIONAL INFORMATION FOR DEPARTMENT OF FLYING CHARTS.

The following data is given in the order of its appearance in the Appendix, and headings used are the verbatim titles of the charts concerned:

a. Availability of Training Aircraft - 1943:

January 1944:

Average number of planes in commission.....	200.8
Average out of commission....	32.6
Complete wrecks.....	2
New planes acquired.....	6
Planes transferred out.....	0

b. Rank Statistics - Flying Officers - 1943:

January 1944:

Majors...	2	Captains...	13
1st Lts..	23	2nd Lts....	151

Flight Officers.. 4

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c. Experience Level of Rated Officers, 1943:

January 1944:

Flying Instructors..... 5.6 months

Supervisory Personnel..24.0 months

d. Flying Instructor - Student Ratios - 1943:

1st Week - 4.76 students per instructor.

2nd Week - 4.35 " " "

3rd Week - 4.38 " " "

4th Week - 4.38 " " "

5th Week - 4.50 " " "

6th Week - 4.52 " " "

7th Week - 4.54 " " "

8th Week - 4.65 " " "

9th Week - 4.62 " " "

10th Week - 4.62 " " "

These figures refer to the Class of 44-C.

e. Personnel Status of Rated Officers for 1943:

January 1944:

ASSIGNMENT	MAJOR	CAPT.	1 LT.	2 LT.	F/O	TOTAL
Director of Training	1					1
Director of Flying	1					1
Group Commander		2				2
Squadron Commander		6				6
Flight Commander		3	9			12
Flight Instructors			10	144	3	157
Advisory Board		2	1			3
Instrument School			3			3
Instr. Sch. Trainees				7	1	8
TOTAL	2	13	23	151	4	193

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f. Student Statistics - 1943:

The figures for the Class of 44-C, available 15 January 1944, have been included in the original chart. Statistics for the Class of 44-D were not completed during January.

g. Aircraft Accident Statistics - 1943:

January 1944:

Total student-training hours flown.. 28,499.5

Number of major accidents (1 fatal). 6

Number of minor accidents..... 15

TOTAL ACCIDENTS 21

(Five of these accidents were at night, and sixteen during daylight hours)

Individuals killed in Accidents:

2nd Lt. John E. Wentworth, Pilot.

2nd Lt. Paul S. Hayward, Ground School Instructor.

h. Flying Time of Flying Deficiency Eliminees, 30 December 1942 - 15 January 1944:

Class of 44-D:

Number of eliminees..... 20

Total Basic hours flown by them.. 445.30

Average Basis hours per eliminee. 22.16

i. Time of Aircraft Accident Occurrence - 1943

January 1944 had twenty-one (21) accidents which occurred at the following hours:

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0015	0950	1605 (fatal)
0215	1032	1635
0640	1450	1710
0735	1452	1715
0830	1505	1900
0840	1530	2130
0900	1545	Night (unknown)

j. Newport Graduates at Advanced Schools - 1943:

Class of 44-A:

Total entering Advanced Schools.....	303
Total held over.....	24
Eliminated by own request.....	1
Eliminated for flying deficiency....	5
Graduated.....	273

SECTION 3: ADDITIONAL INFORMATION FOR DEPARTMENT OF GROUND SCHOOL CHARTS:

a. Instructional Personnel Status and Student Proportions for 1943:

Supervisory Personnel:

Captains.....	1
1st Lieutenants.....	1/2

Instructor Personnel:

1st Lieutenants.....	4 1/2
2nd Lieutenants.....	6

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Non-Commissioned Officers..	8
Enlisted Men (Pfcs).....	2
Civilians.....	1
Percentage of instruction by:	
Commissioned Personnel.....	48.9
All other personnel.....	51.1
Pupils per instructor.....	33.0

b. Class Room Hours - 1943:

Class of 44*D:

Radio Code.....	136
Radio Communications.....	64
Meteorology.....	368
Navigation.....	272
Aircraft Identification....	72
Flight Instruments.....	48
Parachute.....	4
TOTAL	964

SECTION 4: ADDITIONAL INFORMATION FOR DEPARTMENT OF LINK TRAINER CHART:

a. Student-Instructor Ratio for 1943:

Total hours of instruction.....	2425.00
Number of instructors.....	29
Hours per instructor (average)..	83.62

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PART V: EVOLUTION OF THE PLAN FOR ADMINISTRATIVE ORGANIZATION

A chart of the functions being performed at this Station during 1942 was not prepared at the time, nor until 22 March 1943. In consequence, the chart appended hereto,[1] dated 31 December 1942, has been recently drawn in accordance with recollections of the present Executive Officer, Lieutenant Colonel Charles E. Wilson, who became familiar with the set-up in early January 1943. No other Officer is now resident who then had a personal knowledge of the entire undertaking. It is felt that this chart is a true and accurate portrayal of the Station's organization as of the above date.

This chart shows a situation to be considered normal of any new station during its period of growth and expansion. Not all the functions of a full-fledged organization are present, but there is sufficient to show that the only outstanding difference in the machinery of this Field and that of other Fields is the divorcement of Cadet Training from S-3. Here, the Director of Training has charge of the Flying Department, the Ground School, Link Trainer, and the Aviation Cadet Detachment, but is not the S-3 Officer. The latter is charged with plans and training relating mainly

1. P. V-1, Appendix.

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to enlisted men, in formulating plans for Station Defense, and in carrying out directives for specialized schools as ordered by higher authority for both officers and soldiers. While the activities of the Department of Training and S-3 are necessarily very closely integrated, they are nevertheless both independent functionally.

In addition to the organization chart prepared on 22 March 1943,[2] as stated above, two others, drawn on 5 October 1943,[3] and on 20 February 1944,[4] are available. These charts will tell something of the manner in which this Station expanded after 1 January 1943, and are self-explanatory, in themselves, when considered in conjunction with each other. The following pages, dealing with sub-organizations, will give the details of the manner in which all four of these organizational systems have functioned. It is felt, therefore, that a description of the mechanics of these functionings here would merely duplicate in an involved manner, information to be furnished hereafter in full detail.

While the last chart submitted in the Appendix was drawn after the period of this History, it accurately por-

2. P. V-2, Appendix.
3. P. V-3, Appendix.
4. P. V-4, Appendix.

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trays the organization which existed on 21 January 1944. Sole exception to this is the change in titles shown for what were formerly S-1, S-2, S-3 and S-4 Officers, and the addition of the title "Director of Services" to the function of the Executive Officer. These title changes were made on 16 February 1944,[5] but have been entirely nominal in character, since the functions so represented have persisted in the same fashion as before.

An error was made in drafting this chart in connection with the organization of the Flying Training Squadrons. Instead of reading in numerical order as shown, they should have been I, III, V, II, IV and VI, reading from left to right. Reference to organization charts prepared for the Flying Department, and included in the Appendix, Part IV, will demonstrate the proper portrayal of this information.

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5. NAAF Hq., Newport, Ark., NAAF Memo #20-2, 16 Feb. 1944, entitled "Organization", (Hq. File Room).

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PART VI - EXPENDITURES

CHAPTER A: CONTINUING EXPENSES

1. PHYSICAL ALTERATIONS:

All physical alterations required for installations already constructed at this Field have been requested, and performed, in accordance with AR 100-80, Sec C-3. This regulation considers alterations costing less than ten thousand dollars ($10,000) as minor; while those above that figure are classed as major. When minor alterations are required, the Commanding Officer initiates a request to the Commanding General of the Eastern Flying Training Command, Maxwell Field, Alabama, for approval. If approval is obtained, the work is undertaken usually by the Post Engineer, or in some instances, by a contractor, in accordance with availability of funds secured originally from the Service Command. Obviously, very small alterations, involving a negligible expense, are handled at the Station, without specific approval from higher authority. Such funds are obtained quarterly from allocations made by the Eastern Flying Training Command, based upon recommendation submitted by the Post Commander in his regular quarterly estimate of financial requirements.

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Major alterations to buildings, grounds, utility systems, or other permanent installations, require that request be made for approval, through channels, by way of the Eastern Flying Training Command, to the Commanding General, Eighth Service Command, Dallas, Texas, (Attention of the Chief of Engineers). Approval or disapproval returns by the same route.

2. REMUNERATION OF CIVILIAN EMPLOYEES:

All civilians employed at this Post, prior to 1 December 1942, were remunerated from Air Corps Funds, appropriations for their employment, ~~being~~ allocated in the usual manner, not being available then. From that date on, all civilian employees have been paid in the manner originally intended. [1]

The following chart shows the percentages (figured to the nearest one-half of one per cent) of employees paid from the various funds at the disposal of the Civilian Personnel Office during 1943:

Month	Army Service Command	Air Service Command	Army Air Forces	Services (Ordnance)
JANUARY	41.0	49.0	10.0	0
FEBRUARY	42.0	49.0	9.0	0
MARCH	45.5	45.0	9.0	.5

1. Statement by Mrs. Mary Beth Griffin, Chief Civilian Personnel Clerk, NAAF, Newport, Ark.

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APRIL	49.5	42.5	7.5	.5
MAY	51.5	41.0	7.0	.5
JUNE	55.0	38.0	6.5	.5
JULY	54.0	38.5	6.5	1.0
AUGUST	47.0	43.5	8.0	1.5
SEPTEMBER	48.5	43.5	8.0	*
OCTOBER	48.0	42.5	9.5	
NOVEMBER	46.0	43.0	11.0	
DECEMBER	48.0	42.0	10.0	
YEARLY AVERAGE	47.5	43.5	9.0	

*Transferred to Army Air Forces.

Reference to the yearly average percentages at the bottom of this chart show that the Army Service Command Funds paid approximately 47.5%, the Air Service Command 43.5%, and the Army Air Forces, 9.0% of the wages of civilian employees during the year.

3. EXPENDITURES OF SURPLUS POST EXCHANGE FUNDS:

Most of the surplus funds earned by the Post Exchange of this Station, instead of being declared as dividends in behalf of the various Squadrons and Organizations usually benefitting therefrom, have been used in large part to finance major improvements in the Exchange's own installations. These have included the enlargement of the Exchange itself, the addition of a beer tavern, and the erection of a bowling alley. [2]

Since its inception, however, this organization has

2. Statement by 1st Lt. Francis Raphael, Assistant Post Exchange Officer.

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declared three (3) dividends, totaling $6,700.29. The first consisted of profits earned during the month of August and declared as dividends in September 1943, amounting to $2,545.32. This money was distributed to the various squadrons on the Field, and to the Education and Recreation Fund. The second dividend, declared in October 1943, amounted to $296.61, and was presented to the Chaplain for the furtherance of his work. The third dividend was declared in December 1943, in the amount of $3,850.36. This was distributed in the same manner as the September dividend, except that $824.36 was retained for the Exchange as a contingency reserve fund. [3]

Dividends distributed by the Post Exchange have been expended by participating organizations in accordance with the provisions of AR 210-50, mainly in the purchase of Day Room equipment and improvements. [4] The swimming pool constructed at this Field during the summer of 1943 was not paid for by Post Exchange Funds but came from dividends declared by the Army Motion Picture Service through the Education and Recreation Fund. [5]

4. EXPENSES FOR RECREATION FACILITIES:

The Post Recreation Hall is the outstanding building

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3. NAAF, Newport, Ark., Post Exchange Council Book, passim.
4. Statement by Capt. J. T. Sinclair, Asst. Air Inspector (Adm.), NAA F, Newport, Ark.
5. Ibid.

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constructed on this Field for recreation purposes. It is a large wooden structure, covered externally with tarpaper, one hundred twenty-four (124) feet in length and eighty-eight (88) feet in width. When used as an auditorium, it accommodates approximately one thousand (1000) people. The hall itself was constructed as an original field unit, and paid for by funds designated for such purposes. Originally, the floor was of concrete and was unsuitable, therefore, for dancing, basket-ball, boxing, and other forms of athletics. As a result of a contribution of one thousand dollars ($1,000) made by the local Carpenters' Union, and eight hundred dollars ($800) contributed by laborers employed by the various contractors, a hardwood floor was installed in December 1942. This floor was enlarged later by the same laborers, who gave their leisure time gratis to this end, and who, in addition, installed such other improvements as stage curtains, bleachers, and room partitions in the stage wings. Equipment used in the hall, mainly for athletic contests, was purchased with funds from the Welfare Enlisted Mens' Association. (Ordinarily, WEMA Funds are made available to fields for only one year after activation; but this period has been extended to a year and a half at this Field.) [6]

6. This section was written from statements made by Capt. J.T. Sinclair, Asst. Air Inspector (Adm.) and Capt. Lloyd M. Bergen, Special Services Officer of this Field.

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Day rooms in the various squadrons at the Newport Army Air Field were originally financed by WEMA Funds. At the expiration of one year, all initial equipment having been provided, the cost of additions and improvements became dependent upon squadron funds, including dividends secured from the Post Exchange. [7]

Athletic organizations at Newport Army Air Field were supported originally by WEMA Funds and by the Education and Recreation Fund. Squadron teams have been largely supported by squadron funds. [8]

The above statements on day rooms and athletic teams of squadron organizations are also applicable to the Aviation Cadet Detachment. Additional information will be given in this connection under Part VII, Chapter F, Section 7.

CHAPTER B: EXPENDITURES FOR INSTALLATION OF THE AIRPORT FACILITIES

1. SOURCE OF FUNDS:

Money used in the procurement of essential real estate and in the erection of essential installations for the establishment of this Station was provided by the

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7. Refer to Footnote #6.
8. Ibid.

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Corps of Engineers of the U. S. Army from funds made available to them by Congressional appropriation for the Army Air Forces. At this Station none of this money was spent in leasing facilities, since outright purchases were made in all cases.

2. LAND PURCHASES:

5,285.7 acres of land were acquired for Newport Army Air Field and its auxiliaries. The total cost of this acreage was $474,086.00, an average of approximately $89.69 per acre. 211.3 acres were acquired by acquisition of easement and perpetual easement, while the balance was purchased in fee simple. [9] Total land acquisitions were 414.3 acres less than the original investigators contemplated purchasing. [10] A chart prepared from the original Tract Register of the Newport Army Air Field project has been obtained from the Office of the Chief of Engineers, Construction Division, Real Estate Branch, Little Rock, Arkansas, which shows the main details connected with the land purchases consummated in behalf of this Field. This chart has been photostated and placed in the Appendix.[11]

9. Chief of Engineers, Construction Division, Real Estate Branch, Little Rock, Ark. Original Tract Register (Newport Army Air Field) (Hq. File Room)
10. Corps of Engineers, Division Real Estate Sub-Office, Hq. NAAF, Newport, Ark., to C.O., NAAF Hq., Newport, Ark., Letter, 5 Jan. 1943, (Hq. File Room)
11. Cf. P. VI-1, Appendix.

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However, for more ready reference, the essential items of information from this chart have been condensed and included in the following table:

NAAF EXPENDITURES FOR REAL ESTATE

NEWPORT ARMY AIR FIELD:	
2,633.80 acres of land - - - - - - - - - -	$ 201,273.00
66.93 acres for railroad right of way (acquisition of easement) - - -	4,225.00
MILLTOWN AUXILIARY FIELD:	
480.00 acres of land - - - - - - - - - -	27,300.00
4.70 acres for outlet ditch (acquisition of easement- - - - - - - -	300.00
ELGIN AUXILIARY FIELD:	
480.00 acres of land - - - - - - - - - -	54,438.00
WELDON AUXILIARY FIELD:	
481.02 acres of land - - - - - - - - - -	90,850.00
AMAGON AUXILIARY FIELD:	
500.00 acres of land - - - - - - - - - -	26,170.00
ERWIN AUXILIARY FIELD:	
499.60 acres of land - - - - - - - - - -	61,280.00
1.31 acres (acquisition of easement)	75.00
2.10 acres (drainage ditch easement)	700.00
KAIN DRAINAGE DITCH:	
136.26 acres (perpetual easement)- - -	7,475.00
TOTAL EXPENDITURE: 5,285.70 acres of land- -	474,086.00 [12]

12. Newport, Jackson County, Ark., "Summary of Defense Problems and Action Program," in Site Selection Board Report, Op. Cit. Statements of costs, as given, may not be considered as final, since court action is now under way between the United States and former owners of this land which may affect the final price paid by the government.

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All items of expense connected with the construction of this Post have been included in the following table, which has been designed to eliminate unessential details and to present the significant totals only:

APPROXIMATE COST OF NEWPORT ARMY AIR FIELD
THROUGH 31 DECEMBER 1943

HOUSING: Officer, Cadet, Enlisted, W. A. C. and Civilian - - - - - -			$ 2,033,000.00
TECHNICAL AND OTHER BUILDINGS: - - - - - -			1,397,000.00
UTILITIES:			
Electric Distribution	$53,000.00		
Water Supply	239,000.00		
Sewerage.....	189,000.00		
		TOTAL	481,000.00
ROADS AND STREETS: - - - - - - - - - - - -			480,000.00
RAILROADS: - - - - - - - - - - - - - - - - -			186,000.00
BASE FIELD:			
Clearing, drainage, earthwork.....	1,814,000.00		
Paving and lighting..	2,028,000.00		
		TOTAL	3,842,000.00
AUXILIARY FIELDS:			
Clearing, drainage, earthwork.....	998,000.00		
Paving and lighting...	883,000.00		
		TOTAL	1,881,000.00
COST OF REAL ESTATE: - - - - - - - - - - -			474,086.00
GRAND TOTAL			10,774,086.00 [13]

13. Corps of Engineers, Construction Div., Real Estate Branch, Little Rock, Ark., to C.O., NAAF, Newport, Ark., Letter, 8 Jan. 1943. This letter states that the above figures are estimates and not final costs. These are latest available figures.

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Figures on disbursements made by the Finance Office of this Post are included in Part VII, Chapter E, Section 4.

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PART VII - FUNCTIONING OF THE ORGANIZATION

CHAPTER A: COMMANDING OFFICER, EXECUTIVE OFFICER, AND ADJUTANT

The first Commanding Officer of Newport Army Air Field, as previously stated, was Colonel Daniel A.Cooper. Colonel Cooper graduated from West Point in 1930; and prior to his assignment to the A. A. F. Basic Flying School at Tuckerman, Arkansas, in July of 1942, had seen service in Hawaii and numerous posts in continental United States. Colonel Cooper received his flying training at March Field, California, and Kelly Field, Texas; and had, before his arrival here, been given the rating of "Command Pilot". As the first Commandant of this Station, the successful pioneering work which was to change this locality from a rice field into a fully-equipped and efficient Pilot School must be credited most largely to the enterprising capability of this Officer. Colonel Cooper left Newport Army Air Field 10 July 1943 for overseas duty.

Colonel Cooper was succeeded by Colonel Louis A. Guenther on 11 July 1943. His tour of duty at this Station, however, was limited to about eighteen (18) days, since he was transferred on 28 July 1943 to duty

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in Washington, D. C. [1] Colonel Guenther graduated from West Point in 1931, receiving his pilot training at Randolph and Kelly Fields, Texas, and received his wings the following year. Prior to his arrival at Newport, he served tours at Luke Field, Arizona, Luke Field, Hawaii, and Maxwell Field, Alabama.

In the interim between the departure of Colonel Guenther and the arrival of the next permanent Post Commander, Lieutenant Colonel Richard F. Bromiley, until then Director of Training, assumed command. He was in charge from 28 July to 18 August 1943. [2] Colonel Bromiley is one of the youngest Lieutenant Colonels in the Service, being twenty-eight (28) years of age when he assumed command. He was a graduate of West Point in the Class of 1939, and received his flight training at Randolph and Kelly Fields, Texas. He came to Newport Army Air Field from Gunter Field, Alabama. He is best remembered here, not as Commanding Officer, but as a successful, capable, and efficient Director of Training.

The present Commanding Officer, Colonel Robert W. C. Wimsatt, succeeded Colonel Bromiley on 18 August 1943. [3] He received his flight training at Carlstrom

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1. WD, Washington,D.C., S.O. #208, 28 July 1943,par.10.
2. NAAF Hq.,Newport,Ark., G.O. #5, 28 July 1943; NAAF Hq.,Newport,Ark., S.O. #209, 18 August 1943, par. 4.
3. NAAF Hq.,Newport,Ark., G.O. #6, 18 Aug. 1943,par. 1.

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Field, Florida, and Kelly Field, Texas. Upon his graduation at Kelly Field, he remained as a flight instructor until 1924, when he was transferred to France Field, Panama Canal Zone. In 1927, he was back in the United States and served at a number of stations before being transferred to Greenland in June 1942. Here he was Commandant of Air Force Installations until assignment to his present duty.

Newport Army Air Field has been fortunate in having the same Executive Officer from 4 January 1943 until the present. He is Lieutenant Colonel Charles E. Wilson, a graduate of the Fort Benning (Georgia) Infantry School in 1935. He was connected with the Civilian Conservation Corps the following six (6) years, being ordered to active duty in 1941 with the Air Forces; serving successfully thereafter as Squadron Commander at Maxwell Field, Alabama, and Gunter Field, Alabama, and as Administrative Inspector at Cochran Field, Georgia, prior to his arrival at this Station. [4]

The first Adjutant assigned duty at this Post was 1st Lieutenant Harvey C. Lisle (promoted to Captain 24 December 1943), who was the third Officer to arrive at Newport, where he came on 22 September 1942, and where

4. NAAF Hq.,Newport,Ark., S.O.#3, 4 January 1943,par. 1.

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he was given his assignment on 1 November 1942, at the time of the Field's activities. Lieutenant Lisle was a graduate of the Adjutants School in Washington, D.C., and had seen prior service at Gunter Field, Alabama, Hendricks Field, Florida, Maxwell Field, Alabama, and the Primary Flying School at Decatur, Alabama. Lieutenant Lisle brought to his new task a versatile military background, since, at these other fields, he had served not only as Adjutant, but also as Chemical Warfare Officer and Personnel Officer. Captain Lisle was relieved of his assignment as Adjutant on 30 June 1943 and assigned as Commanding Officer of the Headquarters and Headquarters Squadron, Fourteenth Basic Flying Training Group. [5]

Chief Warrant Officer Earle R. McCollum relieved Captain Lisle on the above-mentioned date as Adjutant. [6] His record of military service begins 21 September 1915, and includes tours of duty on the Mexican Border, in France during World War I, and, after the Armistice, with the Division of Criminal Investigation in London. Mr. McCollum served at various posts in the United States between 1919 and 1941. At the beginning of the present

5. NAAF Hq., Newport,Ark., S.O.#166, 30 June 1943,par.1.
6. NAAF Hq., Newport,Ark., S.O.#166, 30 June 1943,par.5.

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war, he was sent to Australia, where, because of ill health, he served only briefly. He arrived at Newport in early November 1942.[7] His duty as Adjutant ended on 3 September 1943, at which time he was assigned duty in connection with Aircraft Maintenance.[8]

The present Post Adjutant, Major Winfield R. Fahs, assumed his duty on the above-mentioned date.[9] Major Fahs began his active duty on 1 March 1941, having, prior to that time, served with the Civilian Conservation Corps and in the Regular Army. His first active-duty assignment was with the AAF Primary Training Detachment, Camden, South Carolina, where he served consecutively as Commandant of Cadets, Special Services Officer, Public Relations Officer, Classification Officer and Personnel Section Adjutant. Major Fahs came to Newport on 17 May 1943, and was assigned as Plans and Training Officer.[10] On 2 July 1943, he became the Commanding Officer of the 1066th Basic Flying Training Squadron, remaining in this capacity until assigned as Post Adjutant on 3 September 1943.[11]

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7. NAAF Hq.,Newport,Ark., S.O. #1, 1 November 1943,par.1
8. NAAF Hq.,Newport,Ark., S.O. #223, 3 Sept. 1943,par.10
9. NAAF Hq.,Newport,Ark., S.O. #223, 3 Sept. 1943,par.15
10. NAAF Hq.,Newport,Ark., S.O. #126, 17 May 1943, par. 6
11. NAAF Hq.,Newport,Ark., S.O. #223, 3 Sept. 1943,par. 1

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All of the above-named Officers have functioned in the usual well-known, and fully understood manner of men in such duty positions at any military post.



COL. DANIEL A. COOPER



COL. LOUIS A. GUENTHER



LT. COL. R. F. BROMILEY



COL. ROBERT W. C. WIESATT



LT. COL. CHARLES E. WILSON



MAJ. W. R. PAHS



CAPT. H. C. LISLE



CWO E. R. McCOLLUM

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CHAPTER B: S-1 -- PERSONNEL

SECTION 1: GENERAL HISTORY.

a. Evolution of the Organization:

On 1 November 1942, 1st Lieutenant Harry H. Goldstein (since Major), reported to Tuckerman Airfield, and was officially assigned as Courts and Boards Officer on 2 November 1942. [12] At the same time, however, by virtue of verbal orders by the Commanding Officer, Lieutenant Goldstein began the organization of the Personnel Section. On 13 November 1942, he was officially relieved of his initial assignment and created Personnel Officer. [13] On 19 December 1942, Captain Goldstein was advanced to the staff function of S-1. [14]

The situation facing Captain Goldstein at the beginning was typical of the difficulties facing most of the other new Officers. He was assigned a room of about twenty (20) by forty (40) feet in the Headquarters Building in which to transact business, used packing boxes for furniture, had great difficulty in procuring essential stationery and other supplies; and faced, as well, a noteworthy deficiency in trained personnel. These conditions

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12. AAFBRS Hq., Tuckerman, Ark., S. O. #3, 3 Nov. 1942, Par. 1.
13. Ibid., S. O. #10, 13 Nov. 1942, Par. 1.
14. Ibid., S. O. #41, 19 Dec. 1942, Par. 4.

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were to be slowly improved, but not to be entirely satisfactory for the next three (3) months.

The Department began significant operation with the arrival of five Officers between 5 and 8 November 1942. They were assigned as follows:[15]

1st Lt. Ernest E. Ray, Statistical Officer.

2nd Lt. Frank X. Cagney, Asst. Personnel Officer.

2nd Lt. Francis J. O'Rourke, Asst. Personnel Officer.

2nd Lt. Otis W. McQuary, Classification Officer.

2nd Lt. Joseph S. Grutsch, Asst. Personnel Officer.

In addition to these five Officers, the Personnel Officer succeeded in obtaining two civilian clerks; and by the combined effort of all concerned, was able to prepare and submit all official reports immediately necessary. In the week of 10 November 1942, the first enlisted Air Corps personnel to arrive, totalling twenty (20) men, enabled Captain Goldstein to fill many of his vacancies.[16] It was now possible to sub-divide the Department into Sections in accordance with the practice prevailing at Maxwell

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15. AAFBFS Hq., Tuckerman, Ark., S. O. #5, 5 Nov. 1942, Par. 7; S. O. #6, 6 Nov. 1942, Par. 2 (Lt. Cagney was relieved of this assignment by S. O. #14, 18 Nov. 1942, Par. 2); S. O. #7, 7 Nov. 1942, Par. 1; S. O. #8, 9 Nov. 1942, Par. 1; S. O. #9, 10 Nov. 1942, Par. 1.
16. AAFBFS Hq., Tuckerman, Ark., S. O. #12 through #17, 16-21 Nov. 1942.

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Field.[17] These Sections were as follows:

Report of Change and Morning Report Section,

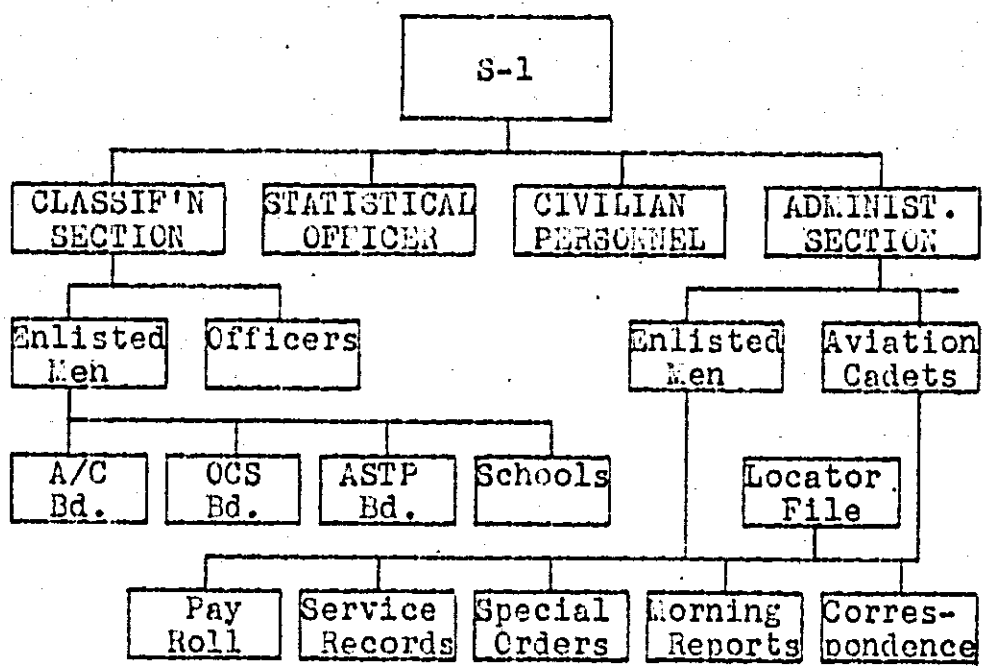
Service Records Section,

Correspondence Section,

Officers' Section, and

Payroll and Special Orders Section.

This organization has since developed into that depicted in the following organization chart:



[18]

The neworganization was almost immediately confronted with extreme difficulties in the preparation of Officers' and Enlisted men's payrolls. Insufficient personnel were

17. Capt. Goldstein was once connected with the Personnel Office at Maxwell Field, Ala.
18. Drawn from description furnished by Major Goldstein.

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available to perform this duty. At the same time, it was necessary to conform to procedure used at Camp Robinson, the nearest disbursing office, and therefore a number of trips had to be made to this Camp by Officers of the Department in order to iron out procedure routine. (On 16 December 1942, this difficulty was relieved by the arrival of six men, constituting a Finance Detachment, as yet unassigned, from Maxwell Field. [19]

On 23 November 1942, the cadres from Columbus, Mississippi, constituting the 1067th and 1068th Basic Flying Training Squadrons, arrived at this Field in the number of about two hundred (200) men. Twelve of these men were quickly assigned to the Personnel Office, thus permitting the expansion of the various Sections; but at the same time producing severely over-crowded conditions in the office quarters. In order to remedy this situation, the Cadet Personnel Section and the Hospital Personnel Sections were now separated from Post Personnel and placed in the quarters of their respective organizations. (At the same time, plans were made by the Post Commander for building an addition to the Headquarters Building to accommodate more adequately the Department's staff. Until this addition was com-

19. AAFBFS Hq.,Tuckerman,Ark., S.O.#37-38,15-16 Dec.1942.

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pleted in April 1943, considerable inconvenience was experienced in this connection.)

On 19 December 1942, the Department was finally created S-1, and has remained substantially the same since that time.

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b. Key Personnel:

The following tabulation shows all key personnel that have been assigned to S-1 functions, as well as dates of assignment and dates of relief, if any. In all cases, these dates have been verified by reference to Special Orders. Those with asterisks, however, were relieved by Special Orders from AAFEFTC, Maxwell Field, Alabama, while all other dates are based upon Special Orders issued at this Field:

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Ray, Ernest E., Capt. Statistical Officer	11/5/42	--
Cagney, Frank X., 2nd Lt. Asst. Personnel Officer	11/6/42	11/18/42
O'Hourke, Francis J.,1st Lt. Asst. Pers. Off., Classification Off.	11/8/42	--
McQuary, Otis W., 1st Lt. Classification Officer, Officers' Section	11/9/42	--
Grutsch, Joseph S., 1st Lt. Asst. Personnel Officer	11/10/42	9/5/43
Goldstein, Harry H., Major Personnel Officer, S-1	11/13/42	--
Fischer, Werner, W. O. (jg) Asst. S-1	1/30/43	--
Green, Joseph W., 1st Lt. Asst. Classification Off.	3/15/43	7/12/43 *

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NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Jerrard, Donald, 2nd Lt. Asst. Statistical Officer	7/18/43	10/5/43 *
Ackerman, Emery C., 1st Lt. Asst. Classification Officer	7/18/43	10/17/43
Appel, William C., 1st Lt. Asst. Personnel Officer	7/20/43	9/28/43
Poulton, Donald A., 2nd Lt. Asst. Statistical Officer	9/15/43	1/1/44 *
Chappuis, Barbara C., 1st Lt. Asst. Classification Officer	10/17/43	11/9/43 *

Inclusive dates for the various duty assignments shown under each Officer are not included, since regarded as insufficiently pertinent.

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SECTION 2: STATISTICAL SECTION

The Statistical Office of the Personnel Section, organized on 5 November 1942, with the assignment of 1st Lieutenant Ernest E. Ray (since Captain), has continued under his jurisdiction to the present date. At the beginning, the Statistical requirements were so simple and routine in character that Lieutenant Ray was able to handle all the reports himself. However, with the growth of the Field and the activation of training, the requirements of this organization have likewise grown, and Captain Ray is now assisted by a Commissioned Officer and three (3) enlisted men. (The Officer assistant was relieved on 1 January 1944. [20])

On 5 November 1942, only seven (7) incomplex reports were required. As of 31 January 1944, this total had grown to thirty-five (35), some of them very complicated in character. Eleven (11) of these reports are made to the Army Air Forces Headquarters at Washington, D. C.; sixteen (16) to the Headquarters of the Eastern Flying Training Command, Maxwell Field, Alabama; seven (7) to the Sixth Statistical Control Unit, Maxwell Field, Alabama; and one (1) to the Eighth Service Command.

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20. AAFEFTC Hq., Maxwell Field, Ala., S.O. #335, 1 Jan. 1944, Par. 3.

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Functionally, the Statistical Section of Newport Army Air Field is a constituent part of the Air Forces Management Control System. It is charged with the responsibility of collecting, compiling and maintaining basic records; as well as reporting and interpreting data on personnel, housing, material, aircraft, and training. The Section has been generally responsible to the Commanding Officer; but is functionally responsible to the Personnel Staff Officer insofar as Personnel Statistical Reports are concerned. In the case of personnel reports, close cooperation has been maintained with the Classification Office, the Enlisted Personnel Office, and the Officers' Classification Office. With respect to housing data, close connection has been maintained with the Post Engineer. For reports involving aircraft and training, the Section has functioned closely with the Department of Training, the Operations Office, the Squadron Engineering Offices, and the 360th Sub-Depot. All units and detachments of the Field have cooperated on material reports on the controlled items of equipment. Not only has the Statistical Section of this Field been directly responsible to the local command, but has been co-responsible to the Sixth Statistical Control Unit at Maxwell Field, Alabama.

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The Statistical Officer has had no outstanding difficulty. The work has been of tedious character, but all personnel have shown complete willingness to perform their full duty. While the Department has trained its own men in large part, the fact that it was able to do this at a time when little pressure was being experienced, little noticeable handicap resulted.

SECTION 3: OFFICERS' SECTION

The work which the Officers' Section of the Personnel Department now accomplishes, was formerly the function of the Classification Section, which handled both this information and also that dealing with enlisted men. In its present form, the Officers' Section dates to the latter part of February 1943, at which time it became a separate entity. [21] Nevertheless, the work of Classification, in connection with commissioned personnel, has, since the beginning, been handled by 1st Lt. Otis W. McQuary. Lieutenant McQuary has been assisted by two people--one enlisted clerk and one civilian stenographer. The work of this Section is to handle all records relating to the status of permanely assigned commissioned personnel. In order to accomplish this, the following activities are performed:

21. NAAF Hq., Newport, Ark., S.O. #44, 18 Feb. 1943, Pars. 2 & 3.

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1. Institute and maintain 201 Files on all permanently assigned commissioned personnel.

2. Maintain Status Cards on all Officers, showing their current duty status--both principal and additional.

3. Consolidate and publish a monthly roster containing the above information in concentrated form for the perusal of all personnel.

4. Classification Form A Report, "Transfer In" (Weekly to AAFEFTC Hq., Maxwell Field, Alabama.)[22]

5. Classification Form B Report, "Change of Duty Status" (Weekly to AAFEFTC Hq., Maxwell Field, Alabama) [22]

6. Classification Form C Report, "Transfer Out" (Weekly to AAFEFTC Hq., Maxwell Field, Alabama)[22]

7. Classification Form G Report, "Officers' Quarterly Rating" (Quarterly to AAFEFTC Hq., Maxwell Field, Alabama.) [22]

8. Monthly roster of commissioned personnel (First made on Form FTC A-150, which was rescinded in August of 1943 and replaced by Form FTC A-150R-1, which in turn was rescinded finally by EFTC Memo. #15, FTC 150R-1 on 29 November 1943, and thenceforward turned over to the Statistical Officer for handling.) [23]

9. Report on military personnel returned from theatres outside the United States (Monthly for commissioned personnel only.) [24]

10. Monthly audit list (Monthly check made within 48 hours to verify and/or correct figures sent on classification data from the Sixth Statistical Control Unit, Maxwell Field, Alabama.)

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22. Reference is invited to SEAAFTC Hq., Maxwell Field, Alabama, G.O. #83, 28 July 1942.
23. See, also, AAFEFTC, Office Statistical Control Unit, Maxwell Field, Ala., Statistical Control Bulletin #99, 25 July 1943.
24. AAFEFTC Hq., Maxwell Field, Ala., EFTC Memo. 35-0-8, 28 December 1943.

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In addition to the above routine work, the Officers' Section was engaged by late summer of 1943 in interviewing and classifying commissioned personnel in regard to both their military and civilian experience. This work was performed on WD AGO Form #66-2 (Work Sheet), and this was dispatched about the middle of December 1943 in final form to the A-1 Section, AAFEFTC Headquarters. This form was then audited and returned to this Station, where necessary corrections were made, and the completed form distributed as follows: First copy, Command Copy, to A-1 Section, AAFEFTC Headquarters, Maxwell Field, Alabama; second copy retained at home Station of Officer, third copy to AAF Headquarters, Washington, D. C., Attention: Assistant Chief of Air Staff, Personnel, Officers' Branch, Record Section.

The Section has been constantly busy with problems connected with classification of commissioned personnel, seeking to discover any mal-assignments that may have been made and making recommendations to the Commanding Officer in this regard.

Lieutenant McQuary is regarded by all organizations on the Field as a source of information and as an agency for preparing innumerable minor and informal reports of all kinds. He finds it necessary to cooperate with all

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departments on the Field in order to supplement necessary data required by numerous and sundry reports.

The following basic statistics illustrate the data which has occupied mainly the Officers' Section:

MONTHLY TRANSFER AND STRENGTH FIGURES
FROM NOVEMBER 1942 THROUGH JANUARY 1944 *

MONTH	LAST MONTH'S STRENGTH	TRANS-FERRED IN	TRANS-FERRED OUT	NET GAIN	THIS MONTH'S STRENGTH
1942					
Nov.	0	50	0	50	50
Dec.	50	68	0	68	118
1943					
Jan.	118	33	0	33	151
Feb.	151	32	11	21	172
Mar.	172	63	13	50	222
Apr.	222	21	17	4	226
May	226	14	10	4	230
June	230	41	18	23	253
July	253	25	21	4	257
Aug.	257	41	7	34	291
Sept.	291	44	30	14	305
Oct.	305	32	30	2	307
Nov.	307	46	14	32	339
Dec.	339	17	13	4	343
1944					
Jan.	343	37	26	11	354

* Figures provided by 1st Lt. Otis W. McQuary, in charge of Officers' Section, NAAF. Reports on these figures were made weekly to AAFEFTC Headquarters on the last Wednesday of each month. As of 2400 each Wednesday ("Transfer In" and "Transfer Out")

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SECTION 4: ENLISTED MEN'S CLASSIFICATION OFFICE: [25]

The classification of enlisted men was combined with the work of the Officers' Section, as formerly stated, until 18 February 1943. At that time, it became a separate sub-organization under S-1. 1st Lieutenant Francis J. O'Rourke has been in charge of this work since its inception, assisted by as many as four (4) enlisted men. The Classification Office has as its function to process incoming basics and assign them to squadrons in accordance with existing tables of organization, and to recommend specific duty assignments to squadron commanders, in accordance with Army regulations and policy directives of the Eastern Flying Training Command.

Since 1 November 1942, 3,416 enlisted men have been entered on the rosters of this Station. Of this number, 1,935 remained as of 31 January 1944. Therefore, a total of 1,481 enlisted men have been transferred to other activities. The disposition of these transferees was as follows:

Aerial Gunnery (combat crew)	86
Airplane Mechanics' School	179
Armorers' School	34

25. The material included in this Section was submitted by 1st Lt. Francis J. O'Rourke, Classification Officer, this Station.

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Radio Operators and Mechanics' School	34
18th Replacement Wing, 2nd AF	39
ORTC, Goldsboro, North Carolina	18
ORTC, Kearns, Utah	25
Other Stations in the EFTC	630
Aviation Cadet Training	76
ASTP Training	96
Officers' Candidate School	21
Miscellaneous	243

Among the transferees, three (3) have been placed in the Paratroops, eight (8) in Weather Observers' School, five (5) in Link Trainer Instructors' School, two (2) in Dog Trainers' School, and eight (8) in Special Training Units, AAF Basic Training Centers for Illiterates, Slow Learners, and Non-English Speaking Men.

Among its other duties, the Classification Office has been responsible for recording on WD AGO Form #20 the progress of each enlisted man in his duty assignment, the acquisition of military occupational specialties, and the degrees of skill attained. This information is submitted to higher authority by means of Form 127-A, Form 127-B, and Classification Audit Lists.

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As a result of letters of recommendation from Squadron Commanders and Department Heads, the following statistics have been compiled in regard to skills acquired by enlisted men (through 31 January 1944):

Rated as specialists in jobs of greater skill with the same family group	750
Re-rated laterally as specialists in non-correlated jobs requiring no greater skill	315
Re-rated from semi-skilled to skilled in the identical job	558

On 22 January 1943, Headquarters of the Army Air Forces published Memorandum 35-16 in order to check unwarranted and promiscuous reclassification undertaken by the individual stations in order to suit their particular needs. In compliance with this memorandum, a Station Classification Board was organized on 9 November 1943.[26] As a result of the work of this Board, thirty-nine (39) enlisted men have been reclassified to date.

The present Classification Board includes the following members:

Major William A. Hart
Captain Paul F. Falkenberg,
Major Harry H. Goldstein
Captain James C. Shumaker
Captain Emil J. Crescenzi

26. NAAF Hq., Newport, Ark., S.O. #279, 9 November 1943, Par. 13.

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1st Lieutenant Emery C. Ackerman
1st Lieutenant Elliott A. Arnholt
1st Lieutenant Francis J. O'Rourke
1st Lieutenant Otis W. McQuary
1st Lieutenant Harold W. Henke
1st Lieutenant Frank C. Binz, III
1st Lieutenant Oscar R. Goldman
1st Lieutenant Thomas H. Basford [27]

As a result of AAF Regulation 15-26, 2 October 1943, certain uniform suffixes were ascribed to various specialists among enlisted personnel. As soon as this regulation was clarified by means of EFTC Memorandum 15-SCW 6303-1C, the information required was gathered and entered on WD AGO Forms No. 20. It is now possible, on account of this procedure, to determine in a matter of a few moments the number of men available here to perform any type of task. [28]

SECTION 5: RECORDS SECTION

The Records Section of the Personnel Office has remained under the personal supervision of Major Goldstein from the beginning, although he is now assisted

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27. This Board is very large in order to include a representative from each Squadron.
28. Details in regard to experience level, education, occupational specialties, and many other types of statistics in relation to enlisted men are subject to report by the Statistical Officer of this Station, and should be available in the files of the Sixth Statistical Control Unit, AAFEFTC Hq., Maxwell Field, Alabama.

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by a Warrant Officer (jg). This Section is concerned with both Aviation Cadet and Enlisted Men records of all kinds. These include Payroll Forms, No. WD AGO 366 and WD AGO No. 366-A, Service Record WD AGO No. 24, and Morning Report WD AGO No. 1 (enlisted men). This Section also oversees the work of the Cadet Personnel Section, and maintains a locator file of all personnel. Strength statistics of all kinds, made available by the Records Section, are incorporated in Part VIII, Summary and Evaluation.

SECTION 6: BOARDS FOR PROCUREMENT OF AVIATION CADETS, OFFICER CANDIDATES, AND ARMY SPECIALIZED PROGRAM TRAINEES

The work of the Boards appointed to process applicants for Aviation Cadet, Officer Candidate, and ASTP Training, has usually been very closely related to the Personnel Section. Not only does the Officers' Sub-Section and the Classification Sub-Section maintain the records of these Boards, but usually at least one (1) member of the Personnel Office is included in each Board. To date, as a result of the work performed by these organizations, seventy-six (76) men have been sent into Aviation Cadet Training, ninety-six (96) into ASTP Training, and twenty-one (21) to Officers' Candidate School.

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The first Aviation Cadet Procurement Board was assigned on 19 February 1943. [29] The present Board consists of the following members:

Captain Karl C. Teufel, President
Captain Carl J. Reinhardt
1st Lieutenant Albert W. Winter
1st Lieutenant Francis J. O'Rourke, Recorder

On 1 March 1943, the first Examining Board for the Army Specialized Training Program was appointed. [30] The present ASTP Board is composed of:

Major Samuel W. Neff, President
Captain Paul F. Falkenberg
Captain Ernest E. Ray
1st Lieutenant Joseph S. Grutsch
1st Lieutenant Otis W. McQuary, Recorder [31]

The first Board for processing Officer Candidates was appointed on 30 November 1942. [32] The present Officers' Candidate Board consists of the following named Officers:

Major William A. Hart, President
Captain Lloyd M. Bergen
1st Lieutenant Arthur J. Schwartz
1st Lieutenant Jacob Locke
1st Lieutenant Darrell G. Lester, Recorder [33]

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29. NAAF Hq., Newport, Ark., S.O. #45, 19 Feb. 1943, par. 3.
30. NAAF Hq., Newport, Ark., S.O. #5, 1 Mar. 1943, par. 4.
31. NAAF Hq., Newport, Ark., S.O. #264, 24 Oct. 1943, par. 9.
32. AAFBFS Hq., Tuckerman, Ark., S.O. #24, 30 Nov. 1942, par. 5.
33. NAAF Hq., Newport, Ark., S.O. #264, 24 Oct. 1943, par. 15.

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SECTION 7: CIVILIAN PERSONNEL

a. Activation:

As a result of authorization secured in August of 1942, the Civilian Personnel Office was activated on 1 October 1942 in the National Guard Armory in the City of Newport. [34] The task of interviewing applicants for positions in connection with the new Air Field was placed in the hands of Mrs. Mary Beth Griffith, who was relieved of assignment with the Area Engineer for this purpose. Prior to beginning her work here, Mrs. Griffith spent several weeks at Maxwell Field, Alabama, in order to become familiar with the exact nature of her duties.

During 1942, through this Office, the following employees appeared on the payrolls of the various organizations shown at the ends of October, November and December respectively:

ORGANIZATION	October	November	December
Army Air Forces	16	29	35
Air Service Command	26	95	124
Post Engineer	12	29	92
Quartermaster	7	15	26
Signal Corps		7	10
TOTAL	61	175	287 [35]

34. AAFSETC Hq., Maxwell Field, Ala., Letter to Chief Civilian Personnel Div., Wash., D.C., through AAFTTC, Fort Worth Texas, 29 July 1942; 2nd Ind. from War Dept., authorizing procurement 75 employees, 29 Aug. 1942.
35. Figures submitted by NAAF Civilian Personnel Office, Newport, Ark.

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At this time, and until 17 May 1943, the Civilian Personnel Office handled only the administrative work for the Army Air Forces employees, while the Sub-Depot, Post Engineer, Quartermaster and Signal Corps maintained the records of the personnel under their jurisdiction.

On 18 December 1942, the organization was moved onto the Field and took temporary quarters in the Finance Office.

During 1942, the Civilian Personnel Office suffered the inconvenience of attempting a new enterprise without a sufficient backlog of experience. It is felt that this Organization could have operated more efficiently if an experienced Personnel Officer had been made available from the beginning.

The first Civilian Personnel Officer on the Field was Mr. Carl J. Freyer, Warrant Officer (jg), who was appointed on 1 February 1943. [36] On 19 April 1943, 2nd Lieutenant Harlan H. Fauss relieved Mr. Freyer of his duties, and has remained in this assignment since. [37]

b. Principle Types of Duties:

It is rather difficult to set forth in detail all the various duties performed by Civilian Personnel,

36. AAFBFS Hq.,Newport,Ark., S.O.#27, 31 Jan.1943,par.6.
37. AAFBFS Hq.,Newport,Ark., S.O.#99, 19 Apr.1943,par.4.

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since they cover an extremely wide scope. Listed among the various civilian employees were typists, stenographers, machinists, janitors, sheet metal workers, welders, aircraft dispatchers, and instructors. All these helped greatly in the war effort, since, in many cases, military personnel were thus relieved for combat duty.

c. Manner of Performance:

It is noted with satisfaction that the manner of performance of these civilian employees was of high caliber. In some instances, however, it is felt that military personnel would have been more satisfactory, in view of the fact that they are subject to discipline and can be assigned to any type of duty when required without delay.

d. Problems Encountered:

Probably the greatest difficulty experienced in the beginning days was due to lack of appropriations, made in advance, for hiring employees for particular organizations. Inasmuch as the need for these employees was immediate, and indeed the prompt activation of the Field depended upon their availability, it was necessary in some cases to hire such people from Army Air Forces funds and later to receive appropriations through the usual channels for their salaries. It is felt that

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authorization to hire such people was not sufficient at this time, and that a previous study should have been made of the probable needs of such a Station in the line of civilian personnel, and adequate appropriations made in advance for the purpose. While it is true that, in retrospect, the required work was accomplished in fairly prompt fashion, the procedure necessarily employed could not be considered as either entirely regular or efficient.

Although no major problems were thenceforth encountered due to lack of authorized positions, minor difficulties were constantly met in filling all required needs and staying within the allotment. One problem that is worth noting is that prior to the receipt of the ceiling on Army Service Forces Personnel, the Post Engineer had two hundred fifty-seven (257) positions filled and was forced to reduce to the authorized two hundred (200) within thirty (30) days. Reorganization and serious planning was necessary to permit this reduction and still maintain an adequate degree of efficiency.

e. Main Source of Personnel Employed:

It may be stated that a great deal of effort was put forth to hire local personnel, inasmuch as it was

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felt that employees living in the immediate vicinity of the Field would be more satisfied and therefore render more efficient service. With the exception of cadre originally transferred into the Field to set up the Sub-Depot, the major portion of the civilian strength is of local origin.

f. Number of Civilian Employees
1 January 1943 Through 31 January 1944

The following chart is a continuance of the first tabulation submitted in this regard:

DISTRIBUTION OF CIVILIAN EMPLOYEES IN ACCORDANCE WITH ORGANIZATIONS RESPONSIBLE FOR WAGES

	1943 JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	1944 JAN
AAF	39	38	38	38	38	35	37	40	49	49	61	59	60
ASC	194	211	220	219	224	219	224	220	214	214	223	231	223
Ord.	0	0	3	4	6	8	7	9	0	0	0	0	0
ASF PE	115	136	162	198	224	257	250	178	179	187	193	205	207
Hosp	2	6	21	20	23	22	25	25	25	25	23	25	25
QM	32	30	30	25	25	23	23	22	20	20	20	21	20
Fin.	0	0	1	1	1	1	1	1	1	1	1	1	1
Sig.	11	11	8	7	7	7	7	7	5	5	3	4	4
PRO.	0	0	1	1	1	1	1	1	1	1	1	1	1
PE	0	0	0	0	1	1	1	1	1	1	1	1	1
SS	0	0	1	1	1	2	2	1	2	2	2	2	2

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	1943 JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	1944 JAN
RT	0	0	0	0	0	2	2	2	2	2	2	2	2
Chap	0	0	1	1	1	1	1	1	1	1	1	1	1
Pool	0	0	0	0	0	0	0	0	0	0	1	1	1
TOTAL	393	432	486	515	552	579	581	508	500	508	532	554	548

Abbreviations:
AAF - Army Air Forces; ASC - Army Service Command; Ord - Ordnance; ASF - Army Service Forces; PE - Post Engineer; Hosp. - Station Hospital; QM - Quartermaster; Fin - Finance; Sig. - Signal Corps; PRO - Public Relations Office; PM - Provost Marshal; SS - Special Services; RT - Rail Transportation; Chap - Post Chaplain; Pool - Stenographic Pool.

g. Training:

On 11 January 1943, all civilian personnel clerks, assembled together, were instructed regarding the procedure to be followed in the preparation of payrolls, maintenance of individual earning records, War Savings Bond Insurance schedules, statements of retirement deductions, and statements of Victory Tax withheld on wages. This instruction resulted in the establishment of an approved standard system for the entire Field, and in compliance with all the requirements of War Department Circular 412, dated 18 December 1942, and effective 1 January 1943.

h. Efficiency Rating Committees:

On 1 April 1943, the Efficiency Rating Committee,

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consisting of the following members, was established: [38]

Colonel Daniel A. Cooper
CWO Earle R. McCollum
Mrs. Mary Beth Griffith

This Committee was relieved on 2 October 1943 and the following Committee substituted therefore: [39].

Colonel Robert W. C. Wimsatt
Lt. Colonel Charles E. Wilson
1st Lieutenant Harlan H. Fauss
Mrs. Mary Beth Griffith

h. Consolidation:

In accordance with directives [40] received from higher authority, the consolidation of the Civilian Personnel Office was effected during May and June, 1943, by transferring employees from other organizations on the Post who had been handling portions of Civilian Personnel work in a detached manner. Four (4) employees were received from the 360th Sub-Depot, two (2) employees from Post Engineer Office, two (2) employees from AAF Personnel Office, and one (1) employee each from the Quartermaster and the Station Hospital.

i. Sources of Funds:

Sources of funds at this installation are received

38. AAFBFS Hq.,Newport,Ark.,S.O.#83, 1 Apr.1943, Par. 1.
39. AAFBFS Hq.,Newport,Ark.,S.O.#246,2 Oct.1943, Par.10.
40. AAF Regulation 40-5 dated 1 May 1943, clarified by Civilian Personnel Bulletin No. 4, AAFSETC Hq., Maxwell Field, Ala., 17 May 1943.

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from four (4) Headquarters:

1. Army Air Forces Eastern Flying Training Command, Maxwell Field, Alabama, furnishes funds for Army Air Forces Civilian Personnel Payrolls.

2. San Antonio Air Service Command, Kelly Field, Texas, furnishes funds for 360th Sub-Depot Civilian Personnel Payrolls.

3. Eighth Service Command, Dallas, Texas, funds cover Army Service Forces Civilian Personnel Payrolls.

4. Funds for Ordnance Personnel payrolls were supplied prior to September 1943 by AAF Eastern Flying Training Command, Maxwell Field, Alabama.

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CHAPTER C: POST SECURITY (S-2, PROVOST MARSHAL, CRYPTOGRAPHIC SECURITY OFFICER

SECTION 1: S-2, INTELLIGENCE OFFICER

The Post Intelligence Office was officially initiated on 20 November 1942, when 1st Lieutenant Waldrop B. Windham (later promoted to Captain) was assigned to handle this function.[41] With one Non-commissioned Officer and one civilian clerk, Lieutenant Windham began practical activity about a week later.

Inasmuch as the Department was forced to move several times during the construction period, its proper functioning was considerable inhibited. However, the duties of S-2 during the undeveloped period of the Station's history were not demanding, and the Intelligence Officer was able to establish his system without too much hindrance.

Lieutenant Windham undertook immediately to provide for Post Security, mainly through collaboration with the Provost Marshal. At the beginning, this work was carried on through 2nd Lieutenant Hobart B. Bailey, Assistant Provost Marshal, until 30 November 1942, when Captain Carl B. Nusbaum took over as Provost Marshal. This Officer,

41. AAFBFS Hq., Tuckerman, Ark., S.O. #16, 20 November 1942, Par. 1.

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in turn, was relieved on 19 February 1943, and the security work has since been conducted with his successor, Captain Emil J. Crescenzi.

S-2 also cooperated with Captain Thomas B. Howard, SC, who was appointed Cryptographic Security Officer on 14 November 1942. [42] The confidential character of this duty precludes any details as to the activities undertaken; but they were in accordance with governing regulations. [43]

The S-2 Office has been served by quite a few different individuals, none of the commissioned personnel having served for any considerable period. The following tabulation lists key personnel of the Department, along with dates of assignment and relief , all of which have been verified from Special Orders published at this Station:

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Windham, Waldrop B., Capt. S-2	11/20/42	7/18/43
Simpson, Lawrence A., S/Sgt. Chief Clerk	11/20/42	--
Guffey, William F., W. O. (jg) Asst. S-2	6/6/43	7/23/43 [44]

44. Relieved by AAFSETC Hq., Maxwell Field, Alabama, S. O. #198, 23 July 1943, Par. 2.

42. AAFBFS, Hq., TUCKERMAN, ARK., S.O. #11, 14 November 1942, Par. 2 (Hq. file room)

43. Statement of Captain Thomas B. Howard, Cryptographic Security Officer.

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NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Locke, Jacob, 1st Lt.	(6/16/43	7/18/43)
Asst. S-2	(8/2/43	8/23/43)
S-2	(7/18/43	8/2/43)
	(8/23/43	--)
Vaiden, Thomas C., Capt. S-2	8/2/43	8/23/43

S-2, Intelligence Officer, is also normally Custodian of Headquarters Registered Documents and Devices, and Assistant Cryptographic Security Officer.

Post Security has always been efficiently and systemetically maintained, and all duties rendered in accordance with directives. It is not felt that details of this task should be included in a document of this type, since they are confidential in character.

On 15 September 1943, S-2, in addition to other additional duties, was assigned as Post Historical Officer [45], and immediately began directing the preparation of the Station History, a task which has kept him involved since that date with more details than he had formerly imagined were available.

SECTION 2: PROVOST MARSHAL [46]

45. NAAF Hq.,Newport,Ark.,S.O.#232,15 Sept.1943, Par. 4.
46. Material submitted in this section was prepared from data submitted by the Provost Marshal from his files, and as a result of an interview with 1st Lt.Hobart B. Bailey,Asst.Provost Marshal, the only officer connected with this work since its activation.

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a. History of Functions:

The work of the Provost Marshal has been undertaken since the activation of this Department by four (4) Officers. The following table includes those as well as the key enlisted men employed. Dates of assignment and relief are given, and have been verified by reference to Special Orders published at this Station:

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Bailey, Hobart B., 1st Lt., Asst. Provost Marshal, Prison Officer	11/18/42	--
Nusbaum, Carl B., Captain Provost Marshal	11/30/42	2/19/43
Robertson, Luther T., S/Sgt. Provost Marshal Clerk	12/15/42	--
Hart, William A., Major Provost Marshal	2/16/43	7/31/43
Crescenzi, E. J., Captain Provost Marshal	8/29/43	--
Rose, Edward M., Sgt. Investigator	9/14/43	--

The initial work of the Provost Marshal's Organization began with the assignment of 2nd Lieutenant Hobart B. Bailey (later 1st Lieutenant), as Assistant Provost Marshal. This Officer was reinforced, and the command function assumed about two weeks later by Captain Carl B. Nusbaum. The two men, confronted with the same difficulties experienced by all other Departments, and also with

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peculiar problems of their own, began to develop their organization during the first part of December 1942.

No trained enlisted men whatsoever were available at that time for this type of duty, and it was necessary to procure Basics and train them rapidly in order to provide required measures for Post Security. The task of setting up the Interior Guard System was further complicated by the entire lack of weapons, and these had to be secured on a temporary loan basis from Walnut Ridge Air Field before guards could be posted. Guard duty was made still more difficult because of the absence of any fence on the reservation, and because no transportation facilities for the independent use of the Department were furnished. (It is recorded in this connection that guards have stood their posts for as long as eight (8) hours on a stretch, due to lack of transportation or to having been forgotten by the inexperienced guard sergeants.)

Likewise, in the early part of December, the Department undertook to organize a Town Patrol to prevent military personnel from entering "off-limit" establishments, to maintain behavior at a proper level, to enforce curfew, to restrict prostitution, and to take into custody absentees from other posts apprehended on trains coming into Newport.

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At about the same time as the organization of the Town Patrol, liaison activities were instituted in connection with civilian law enforcement agencies in the surrounding territory. In order that the military police problems of this Field might be fully understood, in order to establish conventions to govern the activity of all enforcement officers where military personnel were concerned, a meeting was held at Newport Army Air Field on 16 February 1943, at which were present, by written invitation of Colonel Cooper, the Sheriffs, Chiefs of Police, and Health Officials of all the cities within a radius of sixty (60) miles. While no definite written agreements were reached at this time, this conference produced a mutual understanding of the newly created legal problems growing out of the presence of an Air Field in the community. Later this meeting was to result in the securing of written agreements from Searcy, Bald Knob, Judsonia, Batesville, Newport, and Augusta, by which these towns undertook to turn all military prisoners over to Army officials; and further, to permit the presence of NAAF military police patrols in these towns when necessary. These agreements were consummated on 23 April 1943. Both the conference and the agreements were concerned with the same general problems

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that have been listed above as the province of the Town Patrol.

About a month elapsed before the Provost Marshal could find time to investigate and revise the pass systems then in force at the gates. Until then, all the military personnel had been permitted to enter and leave by virtue of their uniforms. Each contractor had set up his own pass system for civilians employed by him, and while these were of many and various types, served reasonably well in identifying civilians passing the gates. This unsystematic procedure, naturally, was not regarded by the Commanding Officer as efficient, and plans were immediately undertaken by Captain Nusbaum to secure uniform types of passes. It was intended at this time to turn out a plastic-covered photo-pass for all personnel on this Post, but due to the discontinuance of the plastic supply, this was finally accomplished for civilians alone. Further, reproduction difficulties prevented the universal issuance of photo-passes, on cardboard stock to enlisted men, although all enlisted personnel had been photographed by the end of the first week in February 1943. In the meantime, for temporary purposes, WD AGO Form No. 7 was used for enlisted men.

The failure of Reproduction to turn out the projec-

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ted passes, together with numerous other difficulties experienced in pass control within the Squadrons, led to the revision of the whole system on 11 May 1943, by verbal order of the Commanding Officer. Major Hart, Provost Marshal at this time, perfected a system consisting of five types of passes.[47] These passes were designated, "A", "B", "C", "D", and "E", and were issued in accordance with the marital status, grade, residence, and time duration required of the individual concerned. This pass system proved to be so involved that the Assistant Provost Marshal himself cannot recall now what each pass was designed to do. In consequence, on 13 October 1943, a new system was set up. Under this system, only two (2) types of passes were issued. The one was a photographic pass, reproduced as originally designed in February, but without the plastic cover. This pass is sufficient to enable enlisted personnel to pass the gate during off-duty hours and to re-admit them prior to curfew. If it is intended that an enlisted man be gone on an overnight pass, a three-day pass, or a furlough, an additional pass (the second type) is issued by the Squadron Commander. This second type pass is mimeographed. If the picture

47. NAAF Hq.,Newport,Ark., Provost Marshal's Office,Letter "Passes for Enlisted Men", 11 May 1943, to the Commanding Officer, NAAF, Newport, Ark.

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pass is stamped "Married", it entitles the upper three grades of non-commissioned officers to remain away overnight, presumably with their families residing in town, but is subject, nevertheless, to all curfew regulations. This system appears to be efficient and is likely to remain the permanent system in force on this Post.

Although the P rison Officer did not have any proteges in the Guard House until 16 December 1942, when one "guest" was "entertained", the prison building itself had been ready for occupancy since about the first of December. A t this time the building was unfenced, and it was not until February that a high "man-proof" fence was built to form a stockade. During the month of March 1943, sentry boxes were built on two opposite corners of this stockade, and in June 1943, flood lights were installed around the periphery. In the meantime, during the month of May, a solitary confinement cell, conforming in all particulars to Army Regulations, was erected for the handling of "difficult" priscners. About the same time, the interior of the prison was sealed with 1 x 4 sheeting, and conforms today, in comfort and convenience, with squadron barracks. At present, it is designed to accommodate approximately thirty (30) prisoners.

During the early days of the organization's history,

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the Provost Marshal's Office was in the Orderly Room of the 1084th Guard Squadron, since he was also Commanding Officer of that squadron. Building No. 460, which now houses the Provost Marshal's Organization, was originally constructed without partitions of any sort. Members of the Guard Squadron now began work to partition this building into suitable offices and supply rooms, and this was completed in the latter part of January. The rooms included an office for the Provost Marshal, for the Assistant Provost Marshal, for the Sergeant of the Guard, and for the Identification Section. In addition, it included an Armorer's Room and customary facilities for the physical convenience of personnel. The Gun Room, however, proved too small to accommodate the increased amount of ordnance secured, and was moved to what had formerly been the Orderly Room of the Guard Squadron, the room thus vacated now becoming a tool and supply room.

In early 1943, a system of registration for all privately-owned conveyances used by personnel of the Field was set up by Captain Nusbaum. Post tags were supplied for a nominal fee to serve as an additional identification of such vehicles. This is the standard Army system, and has remained in force ever since. At

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the same time, rules governing automobile traffic on the Post were promulgated and have since been enforced by Post Traffic Control Men from the 1084th Guard Squadron.

Many other minor duties have been performed by the Provost Marshal in the last fifteen (15) months. However, it is felt that these activities are too insignificant in importance to merit relation.

b. Organization:

This Department is composed exclusively of a Provost Marshal and an Assistant Provost Marshal (who has additional duty as Prison Officer), with a number of non-commissioned personnel designed for their assistance. It is frequently confused with the 1084th Guard Squadron, inasmuch as the Provost Marshal is also Commanding Officer of this Squadron. However, the Squadron is a separate organization, with its own administrative set up, and as such has no immediate organic relation with the Provost Marshal's Department. Seven (7) fairely well defined sections exist in the Organization, as follows:

1. The Interior Guard. This is under the immediate jurisdiction of the Sergeant of the Guard, and is composed of personnel engaged in sentry work on the reservation. In this connection, the

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original system called for the posting of fifteen (15) guards at various places on the Post, but by the end of January 1944, due to the transference of a large portion of the 1084th Guard Squadron, whose personnel performs this duty, the number of sentry posts had been reduced to eleven (11) or twelve (12).

ii. Town Patrol. The Town Patrol is under a non-commissioned officer who is regarded as Chief of the Military Police. He not only has charge of the Town Patrol, but also of prccedure at the Post gates.

iii. The Gate Guard. This is composed of two (2) men at all times, requiring eight (8) men working six (6) hours on and twelve (12) off.

iv. Traffic Patrol. The Traffic Patrol is composed of three (3) non-commissioned motorcycle patrol-men who travel about the Post preventing breach of traffic regulations on the part of all per-sonnel riding on the streets of this Station.

v. Prison Guard. The Prison Guard is composed of seven (7) men, including the "Provost Sergeant", who is in charge. The task of these men is to guard the prisoners while they are at their"hard labor".

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vi. Administration Section. This section is under the Provost Marshal Chief Clerk, and handles all reports which are made by this organization to higher authority. [48]

c. Average Number of Prisoners Per Month:

December	1942	3	July	1943	19
January	1943	5	August	"	21
February	"	16	September	"	22
March	"	22	October	"	17
April	"	23	November	"	19
May	"	20	December	"	19
June	"	23	January	1944	20

To date there have been two (2) general prisoners incarcerated, and two (2) of the inmates one time made good an escape, but were apprehended shortly thereafter. While under sentence, prisoners receive the same type of tactical and specialized training received by all other enlisted men of the Post, and in addition receive special disciplinary training. Special religious services for spiritual betterment are also held in the Guard House each Sunday, and attendance of the prisoners has usually been excellent.

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48. Daily Prisoners Report, Report of Arrests, Incident Reports, Complaint Reports.

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The Provost Marshal has striven to attain the proper attitude toward, and from, the prisoners. No maudlin sentiment is permitted to interfere with the proper rehabilitation of these men; but at the same time, unusual or extraordinary forms of punishment are not employed. Penalties devised for misbehaving prisoners, while relatively mild in severity, have always been sufficient. The solitary confinement cell, which is the severest form of punishment available for handling incorrigible prisoners, has been occupied only three (3) times to date. In many cases, the records of ex-prisoners released to duty again on this Station, has been such as to demonstrate the valuable accomplishment of the Prison organization in re-establishing these men as worthy members of the military community.

d. Difficulties Experienced:

The major difficulties of the Provost Marshal have already been mentioned. The necessity of training inexperienced men for guard and police duties has been the single outstanding personnel difficulty. During the early months, the inability to secure sufficient men to meet requirements comfortably, resulted in long and too frequent tours of sentry duty, and had a considerably lowering effect on morale. This condition has since

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vanished. Not only has personnel been adequate in recent months, but the morale of the men is at a high level. While it is true that military police are always susceptible to the resentment of the "smart-alec" and the "bully" type, the men of this Station, engaged in military police work, have learned how to avoid a great deal of unpleasantness and how to earn the respect of those with whom they have business dealings. There have been few cases of actual hostilities between military policemen and prospective prisoners.

The chief logistical difficulty of the organization, once its guns had been secured and the borrowed guns returned, was the absence of sufficient motor transportation in the early days of its activation. In those days it was necessary for the Provost Marshal to requisition cars from the Motor Pool each time there was a specific need, with the result that these vehicles were often late in arriving, and therefore prevented the full efficiency of the carefully-timed guard system. Since the organization has secured its own vehicles, and properly equipped them (two of them have two-way radios), this problem no longer remains.

It is not felt that, aside from these matters, any other difficulty is of sufficient importance to require mention.

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e. Attained Efficiency:

During the early months of the organization's history, largely due to the inexperience of personnel and the pre-occupation of the Provost Marshal and his assitant with other matters, considerable confusion resulted insofar as reports and compliance with minor regulations were concerned. An inspection report submitted by the Post Air Inspector (Administrative) on 4 February 1943, found a good many flaws in procedure. Immediate steps, however, were taken to correct these discrepancies, so that the Inspector, upon the occasion of his next inspection on 17 April 1943, was able to conclude his report with a commendation upon the improvement made. Subsequent inspections, made by both the Inspector General and the Post Air Inspector (Administrative), have failed to disclose any serious discrepancies, and in no case, any discrepancy formerly reported by him. Improvement has been constant, and it is to be supposed, from lack of criticism, that the organization is considered to be doing an excellent job.

f. Outlook for the Future:

In the latter part of January, the personnel of the Guard Squadron was materially cut--from one hundred ninety-six (196) to one hundred (100) men. At the same

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time, however, receipt of AAF Regulation 46-5, dated 24 December 1943, set up a new type of organization which requires less personnel; and it is felt that the Provost Marshal will be able to continue to meet the requirements of his directive under these new circumstances.

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CHAPTER D

S-3, TROOP PLANS AND TRAINING OFFICER

SECTION 1: ORGANIZATION AND KEY PERSONNEL

Prior to the arrival of Major Samuel W. Neff at this Station, the functions of S-3 were supervised by the Post Adjutant and the Director of Training. These men, however, merely completed a paper organization and performed no significant duties in connection with this Office. Upon the arrival of Major Neff, on 15 December 1942, he was assigned as Assistant S-3 and four (4) days later, the Adjutant having been relieved, received full assignment as S-3. On 23 December 1942, he was joined by 1st Lieutenant James H. Zimmerman, in the capacity of Assistant S-3. With the assignment of one enlisted man, the department so constituted, began the work of setting up its organization and in preparing a program for the instruction of various subject personnel on the Field. However, no actual training work was attempted during 1942.

As has been formerly stated in Part IV, Department of Training History, the function of S-3 at this Station is different from that conventionally undertaken. The work of the Department of Training, relating to flying,

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Academic Instruction, and Link Training Instruction for Aviation Cadets has been divorced from S-3. In consequence, the titles born by S-3 here are "Troop Plans and Training Officer" and "Troop Schools Officer". In addition, this Department has supervision over the physical training program.

The following chart is devised to show the manner in which key personnel of the S-3 Officer were assigned and relieved from 15 December 1942 through 31 January 1944. The dates shown therein have been verified by reference to Special Orders published by this Headquarters.

KEY PERSONNEL OF THE S-3 OFFICE

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Neff, Samuel W., Major		
Asst. S-3	12/15/42	12/19/42
S-3	12/19/42	3/15/43
Bromiley, Richart F., Lt. Col.		
S-3	12/17/42	12/19/42
Groves, Robert A., T/Sgt.		
Chief Clerk	12/17/42	3/20/43
Zimmerman, James H., 1st Lt.		
Asst. S-3	12/23/42	1/25/43
Fitzgerald, Eugene M., 1st Lt.		DS
Asst. S-3	3/11/43	5/29/43
Dvorak, Frank W., Major		
S-3	3/15/43	5/17/43

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NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Miles, Harold J., Sgt. Chief Clerk	3/20/43	--
Fahs, Winfield R., Capt. S-3	5/17/43	6/30/43
Reinhardt, Carl J., Capt. Acting S-3 S-3	6/30/43 8/18/43	8/18/43 --

SECTION 2: CURRICULUM [49]

The Troop Plans and Training Officer has been responsible for a great variety of training programs. These have included courses in Basic Training, Chemical Warfare, Code and Mathematics, Sanitation and First Aid, Administrative Training, Orientation, Range Firing and Miscellaneous Programs. These will be treated in this order in the following pages.

a. Basic Training:

During late December and early January, a great many raw recruits were transferred to this Station to begin their military careers. It was necessary for reasons of health that they be isolated for a number of weeks. S-3 seized upon this opportunity to present a thoroughgoing

49. General material supplied herein is based upon the records of S-3 Office, NAAF, Newport, Ark., and the personal recollections of Captain Carl J. Reinhardt, Troop Plans and Training Officer.

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Basic Training Course. Teaching began on 11 January 1943 and was finished on 22 January 1943.[50] Instruction was performed by selected commissioned and enlisted personnel stationed here, and at the conclusion of the course the men so trained were classified and assigned to various types of duty.

About the middle of January 1943, one hundred and fifty-seven (157) colored recruits arrived at Newport Army Air Field, and another Basic Training Program became necessary. However, due to the lower degree of intelligence and education among these troops, the former more difficult program needed to be revised. As a result, a course requiring eight-four (84) hours of instruction was set up and started shortly after the soldiers arrived. It was completed on 14 February 1943.

In accordance with instructions from higher authority,[51] the necessity of a higher degree of military courtesy on the Field having become apparent, all soldiers on the Field were required to attend a one-hour lecture on military conduct. In order that all personnel might

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50. NAAF Hq.,Newport, Ark., Letter "Basic Training", 11 Jan. 1943; See also NAAF Training Bulletin, issued 2 Dec. 1942, relative to this course.
51. AAFSETC Hq., Maxwell Field, Ala., T.B. #16, 4 Feb. 1943; NAAF Hq., Newport, Ark., T.B. #22, 13 Feb.1943.

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fulfill this compulsory requirement, the lecture was given twice a day for four consecutive days. Immediate improvement in military courtesy was apparent.

On 23 February 1943, the first formal inspection in ranks of all officers and enlisted personnel was held. [52]

Note: On 2 August 1943 an eight-five (85) hour course in Basic Training was begun for Officers commissioned directly from civilian life, and without previous basic training. These classes were conducted in the evenings in order to minimize conflicts with regular duty. [53]

On 31 August 1943, in accordance with orders from higher authority, another course in military courtesy and discipline was given to officers and enlisted men. [54] All training for enlisted men in this connection was performed under the direction of the Unit Commanders concerned, while special classes were held for commissioned personnel. The course was of two hours duration.

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52. NAAF Hq., Newport, Ark., T.B.#23, 23 Feb. 1943.
53. AAFSETC Hq., Maxwell Field,Ala., T.B.#76,26 June 1943.
54. AAFSETC Hq., Maxwell Field,Ala., Letter "Military Courtesy and Discipline", 15 Aug. 1943; NAAF Hq., Newport, Ark., T.B.#59, 29 Aug. 1943.

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b. Chemical Warfare:

The first course in Chemical Warfare training at this Field was designed to instruct Unit Gas Commissioned and Non-Commissioned Officers who, in turn, were to convey this instruction to the balance of the men. Two Non-Commissioned Officers were appointed from each organization, and these attended a one-hour lecture daily from 8 February to 15 February 1943. [55]

From 9 April until 14 April 1943, a course was given to anti-incendiary squads, consisting of seven (7) men each, and appointed from eight (8) different squadrons and detachments. The course involved four (4) hours of instruction. [56]

At approximately the same time, a two-hour course was given by the Chemical Warfare Officer and the Station Fire Chief to Building Fire Wardens. This course was designed to reduce risks inherent in the highly inflammable buildings on the Post and the heating systems employed in them. [57]

As a result of authority granted 14 April 1943, [58] each squadron on the Field appointed two (2) seven-man

55. NAAF Hq.,Newport,Ark., T.B.#19, 5 Feb. 1943.
56. NAAF Hq.,Newport,Ark., T.B.#34, 6 Apr. 1943
57. NAAF Hq.,Newport,Ark., T.B.#36, 9 Apr. 1943.
58. NAAF Hq.,Newport,Ark., T.B.#37,14 Apr. 1943.

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decontamination squads, and these squads were instructed by the Chemical Warfare Officer in decontamination procedure, including actual field experience. The course of instruction consisted of eight (8) hours.

In early May, the Office of S-3 devised a Chemical Warfare Defense Course for civilian personnel. It was voluntary in character, and consisted largely of a training film and the opportunity to pass through the gas chamber while wearing a gas mask. 59

On 1 June 1943, the most complete course in this phase of training was instituted for all personnel on the Post, with the design of preparing for a Post-wide gas-alert. Instruction was in the hands of Unit Gas Commissioned and Non-Commissioned Officers. In order to test the efficiency of the instruction, the Chemical Warfare Officer and the Post Surgeon, in cooperation with the Unit Commanders, conducted a series of surprise gas-alerts. At the same time, a gas alarm system was devised and included in the Station Defense Plan, and all personnel instructed as to their duties in connection with it. Another requirement, set up concurrently, was the use of the gas mask during physical training periods,

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59. NAAF Hq., Newport,Ark., T.B.#38, 4 May 1943.

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once weekly, and that all military personnel should go through the gas chamber at least once every three (3) months. [60] On 21, 22 and 23 June 1943, non-compulsory classes in the use of the gas mask were scheduled for the benefit of commissioned personnel that had not received previous instruction in the use of this protection.

In July and August 1943, a new school for the instruction of Unit Gas Commissioned and Non-Commissioned Officers was initiated. This was a continuation of the course of instruction previously undertaken.

On 1 September 1943, a new Chemical Warfare Program was established. The first (1st) and fifteenth (15th) days of each month were set aside as Gas Days. Between 0001 and 1100 hours, all military personnel are subject on these days to gas alerts signaled by means of the Post siren, and requiring that all military personnel wear their gas masks until the all-clear signal is sounded.

The final course in Chemical Warfare began on 21 September 1943, and was designed to bring all enlisted personnel on the Post up to combat efficiency in the

60. NAAF Hq., Newport,Ark., T.B.#45, 2 June 1943.

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use of Chemical Warfare Defense measures. This was a continuation of training previously undertaken, and consisted of eighteen (18) hours of work. Schedules were arranged by the organization commanders, and all instruction was in the hands of the Unit Gas Officers.[61]

c. Code and Mathematics:

During January and February 1943, instruction in radio code was made available to all enlisted men of the Field interested in becoming code instructors. Approximately twenty (20) men attended this course and some of them were later used as instructors in the Cadet Ground School. Captain Edward D. Landis, Head of the Code Department of the Ground School, was in charge of the course. About the middle of March 1943, classes in Code and Mathematics were initiated under the direction of the same officer for the better preparation of potential aviation cadets. Attendance was about the same as for the previous course. Conferences between the President of the Aviation Cadet Procurement Board and S-3 demonstrated that this instruction had no substantial effect on enabling applicants to pass the intelligence examination and, in consequence, the course was discontinued in the latter part of April.

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61. AAFTC Hq., Ft.Worth, Tex, T.C. Memo. 50-26-2, 19 July 1943; NAAF Hq.,Newport,Ark.,T.B.#64, 21 Sept. 1943

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d. Sanitation and First Aid:

The first course in this phase of training, required of all military personnel, began on 28 July 1943, and consisted of one hour-long lecture a day for twenty (20) days. Lectures were given by Medical Officers and training film was employed. Final grades made by each man were entered on the Service Records of the enlisted men, and on the WD AGO Form #61 for Officers. [62]

From 8 November to 16 November 1943, Non-Commissioned Officers of the first three grades, who had been appointed as Non-Commissioned Venereal Disease Officers in each squadron or unit, attended lectures on the control of venereal disease. Instruction was undertaken by the Medical Department, under the direction of the Venereal Disease Officer. This course was one of the factors which has since resulted in substantial reduction of the venereal disease rate at this Station, as shown by figures submitted by the Station Hospital in Chapter F, Section 8, of this Part.

e. Administrative Training:

Beginning 1 February 1943, Lieutenant Colonel Charles E. Wilson, Executive Officer, conducted a school for the purpose of achieving a higher degree of efficiency in the

62. NAAF Hq., Newport, Ark., Letter "Basic Sanitation and First Aid", 28 July 1943.

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administrative functioning of the squadrons and other concerned organizations of the Post. Company clerks from each organization, the Commanding Officer and the Fund Custodian attended. The main subject of consideration was methods for maintaining expenditure data at all times. [63]

In late August 1943, a second course in Administrative Training was undertaken for the benefit of the enlisted men of the Unit Personnel Section of Post Headquarters, as well as those having charge of Administrative duties in the various organizations' orderly rooms. The courses involved an hour lecture three nights a week from 30 August 1943 to 29 September 1943. [64]

f. Orientation Training:

The Army Orientation Program, under the direction of S-3, began on 16 March 1943. A series of eight (8) lectures were scheduled with mandatory attendance required of all personnel. [65] Special Services Information films have been the basis of most instruction in this connection. In August 1943, S-3 was relieved of this program by the Special Services Section, which had

63. NAAF Hq., Newport,Ark., T.B. #17, 28 Jan. 1943.
64. NAAF Hq., Newport,Ark., T.B. #58, 26 Aug. 1943.
65. NAAF Hq., Newport,Ark., T.B. #29, 16 Mar. 1943.

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better control of the necessary facilities for conducting and expanding this program.

g. Range Firing:

In accordance with directive from the Eastern Flying Training Command, a familiarization course in the use of the .45 caliber pistol and the sub-machine gun (M1928A1) was started on 26 June 1943.[66] This has been a continuing program calling for the instruction of any new personnel arriving at the Field. Qualification badges have been issued to all persons who have qualified in use of the pistol. Completion of the pistol course has required the firing of about ninety (90) rounds of ammunition, and that of the sub-machine gun, twenty-five (25) rounds.

h. Miscellaneous Programs:

On 9 February 1943, a ten-hour course in military law was instituted for the education of all officers assigned to Summary, Special, and General Courts-Martial, as well as Unit Commanders, Adjutants, the Provost Marshal and the Assistant Provost Marshal.[67]

Beginning on 9 September 1943, and finishing on or about 8 November 1943, a Post-wide course in military

66. AAFSETC Hq.,Maxwell Field,Ala.,Letter, 29 June 1943.
67. NAAF Hq.,Newport, Ark., T.B. #20, 9 Feb. 1943.

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censorship was made available to all personnel, consisting of three (3) one-hour lectures. Classes were held for all Officers beginning 15 September 1943, under the jurisdiction of the Post Theater Officer, the Public Relations Officer and the Intelligence Officer. Instruction of enlisted men in this connection was under the jurisdiction of the various unit commanders involved. Since this time, bulletins and memoranda of various sorts have been published for the purpose of impressing personnel with the importance of self-imposed censorship.[68]

During the month of October 1943, a three-week course in preventive maintenance practices for Motor Pool personnel was conducted. The course was in the hands of the Motor Pool Officer.

SECTION 3: PROMOTION POLICY FOR ENLISTED MEN

In order to bring system into the promotion policy of the Post, a standard procedure was devised in August 1943, requiring that all promotions made thenceforward would be based upon efficiency ratings determined by departmental examinations, general examinations, and rating sheets prepared by departmental commanders. These examinations and the accompanying forms had to be placed in the hands of S-3 by the 15th of each month in order

68. NAAF Hq., Newport, Ark., T.B. #62, 9 Sept. 1943.

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that those recommended might be given consideration. On 1 October 1943, this policy was modified by setting up minimum periods of service between grades above the rank of corporal. The results of the procedure outlined above have since been plotted in a Bell Curve and promotions made in accordance therewith. A rating of no less than "Very Good" is required for promotion, and this rating remains in effect for three (3) months, during which time an individual may be recommended without further examinations. If examinations are failed, a period of three (3) months must elapse before an individual again becomes eligible. Promotion to Private First Class and Corporal may be made at any time, subject to departmental examination, length of service, and recommendation of the unit commander. [69]

SECTION 4: TROOP SCHOOL

Since February of 1943, the Troop Plans and Training Officer has supervised a Troop Ground School designed primarily for the better preparation and understanding of mechanics in regard to their duties. To date, six (6) complete courses of instruction have been completed, and the seventh (7th) is now under way.

69. NAAF Hq., Newport, Ark., Letter, 11 August 1943.

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Before October 1943, this schooling was given in three (3) different buildings near the Flight Line, but in that month, Building No. 30 was designated as a Troop Ground School. This has permitted the efficient organization of the instruction available and the assemblage of more and larger mock-ups than was possible under temporary set-up.

The first session lasted from 1 February to 26 February 1943, and had a student body of about ninety (90) men. Thirteen (13) instructors were available for duty, and the curriculum was composed of the following subjects:

Introduction and Mathematics
Algebra
Geometry
Welding
Forms and Records
Structures
Hydraulics
Engines
Instruments
Propellers
Electrical Systems
Carburetor
Engine Operation

The second school began almost immediately thereafter on 1 March 1943, and continued in session until 9 April 1943. It was also attended by ninety (90) students with eleven (11) instructors in charge. In order to permit more time for the remaining subjects, Algebra,

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Geometry and Welding were deleted from the course.

The third school was in session between 19 April and 28 May 1943, completing the same curriculum, and having a student body of fifty (50) men and an instructors' staff of ten (10) men.

The fourth school lasted from 31 May 1943 to 9 July 1943. It completed the same course as the previous class, had fifty (50) students likewise, but had one (1) less instructor.

The fifth session lasted from 4 October 1943 to 12 November 1943. Eight (8) instructors taught the same curriculum to twenty-six (26) students. This class initiated Building No. 30.

The sixth school began 29 November 1943 and ended 7 January 1944. It had the same number of students and instructors and taught the same curriculum as the previous school.

The final Troop School began 24 January 1943, and is still in session. Only twenty (20) students have been enrolled, and these men are being taught by five (5) instructors.

Time alloted to instruction in the first four schools was one hundred and twenty (120) hours. In the last three it has consisted of sixty (60) hours.

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The teaching staff of the Troop Ground School is not a full-time staff. When not actually engaged with instruction, these men are assigned to other duties--mainly with Production Line Maintenance. This has made possible the fullest use of mechanics with teaching ability without appreciably hindering maintenance work.

This school has assembled a great variety of paraphernalia from Classification 26 and Salvage material, and developed it in its own shop into suitable mock-ups for its purposes. Among the items on display, and for use in class room demonstrations, are the following:

Fuselage (BT-13)
Brake Assembly
Oleo Strut
Engine (BT-13)
Propeller (BT-13)
Electrical systems
(Including booster coils, generators, starters, and solenoid assembly, switch assembly, and magneto assembly)
Carburetion and oil assemblies
All types of BT-13 instruments.

The most of these items have been sectionalized in order to make their demonstration easy. In addition, working mock-ups have been made of some of these items on a large scale so that their functioning may be readily visible to the students.

The Troop Ground School also has a Bell and Howell 16 MM. film projector, and makes frequent use of suitable

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training films.

The main difficulties experienced in connection with the Ground School have been the fifty per cent (50%) cut in the time allowed for the courses, and in getting Classification 26 property for mock-up building. The second difficulty has been removed in the last several months. At the present time, due to the shortage of personnel on the line, (many of the mechanics having been transferred from the Field), the Squadrons are loath to permit their men to attend this school.

It is widely recognized by personnel in charge of Airplane Maintenance that the Troop Ground School has filled an important place in the maintenance program. Outstanding difficulties due to inexperience, under which maintenance work languished in the early days, have been removed in a large measure because of instruction given in this school.

Pictures of Troop Ground School facilities are included in the Appendix. [70]

SECTION 5; DIFFICULTIES

While the S-3 Office has had the usual difficulties with relation to securing supplies and obtaining properly-equipped personnel, its main difficulty has been in

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70. P. VII-1, Appendix.

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securing the understanding and cooperation of the sub-organizations of the Field. Every effort has been made to establish cordial relations with all organization commanders; but this has not prevented the occasional display of resentment on the part of these individuals because of the necessity of taking men from their primary duties in order to receive directed instruction through courses conducted under the jurisdiction of this office. Not until a considerable time had elapsed, did these Officers comprehend the necessities involved in such training and come to show a completely satisfactory attitude. It is true, too, that parts of the training program enumerated heretofore occurred at times when all hands were more than usually occupied with their own work - most notably with reference to Flying Officers who, because of spells of inclement weather have needed to use their energies to the fullest.

The work of this Office has also been considerably hindered by the late arrival of directives, sometimes by as much as two months after their issuance at War Department Headquarters. In light of completion dates, this has demanded over-concentration of hours, has prevented adequate preparation, the procurement of suitable training film, and, in general, has resulted in courses

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of lower efficiency and interest to the audience than should be expected under better conditions. [71] Nevertheless, S-3 has been able to comply with all directives issued to date, and expects to continue doing so in the future.

SECTION 6: HISTORY OF THE PHYSICAL TRAINING DEPARTMENT

The Physical Training Department, as stated hitherto, is under the jurisdiction of S-3, Troop Plans and Training Officer, and hence its history is included at this point.

The Department commenced its activities with the arrival of 2nd Lieutenant Carl J. Reinhardt (since Captain) at Newport Army Air Field in early December 1942, where he was assigned Director of Physical Training. [72] This Officer, together with two enlisted men, one an instructor and one a clerk, then constituted the entire Department, and were installed in a single room in one of the Cadet barracks. This staff was immediately faced with almost insuperable difficulties due to the highly infirm and habitually moist condition of the Field's terrain, together with inclement weather and lack of physical training facilities of all sorts. For a consid-

71. Statement by Capt. Carl J. Reinhardt, Troop Plans and Training Officer.
72. NAAF Hq., Newport, Ark., S.O. #43, 22 Dec. 1942, Par.1.

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erable portion of the first months, few classes could be held in the open air on this account, although efforts were made, by using the Recreation Hall, to maintain the physical condition of the Station's personnel.

The first Physical Training activities on this Post began with the arrival of the students of Class SE 43-D, the Cadets beginning their program on the last day of the year of 1942. Shortly thereafter, on 11 January 1943, the enlisted personnel of the Station were activated into this program. It was not until 15 February 1943, however, that an Officers' class was held, since all were busy in getting the Station prepared for its primary function, the training of Cadets.

In the meantime, rapid growth in the number of men stationed here demanded a concurrent increase in the Department's staff, and, led likewise to the acquisition of larger quarters in the Cadet Supply Building. (The staff now numbered eight, four of whom were Officers.)

In April, the Department finally was installed in a building of its own, and has remained in the same location ever since. This is Building #60, [73] a former C.C.C. barracks. The new quarters were unfinished and unfurnished when the Department moved, but very shortly was suit-

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73. See Station Layout Plan, 27 Aug.1943, previously submitted.

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ably partitioned, furnished, and an adequate store-room constructed to hold athletic equipment. The staff now went to work to beautify the crude exterior of this building. Grass was planted, shrubs of various sorts added in suitable places, and a sign built and installed. Photograph #1 in the Appendix was taken in early November, and shows the front of the Department's Headquarters. [74] At that time plans were under way to renovate and re-partition the interior to more suitably provide for an increased staff of five Officers, seven enlisted men, and two clerks. (one 1st Lieutenant, four 2nd Lieutenants, three Staff Sergeants, two Sergeants, two Corporals, and two Privates First-Class.)

On 1[illegible] August 1943, 1st Lieutenant Carl J.Reinhardt (since Captain) was relieved of his assignment as Director of Physical Training, [75] and 2nd Lieutenant Darrel G. Lester (since 1st Lieutenant), newly arrived, assigned in his stead. [76]

In August 1943, the Department experienced a very busy month. 1536 enlisted men, 186 Aviation Students, and 184 Officers were given the Physical Fitness Rating

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74. P. VII-2, Appendix.
75. NAAF Hq.,Newport, Ark., S.O.#209, 18 Aug. 1943,Par.6.
76. Ibid., Par. 7.

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test prescribed by higher authority. [77] The same procedure was undertaken again during November.

Due to the condition of the terrain, the activities of the Department were long delayed by inadequate outdoor facilities. It was not until Summer that the ground had become sufficiently firm for the installation of equipment and the laying out of the various game courts. From this time on, however, progress was rapid. Instructor's stands, basketball, volleyball and badminton courts, baseball and softball diamonds, touch-football gridirons and soccer fields were laid out. In July 1943, with the dedication of the new Daniel A. Cooper swimming pool, this activity was added to the Department's program. Courses in Red Cross Life Saving as well as swimming were undertaken with success. In early fall, the construction of a suitable obstacle course was undertaken, and has since proven a thoroughly efficient facility. In addition to work done on the main athletic field, each Squadron area has been suitably equipped for Calisthenics, Volleyball, Basketball and Baseball, not to mention other sports adaptable to the areas. Photographs of the Athletic Field and the Squadron Areas are included in the Appendix. [78]

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77. AAF Reg.. 50-10, 8 April 1943; SETC Memo 50-21-1, 13 Aug. 1943.
78. Pp. VII-2 & VII-3 , Appendix.

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The Department's regulations for the governance of Physical Training deserve some attention. All classes are supervised by some member of the Department, although a WAC Officer has charge of the conditioning of the women soldiers, while the Hospital Adjutant has been given immediate oversight of the Nurses' class, which was organized 1 November 1943. In all cases, Officers and Aviation Trainees are supervised by Commissioned Officers, while enlisted men are supervised by Non-Commissioned Officers under the direct jurisdiction of a commissioned member of the Department. It is also demanded that correct training procedure be employed at all times, and a number of the enlisted personnel have received special training at the AAFTTC Basic Training Center #4 at Miami Beach, Florida, in addition to locally administered training.

In connection with its methods, the Department has had to cope constantly with extremes of temperature. In addition to the inclement weather of the winter, already described, exceedingly hot summer weather has demanded that classes be discontinued when the thermometer registered above ninety-five degrees Fahrenheit (95° F.).

Like many other organizations on the Field, the Physical Training Department has frequently experienced

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Like many other organizations on the Field, the Physical Training Department has frequently experienced

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difficulties in obtaining suitable personnel to carry on its mission. The necessity of providing replacements for staff members sent to A.S.T.P., O.C.S., Non-Commissioned Officers School at Miami Beach, and for those transferred elsewhere, has constituted a difficult task.

In addition to personnel deficiencies, the Department seems never to have had sufficient funds to procure athletic supplies to keep up with the needs of the constantly increasing personnel of the Station.

Two methods exist for the determination of the Department's accomplishments. Attention is invited to the various inspection reports made on this activity and incorporated in the Appendix. [79] In addition, a monthly report is submitted on Physical Training Activities to the Eastern Flying Training Command in compliance with the Directive. [80] These give minute details of all phases of training.

Weather difficulties like those experienced in the Winter of 1942-43 were again inhibiting the work of the

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79. Cf. P. IV-15, Appendix.
80. These reports mentioned above are sent to the Commanding General, AAFEFTC Hq., Maxwell Field, Ala., Attention of the Director of Physical Training, and give complete details of the amount and nature of the work performed by the local Department. They are required by virtue of a Letter from EFTC Hq., dated 20 October 1942.

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Department as this was written. As far as possible, the work has been carried on by using roads, the Recreation Hall, and other hard-surfaced areas when the athletic field is unuseable. A schedule of equivalent exercise, designed to accomplish the Directive's requirements, has been made available to Officers, under suitable safeguards, to insure the Department's purposes during such inclement periods.

The Department regards the future with assurance that constantly improving athletic facilities and equipment will be made available. Plans have been tentatively arranged for the stimulation of both inter-post and intra-post athletic competitions. The devotion of larger areas, together with this equipment and an adequate staff, leads the Department to feel that the outlook is very promising for its work.

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SECTION 7: HISTORICAL ADDENDA FOR JANUARY 1944:

The Troop Plans and Training Officer was much engaged during January 1944 with courses of instruction largely designed to prepare the military personnel of this Field for possible overseas service. A brief resume follows hereafter of the activities completed by this Department during the month.

a. Camouflage Training:

This phase of training was held up during the month by weather conditions which made it impossible to work in the area, and by the loss of the Non-Commissioned Officer in charge of its construction. After a considerable period of time, another enlisted man, qualified to handle camouflage details, was secured. Not only did he give a lecture on camouflage, but also went to work to complete the area, which was about half done by the end of January. Plans called for a flat top, fox holes, slit trenches, machine gun emplacements, and a short obstacle course. Training in this connection was given in accordance with the POR Check List..

b. Malaria Training:

A series of four (4) lectures on Malaria Training were given on 18, 22, 25, and 27 January 1944 to commissioned personnel. Enlisted men received these

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lectures under the supervision of Squadron Commanding Officers. Directive for the course was NAAF Bulletin No. 50-1, dated 11 January 1944.

c. Chemical Warfare Training:

During the month, all military personnel were brought up to full proficiency in Chemical Warfare Training, in accordance with Section 2 of TC Memorandum No. 50-26-2. The courses set up were mainly for those who had been on Detached Service, sick in the hospital, in confinement, or on furlough, at the time the original course on this subject was given.

d. Proper Wearing of the Uniform:

All military personnel on the Field, including Aviation Cadets, received a course on the proper wearing of the uniform during January. This was in compliance with EFTC Memorandum 35-0-10, dated 24 November 1943.

e. Safeguarding Military Information:

In compliance with EFTC Memorandum 15 AAF 127-2, all enlisted personnel of the Field received a lecture by the Intelligence Officer on the subject of Safeguarding Military Information, and had read to them, by a Squadron Officer, the 28th Article of War. Some of this work still remained to be accomplished in February.

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f. Troop Ground School:

Due to transfer to Replacement Training Centers and hospitalization, the number of students in the Troop Ground School in the latter days of January had decreased to fifteen (15).

g. POR Check List Training:

On 20 January 1944, all other courses required to fulfill the demands of the POR Check List were initiated. This included completion of range firing and the projection of such Training Films as could be rapidly procured. The films shown were 1-724, 3-650, 3-667, 3-689, 5-645, 5-646, 7-228, 7-275, 7-1182, 8-1174, 8-1179, 11-274, and Film Strips 5-40 and 5-41.

h. College Training Detachment Cadet Training:

Beginning on 12 January, the Troop Plans and Training Officer organized a number of courses designed to provide orientation for the two hundred (200) Aviation Cadets from a College Training Detachment temporarily stationed here. Schools were conducted under the auspices of the 399th Service Squadron and the 1066th, 1067th, and 1068th Basic Flying Training Squadrons. The biggest portion of the training consisted of a series of twelve (12) lectures on Aircraft Mechanics, and Safety Measures, designed to benefit these Cadets while

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working around airplanes. In addition, lectures were given on Military Courtesy and Discipline, as well as on various Orientation subjects, while Physical Training and Close-Order Drill were also required. There was no directive for this work, and it was designed in order to make use of valuable time which otherwise would have been wasted by these Cadets.

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CHAPTER E: S-4 SUPPLY

SECTION 1: POST SUPPLY OFFICER

The activities of the Post Supply Officer, S-4, as a coordinating agency, did not exist until the creation of the "S" Staff on 17 December 1942. The task of coordinating supply activities, already well advanced at that time, had been in the hands of the Commanding Officer himself.

On this date, Lieutenant Colonel Harry C. Murphy, QMC, the Post Quartermaster, was assigned additional duty as S-4, and this assignment was to continue until the middle of March of the following year.

Supply activities on the Post were the only ones to have a significant history during 1942; and all phases were in a relatively efficient condition by the end of the year, appearing to proceed without a great deal of coordinating activity by S-4. During this time, Colonel Murphy was mainly involved in hunting medical supplies for the Station Hospital, in securing motor transportation, and in obtaining badly needed supplies of other sorts. Nevertheless, by the time of his relief, S-4 had been well organized to undertake its function.

The key personnel assigned to this Department, from

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its activation until the end of January 1944, are shown in the following tabulation. The dates of assignment and relief have been verified, in all cases, by reference to Special Orders published by this Headquarters:

KEY PERSONNEL OF S-4
17 DECEMBER 1942 THROUGH 31 JANUARY 1944

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Murphy, Harry C., Lt. Col. S-4 (Additional Duty)	12/17/42	3/15/43
Fauss, Harlan H., 1st Lt. Asst. S-4	12/19/42	4/19/43
Bodnar, Walter H., Capt. Asst. S-4 (construction)	2/21/43	1/29/43
Neff, Samuel W., Major S-4 (Post Supply O.) S-4 (Director of Supply), and C.O. 360th Sub-Depot	3/15/43 1/1/44	1/1/44 --
Groves, Robert A., M/Sgt. Chief Clerk	3/15/43	--
Maize, Homer A., 2nd Lt. Asst. S-4 Base Supply Officer	8/20/43 1/1/44	1/1/44 --
Chambers, William H., 2nd Lt. Air Corps Supply Officer	1/1/44	--

With the assignment of Major Samuel W. Neff on 15 March 1943, the really significant coordinating procedure of the S-4 Section began. He was assisted at this time by 2nd Lieutenant Harlan H. Fauss, Assistant S-4, Captain Walter H. Bodnar, Construction Officer, and Master

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Sergeant Robert A. Groves, Chief Clerk.

In the meantime, F.T.C. Memorandum No. 65-26-1, dated 6 March 1943, had been prepared by the Training Command, and constituted a directive for the organization and duties of S-4. Among the functions set forth in this memorandum were the following:

1. Maintain consolidated records of airplanes and organizations to which they are assigned, and cooperate with Sub-Depot in obtaining parts and supplies for out-of-commission planes.

2. Maintain records for, and govern the issuance of, Station equipment.

3. Determine if activities by Organization Supply Officers are adequate in obtaining necessary equipment.

4. Be a member of any inspection party related to supply activity.

5. Coordinate the supply and maintenance functions of the Quartermaster, Ordnance, Signal Corps, Medical Corps, Air Corps, Chemical Warfare Service, and the Engineer.

6. Maintain suspense files on policy matters affecting supplies.

7. Approve all requisitions for funds relat-

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ing to supply and maintenance.

8. Assure that all equipment and supplies are being used for their intended purpose, and report surpluses through the proper channels.

9. Cooperate with the Director of Training in making recommendations for, and in procuring, new types of equipment.

This directive was to govern until 26 August 1943, when T. C. Memorandum No. 65-O-1 was issued. This memorandum exactly defined the duties of the Director of Supply and Maintenance, clarified former functions, and added additional duties as follows:

1. Plan the procedure, prepare and distribute the necessary forms, and supervise the taking of all inventories relating to equipment and supplies as required by higher authority.

2. Approve all work orders for normal Station maintenance.

3. Approve all requisitions submitted to supply agencies except Sub-Depot Supply, and insure that proper follow-ups are employed to prevent further delay in procurement.

4. Supervise the operation of all stock control except Sub-Depot.

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9. Maintain statistical data on all items of supply and maintenance and be ready to submit report thereon when requested.

In compliance with requirements by higher authority,[81] the whole nature of S-4 activities at this Station changed as of 1 January 1944. At that time the formerly independent 360th Sub-Depot and the 399th Service Squadron were brought under the command of Colonel Robert W.C. Wimsatt, Commanding Officer. A considerable reorganization thereupon took place in the various supply and maintenance activities of the Station. Major Henry R. Lyman, formerly Commanding Officer of the 360th Sub-Depot was now reassigned as Director of Line Maintenance, while Major Neff was relieved as Post Supply Officer and re-assigned as Director of Supply, with additional duty as Commanding Officer of the 360th Sub-Depot. At the same time, 2nd Lieutenant William H. Chambers assumed duty as Air Corps Supply Officer, and 2nd Lieutenant Homer A. Maize, formerly Assistant S-4, now became Base Supply Officer.[82]

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81. War Department, Washington,D.C., AAF Reg. 120-31, 22 Dec. 1943; AAFEFTC Hq., Maxwell Field, Ala., G.O. 129, 31 Dec. 1943; NAAF Hq., Newport,Ark., G.O. #1, 1 Jan. 1944.
82. NAAF Hq., Newport,Ark., S.O. #1, 1 Jan.1944,pars.13-15.

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When the Civilian War Housing Project was turned over to the jurisdiction of the Commanding Officer on 22 April 1943, S-4 became the administrator of this housing. With the reorganization of 1 January 1944, Major Neff was relieved of this responsibility, and Lieutenant Maize, as Base Supply Officer, became responsible for the supervision of this and all other local property, and for the maintenance of records thereon. (however, assignment to quarters in the War Housing Project is now a function of the Post Adjutant). The duties of the Director of Supply are now concerned with administrative functions pertaining to supply problems of all the services. He coordinates the flow of supplies to all organizations when authorized and needed, supervises property records, and ascertains that supply procedures promulgated by higher authority are enforced, and that all inventories and other records required are maintained. In this connection, the Director of Supply now has oversight, insofar as Supply and Maintenance activities are concerned, over the 360th Sub-Depot, the Base Supply Office, the Quartermaster, Ordnance, the Post Engineer, Air Corps Supply, Chemical Warfare Service, the Signal Detachment, the 337th Base Headquarters and Air Base Squadron, the 1084th Guard Squadron, the

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321st Service Squadron, the 688th Basic Flying Training Squadron, the 687th Army Band, (formerly 387th AAF Band), and the AAF WAC Detachment, (formerly 745th WAC Detachment).

The details of the work performed under the coordinating supervision of the Director of Supply will be more apparent as a history of the organizations under his supervision are unfolded. In consequence, it is felt that any thing further that might be written in regard to this activity would be, in reality, a duplication of the facts to be recorded hereafter.

SECTION 2: STATION SUPPLY, (QUARTERMASTER)

a. Early General History:

On 23 September 1942, Lieutenant Colonel Harry C. Murphy, QMC, reported to this Post. At the time of his arrival, only the Project Officer, Colonel Daniel A. Cooper, and the Post Engineer, 1st Lieutenant Charles R. Parker, were here, no enlisted men having yet put in an appearance. On 1 November 1942, the first Special Orders issued at this Station carried Colonel Murphy's name on the first line, he being assigned as Quartermaster. [83]

Even before his arrival, Colonel Murphy had busied himself in activities looking toward the establishment

83. AAFBFS Hq., Tuckerman, Ark., S.O. #1, 1 Nov.1942,Par.1.

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of a Quartermaster organization at the new Field, particularly by selecting a cadre of experienced Quartermaster enlisted men at his former Station at Columbus, Mississippi, and arranging for their transfer to Newport as soon as arrangements for their accommodation could be consummated. By 1 October 1942, ten of these men, comprising the 907th Quartermaster Detachment, arrived here - five (5) Sergeants, four (4) Privates First Class, and one (1) Private. These were the first enlisted men to arrive here.

The Quartermaster's Office was originally set up in very cramped quarters in one twelve by fourteen foot (12' x 14') room in Newport's National Guard Armory. Desk space and equipment were very hard to obtain. The enlisted men were given cots on the stage of the Armory, where they were at least convenient to their work. The cots and bedding used were borrowed from the Walnut Ridge Field; and since no mess was available, the men were put on a commutation ration basis. This condition continued until the latter days of October 1942, when all the military personnel which had arrived by that date were removed to the still very much incompleted Airfield. Despite the inconveniences mentioned, the new organization accomplished considerable in the line of

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their duty, while the enlisted men, in the meantime, had by their excellent behavior created a good impression of the Army on the inhabitants of Newport.

The Department, once on the Post, was not immediately relieved from over-crowded conditions, since the Quartermaster Office Building was still incomplete and the rapidly increasing personnel had to be crowded into two small rooms in the Post Headquarters Building. Not until the early days of December 1942 was the Quartermaster Building ready and the Department in a position to expand sufficiently to function in an orderly and efficient manner. By this time, however, the organization had been completely set up, sub-divisions had been established, and everything prepared for the accomplishment of the task.

In the last fifteen days of October, 2nd Lieutenants Elliot W. Arnholdt, Joe G. Lay, and Frank C. Binz, III, had reported at this Station, and on 1 November 1942 were assigned as Assistants to the Quartermaster. [84] On 5 November 1942, the specific character of their work was assigned in Special Orders, Lieutenant Arnholdt becoming Executive Officer as well as Purchasing and Contracting

84. AAFBFS Hq., Tuckerman, Ark., S.O. #1, 1 Nov. 1942, Par. 1.

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Officer, Lieutenant May, Sales Officer, and Lieutenant Binz, Property Officer.[85] On 20 November 1942, 2nd Lieutenant Paul B. Lacey, Jr., was assigned to the Quartermaster as an Assistant, and five days later was specifically assigned as Post Salvage Officer.[86] All of these men were graduates of the Quartermaster Officers' Course at Camp Lee, Virginia, and while largely without experience, were very capable and willing workers. Through their efforts and those of the original cadre of enlisted men, the Quartermaster organization was quickly able to function in the required fashion.

For quick referance, the following chart of key personnel in the Quartermaster Department has been prepared. Dates of assignment and relief for Officers have been verified from Special Orders published by this Headquarters, and others for enlisted men have been checked against Departmental orders.

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85. AAFBFS Hq., Tuckerman, Ark., S.O. #5, 5 Nov. 1942, Pars. 3-5.
86. Ibid., S.O. #10, 20 Nov. 1942, Par. 3; #20, 25 Nov. 1942, Par. 7.

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KEY PERSONNEL OF THE QUARTERMASTER
1 NOVEMBER 1942 THROUGH 31 JANUARY 1944

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Murphy, Harry C., Lt. Col.		
Post Quartermaster	10/1/42	--
Arnholt, Elliott W., 1st Lt.		
Asst. Quartermaster	7/21/43	--
Purchasing & Contracting O.	11/5/42	--
C. O. 907th Q.M. Detachment	11/25/42	--
Buffington, Dewey L., Lt.		
Chief Clerk (Admin.)	2/1/43	--
Binz, Frank C. III, 1st Lt.		
C. O., 1008th Q.M.Platoon (Avn.)	9/14/43	--
Motor Transportation O.	9/20/43	--
Property Officer	11/5/42	9/20/43
Lacy, Paul B., Jr., 1st Lt.		
Post Laundry Officer	6/19/43	9/20/43
Property Officer	9/20/43	--
Salvage Officer	11/25/42	9/20/43
Nevy, Aldo A., T/Sgt.		
Chief Clerk (Property)	10/2/42	--
May, Joe G., 1st Lt.		
Sales Officer	11/5/42	--
Sanders, Harvey W., 1st Lt.		
Asst. Sales Officer	1/23/43	--
Kestand, George F.,Jr., 2nd Lt.		
Asst. Motor Transp. O.	5/24/43	8/16/43
Asst. Sales Officer	8/16/43	12/17/43
Crescenzi, Emil J., Capt.		
Motor Transportation O.	11/3/42	7/23/43
Jordan, Paul C., 1st Lt.		
Asst. Motor Transp. O.	11/8/42	5/4/43

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NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Paszderka, Joseph J., 1st Lt.		
Asst. Motor Transp. O.	8/16/42	9/20/43
Salvage & Laundry Officer	9/20/43	--
Astrella, Alfred J., S/Sgt.		
Chief Clerk (Motor Transp.)	12/1/42	--

All initial requisitions for Quartermaster supplies for this Post, prior to activation, were made up at AAFSETC Headquarters, Maxwell Field, Alabama. These supplies began to arrive by late October; and inasmuch as the warehouses had not yet been completed, they were stored in various unoccupied barracks at various points on the Post, since no sufficiently large single location could be found to house them. Necessarily this created difficulty in handling and accounting.

In the last days of October, the first Quartermaster Warehouse, although only partially completed, was used to store several carloads of mattresses. However, before the full shipment could be removed from the cars, a tornado visited this Section at 0700 hours, 30 October 1942, and proceeded to remove one end of the warehouse, scattering mattresses and other property all over the Field. Since a heavy rain fell at the same time, the mattresses were soiled and thoroughly soaked. Property

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loss in this connection, however, was smaller than originally estimated, since these mattresses were cleaned and dried out, and thus made entirely serviceable.

About the middle of October the first warehouse was completely serviceable, and was quickly filled with the requisitioned supplies. No difficulty was experienced in obtaining these initial items; and, as a matter of fact, it was necessary in most cases to postpone dates of shipment from the Memphis Supply Depot due to lack of storage space.

Motor transportation for the new Field was extremely slow in arriving, and, in consequence, the Commanding Officer appointed the Quartermaster to make the necessary efforts to expedite delivery, and to arrange for the maintenance and repair of the vehicles obtained. In addition to trips made to Dallas, Texas, by Colonel Murphy, negotiations were opened with a number of Stations for the purpose of acquiring temporary possession of whatever cars could be spared. The Stations at Columbus, Mississippi, and Walnut Ridge, Arkansas, assisted most largely in this matter. In the meantime, all fuel, lubrication and repairs to the Post's transportation equipment had to be obtained in Newport, since the Contractors were slow to install the necessary facilities

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for handling on the Post. With the delivery of the formally requisitioned vehicles, the Quartermaster was relieved of responsibility for motor transportation, and this activity, together with the equipment, was then turned over to Air Corps and Ordnance Officers for continuance.

Prior to 1 December 1942, the mess halls were operating under a Garrison Rationing System. On that date, the Sales Commissary began to supply food in the current manner, but was considerably inhibited by the lack of refrigeration equipment, the Commissary Refrigeration Warehouse not having been completed. In consequence, all perishable subsistence had to be issued to the messes immediately upon arrival, and it was impossible to build up any considerable supply of such commodities. This situation was not improved during 1942. The Sales Commissary staff at this time included the Sales Officer, two enlisted men and three civilians. (On 1 December 1943, the staff consisted of thirty individuals).

Early in November 1942, the first funds for the Purchasing and Contracting Section were sub-allotted by the Memphis Quartermaster Depot in the Eighth Service Command to cover supplies and services procured locally.

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This Section, guided by available procurement regulations, immediately commenced the issuance of purchase orders covering subsistence stores, gasoline, oil, postage, sanitary supplies, rubber stamps and N. Y. A. furniture. It also began the purchase of some nine thousand dollars ($9,000) worth of service and supplies for the Special Services Office. Total purchases made from all funds through 1942 approximated $21,000, and this figure does not include expenses from open allotments, or goods purchased in 1942 but paid for in 1943.[87]

In December, bids were requested and the first contract let covering the disposal of kitchen waste. No other contracts for services were made during the year.

The first activities of 2nd Lieutenant Paul B. Lacey, Jr., Salvage Officer, occurred in connection with the Civilian Salvage Drive in the City of Newport and surrounding territory. Accompanied by one enlisted man, Lieutenant Lacey made trips to surrounding towns, made addresses to school children, and gave instructions for the collection of scrap material or other desirable salvage items, and then arranged for the transportation of these materials to the central scrap depot in Newport. In the meantime, salvage of every description began to

87. Figures from the accounting records of the Quartermaster.

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accummulate on the Post; and, hence, before the year was out, this Section had begun to operate in its intended manner.

b. Later Quartermaster History:

By January 1943, the Quartermaster organization was already functioning with reasonable efficiency. All facilities had been completed and the sub-organizations required had already been established. From this date, it is necessary to sectionalize the history to avoid involvement, and it has been broken down, therefore, into sub-department headings hereafter.

ADMINISTRATIVE SECTION:

The duties of this Section are concerned mainly with writing quartermaster publications, keeping up correspondence, maintaining files of material pertinent to the Quartermaster Department as a whole, distributing correspondence and literature to concerned sub-departments, and supervision of civilian personnel working in the Department.

During its beginning history, the Section was first occupied with the employment of sufficient civilian personnel for the Department's needs and their assignment to the various Sections for training and duty. A little later the task of setting up the files, by employ-

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ment of the Dewey Decimal System, was accomplished.Until May 1943, the Section was also responsible for preparing payrolls for civilian employees, but this work was transferred to Civilian Personnel Headquarters at that time.

The main difficulties experienced by this Section were to secure sufficient qualified civilians to fill vacancies, and necessary circulars, bulletins and regulations to make the file system effective. Considerable trouble was experienced with the files, and the system did not reach full efficiency until January 1944, when papers, which had hitherto been lacking, were obtained.

PROPERTY SECTION:

By the end of 1942, the Quartermaster Property Warehouses had both been completed. This was a notable advance inasmuch as prior to this supplies had been stocked in various buildings scattered over the Post. The Property Section was made responsible for the operation of these warehouses.

Until May of 1943, the Property Section was also responsible for the distribution of coal on the Field. Due to the lack of coal-unloading machinery, (not obtained until February 1943), the task of providing the organizations of the Field with sufficient fuel was a painful one, since coal had to be unloaded by hand.

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Furthermore, the arrival of coal cars was very irregular. On one day the coal supply would be threatened with extinction; and the next day, so many cars would be on hand that demurrage charges had to be paid. In May, coal distribution was put in the hands of Post Engineer.

The Warehouses were also used by other organizations for storing their supplies, until the Apring of 1943, when they were used exclusively by the Quartermaster. However, construction of essential shelving and bins was postponed until May due to the shortage of labor available to the Post Engineer.

Prior to June 1943, there had been no control by higher echelons of items stocked in property warehouses at Posts, Camps and Stations. However, in order to prevent overstocks, a system was worked out by the War Department and installed here at that time. This system enables the Regional Depot to know the exact quantity of stock on hand at all times for all Stations which it supplies, since a perpetual inventory is kept of all Quartermaster items on hand, those issued on memorandum receipts, and those due in on requisitions. Stock status cards, compiling all property on hand at this Station, are sent out at least once monthly by the Regional Depot; and these cards are filed in after the monthly inventory

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and sent back to the Depot. The system permits the Regional Office to have a clear conception of what stock is available on any Post within its jurisdiction. From the time of its installation, minor changes have been made in this system, and constant improvement has by now resulted in a high level of efficiency.

In January 1944, considerable difficulty was experienced in equipping men going out to overseas Replacement Training Centers. Due to the rigid inspections demanded of such equipment, and the fact that stock level had been built up from routine issues only, the Quartermaster found himself unable to complete all requisitions upon such sudden demand. In order to meet these requirements, convoys were sent from this Field to supply depots in order to expedite delivery of such supplies.

PURCHASING AND CONTRACTING SECTION:

The Purchasing and Contracting Section of the Quartermaster started the new year 1943 with a personnel strength of two--one Officer, 2nd Lieutenant Elliott W. Arnholt, and one civilian stenographer.

Sufficient funds were sub-allotted by Memphis ASF Depot and Headquarters of the Eighth Service Command to cover contracts and purchases to be made in the first three months of 1943. Later sub-allotments were made

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by the issuing agencies, using as a basis the monthly reports submitted by the Purchasing and Contracting Section on the status of their funds. Upon activation of the Budget and Fiscal Department on 1 October 1943, the Purchasing and Contracting Section's responsibility for keeping fiscal records was transferred to that department. The Fiscal Officer certifies as to the availability of funds on purchase requisitions in order that the Purchasing and Contracting Officer may be sure such funds are on hand to cover his local purchases.

Invitations to Bid were sent out to prospective bidders, bids were accepted, abstracts made, and the following contracts were let during 1943:

DATE ACCEPTED	ITEM COVERED	CONTRACTOR
1/1/43	Garbage	Mon D. Thaxton
1/5/43	Sale of Tin Cans	Coca Cola Bottling Co.
1/6/43	Burial (White)	New Furn. & Undertaking Co.
2/1/43	Laundry	Searcy Laundry
2/1/43	Egg Crates	J. L. Parrott
4/1/43	Milk	Mack Farm Dairy
4/1/43	Bread	Colonial Baking Co.
5/1/43	Ice	Home Ice Co.
5/5/43	Glass and Cardbd.	Batesville Iron & Metal Co.
6/5/43	WAC Shoe Contract	W. C. Tabor
7/1/43	Milk	Mack Farm Dairy
7/1/43	Ice	Home Ice Co.
7/1/43	Ice Cream	Midwest Dairy Products
7/1/43	Egg Crates	Stickler & Goodwin
7/1/43	Garbage	Mon D. Thaxton
7/1/43	Bread	Colonial Baking Company
7/16/43	Burial (White)	New Furn. & Undertaking Co.
7/16/43	Burial (Colored)	New Furn. & Undertaking Co.
7/27/43	WAC Shoe	Bottom Dollar Shoe Shops
7/30/ 43	Glass and Box	Batesville Iron & Metal Co.
8/12/43	Metals & Baskets	Batesville Iron & Metal Co.

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The greatest difficulty encountered in the placing of contracts has been to find sufficient bidders in this locality. Few local concerns were interested, for instance, in handling burials for the government; and only one company made a substantial bid on the sale of garbage, a contract that is usually much in demand. An invitation to bid dispatched to fifteen (15) prospective bidders in November, covering the proposed sale of a large quantity of salvage metals, baskets, etc.,brought no response.

Inasmuch as no one in the Section had previous training in purchasing or contracting, and the only guide available to placing contracts was a set of incomplete and confusing Procurement Regulations, several change orders and supplemental agreements had to be made later to a number of contracts after they had been accepted by the government, and required by the Eighth Service Command.

Other obstacles, due to lack of training and inexperience, was the difficulty understanding the provisions that were to be included in contracts, the forms to be used, distribution and numbering of contracts, and the acceptance of contracts at fair prices. Most of these obstacles have been cleared up through experience and

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through instruction by the Eighth Service Command, rendered after our contracts had been reviewed by that Headquarters.

Funds sub-allotted to this Station have been used to the best advantage in purchases made by this Section. The monthly obligations made from 1 January 1943 to date are shown below, along with the various purposes for which they were designated. (Miscellaneous purchases include Civilian Identification Passes, Postage, Repairs, etc.)

J ANUARY 1943

PURPOSE	AMOUNT	
Subsistence and Ice	14,831.56	
Entertainment & Recreation	2,766.23	
Stationery & Sanitary Supplies	98.88	
Laundry	86.27	
Miscellaneous Purchases	125.00	
		17,907.94

FEBRUARY

Subsistence and Ice	10,287.29	
Gasoline and Lubricants	254.73	
Entertainment & Recreation	824.63	
Stationery & Sanitary Supplies	119.98	
Laundry	172.31	
Miscellaneous Purchases	53.66	
		11,712.60

MARCH

Subsistence and Ice	1,384.29	
Gasoline & Lubricants	1,429.30	
Entertainment & Recreation	678.41	
Stationery & Sanitary Supplies	116.10	
Laundry	202.04	
Miscellaneous Purchases	128.38	
		3,938.52

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PURPOSE	AMOUNT	
APRIL		
Subsistence and Ice	7,736.53	
Gasoline and Lubricants	986.13	
Recreation & Entertainment	1,194.25	
Stationery & Sanitary Supplies	335.74	
Miscellaneous Purchases	503.52	
		10,756.17
MAY		
Subsistence and Ice	24,063.92	
Fuel and Lubricants	3,472.43	
Entertainment & Recreation	478.99	
Stationery & Sanitary Supplies	30.65	
Laundry	93.75	
Miscellaneous Purchases	294.33	
		28,434.07
JUNE		
Subsistence and Ice	18,687.37	
Fuel and Lubricants	2,297.94	
Entertainment & Recreation	2,222.39	
Stationery & Sanitary Supplies	80.95	
Laundry	336.24	
N. Y. A. Furniture	1,851.55	
Miscellaneous Purchases	543.22	
		26,019.66
JULY		
Subsistence and Ice	9,207.22	
Fuel and Lubricants	2,160.69	
Entertainment & Recreation	680.81	
Stationery & Sanitary Supplies	339.15	
Miscellaneous Purchases	111.45	
		12,499.32
AUGUST		
Subsistence and Ice	8,455.50	
Fuel and Lubricants	1,616.96	
Entertainment & Recreation	158.89	
Stationery & Sanitary Supplies	31.72	
Miscellaneous Purchases	219.59	
		10,482.66

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PURPOSE	AMOUNT	
SEPTEMBER		
Subsistence and Ice	18,611.22	
Fuel and Lubricants	2,385.06	
Stationery & Sanitary Supplies	172.05	
Laundry	212.40	
Miscellaneous Purchases	122.58	
		21,503.31
OCTOBER		
Subsistence and Ice	18,517.00	
Fuel and Lubricants	6,544.10	
Stationery & Sanitary Supplies	100.00	
Miscellaneous Purchases	239.79	
		18,472.80
NOVEMBER		
Subsistence and Ice	12,450.94	
Fuel and Lubricants	4,329.33	
Entertainment & Recreation	21.50	
Stationery & Sanitary Supplies	19.81	
Laundry	158.47	
Miscellaneous Purchases	218.69	
		17,198.74
DECEMBER		
Subsistence and Ice	18,517.00	
Fuel and Lubricants	6,544.10	
Entertainment & Recreation	295.00	
Stationery & Sanitary Supplies	140.06	
		25,506.29
JANUARY 1944		
Subsistence and Ice	8,573.35	
Gasoline and Lubricants	5,074.41	
Stationery & Sanitary Supplies	28.50	
Laundry	24.86	
Miscellaneous Supplies	50.89	
		13,752.01

The main difficulties experienced in making purchases were to determine those authorized to be made, proper TPS Contracts to be used, and prices fair to both the

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government and the contractor. Several times during the year other departments made small purchases and later were unable to pay for them. Purchase orders were thereupon issued, and the obligations assumed by the Purchasing and Contracting Section. The procurement of gasoline, kerosene, oil and greases for the entire Post has become the greatest activity of this Section.

The Section has attained a good degree of efficiency, since most matters can now be satisfactorily handled without further advice from other Headquarters. Items requested are purchased as promptly as possible, and about ninety-five per cent (95%) of all requests are granted. The policy of the Section is to procure needed items promptly and with a minimum degree of paper work, both by the requesting department and by the Quartermaster.

SALVAGE CONTRACTS, JANUARY 1944:

Contracts will be placed and purchases made in 1944 as in 1943, using experience as a guide.

SUBSISTENCE SECTION:

The Subsistence Section began operation under considerable disadvantage inasmuch as none of the personnel assigned were familiar with the prescribed operation of a Sales Commissary. However, by frequent reference to

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T. L. 10-215, "Commissary Operation", and by means of correction and assistance rendered by the Eighth Service Command, the inexperience of the staff disappeared, and a smoothly working system developed. Personnel at the beginning of the year numbered fourteen (14) but by 31 January 1943, had doubled.

On 18 January 1943 the cold storage warehouse was placed in operation. For the first few months, the electrical motors furnishing power for the refrigeration units were frequently out of order. This condition was not remedied until the Post Engineer, during the summer, acquired several enlisted men with knowledge of mechanical refrigeration. By Fall, the need for additional refrigeration was evident, and although it necessitated the enlargement of the warehouse, a unit was installed capable of maintaining a temperature of 10° F (the original refrigeration units maintain temperatures ranging from 32° to 40° F).

The commissary sales store was opened on 26 April 1943 at a temporary location near the center of the Field and directly across the street from the Post Exchange. In December, it moved to a new and modern building which had been erected in the Post Housing Area. The new store has greatly facilitated the handling of an increasing

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volume of trade.

Despite the fact that this Section has needed to furnish every variety of rations at various times to different organizations on the Field, including the Hospital Mess, the Officers' Mess and the Cadet Mess, it has been able to adapt itself to the changing requirements without great trouble. Some small difficulty was also experienced in connection with subsistence accounting, but the situation has since become satisfactory.

MOTOR POOL SECTION:

Probably none of the sub-organizations on the Field faced a bigger task with less means to accomplish it than did the Motor Pool at the time of its activation. Regularly authorized vehicles were very slow in arriving, and there was always a shortage of transportation. Station supplies and personnel were arriving daily, and need for transportation was therefore unusually acute. First Echelon Maintenance had to be performed by drivers with the limited amount of tools coming with the vehicles. Moreover, the parking lot was located just east of the Quartermaster Office Building, No. 801, and this area was so muddy that trucks were constantly becoming mired down. Drivers were obtained on a temporary duty basis from various Squadrons, and as the work of the Field became

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more demanding, considerable pressure was maintained to return these drivers to their organizations to begin their regular tasks. The situation was somewhat relieved by a survey of enlisted men with truck-driving experience, as a result of which, a number of these men were transferred to the 907th Quartermaster Detachment, and thus gave the Pool its first permanent drivers.

On 17 January 1943, the present Motor Pool area was sufficiently completed to use. It was now possible to give the vehicles proper daily care, although Second and Third Echelon Maintenance still had to be performed in Newport since the Ordnance Shop had not been completed as yet. However, minor problems in connection with water supply and mud continued for some time. The course in Preventive Maintenance given in the Drivers Instruction School (formerly covered in the S-3 history), conducted by Lieutenants Crescenzi and Jordan, was of considerable advantage in teaching all drivers the proper care and handling of government vehicles.

By 10 April 1943, most of the transportation authorized by this Field had arrived. A Dispatcher's organization was now set up in a separate building, and a twenty-four hour schedule maintained. Every fair night during the Summer months of 1943, spare trucks were kept

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busy with beautification of Squadron areas..

On 8 July 1943, the 1008th Quartermaster Platoon (Transportation) arrived here to take over driving duties. These men, since they were largely inexperienced, had to be trained in Preventive Maintenance under difficult conditions, since these classes had to be held at night, when a certain portion of these drivers were required for duty. However, by September, most of these drivers were fully qualified.

The Field now has its full transportation equipment and the routine of the Motor Pool has become fully organized. It is at present functioning in an entirely satisfactory manner, and is making progress daily toward greater efficiency.

SALVAGE AND LAUNDRY SECTION:

Something of the work of the Salvage Section has already been detailed. Operations conducted by the Salvage Officer are thoroughly conventional in type, covering all requirements of regulations, and are hardly sufficiently noteworthy to mention. Suffice it to say that all salvage materials on the Post are being disposed to the best advantage of the Service. The amount of salvage sales for each month since the beginning of operations has been as follows:

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January	1943.....	$189.54
February	"	216.08
March	"	254.53
April	"	330.52
May	"	315.62
June	"	296.00
July	"	284.94
August	"	327.51
September	"	324.42
October	"	259.98
November	"	733.61
December	"	314.84
January	1944.....	421.33

Laundry facilities on the Post for Officers and enlisted men have likewise been conventionally handled, and do not merit consideration. The main difficulty has been the distance to which this laundry has needed to be hauled, sometimes as far as Camp Joseph T. Robinson. Service, however, has been reasonably rapid and the quality of work fully equivalent to that available in local civilian establishments.

- 0 -

The Quartermaster organization has had the longest history of any organization at this Station. Before many of the other organizations of the Field had even been activated, this Department was already operating to considerable advantage despite the many difficulties confronting it. Its facilities have been systematized and its operational procedure routinized. In consequence, it is able to confront the future with full assurance

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that it can continue to fulfill its mission.

A number of photographs of main Quartermaster facilities are included in the Appendix. [88]

88. Pp. VII-4 & VII-5, Appendix.

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SECTION 3: AIRPLANE MAINTENANCE

Since the beginning of the flying training program at Newport Army Air Field on about 1 January 1943, the maintenance of aircraft has presented many problems. Inasmuch as general maintenance difficulties will be treated in Part VIII of this history, a minimum of space will be devoted to them here. The gist of the trouble is treated in the following statement, dictated by Lt. Colonel Charles E. Wilson, Post Executive Officer:

> "Originally, the Director of Training was in charge of Training, Maintenance of Aircraft, and Base Operations. At the time this was put into effect, Colonel Cooper was very busy with the construction program of the Field, and he designated Colonel Bromiley to take charge of these three (3) phases. This system even went so far as to include the Line Squadrons.
>
> "The invisible set-up, then, was similar to a Wing, in which there was a Base Group and a Training Group; and the Director of Training, in that case, was the Commander of the Training Group, and the Post Commander was the Base Group Commander as well as the Wing Commander.
>
> "This worked very well during the period in which we had very few planes and very few students. If we had continued on this set-up, additional headquarters would have been necessary for the Training Group, thus increasing the number of Officers required to operate a Wing consisting of two (2) Groups.
>
> "This went on until late in September 1943 (9/20), when Maintenance, Base Operations and Training were distinctly separated, and made into separate functional departments; and this separa-

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tion is indicated on the Organization Chart of 5 October 1943.[89] The set-up of a Training Group and a Base Group had its disadvantages, in that there were just not enough Officers to break it down so that each one was assigned a particular job. There was no clear demarcation between where one's duties began and another's ended. Neither the Training Department, Base Operations, or Maintenance knew exactly where their authority began and where it ended, and what was under their control and what was not. The result was that some very important details were omitted or lacking. Specialization and understanding on the part of Department Heads as to the extent of their responsibility and authority was missing.

> "The Director of Training was too busy with training to give the needed attention to Operations and Maintenance. In the meantime, there was an eight-time increase in airplanes and students, the situation got out of hand, and neither the Training Department, Base Operations, or Maintenance functioned as desired."

The first maintenance work performed on the planes assigned to this Station consisted of painting on aircraft insignia, under supervision of the Post Airplane Maintenance Department. Unskilled personnel and a shortage of necessary tools made other work impossible for some little time. Gradually the first limitation was overcome by the perseverance of the men and long hours of work. The second was a matter of supply; and gradually, through proper channels, a few tools did arrive. Many had to be improvised from materials at hand and,

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89. See P. V-4, Appendix.

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through the ingenuity of both civilian and military personnel, successful innovations came into being.

During January 1943, thirty-five (35) airplanes were grounded for cracked bulkheads and had to be sent to Greenville Army Air Field, Greenville, Mississippi, for Technical Order compliance.

The administrative difficulties at this time reflected themselves in the maintenance work. Personnel were improperly assigned to duty according to their experience level; and an improper balance between the personnel available, the amount of work being performed by Post Airplane Maintenance, and the work of the engineering sections of the three Basic Flying Training Squadrons, existed. Moreover, Air Corps Supply and the 360th Sub-Depot were not fully manned at the beginning of 1943 to give satisfactory support to Post Airplane Maintenance. Gradually these administrative and technical difficulties were ironed out; and on 6 September 1943, experiment with the Production Line Maintenance system began.

Equipment which was unobtainable at this Station from regular sources of supply was fabricated here, Schools for Mechanics and Clerks were set up, and a general movement toward correct methods and procedures for visual inspection was instituted. Frequent inspection of repair

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equipment, fire fighting apparatus, lighting facilities, and housekeeping helped to keep the work rolling.

Captain Emmett F. Church, (later promoted to Major), was made Director of Line Maintenance, assisted by Captain John M. Byrne, on 28 September 1943, and the task of systematizing the maintenance work began. A daily status board of all aircraft assigned to this Station was set up to show the availability of each type of aircraft for flying duty, and the status of non-available craft. A "Flow Chart" was kept, in conjunction with the status board, to show the amount of repair work being accomplished, and the amount which could be expected each day. On 17 October 1943, the Production Line Maintenance system was finally approved by the Commanding Officer, and was formally adopted at this Station. At this time, the 1066th Basic Flying Training Squadron was assigned the 50 and 100-hour inspections, the 1067th Basic Flying Training Squadron was selected to make all engine changes, and the 1068th Basic Flying Training Squadron took over all miscellaneous Production Line Maintenance work.

It took approximately ten days to iron out the major difficulties in the new system. Problems connected with shortages of tools and working equipment, while not as

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acute as formerly, still existed and the normal output of airplanes undergoing 50 and 100-hour inspections was still retarded. Gradually, however, the work began to come up to the standards of maintenance demanded by AAF Technical Orders. This was partially due to an award system, consisting of a trophy and an "Excellency Flag", which instituted weekly competition in maintenance work among the various components of the system.

On 12 November 1943, all planes at the Newport Army Air Field were grounded until compliance with Technical Order No. 01-50B-68 (Inspection and Rework of Vertical Stabalizer Front Spar Support Bracket and Rear Spar Assembly) had been made. In consequence, over two hundred (200) airplanes were inspected within five (5) days. Again, on 25 November 1943, all planes were grounded until inspected for cracks at the horizontal stabalizer attachment fittings. This inspection was completed within approximately nine (9) hours on the same day the order was received. Other inspections and Technical Orders also began to receive precise and prompt compliance.

During the latter part of November 1943, Major Emett F. Church was hospitalized, and Captain John M. Byrne assumed active direction of Production Line Main-

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tenance. By the end of 1943, the system was functioning very satisfactorily. Maintenance in general had improved, and a minimum number of planes were off the flying line for repairs.

Effective 1 January 1944, command of the 360th Sub-Depot and the 399th Service Squadron was assumed by the Commanding Officer of Newport Army Air Field. This brought the Supply and Maintenance functions under one head. Major Henry R. Lyman, former Commander of the 360th Sub-Depot, was appointed Director of Maintenance, and became the correlating officer of all the functions connected with maintenance and repair of airplanes at this Station. Under his jurisdiction, an assembly line method was installed with specialized crews, and this ironed out some wrinkles in the flow of repair work that had formerly existed under the consolidated crew system. Repaired airplanes began to be turned out at a rate of approximately one every hour. Repair schedules were set up in such fashion that the Training Department could expect full use of the airplanes up until within one hour and thirty minutes of inspection time.

By allowing the individual Squadrons to perform engine changes and miscellaneous repairs, two hangars were released from Production Line Maintenance, and were

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turned over to the 1067th and 1068th Basic Flying Training Squadrons. A new dispatching system, operating through the office of the Director of Maintenance, was also set up, thereby creating a working pool of aircraft for Maintenance. This system enabled the Squadrons to dispatch to the Training Department the full quota of planes requisitioned each day, and to turn over to the Maintenance Department those requiring necessary repairs.

A weekly report on Technical Order compliance by Squadrons is being used to insure closer control than under the former system of monthly reports.

In spite of the vast improvement in the Maintenance System over that which existed a year ago, difficulties still exist. Chief of these is a lack of personnel. Fortunately, it has been possible to utilize some Aviation Trainees, temporarily stationed at Newport Army Air Field while awaiting orders to proceed to Pre-Flight Schools, as wing walkers, chock-pullers, and airplane clean-up men, thus relieving available mechanics of considerable routine duty. Lack of sufficient hangar space necessitates consolidation of production line maintenance functions into a five-station operation rather than the ideal ten-station set-up. However, the roughest bumps seem to have been leveled, and sufficient

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Basic Training planes are in the air whenever weather permits flying. This, in itself, is an indication that satisfactory maintenance work is now being performed at this Station.

The key personnel assigned to Airplane Maintenance since activation are included in the following table. Dates of assignment and relief have been verified from the applicable Special Orders.

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Kidkiff, John R., Capt.		
Post Airplane Maintenance Off.	12/7/42	6/7/43
Byrne, John M., Capt.		
Post Technical Executive Off.	4/3/43	6/29/43
Director of Line Maintenance	9/3/43	9/28/43
Asst. Director of Line Maint.	9/28/43	1/1/44
C.I.C.,1st Echelon Maint.	1/4/44	--
Brady, John P., 1st Lt.		
Engr. Officer, 1068 B.F.T.S.	6/7/43	10/13/43
McClurg, Robert J., 1st Lt.		
Engr. Officer, 1066 B.F.T.S.	12/19/42	8/16/43
Church, Emett F., Major		
Director of Line Maintenance	9/28/43	1/1/44
Lyman, Henry R., Major		
Director of Maintenance	1/1/44	--
Trent, Guy W., Captain		
Post Line Maint. Officer	1/4/44	--
Moore, Harold C., Capt.		
Sub-Depot Maint.Engr. Officer	1/1/44	--

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tion materials were transported onto the Field by means of this spur. No record was maintained of non-governmental materials, however. The first carload of army supplies was received on 1 September 1942, and since that date and until 1 January 1944, twelve hundred thirty-five (1235) full carloads of government-owned freight and seventy-one (71) passenger cars of troops were brought onto the Field. Fifty-two (52) carloads have left the Field in the same manner. [209]

Total government-owned materials shipped into the Post under the supervision of the Transportation Officer through the end of 1943 involved forty-one hundred thirty-seven (4137) bills of lading and thirty thousand eighty-eight (30,088) tons. More than a ton of parcel post was received during this time likewise. [210] Sixteen hundred sixty-nine (1669) Transportation Requests were prepared for approximately thirty-nine hundred (3900) men, including fifteen hundred twenty-one (1521) for the movement of Basic School graduates to advanced Schools.

Since July 1943, the Transportation Officer has also been responsible for the issuance of Army Leal tickets to authorized enlisted men and aviation students.

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209. NAAF, Newport, Ark., Transportation Office, Car Record Book, passim.
210. Ibid., Parcel Post Record Book, passim.

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On 1 October 1943, the Transportation Office was also given charge of matters relating to the transportation of civilian employees, which necessitated among other things, the issuance of all OPA Forms R-544, "Acknowledgment and Authorization of Delivery Gasoline and Fuel Oil".

d. Attained Efficiency:

Inspection reports have been submitted by the Post Administrative Inspector on this activity on 21 May and 27 November 1943. Both show that the handling of this Office's affairs has been excellent.

SECTION 10: COURTS AND BOARDS OFFICE:

The Courts and Boards Section was activated on 3 November 1942, with the assignment of 1st Lieutenant Harry H. Goldstein, [211] (since Major), as Courts and Boards Officer. A few days later, 2nd Lieutenant Max Schiffman, (since 1st Lieutenant), received assignment as Assistant Courts and Boards Officer, [212] and upon the relief of Lieutenant Goldstein on 13 November 1942, [213] was given full responsibility as Courts and Boards Officer and has remained in this capacity since. Lieutenant

211. AAFBFS Hq., Tuckerman, Ark., S.O. #3, 3 Nov. 1942.
212. Ibid., S.O. #7, 8 Nov. 1942, Par. 1.
213. Ibid., S.O. #10, 13 Nov. 1942, Par. 1.

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Schiffman has been assisted from time to time by varying personnel--usually one civilian clerk and one enlisted man.

On 30 November 1942, Lieutenant Schiffman was appointed Summary Court to attend to lesser violations of Court Martial regulations.[214] On 21 February 1943, he was given additional duty as Post Claims Officer.[215] On 14 April 1943, he also became Legal Assistance Officer.[216] On 21 July 1943, Lieutenant Schiffman's title changed from Courts and Boards Officer to Judge Advocate,[217] although the Section has continued to be known as the Courts and Boards Section.

This Organization, as a whole, functions as the Legal Department of the Post and gives full assistance wherever possible to all military personnel, and this part of the work has developed into a very considerable item. Personal, family and financial problems are frequently brought to the attention of Lieutenant Schiffman, particularly with reference to income tax returns. The Office has also been of assistance in naturalization procedure for such members of the Station's forces as

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214. AAFBFS Hq., Tuckerman, Ark., S.O. #24, 30 Nov. 1942, Par. 4
215. NAAF Hq., Newport, Ark., S.O. #47, 21 Feb. 1943, Par. 4.
216. Ibid., S.O. #95, 14 April 1943, Par. 10
217. Ibid., S.O. #185, 21 July 1943, Par. 9

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are non-citizens.

The Trial Judge Advocate, operating in behalf of both General and Special Courts, operates in conjunction with the various Squadron Commanders in determining whether or not Courts-Martial charges should be brought against members of these commands. A system of Incident Reports involving military personnel has been devised, and action taken in regard to them is kept on file. Discipline is imposed under the 104th Article of War whenever possible, and Courts Martial are resorted to only when there is no other course. Following hereafter is a tabulation of Courts-Martial statistics through 31 January 1944:

TOTAL COURT MARTIALS BY MONTH
FROM NOVEMBER 1942 THROUGH JANUARY 1944

	Summary	Special	General
November 1942	1	0	0
December 1942	19	0	0
January 1943	13	14	1
February "	10	5	0
March "	13	9	0
April "	3	11	0
May "	3	7	0
June "	6	5	0
July "	3	10	3
August "	5	5	0
September "	6	4	0
October "	7	7	0
November "	6	5	0
December "	2	4	0
January 1944	4	7	4

(218)

218. Statistics in the above chart furnished from the records of the Courts & Boards Section by 1st Lt. Max Schiffman, Trial Judge Advocate.

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This chart shows the trend in Courts Martial and is significant in that it demonstrates a decline in a number of such actions, even though the number of the Field's personnel has increased considerably since the days when the peak number of cases were tried. It serves, therefore, as one of the best indications of morale conditions and the effectiveness of training that can be produced here.

The Trial Judge Advocate has also operated in a number of cases as the representative of the Commanding Officer in making investigations of a confidential nature.

It is felt that this Section, while its History does not include a great many significant details, has had a very definite effect upon the general trend of conditions on this Post. Action taken by it has always been prompt and determined; although every effort has been made to strive for justice. The wholesome respect for military law which prevails on this Post, both insofar as ground and flying personnel are concerned, may be credited to a considerable extent to the respect which this Section has earned as an agency of the law.

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SECTION 11: PUBLIC RELATIONS:

a. Activation and Early History:

Although another Officer had been appointed the previous day for a tour of duty amounting to only twenty-four hours, the true work of this Section began with the arrival and assignment of 2nd Lieutenant Albert W. Winter on 2 November 1942.[219] The new Public Relations Officer soon secured a staff of one civilian clerk, an enlisted man editor for the Post Newspaper, and a number of part-time enlisted personnel to do newspaper staff work.

The Section was originally located in the Headquarters Building, Building No. 1, and was housed there for the first three months of its existence. It was then removed to the east section of the Photographic Laboratory, and on 1 June 1943, was assigned to an office in Building No. 61, which is the present site of the Public Relations Office.

The first official task performed by Lieutenant Winter was the release of a news story concerning the Station's activation ceremonies, which took place on 2 November 1942. During the balance of the year, the

219. AAFFFS Hq., Tuckerman, Ark., S.O. #2, 2 Nov. 1942, Pars. 1 and 2.

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major portion of the Office's work was connected with news releases reporting the arrival of new officers and the activation of new departments.

As early as the day of the activation ceremonies, Colonel Cooper had expressed the desire to have a Post newspaper as soon as possible, and gave this task to the Public Relations Office. On 17 November 1942, the first paper was published under the rather cumbersome title of "Army Air Forces Basic Flying School News". This edition, and two more, each containing four pages, were printed on the presses of the "Jackson County Democrat" at Newport, and paid for with advertising revenue. After three issues, however, the "Democrat" discontinued publication through fear that advertising revenue would not cover printing costs. This work was then taken over by Mrs. H. C. Wilkerson, owner of the "Newport Daily Independent", who agreed to publish the paper at no cost to the Army, and continued to do so until 23 March 1943, when a War Department Circular specified that Post newspapers would not be financed by paid advertising.[220] In the meantime, as the result of a name-selecting contest held on the Post, the

220. Liaison Bulletin #100, 5 March 1943, Par. 9, making reference to War Department Circular #55.

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over-named Post paper was re-christened the "Newport Fledgling".

To meet the "no advertising" decree, funds were made available--up to $60.00 a week--from the Education and Recreation Fund of the Special Service Office to defray the cost of printing the Post paper by the Newport Independent. No advertising was carried, and, in line with the new requirements, military personnel were used to write, print and distribute the paper.

On 6 August 1943, in accordance with a verbal order from Lt. Colonel Charles B. Wilson, Post Executive Officer, the Public Relations Office commenced publication of a mimeographed paper produced on the Field. [221] This new paper, called "The NAAF News", replaced the Fledgling as the organ of the Newport Army Air Field. Although the first issue contained only eight (8) pages and had neither a front nor a back cover, the size of the paper continued to grow by leaps and bounds, culminating in a thirty-two (32) page anniversary edition on 1 November 1943. In addition, succeeding issues of the paper were enhanced by front and back covers and inserts printed in as many as eight (8) colors by the multilith process.

221. Statement of Lt. Albert W. Winter, Public Relations Officer.

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With the acquisition on 13 November of a modern 5000-pound copy camera by the Reproduction Department, plans were laid--pending the installation of accessory equipment--for printing a smarter, snappier-looking paper, complete with photographs and cartoons, entirely by the multilith process. At present, equipment and supplies necessary for the publication of the paper are drawn from Headquarters Supply.

b. Key Personnel:

The following table includes the key personnel of the Section since activation. Dates of assignment and relief have been verified from Special Orders.

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Graham, John E., 1st Lt. Public Relations Officer	11/1/42	11/2/42
Winter, Albert W., 1st Lt. Public Relations Officer	11/2/42	--
Fainzin, Norman L., Sgt. Post Editor	12/5/42	--
Repko, Andrew, Jr., Sgt. Photographer	12/9/42	9/3/43
Adams, Joseph E., Cpl. Artist	2/3/43	--
Burns, Charles J., S/Sgt. Public Relations Man Asst. Post Editor	6/5/43	--

c. Mission and Morale Factors:

The following quotation, taken from the Manual of

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Public Relations Policies, [222] describes the mission of the Section on this Field:

"The personnel of the Public Relations Office are concerned with the effect of Army policies on the civilian population, the development of ideas which will shape civilians' estimate of the Army, social and economic trends in civilian life which will affect Army operations, and all phases of publicity. The Public Relations Officer deals directly or indirectly with all the public within and without the armed services; serves as an adviser and consultant to Commanding Officers on all public relations matters; observes and deals with the likes, dislikes, moods, whims and fads of a public assailed on all sides with propaganda; and strives to interpret the public mind in a manner which will enable him to provide expert guidance to the Army in its dealings with the public."

Obviously, a job of such magnitude, scope and variety, complicated by a host of intangible, unknown and dynamic factors, requires the assistance of personnel possessing better than average backgrounds. The Public Relations Office at Newport Army Air Field has been singularly fortunate in that respect. Besides having

222. AAFTC Hq., Ft. Worth, Texas, File 000.71, 8 Oct. 1943.

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wide experience in the newspaper and publicity fields during their civilian lives, the Officer and men of the Public Relations Office have the additional advantages provided by comprehensive and liberal college educations, rich cultural backgrounds and a broad, understanding outlook on life in the modern world. In a department concerned with both military and civilian morale, the spirit, teamwork and cooperation of the personnel are uniformly excellent.

There was a time, too, when the morale of the men in this Department was severely tried. That was when the Post newspaper, The Fledgling, was being printed in the City of Newport on the presses of the Newport Independent, and handicapped by lack of personnel, transportation difficulties and frequent breakdowns of mechanical equipment, the staff often went as much as forty-eight hours without sleep, dozing restlessly on hard work benches and eating cold and poorly-prepared egg sandwiches.

d. Difficulties:

Owing to a shortage of mimeograph paper, it is not possible at the present time to print sufficient copies of the NAAF News for the entire personnel of the Field. The premier issue of the Army Air Forces Basic Flying

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School News had a circulation of three hundred (300), which was boosted to five hundred (500) the following week. With the weekly increase in military personnel, the Post paper continued to grow until, in the days of The Fledgling, over three thousand (3000) copies were printed every week. The transition from a printed to a mimeographed paper was accomplished with a sixty-five per cent (65%) loss of circulation, because of the difficulty of securing sufficient quantities of paper. In addition, the change at that time was considered to be only a temporary one, and the MAAF News was intended to satisfy the soldier's hunger for news about his Post until a printed Fledgling could be produced once again.

On 15 November 1942, on orders from Lieutenant Colonel Charles E. Wilson, Executive Officer, the circulation was increased from twelve hundred (1200) to two thousand (2000), in order to provide every Aviation Cadet on the Field with a copy of the paper. A special Cadet supplement, "Kaydet Kapers", produced entirely by Cadet writers and artists under the supervision of the Public Relations Office, was added and has proved to be a tremendously popular feature. Although the unifying and morale-building force of a Post newspaper is incalcuable, its popularity and importance is sharply

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evidenced by the eagerness with which each issue is awaited by all the personnel of the Newport Army Air Field--Officers, Cadets, WACs, enlisted men and civilian employees. A delay in distribution usually results in a flood of telephone calls to the Public Relations Office. At the present time, sufficient copies of The AAAF News are mimeographed to provide every Officer and Cadet with a copy, and one copy for every three enlisted men.

e. Notable Activities:

Carrying out its function of establishing and maintaining liaison with the public and establishing friendly contact with prominent local agencies and individuals,[223] the Public Relations Office has sponsored and supervised numerous Army-public functions. The first program for the public held at the Field was the activation day ceremony on 2 November 1942, to which outstanding citizens and officials, including the Mayors of both Tuckerman and Newport were invited by the Commanding Officer, who made brief addresses welcoming the military personnel to their communities.

On Christmas Day 1942, an Open House program was held at the Field, and approximately five hundred (500) people from the neighboring communities attended. Since

223. AAFTC Hq., Ft. Worth, Texas, Lanual of PR Policies, Sec. XVII.

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that time, open house programs have been held at frequent intervals in the interest of Aviation Cadet and WAC recruiting, celebrating National Holidays, and on the anniversary of the Newport Army Air Field. At these programs, unrestricted areas of the Field have been thrown open to the public, and aerial field days and demonstrations and reviews have been held. Public interest in the activities of the Field have grown to an extent that is revealed in the steadily increasing attendance figures. While the original Open House program was attended by approximately five hundred (500) persons, the first anniversary celebration held on Sunday, October 31, 1943, drew a crowd of over five thousand (5000). [224]

During the past year, speakers provided by the Public Relations Office have frequently addressed local civic organizations, such as the Chamber of Commerce, Kiwanis, Rotary, Church and School groups, in the interest of either dissemination of information to the civilian population or the furtherance of some wartime drive requiring the active participation and cooperation of both the Army and the civilian population--such as the

224. Statement of Lt. Albert W. Winter, Public Relations Officer.

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Third War Loan Drive, the scrap collection campaign and Aviation Cadet and WAC recruitment. These contacts have been made by the Commanding Officer, the Director of Training, Flying Officers, and Administrative Officers.

In connection with the various campaigns, entertainers, including the Newport Army Air Field Band, and vocalists, as well as speakers, have been furnished by the Public Relations Office. During the scrap drive campaign of November 1943, the Public Relations Office, in cooperation with Judge J. Fred Ball, Jackson County Chairman, sponsored rallies in twelve (12) communities, including Pennington, Tuckerman, Swifton, Cross Roads, Hickory Grove, Beedeville, Crubbs, Rennel, Newport, Elgin, Ingleside and Blackville, with attendance averaging over three hundred (300) persons at each meeting.[225]

In the week before Christmas 1943, a goodwill caravan, arranged by the Newport Public Relations Office, with the cooperation of Field Director A. D. Figgins of the American Red Cross, visited five (5) towns in Arkansas, on a two-day tour designed to create goodwill and spread Christmas cheer. With a cast of thirty-five

225. Statement of Lt. Albert W. Winter, Public Relations Officer.

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(35) enlisted men and WACs, a fast-moving variety program of solid entertainment, including comedy skits, impersonations, vocal selections, instrumental numbers and the singing of Christmas carols and Negro spirituals, was presented before an aggregate audience of over two thousand (2000) people at various orphanages, hospitals, old folks' homes and school assemblies. First of its kind in the history of the AAF Eastern Flying Training Command, the caravan was enthusiastically received by the civilian population, and it is planned to sponsor follow-up goodwill tours, timed to coincide with War Bond, scrap and recruiting drives.

f. Attained Efficiency:

In accordance with War Department Bureau of Public Relations Directives and Memoranda, all forms authorized have been in constant use. News stories relating to Cadet training activities, notices of promotion of Officers and enlisted men, Aviation Cadet and WAC recruiting publicity and scrap drive publicity have had widespread release and publication, and the Public Relations Office's scrapbook of available clippings gives evidence of the widespread use of this material.

Monthly reports are submitted to Headquarters of the Eastern Flying Training Command at Maxwell Field,

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Alabama, on the third (3rd) of each month, including information on publicity releases, editorial and photographic; radio scripts, and all outstanding Public Relations Office activities of the month; and an Aviation Cadet procurement report sent to Maxwell Field at the end of each month.

Compliance with all sorts of printed material received includes action on bulletins, memoranda, orders, and particularly the Liaison Bulletins of the War Department Bureau of Public Relations, which formuletes the policies of the Public Relations Office.

The Public Relations Section has been proud of the results it has secured, and looks forward to a continuing and worthwhile accomplishment.

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SECTION 12: POST EXCHANGE:

a. History for 1942:

The Post Exchange at Tuckerman Air Field was authorized on 1 November 1942, when Captain Kenneth N. Gilpin, (later Major), was officially designated as Post Exchange Officer.[226] On the same day, 1st Lieutenant James H. Zimmerman was assigned as Assistant, and the following day, 1st Lieutenant John E. Graham was assigned temporarily to the staff.[227] On 8 November 1942, 2nd Lieutenant Francis Raphael received a like assignment.[228] On 16 November 1942, Lieutenant Graham was relieved in order to take over jurisdiction of the Officers' Mess.[229] The arrival of 1st Lieutenant Idus R. Warrick on 17 December 1942 permitted the release of Lieutenant Zimmerman to duties with the 1066th Basic Flying Training Squadron.[230] This was the last change in the commissioned staff to date.

On 24 November 1942, the first Exchange Council was appointed, being composed of Lieutenant Colonel Harry G. Murphy, Captain Robert B. Margraf, and Captain Walter H. Bodnar.[231]

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226. AAFBFS Hq., Tuckerman, Ark., S.O. #1, 1 Nov.1942, Par. 1. (Hq. File Room)
227. Ibid., S.O. #2, 2 Nov. 1942, Par. 1.
228. Ibid., S.O. #7, 8 Nov. 1942, Par. 1.
229. Ibid., S.O. #12, 16 Nov. 1942, Par. 1.
230. Ibid., S.O. #27, 15 Dec. 1942, Par. 1.
231. Ibid., S.O. #19, 24 Nov. 1942, Par. 1.

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By the last week in November, thirteen (13) civilians, mainly clerks, had been hired; but the inability of the Exchange to secure an adequate number of competent civilian employees at this time, led to the temporary assignment of a number of enlisted men to duty in the Post Exchange.

The first stage of the Exchange's program began early in November in what is now one of the enlisted men's barracks. Its main task was to provide food for civilian workers employed in construction work and those few enlisted men who had arrived. On 24 November 1942, a sufficient number of military personnel being present to make it practicable, the main Exchange was opened. At that time the stock was very meager, consisting almost entirely of cigarettes, candy, soft drinks and beer. Despite the exceedingly muddy condition of the terrain around the Exchange, which effectively prevented cleanliness, it was the only place of recreation and relaxation then available on the Field, and, in consequence, was kept open until 2200 hours daily. While the stock rapidly increased in both quantity and variety, the physical appearance of the Building and its exterior did not appreciably change during 1942, the wet weather serving to prevent improvement measures.

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By 6 December 1942, the first concession let by the Exchange opened for business - a barber shop which had agreed to pay the Exchange ten per cent (10%) of its gross receipts. Its activity was performed with difficulty because of the scarcity of competent barbers and the inability to procure really efficient tradesmen for this job from neighboring metropolitan centers.

The only other concession let in 1942 was to the Newport Bus Line. While this facility had been operating for some time prior to this arrangement, the Exchange started selling tickets on 2 December 1942, a service for which it likewise receives ten per cent (10%) of the gross receipts of the Company taken in the Exchange.

The organization began to branch out on 1 December 1942, with the establishment of a civilian mess. It was, and is, a restaurant owned and operated solely by the Exchange, and is intended to provide food for civilians working on the Post. However, it proved equally attractive to enlisted personnel, and has, in consequence, become known in the meantime as the Army Exchange Restaurant. For several months, this establishment operated at a substantial loss, which was absorbed by the Exchange in the interests of providing

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a much-needed service; but since has proven a profitable venture, and is patronized by a large proportion of the Post's personnel, excepting Officers.

On 30 December 1942, a Sub-Post exchange was opened in the Cadet Detachment Headquarters Building for the convenience of the Cadets who had arrived a few days before.

The organization's policy in regard to its stock has been a liberal one. Due to the distance which must be travelled in order to have access to any great variety of merchandise, it has been necessary for the Post Exchange to stock items not usually to be found in the conventional store. In this connection, its services have been efficient to the point that it is unnecessary for personnel to leave the Field at any time to procure any really necessary article.

During 1942, the cashier's job at the Post Exchange was handled by one person who sold coupons to customers, which were then used to pay the various clerks for articles purchased. This method was dropped in early 1943 when business reached such a volume as to make it impracticable.

Outside of the usual difficulties experienced by all organizations on the Field because of the climatic

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and terrain conditions and the unfinished nature of the Post, the chief difficulty confronting the Exchange in 1942, as formerly stated, was the procurement of adequate civilian personnel. It has been necessary to take persons originally hired as clerks, bring them into the Office, and there teach them office procedure, with the result that it has taken a long time to bring the remaining clerks to normal efficiency.

During this time, it was also necessary for the Exchange to operate to a considerable extent in a banking capacity. Distance and difficulty attending travel to Newport made it desirable to most of the military personnel to cash checks at the Post Exchange. Aside from the unprofitable expenditure of time in rendering this accommodation, other trouble was also experienced in this connection which was not relieved until new measures were adopted in 1943.

The finances of the Post Exchange during 1942, despite the conditions stated, was satisfactory. While the month of November did not result in any sizable profit; considering that, at that time, service was the first consideration, it was regarded as sufficient. By the end of the year, however, the organization was showing a nice net return. In December, the gross sales of the Exchange exceeded $26,000.00, and after deduction

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of expenses, some $2,500.00 remained as profit. The policy established at this time was intended to build a reserve fund which would give the Exchange a sufficient backlog of capital, and therefore prices were maintained at a level slightly higher than normal and dividends were unpaid, until this had been accomplished.

It is felt that even in 1942, under difficult circumstances, the Post Exchange was a definitely beneficial factor in the maintenance of the Post's morale.[232]

b. History for 1943:

On 16 March 1943, a second Post Exchange Council was created, composed of Lieutenant Colonel Harry C. Murphy, Lieutenant Colonel Charles E. Wilson, Major Kenneth N. Gilpin, Major William A. Hart, Captain James C. Shumaker, and 1st Lieutenant (since Captain) Emil J. Crescenzi.[233] On 24 October 1943, Captain Lloyd L. Bergen was added to the Exchange Council in place of Major Gilpin, who was transferred from this Station ten days before.

All Officers connected with the Exchange are graduates of the Army Exchange School at Princeton Univer-

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232. Facts related in the foregoing are from the records of the Post Exchange, as well as from the recollections of 1st Lt. Francis Raphael, Post Exchange Officer.

233. NAAF Hq., Newport, Ark., S.O. #19, 16 March 1943, (Hq. File Room)

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sity. Lieutenant Yarrick was so trained prior to his assignment here; while Lieutenant Raphael and Major Gilpin attended it during May and June 1943, respectively. [234]

The condition existing because of insufficient competent civilian help, as aforementioned, had been remedied by the use of five (5) enlisted men in the Exchange in the early days, and the number was gradually increased to nine (9) until 31 August 1943, when authority to do so was rescinded by the Eighth Service Command.

The first Civilian Manager, Mr. Wingate A. Edwards, worked for the Exchange during February and March 1943, but proved incapable of handling the complexities of the job. He was not replaced until 15 May 1943, when Mr. E. Walker Green was employed. The latter has performed adequately since that time.

Some of the difficulties in connection with incompetent help has been removed by a policy of employing the wives of enlisted men assigned to this Field. Many of them have proven more satisfactory than can be obtained from local sources.

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234. NAAF Hq., Newport, Ark., S10. #115, 5 May 1943, Par. 9. (Hq. File Room); AAFEFTC Hq., Maxwell Field, Ala., Letter, File 210-453, 13 May 1943.

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Even before 1942 had ended, it was obvious that the Exchange Building would be too small to accommodate its future business. In the latter days of 1942, construction began on additions to the initial structure. In addition to this work, a "beer hall" was constructed and opened for business on 6 May 1943, at the request of Colonel Coover, Commanding Officer, to serve as a recreation spot for enlisted personnel. This was particularly desirable because of the dearth of, and distance to, amusement places in the surrounding territory. Its presence has been largely beneficial in that it has kept a great many bored enlisted men from going into town where they are more subject to getting into trouble.

On 1 October 1943, at the order of Colonel Wimsatt, the interior of the Exchange was completely remodeled. Since this involved, mainly, the rearrangement of shelving and show cases, and the application of some paint, little expense was involved.

On 20 January 1943, the first contingent of colored troops arrived here, and were quartered at considerable distance from the main Exchange building. In order to accommodate these men, a Branch Exchange was opened in one of the barracks of the 321st Squadron. This Branch has proven consistently satisfactory. It was operated

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until 31 August 1943 by colored enlisted men, after which a competent civilian was obtained to handle the business.

Another Branch Exchange was opened on 5 March 1942 for benefit of the Officers and Men assigned to duty on the Flight Line, where desire for refreshment exists nearly twenty-four hours a day, and at too great a distance from the main Exchange to be accommodated. Its merchandise is limited almost exclusively to food, drink and cigarettes. The initial branch proved such a noticeable morale-builder, and was so frequently over-crowded, that a new location was selected, improvements were installed, and the enlarged branch opened on 10 November 1942. Income and profits have shown considerable increase since that date.

Upon the arrival of the W.A.A.C. Detachment, a very small branch, handling only a few items desired by women, was opened.

On 1 May 1943, the Exchange opened a six-alley bowling set-up, constructed of two C.C.C. barracks, and adjoining the main Exchange. This project has not proven profitable, although losses have been small; and the morale-producing benefits have been felt to be of such value as to make desirable its continuance even under this circumstance. Since the Physical Training

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Department has made it possible for Officers to get credit for bowling on Physical Training requirements, an increased volume of business has been done.

On 24 April 1943, a tailoring shop was opened. Prohibitive labor costs led to letting this activity out as a concession on 26 October 1943 to two women. The Exchange gets ten per cent (10%) of gross receipts.

On 14 June 1943, the Menzer Studio of Dallas, Texas, set up a photographic studio for the accommodation of military personnel. The Exchange gets twenty per cent (20%) of the gross receipts of this concession.

Beginning in December 1942, the Exchange has shown a substantial profit each month. Until May, the profit was considerably more than authorized, but was so maintained in order to build up the Exchange's worth. With this condition established in May, net profit was reduced to the authorized percentage. On the last financial statement, prepared on 25 December 1943, the net worth was $53,282.16.

During 1943, three dividends were paid by the Exchange, as stated in Part VI, Station Expenditures.

During 1943, the Exchange also wrestled with temperature conditions in its buildings. The use of blower fans helped somewhat in lowering temperatures in

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summer; and in winter, coal and kerosene stoves have been used to raise it, although these have not proven adequate.

The organization has the problem of post-war liquidation before it. This calls for a future reduction of stocks, and the probability, in consequence, that both volume of sales and profit will be reduced. However, it is felt that the situation insofar as liquidation is concerned is likely to be satisfactory, and performed without substantial loss when the time comes. [235]

c. January 1944 Facts:

The main Exchange was burglarized on 30 January 1944 to the extent of between four and five hundred dollars ($400.00-500.00) worth of merchandise. This loss was covered by insurance, and the culprits have been apprehended and incarcerated in the Post's bastille.

January gross sales amounted to $44,492.83, with a net profit of $2,200.89. A dividend was declared of seventy-five cents ($.75) per man of the Station's strength, and $242.64 were distributed to the Chaplain's Fund, the Post Band, and to the Education and Recreation Fund.

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235. Details for all material submitted herewith have been furnished from Records of Post Exchange by 1st Lt. Francis Raphael, Asst. Post Exchange Officer thru 31 Jan. 1944, but now Post Exchange Off. due to transfer of 1st Lt. Idus R. Warrick

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d. Sales, Expenses and Profit Statements:

Month	Sales	Expenses	Net Profit
November, 1942	$ 4,784.15	$ 5,117.15	$ 333.00*
December, 1942	25,777.75	3,101.46	3,982.99
January, 1943	35,927.49	4,934.30	6,613.84
February, 1943	42,072.29	7,224.26	5,261.05
March, 1943	37,029.86	7,716.32	5,450.23
April, 1943	43,765.54	6,964.88	6,855.00
May, 1943	50,767.60	10,922.72	3,829.14
June, 1943	48,239.16	11,037.69	3,675.61
July, 1943	46,338.66	9,093.83	4,128.08
August, 1943	44,160.72	9,498.38	3,780.20
September, 1943	42,854.59	11,845.00	1,246.66
October, 1943	45,465.08	9,613.07	3,068.75
November, 1943	46,774.00	12,783.43	1,905.38
December, 1943	52,188.18	10,922.14	4,516.51
January, 1944	44,492.83	11,627.28	2,200.89
TOTALS	$610,658.13	$132,734.99	$56,534.33

(236)

* Indicates loss

e. Key Personnel:

Following is a recapitulation of the key personnel

236. Figures taken from Financial Statements on file with Post Exchange Office, NAAF, Newport, Ark.

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of the Post Exchange. Dates of assignment and relief have been verified from appropriate Special Orders:

NAME, RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Zimmerman, James H., 1st Lt. Asst. P. X. Officer	10/27/42	12/17/42
Graham, John E., Capt. Asst. P. X. Officer	11/2/42	11/16/42
Gilpin, Kenneth R., Major Post Exchange Officer	11/1/42	10/14/43
Raphael, Francis, 1st Lt. Asst. P. X. Officer	11/7/42	--
Warrick, Idus R., 1st Lt. Asst. P. X. Officer Post Exchange Officer	12/15/42 10/14/43	10/14/43 --

SECTION 13: PHOTOGRAPHIC SECTION:

Officially, the Photographic Section came into being on 2 January 1943 with the assignment of 1st Lieutenant Albert W. Winter as Post Photographic Officer, in addition to his primary duty.[237] On 15 January 1943, Lieutenant Winter was relieved by 2nd Lieutenant Walter Resce, who was then assigned this duty on a primary basis.[238] With the departure of Lieutenant Resce from this Field on 6 December 1943, Lieutenant Winter again took over this

237. NAAF Hq., Newport, Ark., S.O. #2, 2 Jan. 1943, Par. 3. (Hq. File Room)
238. Ibid., S.O. #13, 15 Jan. 1943, Pars. 2 and 3.

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function as an additional duty.[239]

Key personnel assigned to the Section are shown in the following chart. Dates of assignment and relief have been verified from Special Orders and Departmental records:

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Winter, Albert W., 1st Lt. Photographic Officer	1/3/43	1/15/43
" "	12/6/43	--
Resce, Walter, 2nd Lt. Photographic Officer	1/15/43	12/6/43
Kuklinski, A.A., T/Sgt. NCOIC - Chief Photographer	1/4/43	--
Fowler, W., S/Sgt. Photographer	1/4/43	10/15/43
Adams, S. E., Sgt. Photographer	1/4/43	1/12/43

When the Section was activated, it took quarters in Building #450,[240] where it remained until 25 November 1943, when it was largely destroyed by fire. Photographic work, however, was begun even before this building was completed, and before adequate facilities such as a heating system, sinks, laboratory dark-rooms, et cetera, were available. Air-conditioning was installed during

239. NAAF Hq., Newport, Ark., S.O. #303, 6 Dec. 1943, Par. 10. (Hq. File Room)
240. See Station Layout Plan, 27 Aug. 1943, submitted in previous installment.

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August, by which time the interior decoration and external landscaping had made the building most attractive.

The fire, which occurred while Lieutenant Resce was on leave, destroyed C-1 and C-2 cameras, the air-conditioning system, the heating system, desks, photographs, and numerous other items. Negatives and papers in the filing cabinets, as well as the refrigerator and certain chemicals were saved, however. The loss of equipment effectively stopped the Section's activities for three days until quarters could be prepared in Building 7427, present location, and a C-3 camera borrowed from Walnut Ridge Army Air Field.

The Section has wrestled with substantial difficulties since its beginning. Personnel assigned to Service Schools to learn photography proved excellent workmen, but were too few in number, while all others had to be trained from the beginning, or else re-trained from civilian to Army methods of procedure. In January 1944, due to transfer of many of the Station's personnel for overseas duty, the Section lost all of its photographers excepting T/Sgt. A. A. Kuklinski, who worked alone to meet the requirements of the job at a time when the Station History was requiring a great deal of work. Difficulties due to shortages of capable assistants has also

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had an adverse effect on occasions when the morale of the staff, although this has been partially due to the well-known temperement of artists. At the present time, despite over-work, this morale situation is excellent.

Major difficulties have been experienced in getting and keeping essential equipment. It is felt that insufficient cameras were made available for all the demands of such a Section. [241] Since no enlarger was authorized, the Section worked at considerable disadvantage in this connection until the staff was able to fashion one themselves of salvage materials. During most of its history, the Section has had only one each C-1 copy camera and one C-3 camera. In the first days of 1944, new and more adequate photographic equipment was secured to replace fire losses. These included one C-1 and three C-3 cameras. This increase in equipment is warmly welcomed by the Section, which is now in position to enhance its value to the Field. Other logistical difficulties have been experienced, but while bothersome, are not sufficiently significant to relate.

The activities of the Photographic organization have been many and varied. Among its tasks have been:

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241. Opinion of 2nd Lt. Walter Resce, past Photographic Officer.

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(1) Photographing all plane crashes, forced landings, and any other damage to aircraft, requiring presence of a photographer twenty-four (24) hours per day.

(2) At the request of many departments on the Field, the Section has taken numerous aerial photographs, making use of a C-2 ground camera from a cub or ET-13A plane. These have been invariably excellent, and a number of them are included in this manuscript. Use of cloud pictures thus taken have been of considerable service in the Ground School instruction of Aviation Students in Meteorology.

(3) All Officers on the Post have been photographed in order to maintain the picture roster in the Post Executive's Office. The Department of Training likewise maintains such a roster.

(4) Over 1600 picture passes have been prepared since September 1943 at the request of the Provost Marshal.

(5) Pictures of outstanding events and other interesting subjects have been mounted weekly and placed on the Information Desk in Post Headquarters under the heading, "Photos of the Week". When taken down, they are added to a display in the Recreation Hall, furnishing an excellent photographic history of the Station.

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(6) Picture releases for Public Relations, training photographs, copy wear on documents, engineering photography, and exhibits for use in case of damaged Sub-Depot property have also kept the Section busy.

The Section has been able to comply with its directive in every particular save the use of phosphorescent paint for exit signs, since such paint has not been procurable. Prior to the fire, all inspection reports were favorable, with minor discrepancies in regard to file maintenance, although photographic work itself was held to be excellent. The necessity of reorganizing after the fire resulted in a negative report in December 1943, but in the time elapsed since then, full efficiency has been restored.

Due to the re-equipping and refurnishing of the Section's facilities, and with the assurance of more competent photographers, the Section looks forward to an increasingly useful career on this Post. [242]

SECTION 14: REPRODUCTION SECTION:

Although many functions of such a Section had been formerly accomplished by the Public Relations Office, an official Reproduction Section was not set up on this

242. The material used in this Section was furnished by 1st Lt. Albert W. Winter, Photographic Officer.

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Station until 30 August 1943, at which time, 1st Lieutenant Albert A. Winter, Public Relations Officer, was assigned additional duty as Reproduction Officer.[243] Enlisted men assigned to the Section had been formerly attached to the Special Services Office, but under the jurisdiction of Lieutenant Winter, and had been engaged in reproduction work on the Post newspaper.

The Section began work equipped with one small Multilith, one large Multilith, and a complete unit for plate-making, one Multigraph machine complete with type faces, and a varityne typewriter for use in preparing duplimat copy, which, in turn, was used in multilithing. On 10 December 1943, another large Multilith machine was acquired.

Besides turning out the printed front and back covers of the Post newspaper, and also inserts for the same, the Section also prints all necessary forms used by various training and administrative departments of the Field, most of this work having been done forthe Director of Training, the Department of Ground School, and the Troop Ground School.

The Section is divided into three (3) parts. The

243. AAAF Hq., Newport, Ark., S.O. #219, 30 Aug. 1943, Par. 15. (Hq. File Room)

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first has charge of the various printing processes, the second with plate-making and over-seeing reproduction, and the third with art and lay-outs. The Mimeograph Sub-Section is housed in another building at a distance from the Reproduction Office, but is under the Section's jurisdiction.

The following table contains key personnel of this Section, together with dates of assignment and relief, all of which have been checked for accuracy:

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Winter, Albert W., 1st Lt. Reproduction Officer	8/30/43	--
Yarbrough, William, Sgt. NCOIC-Multilith Operator	9/3/43	--
Repko, Andrew R., Sgt. Photographer	9/3/43	1/12/44
Adams, Joseph E., Cpl. Artist and Layout	9/3/43	--
Beyer, Robert C., Cpl. Artist and Layout	9/3/43	--
Windle, Charles, S/Sgt. Mimeographer	11/23/42	12/20/43
Friend, Clarence A., Sgt. NCO Mimeographing	11/23/42	--

The Section has faced unusual difficulties, but has been exceptionally successful in the outcome. No Army schools are available to furnish personnel for such a department, and these men had to be discovered on this

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Station. Moreover, equipment was limited, and often proved cranky in operation. A number of the men were unfamiliar with some of the processes available for reproduction, but were able after training to perform acceptably. TheSection has always had to work under the disadvantage of the lack of understanding of those ordering work, since such persons are unfamiliar with the processes and the amount of time required to perform them. Break-downs of machinery, when combined with the highly technical procedure essential to plate-making, printing and lithography has occasionally produced practical cessation of activity. Lack of equipment, on quite a few instances, has required that materials be sent to Maxwell Field, and negatives made there for multilithing here. This situation has been largely removed by the importation of an A-55 copy camera, although some accessory materials are still lacking.

The Reproduction Section is outstanding in connection with its discovery and development of talent. Corporals Joseph F. Adams, Robert O. Beyer and Cliff Jones have displayed exceptional original talent in art and drafting. Corporal Adams, formerly a steel worker, with no previous training in art, has developed

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into a highly capable artist, and to date has received letters of appreciation from Major General Ralph Royce, Brigadier General W. W. Welsh, and Miss Marguerite Le Hand (President Roosevelt's Secretary) for crayon portraits he has drawn for them. Multilith operators were developed entirely from untrained personnel, but have turned out to be excellent workmen. All personnel came to their jobs in the Section voluntarily, and with a sincere liking for such work. Few of themen pay any attention to hours of duty, working frequently many hours beyond the usual call, because of the opportunity to creat something new is fascinating to them. The degree to which the various talents and specialties have been inter-related and subordinated to a unit performance, without friction and with high morale, is outstanding in this Section. Few people on Newport Army Air Field are unaware of the personnel of the Section, and all look forward with interest to each new creation that comes out in posters, the Post newspaper, and in all manner of other productions.

As long as this Section can be maintained with its present staff, theStation will continue to be among the best artistically developed organizations in the Eastern Flying Training Command.[244]

244. Statements and materials included herein are from 1st Lt. Albert W. Winter, Reproduction Officer, and the Editor.

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SECTION 15: CONSOLIDATED MESS:

a. History for 1942:

On 19 November 1942, Captain Claude Langston was assigned as Officer in Charge of the Consolidated Mess.[245] A day later, S/Sgt. Francis E. Rollins arrived from Maxwell Field to serve as Mess Sergeant, and within the week, six (6) other enlisted men joined the staff. On 23 November 1942, by order of the Commanding Officer, the Mess was opened for service. By the end of the year, its staff had grown to approximately twenty (20) men, but no other Officer was assigned during this period.

From the beginning, the Mess faced very disadvantageous conditions. In the first place, the requisitioning of food was very difficult. The Quartermaster Market Center, Memphis, Tennessee, required one month's advance notice of foods to be required, although no yardstick was available to measure the Post's strength that far in advance. Further, the Quartermaster at this time was unable to provide a real variety of food for this Mess, no refrigerator was available for the storage of perishable subsistence, and there was a dearth of proper equipment for cooking. Steam tables were at hand, but were inoperative because of lack of

245. AAFBFS Hq., Tuckerman, Ark., S.O. #14, 18 Nov. 1942, Par. 1.

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steam. Coffee had to be made in a few twenty-gallon pots, insufficient in number to provide enough at any one time, so that the beverage served was seldom sufficiently hot.

Conditions were particularly bad the first ten days when it was necessary to transport all foodstuffs from Camp Robinson, Arkansas.

Conditions due to lack of equipment were further complicated by the complete lack of men trained in mess procedure. It was practically impossible to keep things clean, to properly cleanse kitchen utensils and equipment, or to efficiently perform the other thousand and one duties connected with mess activities. No walks had been provided on the exterior of the building, and it was therefore utterly impossible to keep the floors of dining rooms and kitchen clean. Further, inasmuch as the Mess Hall was the only building of sufficient size to accommodate the Post's personnel at this time, mass meetings had to be held therein, frequently during inclement weather, resulting in continuous soiling of the facilities.

The Consolidated Mess during 1942 was the only organization then supplying food to military personnel, and, in consequence, its duties were further complicated

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by the presence of Officers.

Monthly Sanitary Reports submitted by the Post Surgeon to the Commanding Officer, and thence to the Commanding General at Maxwell Field, as well as to the Chief of the Medical Branch, show that conditions existing in the Consolidated Mess at this time were unsatisfactory.[246] The Surgeon stated that food arrived in satisfactory condition, but due to improper storage, did not remain satisfactory. The general sanitation of the Mess was held to be very poor, and reflection was made on the Mess Officer for failure to plan definite duty assignments, or otherwise to exercise efficient supervision. Dishes were reported as inadequately sterilized, frequently showing particles of food, although, it was explained, this was partially due to lack of steam equipment.

Under the Kitchen Police system at this time, men were detailed for a single day's duty, and their awakening and dispatch to their duty placed in the hands of the enlisted Charge of Quarters, with the result that these men frequently arrived too late to assist in the preparation of breakfast. The situation was so bad on several occasions that the Mess Sergeant

246. For further details, see these Monthly Sanitary Reports.

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had to personally wash dishes in order that they might be available for breakfast use.

Among other things deprecated by the Post Surgeon was the lack of sufficient milk and other dairy produce. These were procurable then only from a considerable distance, and frequently were both tardy in arrival and insufficient in quantity. Moreover, dairy products received by interstate shipment frequently proved to be unsanitary and impotable, and supplies from a number of such sources had to be discontinued.

On account of all these conditions, it was natural that the food supplied, although nourishing in content, should not be overly palatable to those who consumed it, and should be the subject of many complaints. Due to the unappetizing nature of the food, moreover, a great deal of edible garbage accumulated, a waste out of all proportion to the number of men fed. It is undoubtedly true, likewise, that the food situation had a definitely deteriorating effect on the Post morale.

It is the opinion of the Post Surgeon that the conditions which existed in the Consolidated Mess at this time were largely inherent in the Station's situation. He feels that no such messes should be established until provisions for its proper operation have been

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consummated, adequate equipment for sterilization has been provided, and all food sources have been checked and found satisfactory. In the organization of large Consolidated Messes at newly activated Stations, it is felt by the Surgeon that experience here proved that the issuance of a Field Ration, and the preparation and serving of food under Field conditions, using individual messkits, would have been more sanitary, and would have facilitated the messing of all personnel. A good many of the prevailing unsanitary conditions would thus have been removed until the Mess had been sufficiently organized and equipped to function properly. [247]

b. History Since 1 January 1943:

The Consolidated Mess began the New Year with a heavy cloud over its head. The conditions mentioned heretofore were not immediately abolished, and discrepancies continued to be noticeable through the first quarter of the New Year; but gradual improvement was being accomplished, so that by Spring, the Mess was

247. The above report was written with the close collaboration of Major Franklin L. Spann, and T/Sgt. Francis M. Rollins, both of whom had close relations with this Mess, and whose recollections are held to be trustworthy. Monthly Sanitary Reports, cited above, constitute excellent documentary verification of the facts and opinions stated in the foregoing pages.

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arriving at a satisfactory degree of efficiency. Among the enterprises responsible for this widespread improvement may be noted the following:

(1) The arrival of new key personnel with imagination and energy.

(2) The laying of board-walks, and later cement walks, which held down the amount of mud being tracked into the Mess to a minimum.

(3) The installation of a new and efficient Kitchen Police system.

(4) The attendance of a number of enlisted men at Cooks' and Bakers' School, and their return here to duty.

(5) The purchase and installation of steam pressure units, dish-washing machinery, refrigeration units and other equipment.

(6) The beautification of the external area.

(7) Repartitioning of the Mess Building, to afford more adequate store rooms.

(8) The painting of the Mess interior for sanitation, preservation, and beautification.

(9) Relocation of stoves, ovens, steam cookers and tables to permit the more rapid and efficient preparation of food and greater sanitation.

(10) Short courses and active instruction in the

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preparation and seasoning of foods given by Captain Paul F. Falkenberg, Post Mess Officer, to the enlisted personnel.

(11) More systematic handling of mess personnel, and the assignment to the Consolidated Mess of personnel of the Consolidated Mess #2 on its abandonment in April.

The result of all this improvement was readily seen in the greatly reduced amount of edible garbage. Not only was this due to better and more appetizing food, but also to a program conducted against waste and the formulation and enforcement of a new system of mess discipline.

The Mess operated on garrison rations until 1 March 1943, when the field ration plan was adopted.[248] This plan is still in operation.

The Consolidated Mess undergoes a considerable variety of inspections. Among these are reports made by the Post Medical Officer, the Post Sanitation Officer, the Post Veterinarian, the Officer of the Day, and various other Officers appointed especially by the Commanding Officer from time to time. In addition to these

248. War Department, Washington, D.C., Circular #16, 11 Jan. 1943. (Hq. File Room)

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regular inspections, periodical checks are made by the Post Administrative Inspector, the Commanding Officer, the Executive Officer, and by various traveling Mess Inspectors.

Reports made in the first part of its existence, were continuously critical. By the end of six months, however, only two major discrepancies were noted, and these have since been solved to complete satisfaction. The Sanitation Officer's weekly report has frequently shown this Mess at the head of all messes on the Field; and in November, a Traveling Mess Supervisor, 1st Lieutenant Martin C. Boatwright, in a report sent to AAFEFTC Hq., Maxwell Field, Alabama, ranked this mess first among those on the Field. Reports by the Administrative Inspector in recent months have noted only a few minor discrepancies, and the rating has been uniformly "very satisfactory".

The Mess has fed a great number of men. The following figures, assembled from the Morning Reports of the various organizations using the Mess's facilities, give the total number fed daily for the months shown. [249]

249. Figures furnished by 1st Lt. Earl B. Sayre, Consolidated Mess Officer.

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January, 1943.....	1782	July, 1943....	1808
February.....	1756	August.....	1763
March.....	1881	September.....	1685
April.....	1924	October.....	1670
May.....	1938	November.....	1611
June.....	1922	December.....	1578
		January,1944..	1392

c. Key Personnel:

The following list contains the key personnel assigned to the Consolidated Mess during its career. Dates employed have been checked against the appropriate records:

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Langston, Claude, Capt. Post Mess Officer	11/18/42	2/29/43
Rollins, Francis M., T/Sgt. Mess Sergeant	11/21/42	8/10/43
Van Heukelom, Carle, 1st Lt. Consol'd. Mess Officer	1/19/43	4/19/43
Williams, Norman E., 2nd Lt. Acting Consol'd. Mess Off.	3/16/43	5/10/43
Falkenberg, Paul F., Capt. Consol'd. Mess Officer Post Mess Officer	4/10/43	--
Jones, Elmer S., 1st Lt. Asst. Post Mess Officer	5/7/43	11/14/43
Purzycki, Peter, T/Sgt. Mess Sergeant	8/10/43	--
Sayre, Earl B., 2nd Lt. Asst. Post Mess Officer	10/14/43	--

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SECTION 16: OFFICERS' MESS:

a. Early History:

The title "Officers' Mess" is something of a misnomer, since in its established condition it is, in reality, an Officers' Club, with mess functions attached. Further, the activities of this organization in the early months were not connected with a mess, since Officers then stationed here took their meals at the Consolidated Mess where the enlisted men were likewise served. The early history is, therefore, concerned with plans, since nothing of a concrete character, aside from the handling of the Bachelor Officers' Quarters, was undertaken.

In an effort to expedite the formation of an Officers' Mess and Club, Colonel Cooper, on 15 November 1942, called a meeting of all concerned at his residence. As a result, a Board of Governors was appointed, consisting of Colonel Cooper, Commanding; Captain Kenneth N. Gilpin, President; Captain H. R. Lyman and 1st Lieutenant C. H. Parker, Members of the Board; and 1st Lieutenant John R. Graham, Acting Secretary-Treasurer.[250] This Board was to take definite action looking toward the erection of buildings for the functioning of the Mess as soon as possible.

250. Minutes of the Officers' Club, 15 Nov. 1942.

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At this meeting, the matter of dues and assessments were discussed at length, and dues were set at four dollars ($4.00) per month for Officers below the rank of Captain, and five dollars ($5.00) per month for those above. [251]

Certain principles and policies were likewise evolved at this time. It was resolved that the Club would never permit a large debt to accrue, and should operate at all times on a self-supporting basis. The functions of the Mess were broken down into three sections -- bar, food and housing -- and were discussed at length in every particular. It was decided that the best possible food would be served at all times, and that efforts to economize would not be made at the expense of quality. It was also decided that board would be paid for on a meal-by-meal basis, this seeming to be the fairest method to all concerned. It was also stated that, in the main, the interests of the junior, unmarried Officers were to merit primary consideration.

The following day, orders were issued, officially appointing the above-mentioned individuals, the name of 1st Lieutenant Thomas B. Howard, S.C., being added as a Member of the Board of Governors.

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251. Minutes of the Officers' Club, 15 Nov. 1942.

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On this same day, a general meeting of all Officers was called during the lunch hour, and plans discussed in connection with the provision of suitable entertainment-housing facilities. A committee was also appointed to draw up a set of rules and by-laws, and to discuss other matters of lesser import.

In regard to housing, it was then thought that some of the old C.C.C. buildings available to the Post might be transformed into temporary Club quarters, but nothing came of this. Instead, through the establishment of relations with the Newport Chapter of the American Legion, this organization's hut was turned over to the Club for its social affairs until such time as its own Club should be finished.

On 10 December 1942, the housing matter was finally clarified when Colonel Cooper was able to report that contracts had been let by the Area Engineer for the construction of a Club building of a more permanent character than originally envisioned, with dimensions of approximately forty by one hundred thirty feet (40' x 130'). (Since the completion of this building, additional wings have been added to house a dining room, a kitchen, and a game room, as well as a large concrete-floored, screened in, outdoor dancing porch.

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b. Later Events:

On 22 January 1943, another meeting was called, at which dues were temporarily reduced by one dollar ($1.00) per month per man, a social program was instituted, provision for entertainment facilities was provided, and methods of enlarging kitchen and dining room discussed. As a result of this meeting, a search of regulations was made to determine that all requirements were receiving compliance.

At another meeting held on 10 March 1943, the Secretary of the Club, Captain John R. Graham, was authorized to purchase suitable furniture and equipment, including a hardwood dance floor, catering facilities, decorations, furniture, and a dance patio.

On 9 July 1943, the semi-annual general meeting was held. The original Board was reelected in toto, and the financial condition of the Club considered and approved. Colonel Cooper, at that time under transfer orders, made his farewell speech to the Club at this time.

At a Board meeting on 10 August 1943, the difficulty of hiring civilian help for the mess was considered, and as a result, it was decided to establish a cafeteria system in the Mess, which was installed and put into service as soon as essential equipment could be secured.

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In October 1943, the game room was opened. It contains billiard and ping-pong tables, as well as other recreational facilities.

On 6 November 1943, a meeting of the Station's Officers was held for the election of Officers and consideration of financial matters. The new Board was composed of the following men:

CWO Earle R. McCollum..... President
Captain A. E. Bean, Jr..... Member
Captain C. M. Thomajan..... Member
Captain L. M. Bergen.....Member

Captain John R. Graham remained in the capacity of Mess Officer and Secretary-Treasurer, a duty assigned by the Commanding Officer.

During the year of 1943 and into 1944, the Club carried out a well-rounded entertainment program. This has consisted, in the main, of formal and informal Saturday night dances, Stag Nights, special entertainment features by hired entertainers, G. I. Movies, and a number of receptions and farewell parties. These have been consistently enjoyable and without untoward incident of any kind.

c. Club Management:

Since 16 November 1942, Captain John R. Graham, (formerly 1st Lieutenant), has been in charge of Mess management both as Secretary-Treasurer and Mess

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Officer. [252] On 3 December, he was assigned additional duty as B.O.Q. Officer. [253] He was assisted on several occasions by 2nd Lieutenant N. E. Williams for brief periods; but had a permanently assigned Assistant from 1 June to 9 December 1943 in the person of 1st Lieutenant H. A. McNally. [254] Since Lieutenant McNally's departure, no Assistant Mess Officer has been assigned.

d. Financial Information:

The following tabulation shows the sources of the Club's revenue from December 1942 through January 1944:

	Mess	Bar	Dues & Misc.
1942			
December	$ 1,000.25	$ 470.00	$ 900.00
1943			
January	3,000.00	1,100.00	2,549.08
February	4,250.00	1,800.00	2,800.00
March	4,775.00	2,400.00	2,700.00
April	4,772.60	922.71	2,943.27
May	4,988.45	836.14	1,661.12
June	5,734.36	1,237.38	2,679.76
July	6,486.41	1,731.56	3,042.20
August	7,134.16	1,932.18	3,562.37
September	6,958.05	1,555.93	4,130.60
October	6,464.83	1,523.53	3,745.83
November	6,272.13	1,482.99	4,362.36
December	6,239.04	1,343.33	3,947.89
1944			
January	6,279.54	1,476.47	4,718.32
	$74,354.82	$19,092.22	$43,742.80

(255)

252. AAFBFS Hq.,Tuckerman,Ark., S.O.#12,16 Nov.1942,Par.2.
253. Ibid., S.O. #27, 3 Dec. 1942, Par. 1.
254. NAAF Hq.,Newport,Ark.,S.O.#140, 1 June 1943,Par. 8; AAFEFTC Hq.,Maxwell Field,Ala.,S.O.#303,15 Nov.1943,Par.7
255. Figures secured from the records of the Officers' Club, and prepared by Capt. John R. Graham, Sec.-Treas.

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Aside from normal routine expenses, which have consumed the major portion of the Club's revenue, the following items have been paid for in the approximate amounts shown hereafter:

Game equipment.....	$2,000.00
Furniture and equipment.....	5,000.00
Ventilating equipment.....	500.00
Cafeteria equipment.....	2,500.00
Construction costs.....	4,700.00
Fireplace.....	800.00
Hardwood floor for dancing.....	400.00
Construction of bar.....	300.00
Decorations.....	300.00
Fluorescent lighting.....	1,000.00

As of 31 January 1944, the Club had no outstanding obligations, and was in possession of a working balance of $1,324.01. The item of $4,700.00 (plus) for construction costs had not been anticipated formerly, and the presentation of this bill by the Post Engineer came as a shock to the membership. However, this amount was paid, although it gravely reduced the Club's Reserve and definitely postponed plans in the Club's program for the installation of additional entertainment facilities. However, it is expected that this postponement will not be of longer than three months' duration.

e. Summary:

The Officers' Club has been the center of social life at this Station in a manner most unusual to other Posts. This has been due in large measure to the

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unavailability of adequate and suitable entertainment facilities in the near vicinity, and also to the very comfortable and agreeable facilities of the Club House. Some idea of what is available in this connection may be had by reference to two (2) photos placed in the Appendix. [256] It is undoubtedly true that the Club has been the chief factor in the maintenance of Officers' morale at Newport Army Air Field.

256. P. VII-15, Appendix.

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CHAPTER 6: DETACHMENT ACTIVITIES

SECTION 1: MEDICAL DETACHMENT:

The Detachment, Medical Department, at the Newport Army Air Field, Newport, Arkansas, was activated at Turner Field, Georgia, on 12 November 1942.[257] The activation began with the formation of an original cadre of eighteen (18) white enlisted men, seven (7) colored enlisted men, and one (1) white enlisted man attached to the Veterinary Detachment.

The Medical Detachment was transferred to the AAF Basic Flying School, Tuckerman, Arkansas, on 24 November 1942.[258] Since the housing and messing facilities for the colored troops were still in process of construction at the new Station, the seven (7) colored enlisted men were placed on Detached Service at the AAF Basic Flying School, Walnut Ridge, Arkansas, until such time as facilities would be available at the Newport Field.[259] This move of the original cadre constituted the only move made by the unit since its activation.

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257. AAFSETC Hq., Maxwell Field, Ala., G.O. #133, 12 Nov. 1942, Par. 1, Sect. I. (Hq. File Room)
258. AAFAFS Hq., Turner Field, Ga., S.O. #309, 24 Nov. 1942. (Hq. File Room)
259. AAFBFS Hq., Tuckerman, Ark., S.O. #21, 26 Nov. 1942, Par. 2. (Hq. File Room

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The original Table of Organization for this Medical Detachment authorized a total strength of one hundred thirty (130) enlisted men for the Medical Detachment, and three (3) enlisted men for the Veterinary Detachment.[260] The number and rank of Medical Department Officers and Nurses were not authorized, on consequence of which the Surgeon, AAFSETC, Headquarters, Maxwell Field, Alabama, directed that the Table of Organization for commissioned personnel given in WD T/O No. 8-560, dated 22 July 1942, should apply.[261] The initial Table of Organization was changed to a new authorization of one hundred ten (110) enlisted men for the Medical Detachment and three (3) enlisted men for the Veterinary Detachment on 20 January 1943.[262] Two more changes in the Table of Organization occurred between that date and 31 January 1944. The first came on 31 October 1943 when the number of enlisted men authorized was reduced to ninety-four (94);[263] and the second, ordered on 31 January 1944, established a new strength of one hundred (100) white enlisted men, eight (8) colored enlisted men, sixteen (16) Medical Department

260. War Dept., Hq., Wash., D.C., AGO Memo # W615-24-42, 7 Sept. 1942, (Hq. File Room)
261. AAFSETC Hq., Maxwell Field, Ala., Office of the Surgeon, Letter: File 400 - Tuckerman, Ark. (11/13/42), 19 Nov. 1942. (Hospital Files)
262. War Dept. Hq., AAF, Wash.,D.C., Memo AFDOP-EG-5-OAS, 20 Jan. 1943. (Hosp. Files)
263. AAFEFTC Hq., Maxwell Field, Ala., Telegram: EFTC 63-3012, 27 Oct. 1943. (Hq. File Room)

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Officers, ten (10) Army Nurses, one (1) dietician, and four (4) enlisted men for the Veterinary Detachment. (The Dental Corps authorization was omitted from the T/O) [264]

At the time of activation, Sergeant James F.Barrett was the senior Non-Commissioned Officer, and consequently assumed the duties of Acting First Sergeant, continuing in this capacity after the cadre was transferred to this Station. Second Lieutenant John H. Hill, MAC, was transferred to the new unit on 10 November 1942, and assumed the duties of Detachment Commander. [265]

By 23 December 1942, the housing facilities were sufficiently complete to take care of the colored troops in the barracks area, and the seven (7) colored enlisted men on Detached Service at Walnut Ridge were returned to this Station. Here they were assigned to the Medical Detachment for quarters and administration, and to the 337th Base Headquarters and Air Base Squadron for rations. [266]

Captain John D. Eastwold, VC, reported to this Station on 11 December 1942, and soon thereafter began

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264. AAFEFTC Hq., Maxwell Field, Ala., Telegram: EFTC 4E-66, 29 Jan. 1944. (Hq. File Room)
265. Ibid., S.O. #305, 7 Nov. 1942, Par. 10.
266. AAFBFS Hq., Tuckerman, Ark., S.O. #46, 26 Dec. 1942, Par. 8.

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organizing the Veterinary Service.[267] With the close of 1942, the Detachment consisted of fifteen (15) Officers and thirty-two (32) enlisted men. During the month of January 1943, the Detachment personnel grew to seventeen (17) Officers and ninety (90) enlisted men. The following chart shows the monthly changes in Detachment strength through the end of January 1944:

MONTH	OFFICERS						EM MED DET	EM VET DET
	MC	DC	MAC	VC	SC	ANC		
1942								
November	5	1	1	0	0	0	32	1
December	9	5	1	1	0	0	32	1
1943								
January	9	5	3	2	0	0	90	1
February	8	5	3	2	0	0	100	1
March	9	5	3	2	0	6	111	4
April	9	5	3	2	0	8	103	3
May	8	5	3	0	1	10	113	3
June	8	5	3	1	1	10	96	3
July	9	4	4	1	1	10	99	3
August	8	5	4	1	1	9	96	3
September	7	5	4	1	1	9	94	3
October	7	5	4	1	1	9	94	3
November	7	6	4	1	1	8	98	4
December	8	6	4	1	1	9	98	4
1944								
January	8	6	4	1	1	10	98	4

In order to provide better opportunities for training the Detachment's Medical Administrative Officers, Lieutenant Hill relinquished the duties of Detachment Commander

267. ASF, 8 SC, Hq., Dallas, Texas, S.O. #338, 8 Dec. 1942, Par. 5. (Hq. File Room)

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to 2nd Lieutenant Richard S. Steffel on 1 March 1943.[268] With the Detachment nearly up to its authorized strength, key enlisted men were promoted and reassigned to principal duties. These consisted of Hospital Sergeant Major, Medical Detachment First Sergeant, NCO in charge of the Sick and Wounded Office, Pharmacist, Personnel Clerk, Mess Sergeant, Flight Surgeon's Assistant, and NCO in charge of Operating Room. The following table indicates the assignment of various officers and enlisted men to key positions. Dates of their assignment and relief have been authenticated from official records such as Special Orders and Hospital Orders on file at this Headquarters.

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
DETACHMENT COMMANDER:		
Hill, John H., 1st Lt., MAC	11/7/42	3/1/43
Steffel, Richard S., 2nd Lt., MAC	3/1/43	7/25/43
Giuggio, Anthony P., 2nd Lt., MAC	7/26/43	1/18/44
Jacques, Sheldon B., 1st Lt., MAC	1/18/44	--
ADJUTANT:		
Hill, John H., 1st Lt., MAC	11/10/42	--
MEDICAL SUPPLY OFFICER:		
Hill, John H., 1st Lt., MAC	11/27/42	3/1/43
Jacques, Sheldon B., 1st Lt., MAC	1/5/43	--

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268. NAAF Hq., Newport, Ark., Hosp. S.O. #9, 1 Mar. 1943, Par. 8. (Hospital Files)

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NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
REGISTRAR:		
Swingle, James W., 1st Lt., MC	11/18/42	10/18/43
Giuggio, Anthony P., 2nd Lt., MAC	12/1/43	11/18/44
Hill, John H., 1st Lt., MAC	1/18/44	1/31/44
Omundson, Durward R.,2nd Lt., MAC	1/31/44	--
POST SURGEON:		
Spann, Franklin L., Major, MC	11/18/42	6/21/43
	8/31/43	--
Prochaska, Charles J., Major, MC	6/21/43	8/31/43
FLIGHT SURGEON:		
Kattenhorn, Lowell D., 1st Lt., MC	11/14/42	12/10/42
Marks, Moses I., Capt., MC	11/18/42	12/31/42
Grafton, Edwin S., 1st Lt., MC	12/31/42	3/1/43
Carter, Harold G., 1st Lt., MC	3/1/43	4/5/43
Schwartz, Arthur G., Capt., MC	4/5/43	5/3/43
	6/21/43	--
Gungst, Daniel W., 1st Lt., MC	5/3/43	5/25/43
POST VETERINARIAN:		
Eastwold, John D., Capt., VC	12/12/42	5/25/43
Romo, Ralph R., 1st Lt., VC	5/25/43	5/31/43
Jenkins, Oliver L., 1st Lt., VC	6/21/43	--
CHIEF NURSE:		
Herlihy, Edith M., 1st Lt., ANC	3/22/43	--
DENTAL SURGEON:		
Kouns, John C., Major, DC	11/14/42	1/18/44
Pondolfino, Joseph T., Capt., DC	1/18/44	--
NON-COMMISSIONED OFFICERS:		
Barrett, James F., 1st Sgt. 1st Sgt., Medical Det.	11/24/42	--

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NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Duncan, John C., T/3		
Hosp. Sergeant Major	11/24/42	2/1/43
Flight Surgeon NCO	2/1/43	6/14/43
Mulholland, Felix N., T/4		
Flight Surgeon NCO	6/14/43	--
Calhoun, Harland S., T/Sgt.		
Registrar's Assistant	11/24/42	2/1/43
Hosp. Sergeant Major	2/1/43	--
Mariano, Joseph T., Sgt.		
Registrar's Assistant	2/1/43	--

The functions of the Medical Detachment were outlined immediately upon the arrival of the cadre at this Station on 24 November 1942. These functions consisted, first, of organizing the Detachment as a Unit to perform its own administrative work, and, second, of grouping, training, and making personnel-assignments to provide the necessary medical requirements for the troops of this Post. Although these original functions have never been changed, they have been continually expanded. An illustration of this expansion is to be seen in the organization of the Industrial Dispensary Aid Station at the 360th Sub-Depot, and of the Obstetrical Service for dependents of military personnel.

It proved very difficult to efficiently carry out these functions during the first few months of the

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Hospital's history. Construction work was not completed until some three months after the Hospital began functioning. Complete lack of Hospital equipment, medical supplies, and suitable messing facilities for Detachment personnel and patients, affected efficiency adversely.

The Detachment administrative organization was set up under a Detachment Commander, assisted by a First Sergeant. The Clerical Section was designed to handle necessary records, correspondence and Detachment mail distribution. A unit Supply Section was designed to service the Detachment under the immediate direction of the Commanding Officer. Until the Hospital Mess was put into operation on 20 January 1943, the Detachment personnel used the Consolidated Mess Hall. Food for the patients was hauled in large containers from the latter place.

In February 1943, the Post Surgeon realized the need for further training of personnel assigned to the Detachment and directed that a Plans and Training Section be set up for this purpose. 2nd Lieutenant Richard S. Steffel was assigned as Plans and Training Officer. The Section was expanded in March 1943, to include training and recreation activities for convalescent patients. The Section's expansion was completed 1 Novem-

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ber 1943, with the addition of a training course for Nurses.

Upon the completion of these training activities, supplemented by individual attendance at various technical schools, efficient operation of the various departments and services of the Station Hospital became more apparent. In addition to the operation of these departments and services at the Station Hospital proper, the Detachment has also set up appropriate facilities for aid stations in Newport for colored and white troops, first aid and ambulance service in case of airplane crashes, malarial control, venereal control, and veterinarian functions to control the food supply. All of these projects are now proceeding efficiently.

The morale of the Detachment after arrival at this Station was adversely affected by the same conditions that affected the whole Post. The ground was soggy after continuous rains, the weather was cold, and heating facilities were inadequate. However, through close cooperation between the Officers and enlisted men in their work, the way became more clearly defined each day. As progress became noticeable, the morale began to climb. It was further increased by the active interest of the Officers in the comfort of the enlisted men's

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barracks, and in the provision for a redecorated recreation room, equipped with radio, games, billiard tables, current issues of magazines, and writing desks complete with stationery. Buffet suppers and monthly parties have also been arranged regularly, and these, always well attended, have helped develop a strong esprit de corps.

SECTION 2: FINANCE DETACHMENT:

Usually referred to merely as "Finance", the money handling department at Newport Army Air Field is officially designated as "Detachment, Finance Department at Large". It was activated at this Post on 15 January 1943, [269] under verbal authority from the Commanding General, AAF Southeast Training Center, Maxwell Field, Alabama. An initial Table of Organization [270] had been drawn up and provided for nine (9) enlisted men and one (1) 1st Lieutenant. Five (5) enlisted men had already been transferred to Newport Army Air Field from the Office of the Finance Officer, Maxwell Field, Alabama, and these men formed the cadre to activate the Finance Detachment. The cadre and the one officer, 1st Lieu-

269. NAAF Hq., Newport, Ark., G.O. #3, 15 Jan. 1943, Par. 1. (Hq. File Room)
270. AAFSETC Hq., Maxwell Field, Ala., Letter, 9 Jan. 1943, File 200.3, (Hq. File Room)

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tenant Hugh W. Govern, were attached to the 337th Base Headquarters and Air Base Squadron for rations and quarters. The original cadre was strengthened by transferring several enlisted men at this Station from the Air Corps to the Finance Department.

In order to correct weaknesses in the training of enlisted personnel for finance duty, three graduates of the Army Finance School at Fort Benjamin Harrison, Indiana, and one graduate of the Advanced Army Finance School, Wake Forest, North Carolina, were transferred to Newport in March 1943. Subsequently, a training program was set up here under the jurisdiction of these graduates for the enlisted personnel already working in the Finance Office. Immediately thereafter, the quality of work decidedly improved.

Several changes in key personnel occurred during 1943, as indicated in the following table. Dates employed have been checked from appropriate documents for accuracy.

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Govern, Hugh, 1st Lt. Finance Officer	1/2/43	6/30/43
Rorex, George M., 2nd Lt. Finance Officer	6/15/43	7/23/43

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NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Gilbert, Harry A., 1st Lt. Finance Officer	7/23/43	--
Bruce, Michael, 1st Lt. Asst. Finance Officer	12/19/43	--
MacNeil, James W., Jr., S/Sgt. Chief Clerk	12/16/42	6/6/43
Crabbe, Alvin O., T/Sgt. Financial Technical Clerk	3/16/43	11/3/43
Brown, Adrian A., T/Sgt. Financial Technical Clerk	10/8/43	--

Detachment strength from activation to date is shown below:

AVERAGE MONTHLY STRENGTH TABLE

	Enlisted Men	Officers
January 1943	2	1
February 1943	5	1
March 1943	10	1
April 1943	13	1
May 1943	14	1
June 1943	13	2
July 1943	13	2
August 1943	13	1
September 1943	13	1
October 1943	12	1
November 1943	12	1
December 1943	11	2
January 1944	10	2 (271)

From time of activation until 19 April 1943, the Finance Detachment was a separate unit, handling its own administrative problems and doing its own paper work.

271. These figures furnished by 1st Lt. Harry A.Gilbert, Finance Officer, from Detachment Files.

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On that date the Detachment was attached to the 337th Base Headquarters and Air Base Squadron for administration.[272]

Morale in the Finance Detachment has been exceptionally high from the time of activation. Cooperation among enlisted personnel and Officers has been excellent; and it has been unnecessary to impose disciplinary action of a serious nature on any member of the Detachment. On several occasions, the enlisted men in the Finance Detachment have been commended for the excellent appearance of their living quarters.

Activities and organization of the Detachment for the performance of its mission has been set forth in Part VII, Chapter F, Section 4, and requires no further treatment here.

SECTION 3: SIGNAL DETACHMENT

It was necessary early in the history of Newport Army Air Field to provide communication facilities and to connect them with existing public facilities. To meet this need, the Detachment 856th Signal Service Company at Large (Aviation) was organized. Activation was

272. NAAF Hq., Newport, Ark., S.O. #99, 19 April 1943, Par. 14. (Hq. File Room)

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accomplished at Turner Field, Georgia, [273] on 20 October 1942.

The original Table of Organization was set up on 22 September 1942, and authorized an enlisted strength of sixteen (16) men. [274] This Table has been changed three times to date. [275]

1st Lieutenant Thomas B. Howard (now Captain), was transferred from Tuskegee Army Air Field, Alabama, to the site of the new Air Field on 8 October 1942, [276] in order to organize the signal service at the new Post. The original cadre of five (5) enlisted men arrived from Turner Field, Georgia, 24 November 1942, and Lieutenant Howard assumed command of the Detachment at that time.

On 6 April 1943, a new Table of Organization was authorized, setting up a total quota of fifteen (15) enlisted men. [277] On 15 May 1943, the Table of Organization was changed again, increasing the authorized enlisted strength to eighteen (18), [278] this being neces-

273. AAFSETC Hq., Maxwell Field,Ala., G.O. #112, 22 Sept. 1942,Par.2; Telegram from C.G. AAFSETC.
274. Ibid.
275. AAFSETC Hq., Maxwell Field,Ala., G.O. #37, 6 April 1943, Par.3; G.O. #55, 15 May 1943, Par. 9;G.O.#97, 20 Aug. 1943, Par. 8.
276. Ibid., S.O. #297, 27 Oct. 1942, Par. 6.
277. See Footnote #275.
278. Ibid.

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sary to provide for expanding communication requirements. On 20 August 1943, however, a new Table of Organization reduced the authorized strength to sixteen (16) enlisted men.[279]

Personnel strength is given in the following table by months:

AVERAGE STRENGTH FIGURES - MONTHLY

Month	WAC	Enlisted Men	Officers
November 1942		5	1
December 1942		6	1
January 1943		13	2
February 1943		14	2
March 1943		15	2
April 1943		16	2
May 1943		12	2
June 1943		14	2
July 1943		14	2
August 1943		15	2
September 1943		14	1
October 1943		14	1
November 1943	4	12	1
December 1943	5	12	1
January 1944	4	13	2

Because the work of each individual in the Signal Detachment is of a specialized nature and integrally connected with the operation of the Post Signal Office, it is rather difficult to point out any one man as being a key man, particularly among the enlisted personnel. On 5 January 1943, the Signal Officer was reinforced by 1st Lieutenant George J. Roedel, who arrived from Tyndall

279. See Footnote #275.

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Field, Panama City, Florida.[280] He remained in this capacity until 3 August 1943, when he was transferred back to Tyndall Field. Staff Sergeant Reece L. Smith has occupied the post of Chief Clerk since his arrival with the original cadre from Turner Field, Georgia. Three (3) members of the Women's Army Auxiliary Corps were assigned as telephone operators on 12 June 1943[281] to relieve an acute shortage of this type of civilian personnel. After the change-over from the W.A.A.C. to the W.A.C., other members of this organization were transferred outright to the Detachment 845th Signal Service Company.[282]

The Signal Detachment concerns itself solely with the operation and maintenance of the Post Signal Office. In this regard, it is necessary to handle distribution of both official and commercial Western Union and TWX messages. It also operates a Signal Message Center. The telephone department is composed of two sections, inside and outside plant. Outside servicing and maintenance work is performed by the Southwestern Bell

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280. NAAF Hq., Newport, Ark., S.O. #4, 5 Jan. 1943, Par. 5; AAFSETC Hq., Maxwell Field, Ala., S.O. #351, 23 Dec. 1942, Par. 30.
281. NAAF Hq., Newport, Ark., S.O. #150, 12 June 1943, Par. 15.
282. Ibid., S.O. #272, 1 Nov. 1943, Par. 3.

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Telephone Company, while the inside plant is operated by military personnel. A field magneto telephone system is also maintained by the Signal Corps to connect with strategic installations which for one reason or another cannot be served by the main system.

The Warehouse Section of the Detachment is under the supervision of the Signal Property Officer and the Detachment Staff Sergeant, assisted by a civilian storekeeper.

Detachment affairs passed from the concern of the Post Signal Officer to the 337th Base Headquarters and Air Base Squadron on 19 April 1943, when the Detachment was attached to this organization for administration, rations, and quarters. [283]

The Signal Detachment has been commended several times for outstanding performance of their work. The most noteworthy commendation was received for putting nearly one hundred (100) lines into service by 1 November 1942--nearly ten (10) times the number expected to be in service by that date. Beautification of building and grounds by members of the Detachment has also been commended by a letter from the Commanding Officer. Services performed during the flood of May 1943 also elicited several commendations.

283. NAAF Hq.,Newport,Ark.,S.O.#99,19 April 1943,Par.14.

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SECTION 4: QUARTERMASTER DETACHMENTS:

a. 907th Quartermaster Detachment:

In line with correct Army procedure, the first Arm or Service of the United States Army to establish residence on an Air Field or camp in the Zone of the Interior is that of the Quartermaster Corps. It is, of course, necessary that the Quartermaster "key and wheel" be utilized so that supplies of clothing, equipment, and subsistence are in readiness for the forthcoming troops.

The history of this Detachment--907th Quartermaster Company, Aviation (Service)--is replete with numerous adversities met in the early days of Newport Army Air Field's history. These difficulties, in the main, were probably a repetition of what had already been undergone in initiating hundreds of other budding airports in our country. Most of the original cadre which conquered these difficulties are still stationed here. The 907th Quartermaster Detachment is one of approximately thirty (30) such organizations in the Eastern Flying Training Command, all of whom are a part of the 907th Quartermaster Company, Aviation (Service), with headquarters at Maxwell Field, Alabama. Each of these detachments has had a hand in such pioneering work.

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Events occurring in this organization are closely followed by the parent company, and direct correspondence is maintained with it. The 907th Quartermaster Company, at Maxwell Field, receives daily reports on the activities of this Detachment. Transfers, promotions, and duty assignments are authorized and generally directed from the Company Headquarters.

This organization was activated 19 October 1942 at Turner Field, Albany, Georgia, and was designated as the 337th Quartermaster Detachment.[284] The original Quartermaster cadre on this Field, however, was not from Turner Field, but from Columbus Army Air Field, Columbus, Mississippi. It has been stationed at Newport since 2 October 1942, having been transferred here on Detached Service basically permanent in nature.[285]

On 12 November 1942, the organization was redesignated at Turner Field, Albany, Georgia, as "Detachment, 907th Quartermaster Company, Aviation (Service)",[286] with eventual transfer and permanent station to be the Army Air Field Basic Flying School, Tuckerman, Arkansas. During the period of orientation and construction at the

284. AAFSETC Hq., Maxwell Field, Ala., G.O. #122, 19 Oct. 1942.
285. Columbus Army Flying School Hq., Columbus, Miss., S.O. #295 and S.O. #300, 2 Oct. 1942.
286. AAFSETC Hq., Maxwell Field, Ala., G.O. #133, 12 Nov. 1942.

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new Post, Quartermaster activities were carried on in an office of the Armory in Newport, Arkansas. The enlisted men found no difficulty in arriving for work on time, since their quarters were on the stage of the Armory, and a few steps brought them to their respective desks.

The strength of this organization has not been authorized by any Tables of Organization. The Detachment's strength has been regulated, however, by allotments of grades authorized by Headquarters at Maxwell Field, Alabama.[287]

Fifteen (15) enlisted men from Turner Field joined the original cadre here on 24 November 1942. On 17 January 1943, twenty (20) men, members of Detachment, 907th Quartermaster Company, Aviation (Service), Napier Field, Dothan, Alabama,[288] were likewise transferred here, raising the existing strength of the Detachment to forty-five (45). By 3 March 1943, eight (8) trained Army clerks had also been transferred to the Detachment from the Third Army Administration School, Brookings, South Dakota.[289]

2nd Lieutenant Elliot W. Arnholt arrived at Newport Army Air Field on 14 October 1942, and was assigned as

287. AAFEFTC Hq.,Maxwell Field,Ala.,G.O.#107,4 Sept.1943, Par. 9.
288. Napier Field Hq.,Dothan, Ala., S.O.#14, 16 Jan.1943.
289. Army Adm. School, Brookings, S.D., Hq., Enlisted Branch #3, S.O. #19, 6 Feb.1943;and S.O.#39,3 Mar.1943.

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Commanding Officer of the 907th Quartermaster Detachment on 12 December 1942.[290] Sgt. William D. Breedin was put in charge of the Property Warehouse; Sgt. Martin E. Druckenmiller the Commissary Warehouse; Sgt. Aldo A. Nevy the Property Section; while Sgt. Emerice B. Dupras became Company Clerk, and later First Sergeant. The following table indicates changes made in key personnel for this Detachment. Dates of assignment and relief have been verified by Special and Departmental Orders.

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Arnholt, Elliot W., 1st Lt. Commanding Officer	12/12/42	--
Pazderka, Joseph J., 2nd Lt. Adjutant	12/15/43	--
Dupras, Emerice B., M/Sgt. First Sergeant	11/30/42	--
Druckenmiller, M. E., T/Sgt. Foreman, Commissary Whse.	11/25/42	--
Breedin, William D., M/Sgt. Foreman, Property Whse.	11/25/42	5/28/43
Free, Samuel F., S/Sgt. Foreman, Property Whse.	5/28/43	--
Nevy, Aldo A., T/Sgt. Chief Clerk, Property Sect.	11/25/43	--

The function and original duties of the Detachment entailed the supplying of personnel and the operation of

290. NAAF Hq., Newport, Ark., S.O. #35, 12 Dec. 1942, Par. 7.

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the Property, Commissary, and Salvage Sections of this Post. These duties have steadily broadened with the increase of personnel. The more salient points of the actual establishment and operation of the Quartermaster of the Post are embodied in Part VII, Chapter E, Section 2, History of the Post Quartermaster. Successes achieved and the problems and difficulties which were overcome in the establishment of the Quartermaster pertain to the Detachment's history as well.

The greatest difficulty in the incipient stages of this Unit was the lack of man power. This was overcome through hard work and the willingness of each man to do more than his share. Living conditions, quarters, and food were not of the best to begin with. However, through added effort, they have been improved to the point where they are now relatively comfortable and convenient. The barracks area has been seeded and beautified and a Day Room has been provided the Detachment personnel. Morale has remained exceptionally high.

The outstanding events in the history of this Unit are few and without noteworthy significance. A small organization, performing the routine duties of supply in the Zone of the Interior, does not have an exciting tale to recount. A few enlisted men of this organization can

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boast of raising "Old Glory" at the activation of this Station, and they also recall the tornado which nearly disrupted plans for completing the construction of this Field.

The Detachment has received, for the past several months, commendations from the Post Commander for progress in health conservation and for the low rate of disciplinary cases. Reports from the Administrative Inspector's Office also contain satisfying commendations on the administrative work of the Detachment.

b. 1008th Quartermaster Platoon Transportation Air Base

After Newport Army Air Field had been activated, it became necessary to obtain personnel for the operation of motor vehicles. In order to satisfy this need, request was made for the transfer of a Quartermaster Platoon to this Station.

On 8 July 1943, the 1008th Quartermaster Platoon Transportation Air Base was transferred from Nashville Army Air Center, Nashville, Tennessee, to Newport Army Air Field. This organization had been activated on 15 September 1942 at Nashville, [291] and the original cadre sent here was composed of eleven (11) colored enlisted

291. AAFSETC Hq., Maxwell Field, Ala., G.O. #104, 15 Sept. 1942, Par. 1.

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men, originally from the 95th Quartermaster Platoon.[292] 2nd Lieutenant James E. Donohoe was appointed Acting Commanding Officer of the Platoon at Nashville, with Technician 5th Grade Ivey J. Bowen as Acting First Sergeant. On 18 January 1943, Lieutenant Donohoe was relieved as Commanding Officer of the Platoon and 2nd Lieutenant Julius Birnbaum was appointed in his place, but upon transfer of the Platoon to Newport, he was also relieved and his duties assumed by Captain James C. Shumaker, Commanding Officer of the 321st Aviation Squadron, this Station.[293] A change in command again occurred on 18 August 1943, when 1st Lieutenant Frank C. Binz, III, was assigned in place of Captain Shumaker.[294] Except for a brief interval during the month of August 1943, when the command shifted back to Captain Shumaker for a period of fifteen days, Lieutenant Binz has remained in command. The following table will indicate changes in key personnel which have occurred since activation of this unit. Dates of assignment and relief have been verified from Special Orders.

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292. AAFSETC Hq., Maxwell Field, Ala., G.O. #104, 15 Sept. 1942, Par. 2.
293. NAAF Hq., Newport, Ark., S.O. #175, 11 July 1943, Par. 8.
294. Ibid., S.O. #209, 18 Aug. 1943, Par. 12.

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NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Donohoe, James L., 2nd Lt. Commanding Officer	9/15/42	1/16/43
Birnbaum, Julius, 2nd Lt. Commanding Officer	1/16/43	7/8/43
Shumaker, James C., Capt. Commanding Officer " "	7/8/43 8/31/43	8/18/43 9/15/43
Binz, Frank C., III, 1st Lt. Commanding Officer " "	8/18/43 9/15/43	8/31/43 --
Roberts, Milton, Pfc. Acting First Sergeant	9/15/42	11/9/42
Bowen, Ivey J., T/Sgt. First Sergeant	1/9/43	--

The following table is self-explanatory:

AVERAGE MONTHLY ENLISTED STRENGTH

September 1942.....	11
October 1942.....	11
November 1942.....	12
December 1942.....	60
January 1943.....	51
February 1943.....	58
March 1943.....	61
April 1943.....	72
May 1943.....	72
June 1943.....	29
July 1943.....	46
August 1943.....	65
September 1943.....	61
October 1943.....	61
November 1943.....	59
December 1943.....	58
January 1944.....	58

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295: Figures supplied from Platoon Records by 1st Lt. Frank C. Binz, III, Commanding Officer.

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Upon activation, the Platoon was authorized to carry on transportation duties for the Army Air Forces in the Southeast Training Command. Most of the men have been assigned as motor vehicle drivers, with only a few detailed to Quartermaster warehouses as laborers. At Newport Army Air Field, members of the Platoon have also been assigned duty at the Motor Pool.

Considerable training for the members of the Platoon has been made available. Courses in Military Discipline and Courtesy, Transportation, Fire Prevention, Chemical Warfare, and other basic military subjects, have been conducted in cooperation with the Plans and Training Department.

Morale of this organization has always been high. Members have worked hard and diligently to keep their surroundings clean and neat at all times. The health record of the Platoon has several times received commendation.

Athletic events and social entertainments have been promoted at various times by the Platoon members. The volley ball team won the 1943 Field championship.

SECTION 5: ORDNANCE DETACHMENT:

The Ordnance work at Newport Army Air Field was first accomplished by the locally-created Ordnance Section

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of the 337th Base Headquarters and Air Base Squadron. This arrangement lasted until 12 August 1943, when the Detachment 2062nd Ordnance Company Aviation (Service) was activated at this Field, with an authorized Table of Organization consisting of two (2) Officers and twenty-one (21) enlisted men. [296] This change in administrative organization did not alter the type of Ordnance work being performed here.

The 2062nd Ordnance Company Aviation (Service) has its headquarters at Maxwell Field, Alabama, and has various Detachments located at Air Forces installations throughout the Eastern Flying Training Command. Personnel of the Detachment are attached to the 337th Base Headquarters and Air Base Squadron for rations, quarters, and nominal administration. Monthly reports on activities are submitted by the Post Ordnance Officer to the Ordnance Officer of the Eastern Flying Training Command.

The original cadre of three men was formed at Hendricks Field, Florida, in November, 1942. The first man of this cadre, Staff Sergeant Andrew L. Lastrina, reported for duty at Newport Army Air Field on 22 February 1943. [297] He was followed by Sergeant Edward A. Hall

296. AAFEFTC Hq., Maxwell Field, Ala., G.O. #93, 12 Aug. 1943, as amended. (Hq. File Room)
297. AAFPS (Spec. 4E) Hq., Hendricks Field, Fla., S.O. #53, 22 Feb. 1943, Par. 13. (Hq. File Room)

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on 25 February 1943, [298] and Technical Sergeant Harmon L. Knight on 8 March 1943. [299] Filler personnel were requisitioned from organizations at Newport and from Hendricks Field. The following table indicates the key personnel--including Ordnance Officers--who have been assigned to the Detachment. Dates of assignment and relief have been verified from documents on file at this Headquarters.

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Jones, Elmer S., 1st Lt., A.C. Ordnance Officer	11/1/42	3/9/43
Ralph, Kendrick W., 2nd Lt., Ord. Ordnance Officer Asst. Ordnance Officer Ordnance Property Officer	3/9/43 4/14/43 4/22/43	4/14/43 9/20/43 9/20/43
Fowler, Thomas J., Capt., Ord. Ordnance Officer	4/14/43	--
Jordan, Paul C., 1st Lt., Ord. Asst. Ordnance Officer	5/4/43	1/21/44
Knight, Harmon L., T/Sgt. Chief Clerk	3/8/43	--
Lastrina, Andrew M., S/Sgt. Armorer	2/22/43	--

The following chart will show the monthly-strength figures of the Detachment from the time it first began functioning as the Ordnance Section of the 337th Squadron

298. AAFPS (Spec. 4E) Hq., Hendricks Field, Fla., S.O. #56, 25 Feb. 1943, Par. 1. (Hq. File Room)
299. Ibid., S.O. #67, 8 Mar. 1943, Par. 1.

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through 31 January 1944:

a. MONTHLY STRENGTH FIGURES

Month	Enlisted Men	Officers
February 1943	2	0
March 1943	14	1
April 1943	16	3
May 1943	18	3
June 1943	19	3
July 1943	19	3
August 1943	19	3
September 1943	18	2
October 1943	18	2
November 1943	18	2
December 1943	18	2
January 1944	18	1

All enlisted men of the Detachment have attended an Ordnance Service School; and the value of this training is felt to be responsible for the efficiency of the work which they have done.

The functions of the Ordnance Detachment have been covered in Part VII, Chapter F, Section 6, History of the Ordnance Section and therefore do not require treatment here.

Although the Detachment 2062nd Ordnance Company Aviation (Service) is not up to strength, the Officers and enlisted men are performing work with the same dispatch and efficiency to be expected of a full-strength Detachment. Close cooperation and unity among the personnel is responsible for this, since it creates a high degree of

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morale, and results in full willingness to proceed consistently beyond the usual call of duty.

SECTION 6: WEATHER DETACHMENT:

This unit is officially designated Base Weather Station, AAF Pilot School (Basic), Newport Army Air Field, Newport, Arkansas. Personnel on duty with this unit are on detached service from the Third Weather Squadron, which is composed of all the weather personnel in the Third Weather Region, (Texas, Arkansas, Missouri, Oklahoma, New Mexico), and under command of the Regional Control Officer, whose headquarters are at San Antonio, Texas.

The Weather Station was activated at Newport Army Air Field on 1 December 1942 under authority of the Third Weather Regional Control Officer. [300] The original assignment of personnel was made direct from Army Weather Forecaster and Observer Schools under command of the AAFTTC, Chanute Field, Illinois. [301]

Within fifteen days after activation of the Detachment, the enlisted men, under direction of Staff Sergeant Roscoe A. Lanning, had installed and put into operation

300. Regional Control Officer, Letter, 10 Nov. 1942.
301. AAFTTC Tech. School Hq., Chaute Field, Ill. S.O. #315, 1 Dec. 1942, Par. 26.

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an instrument shelter, Thermograph, maximum and minimum Thermometers, a Rotating Psychrometer, a Robinson Cup Anemometer, nine (9) Light Indicators, two (2) Mercurial Barometers, a Non-Recording Rain Gauge, and a Microbarograph. Necessary office furnishings and supplies were also procured and two (2) display tables for maps and teletype sequence charts were fabricated locally by the Post Engineer. Three (3) receiving teletype machines were also installed.

At about this time, the exact location, geographically, of the new station was determined by the Post Engineer to be Latitude 35 degrees, 38 minutes, 30 seconds North, Longitude 91 degrees, 11 minutes, 30 seconds West, and elevation to the ivory tip of the barometer 241.5 feet above sea level.

The following tables indicate key personnel assigned to this Station and the monthly strength of the organization. Dates of assignment and relief have been verified from Special Orders and other official reports.

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Hills, W. S., Jr., 2nd Lt. Base Weather Officer	12/14/42	3/2/43
Doigan, Paul, 2nd Lt. Base Weather Officer	5/15/43	6/15/43

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NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Meyer, J. E., Jr., 2nd Lt.		
Asst. Weather Officer	5/17/43	6/15/43
Weather Officer	6/15/43	--
Lowther, J. E., 2nd Lt.		
Asst. Weather Officer	9/8/43	10/6/43
Williams, E. R., 2nd Lt.		
Asst. Weather Officer	9/8/43	--
Courtney, C. J., 2nd Lt.		
Asst. Weather Officer	9/16/43	--
Lanning, Roscoe A., S/Sgt.		
Chief Forecaster	11/27/42	5/12/43
Hough, Aubrey J., Sgt.		
Weather Observer	12/1/42	2/17/44
Kangan, Joseph C., S/Sgt.		
Weather Observer	2/9/43	5/12/43
Chief Forecaster	5/12/43	--

MONTHLY STRENGTH

Month	Enlisted Men	Officers
December 1942	6	1
January 1943	10	1
February 1943	12	1
March 1943	12	0
April 1943	10	0
May 1943	13	2
June 1943	12	1
July 1943	12	1
August 1943	12	1
September 1943	11	4
October 1943	12	3
November 1943	13	2
December 1943	14	3
January 1944	13	3

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Upon completion of installation of meteorological equipment and teletype machines, and prior to activation of student training, weather forecasts were furnished construction engineers in connection with their work. Forecasts also were furnished to the Post Operations Office for the benefit of flying instructors on local and cross-country flights.

On about 1 January 1943, the Weather Station went on a 24-hour day, 7-day week schedule of operation. This program has remained virtually unchanged since, and includes daily preparation of the following:

24	Surface observations
4	Winds Aloft Charts
1	Isentropic Chart
4	Surface Synoptic Maps
10	Adiabatic Charts
10	Rossby Diagrams
1	24-hour Terminal Forecast from each Synoptic Map
4	Route Forecasts from each Synoptic Map
	Misc. Route and Terminal Forecasts on request.

In brief, the primary function of this Unit is to inform and advise the Department of Training of existing and expected weather conditions within a radius of one hundred (100) miles in order that the training program may proceed with maximum use of favorable weather, and minimum risk to personnel and equipment due to adverse weather conditions.

Other departments on the Field provided with daily

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forecasts of temperature and rainfall are the Post Engineer, the Director of Line Maintenance, the Physical Training Department, and the Officers' Club.

At its activation the Weather Station was classified a Type "C" weather station.[302] Since then the classification has been changed to Type "B",[303] and finally to the present designation of Type "A" Station.[304] The station performs all the functions of such a designation as required by T.O. 00-25-27, Section III, Paragraph 52, and AAF Regulation 105-4, Paragraph 3, dated 15 November 1943, except that of taking pilot balloon observations.[305]

There were no major changes in the meteorological equipment until installation of the Selsyn wind equipment was completed on 12 August 1943. This equipment included Wind Direction and Intensity Transmitters mounted on a platform on top of the Transient Hangar, a Direction and Velocity Recorder in the Weather Station, and a Direction and Velocity Weather Panel in the Control Tower. Installation of additional radio equipment necessitated the removal of the Robinson Cup Anemometer from the top

302. Regional Control Officer, Letter, 1 Dec. 1942.
303. Ibid., Letter, 19 May 1943.
304. Ibid., Letter, 6 July 1943.
305. Ibid., Letter, 6 Jan. 1943.

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of the Control Tower. While installing the Selsyn equipment, the Post Engineer ran sufficient wiring to permit the installation of the Robinson unit on top of the Transient Hangar and this unit is now set up and in operation.

The only other major change in equipment came in November; when it was necessary to ship the spare teletype machine to a new station being activated at Adams Field, Little Rock, Arkansas. This loss, in the event of a major breakdown on either of the remaining machines would considerably impair the efficiency of the Weather Station.

Weather personnel at this Station are attached to the 337th Base Headquarters and Air Base Squadron for routine administration, rations, and quarters. The Base Weather Officer, assisted by a Non-Commissioned Officer (Station Chief) is responsible for the administration of the Weather Station itself, and is, in turn, directly responsible to the Third Weather Squadron Regional Control Officer.

Details of administration are rendered somewhat complex by the 24-hour daily schedule, and by the detached service status of all personnel. Minor difficulties such as off-duty passes, late mess hours, and squadron formations, have been surmounted through close cooperation and

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the mutual understanding of all parties concerned.

Tactical training of weather personnel is being accomplished by attendance at regular formations of the 337th Base Headquarters and Air Base Squadron as directed by that Squadron's Commanding Officer.

Technical training of a limited nature is carried on for the Observers under the supervision of the Forecasters. The size of the Unit makes regularly scheduled classes impractical, but the regular assignment of problems and reading on mathematics, physics, and meteorology overcomes this disadvantage. Before continental quotas for Weather Forecasters' School were eliminated, five (5) observers assigned here passed the entrance examination, and three (3) of these men successfully completed the course.

Each month the records of meteorological observations taken at this Station are forwarded to the Regional Control Office for correction and grading. The grades are based on accuracy and adherence to standard practice, and this Station's records have been graded as follows: 306

January	Unsatisfactory
February	Average
March	Average
April	Above Average

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306. Regional Control Office Monthly Reports

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b. Information from 1 January 1943 to 31 January 1944:

i. Civilian Personnel Statistics:

The number of civilian employees at the Sub-Depot from 1 January 1943 to date are shown in the following tabulation calculated at the end of each month:

January	1943	194	July	1943	224
February	"	211	August	"	220
March	"	220	September	"	214
April	"	219	October	"	214
May	"	224	November	"	223
June	"	219	December	"	231
			January	1944	223

Prior to 1 January 1944, the above civilian employees were under the ultimate control of the Air Service Command. On that date they became part of the staff under the command of Colonel Robert W. C. Wimsatt, Post Commander.

ii. Key Personnel:

Key personnel of the Sub-Depot from its activation to date are given in the following tabulation. Dates of assignment and relief have been checked against the Special Orders applying thereto.

KEY PERSONNEL OF THE 360TH SUB-DEPOT
FROM 7 OCTOBER 1942 THROUGH 31 JANUARY 1944

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Smith, Charles E., Capt.		
Commander	10/7/42	11/9/42
Sub-Depot Supply Officer	11/9/42	7/1/43

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NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Johnson, Roy W., Mr. Warehouse Supt.	10/14/42	---
Todd, Elizabeth L., Miss Chief Prop. & Supply Clerk	10/14/42	---
Hibbard, Dorothy A., Mrs. Chief Clerk, Headquarters	10/14/42	1/1/44
Ely, Kathryn L., Miss Chief Clerk, Supply	10/16/42	---
Cohen, Lester H., 1st Lt. Engineering Officer Asst. Engr. Officer	10/27/42 2/22/43	2/22/43 9/2/43
Belaire, Lucille, Mrs. Chief Clerk, Engineering	11/1/42	---
Wright, Zilmon E., Mr. Shop Superintendent	11/1/42	---
Lyman, Henry R., Major Commander	11/9/42	1/1/44
Moore, Harold C., Capt. Engineering Officer	2/22/43	---
Moeninghauser, Samuel J., 1st Lt. Signal Officer	2/24/43	---
Chambers, William H., 1st Lt. Supply Officer	7/1/43	---
Larsen, Harry A., 1st Lt. Asst. Maintenance	12/4/43	---
Bauer, Lawrence E., 2nd Lt. Asst. Supply Officer	12/9/43	1/1/44
Neff, Samuel W., Major Commander	1/1/44	---

iii. Miscellaneous Information:

(1) The Sub-Depot, since activation, has checked in 293 airplanes, and has been responsible for the

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transfer of 37.

(2) The fuel storage system handled by Sub-Depot has a capacity of approximately 243,000 gallons of gasoline and 33,000 gallons of aircraft oil. Approximately 60 tank-cars arrive at this Station each month.

(3) The Shipping and Receiving Department of the Supply Section has received approximately 3566 tons of freight to date and shipped out approximately 555 tons. This is exclusive of air-freight, which has transported some small amount of materials.

(4) The Teletype Section of Sub-Depot sends out approximately 600 messages per month and receives approximately 500.

(5) Stock is maintained in the Sub-Depot Warehouses on approximately 10,000 items, exclusive of those which are manufactured locally in the Sub-Depot Engineering Shops.

(6) Approximately 650 desks and 1900 chairs have been issued to date, involving an expenditure of approximately $45,000.00

(7) The seven (7) fueling units for servicing airplanes cost approximately $66,000.00.

(8) The four (4) field lighting trucks supplied by the Sub-Depot cost approximately $32,000.00.

(9) Machinery and equipment supplied to the Reproduction Department has been valued at approximately $5,600.00 to date.

(10) The Sub-Depot Engineering Hangar and the Base Machine Shops were set up at a cost of approximately $130,000.00. This includes all sorts of tools, transportation, and any other items necessary to carry on operation.

(11) Flight instruments have been procured by the Sub-Depot to date to a value of $400,000.00.

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(12) The cost of outfitting flying personnel to date with suitable flying clothing has been approximately $50,533.00. This figure includes the cost of 750 flying suits, 1077 pairs of flying shoes, 615 winter flying jackets, and 1004 flying trousers.

(13) Airplane casings, one of the major items stocked by the Sub-Depot, have been ordered in the amounts of 948 27" casings valued at $18,960.00, and 1017 10" casings, valued at $10,434.42.

c. Reorganization of 1 January 1944:

In compliance with requirements by higher authority, [95] the 360th Sub-Depot, on 1 January 1944, came under the immediate jurisdiction of the Commanding Officer of this Station, and its former affiliation with the Air Service Command discontinued. The operation of the Sub-Depot has not been noticeably changed thereby, insofar as its main functions are concerned. The major difference is that the 360th Sub-Depot Headquarters Organization no longer exists--its former function now being accomplished by the coordinating activity of Director of Supply--this Officer also serving additional duty as Commanding Officer of the Sub-Depot. The only other modification is that the Air Service Command is no longer responsible for the remuneration of civilian employees--this obligation now having been taken

95. War Dept.,Wash.D.C., AAF Reg. 120-31, 22 Dec.1943; AAFEFTC Hq.,Maxwell Field,Ala., G.O. #129, 31 Dec. 1943; see also NAAF Hq., Newport,Ark., G.O. #1, 1 Jan. 1944.

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over by the Army Air Forces. The whole change has been effective in that it prevents a duplication of supply activities and makes some personnel available for other work. It also abolishes the necessity of a constant liaison activity between the Post Commander and the formerly independent Commanding Officer of the Sub-Depot. Therefore, all Supply activities are now in the hands of the Commanding Officer, without the necessity of maintaining the old, more complex channel lines.

d. Conclusion:

Members of the Sub-Depot staff have an excellent reputation with the Sub-Organizations of Newport Army Air Field. Major Henry R. Lyman, to whom most of the credit is due for the efficient operation of this activity, early insisted upon every effort being made to accommodate those requisitioning supplies. Courtesy and willingness to cooperate have been the ear-marks of the organization, and no amount of trouble on the part of the Sub-Depot employees has ever been permitted to slow down the procurement of equipment--even during the difficult early days when all sorts of obstacles stood in the path of the organization's efficiency. Personnel on the Field have been fully aware that delays have been due to factors beyond the control of the Depot. Inspec-

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tion Reports to date have always shown a highly satisfactory degree of attained efficiency on the part of this organization.[96]

SECTION 5: POST ENGINEER

a. Early History:

With the arrival of 1st Lieutenant Charles E. Parker on 11 August 1942, the office of the Post Engineer was activated at this Station.

Prior to his assignment here, Lieutenant Parker had been in the Utilities Branch, Southwest Division, at San Antonio, Texas. As a civilian, he had spent a number of years as a Sales Engineer in connection with equipment for oil fields and utilities.

Lieutenant Parker faced an exceptionally difficult task. Numerous phases of construction were then in the early stages of development; and it was necessary for him to search out and correct the many flaws naturally to be found in too rapid war-time construction. Moreover, as will be discovered in Part VIII, Summary and Evaluation, construction at this Field was of rather inferior grade; and Lieutenant Parker's task was therefore much more

96. Statement based on information provided by Miss Kathryn L. Ely, Chief Clerk of Supply, and by personal observation of the Editor.

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complicated than normally should have been expected.

In addition to construction requirements, the Engineer had to build and organize a capable personnel force. As late as October 1942, he still had the quantitatively ineffective force of only twelve (12) men to carry out his work. Lack of material and equipment, difficult to obtain and slow in arriving, likewise prevented him from creating an organization completely capable of handling this involved situation.

On top of these considerations, the engineering requirements of this Post were very substantially retarded by excessive rainfall. The following tabulations will show to what extent various construction items were delayed by weather conditions and lack of materials:

> Construction of all over landing field began 1 June 1942. It was delayed eleven (11) days and completed 1 October 1942.
>
> Construction of the access railroad spur began 6 June 1942, and was delayed thirty-five (35) days by weather and the tardiness of allocated materials.
>
> Construction of cantonment streets and roads started 7 July 1942 and was completed 16 February 1943, after one-hundred eleven (111) days of delay.
>
> Construction of sewerage disposal plant began 9 July 1942 and completed 30 November 1942, after a delay of eight-five (85) days due to both weather and material difficulties.
>
> Construction of the electrical distribution system began 19 August 1942, was completed 4 February

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1943, and required a time extension of fifty-one (51) days.

Runways and landing field construction began 23 July 1942 and was completed 7 June 1943, after a time extension of one hundred sixty-three (163) days.

Water and sewerage facilities construction started 22 July 1942. It was completed 2 February 1943, after forty-nine (49) days delay.

Building construction began 4 August 1942, was completed 31 March 1943, and one hundred eight (108) days were lost.

Other construction items were likewise delayed by both material shortage and weather conditions, but not to the extent of those considered above.

Lieutenant Parker's work was made a great deal more difficult by the necessity of using a relatively inefficient labor supply. The task of organizing the employees obtained--which by 31 December 1942 numbered ninety-two (92)--was, in itself, a considerable undertaking, making it almost impossible to thoroughly supervise all the subdivisions set up under the immediate jurisdiction of new and inexperienced foremen. It can be said that Lieutenant Parker's assignment at this time was the most undesirable one on the Field.

b. Growth and Strength:

Records of personnel strength for August and September have not been ascertainable; but commencing with

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October 1942, the following strength figures are available: (figures based on the last day of each month)

October	1942	12	June	1943	257
November	"	29	July	"	250
December	"	92	August	"	178
January	1943	115	September	"	179
February	"	136	October	"	187
March	"	162	November	"	193
April	"	198	December	"	205
May	"	224	January	1944	207

The pronounced change which took place between July and August was due to the lower appropriation set up for the new fiscal year at that time.

The personnel shown above for January 1944, together with the enlisted men assigned to the Department, were distributed throughout the Organization, as shown by the chart following hereafter. Reference to Civilian Personnel figures, submitted in Part VII, Chapter A, Section 7, will show a total of 223 civilians assigned to the Post Engineer. The apparent discrepancy is due to average figures added from the "Force Account", which is a compilation of hours served by labor hired for temporary duty lasting for short durations; and the balance of the discrepancy is due to employees on permanent leave.

Administrative Personnel	No.
Administration	2
Accounting	2
Purchasing and Contracting	2
Processing Work Orders	1
Warehouse Operations	6
Property Records	3

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Miscellaneous Records	3
Civilian Dormitories	
Public Quarters	
Coal	
TimeKeeping	1
Mail and Files	1
TOTAL	21

Maintenance and Operations	No.
Plans and Estimates	2
Carpentry	22
Painting	4
Plumbing	11
Sheet Metal Work	4
Electrical	7
Refrigeration & Electric Motors	3
Equipment Operation	14
Equipment Maint. & Mechanics	9
Labor Pool	19
Roads	3
Grounds & Soil Conservation	4
Coal Storage & Distribution	8
Heating Operators	21
Railroad Section Work	4
Mosquito Control	0
Water Treatment	6
Sewage Disposal	5
TOTAL	146

Fire Department	No.
Fire Chief	1
Asst. Fire Chief	2
Senior Firefighters	3
Firefighters	10
Junior Firefighters	35
TOTAL	51

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c. Key Personnel:

A chart of key personnel for the Post Engineer's Office is given below, together with date of assignment and date of relief, if any. The dates in regard to officers' assignment and relief have been verified from applicable Special Orders, whereas the dates shown for civilians and enlisted men have been verified from the Office's personnel files.

CHART OF KEY PERSONNEL POST ENGINEER OFFICE

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Parker, Charles R., Capt.		
Post Engineer	8/6/42	4/2/43
Asst. Post Engineer	4/2/43	8/24/43
Sellers, Henry C., Mr.		
Supt., Assoc. Engr.	9/21/42	7/25/43
Davis, W. P., Mr.		
Purchasing Agent--CAF-4	10/5/42	2/1/43
Chief Clerk-Sr. Clerk	2/1/43	5/16/43
Phillips, Matthew E., Mr.		
Asst. Fire Chief-CAF-7	11/16/42	--
Stephen, Herbert G., T/Sgt.		
Refrigeration	3/15/43	--
Wolf, Wyatt H., Mr.		
Sanitary Engr.-Assoc.Engr.	4/1/43	--
Terry, Chester W., Major		
Post Engineer	4/2/43	--
McPeek, Glen R., Mr.		
General Foreman-Assoc.Engr.	5/26/43	12/10/43

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NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Conlitt, F. A., Lt. Chief Clerk, Sr. Clerk	5/16/43	1/31/44
Sharpe, Stamey I., S/Sgt. Property Clerk	6/12/43	--
Stearns, Gardner B., Cpl. Electrical Maintenance	6/23/43	--
Lyers, Jonathan A., Capt. Asst. Post Engineer	9/2/43	--
Riggs, Earle F., Lt. Fire Chief-CAF-9	9/10/43	--
Dunway, D. R., Lt. Office Engineer	1/1/44	--
Stewart, W. G., Lt. Supt. Maint.	1/13/44	--
Bullock, F. L., Lt. Procurement	1/24/44	--
Swain, C. R., Lt. Chief Clerk-Sr. Clerk	1/24/44	--

d. History for 1943:

On 31 March 1943, Lieutenant Parker was promoted to the rank of Captain. Three days later, on 2 April 1943, Major Chester W. Terry arrived to assume the assignment of Post Engineer, relieving Captain Parker, who now became Assistant Post Engineer, and continuing in this capacity until his transfer on 24 August 1943.

Major Terry entered active duty 25 November 1940, and spent the next three months with the Construction

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Division, Material Branch, Washington, D. C. The next twelve (12) months, he was in the District Office at San Antonio, Texas, where he was promoted on 13 February 1942 to Executive Officer. He remained in this capacity until 21 September 1942, when he assumed the task of Area Engineer at Camp Swift, Texas, from which his transfer to Newport became effective. In civilian life, Major Terry had been a Civil Engineer. He had considerable experience in designing and supervising the construction of CCC Camps and Parks--including building utilities and road systems--and in the inspection of final construction. With such a background, he has been particularly suited to his duties here.

Captain Jonathan A. Myers, CE, was assigned on 2 September 1943, as Assistant Post Engineer in place of Captain Parker.

When Major Terry took over, he immediately began a thoroughgoing reorganization of personnel, so as to weed out incompetent members and to step up efficiency. He likewise requisitioned many items of equipment with which to carry on the functions of the department, and in order to have a reasonable stock in reserve in the warehouse. While he has always been inhibited to a large extent by the lack of completely skilled labor and the

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loss or damage of equipment due to ineffective operation, the engineer has been able to make considerable progress in late months to bring his department to a condition of complete readiness to meet the requirements of his mission.

The nature of the various functions of the Post Engineer may be determined from the section in Part VIII, Summary and Evaluation, which gives Major Terry's opinion as to the quality of construction work performed at this Station. It is not felt that it is necessary to submit material in this connection at this juncture, since this would result in unnecessary duplication. However, it may be said in relation to this summary, that the task facing the Engineer was tremendously greater because of the low quality of construction work originally performed.

In addition to the assignments performed by the Post Engineer in the early days, a number of other tasks have been added. The most noteworthy of these were the transfer of the responsibility for coal distribution from the Quartermaster to the Post Engineer, and the assignment of all repair functions in connection with civilian dormitories and the buildings in the Newport Housing Area. The dormitory facilities consist of five (5) buildings, involving a total of seventy-two (72)

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living quarters, a recreation building, and quarters for colored maids. The housing unit involves seventy-eight (78) buildings, sufficient to accommodate two hundred fifty-three (253) families, a commissary store, and a Non-Commissioned Officers' Club. Thus, the Engineer is responsible for at least eighty-five (85) buildings more now than he was by the end of the first quarter of 1943. This requirement has been unusually onerous because of the very low level of work turned out by the construction contractors, both from the standpoint of completion and quality.

e. History for January 1944:

On 24 January 1944, Mr. C. R. Swaim was added to the staff in the place of Mr. P. A. Conditt, Chief Clerk, and immediately a reassignment of Administrative Section Personnel took place, in order to more evenly distribute the tasks of concerned employees. This has not only increased the efficiency of the Department, but also has relieved the Post Engineer of a great many minor details, and permitted him to give his attention to more important matters.

During January 1944, unusual difficulties arose. Sewerage facilities in the family housing area, because of improper cleaning of the line during construction and

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the flat gradient of the system, experienced numerous stoppages. The task of maintaining roads and drainage ditches was unusually severe due to abnormal rainfall.

Snow and rain during January also brought to light other construction faults of considerable magnitude. In many locations on the landing field and on areas adjacent to the runways, undermining by sub-surface drainage has appeared. This was caused by open joints in the storm sewers, and has resulted in pits as deep as six (6) feet, due to settling. This situation offers a serious hazard to flying operation; and it is feared likewise that the same conditions are taking place under the paved runways where storm sewerage crossings occur. Checks are being made to determine this eventuality, and it is now thought that the sewer lines may need to be excavated at the affected points, and the joints sealed. The Post Engineer feels that this situation is due to very poor construction practice, and could have been eliminated by proper original inspection.

f. Fire Department:

The Post Engineer likewise has charge of the Field's Firefighting Section, numbering fifty-one (51) men, as shown in the table in Sub-Section (b), Growth and Strength, in the immediately foregoing pages. Mr. Earle F. Riggs

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is Fire Chief, with Mr. Matthew E. Phillips and Mr. Walter P. Kance as Assistant Fire Chiefs. The balance of the organization is made up of three (3) Senior Firefighters, ten (10) Firefighters, and thirty-five (35) Junior Firefighters.

The automotive equipment of the Department is as follows:

(1) International crash truck--Class 125--U.S. Reg. W-504392, Motor No. 48332.

(1) Ford V-8 crash truck--1942 Model--Serial P-61

(1) Ford V-8 crash truck--1942 Model--Serial P-34

(1) Mack crash truck--Class 125--Serial 25-S-1196

(1) American LaFrance fire truck--Ford V-8, Model 500--U.S. No. W-50430.

(1) Ford, 6-cylinder, fire truck, Model 500-pumper U.S. No. W-502586

(1) Chevrolet Crash Truck--Class 110, U.S. W-503811

The Fire Department, as first activated, had an insufficient number of men, and is still under the quota normal to a Station of this size and with buildings of the type of construction found here. However, the Section has been able to keep losses from fires at a very low figure. Every effort has been made to improve the methods of handling various situations which may occur in connection with fires. A series of tests and problems

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based upon experiences likely to occur, are given to each member of the Section; and he is required to cope with them in a suitable manner before he can be considered as having attained the requisite proficiency.

The personnel of this Field sleep better at night because they are aware that the men and the equipment of the Fire Department are ready at an instant's notice to protect them in the flimsily-constructed wooden buildings to which they have been assigned quarters.

g. Summary:

At the time Major Terry took charge of the organization, its morale was at a rather low point, due in a large measure to inability of the staff to overcome the handicaps hindering operation. Additional personnel and equipment, together with the resulting increase in efficiency in rendition of the task, has given the Department added self-respect and confidence. It now feels that it can meet the requirements of its mission--to keep the pilot training program going without a falter--and to make a more workable and liveable place of Newport Army Air Field for all personnel engaged in fulfilling the basic task of the Post.

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CHAPTER F: ACTIVITIES OF THE SPECIAL STAFF

SECTION 1: POST AIR INSPECTOR

The activities of the Post Air Inspector are conducted at Newport Army Air Field in accordance with War Department regulations.[97] A division of all inspection activities has been made, the first having to do with administration, the second with training, and the third with the technical functions of the Post. Responsibility is in the hands of Post Air Inspector. He supervises the procedure of the Administrative Inspector, the Training Inspector and the Technical Inspector.

The first duty of this staff, generally speaking, is direct inspection--that is, investigation of the actual functions of command activities answerable to the Commanding Officer. At the same time, supervisory inspection is maintained in order to determine that no serious irregularities or deficiencies occur in the inspections conducted by lower echelons of the command. As required, the Post Air Inspector is a rated pilot.

Inspections are designed primarily to discover the extent to which the orders of the Commanding Officer are

97. WD Hq., AAF, Washington, D.C., AAF Reg. No. 120-1, dated 6 August 1943.

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being carried out. However, they are also specifically designed to acquaint Organization Heads with their deficiencies in a tactful way, presuming that such errors are due to the previous generally low experience level rather than to any purposeful dereliction of duty. In consequence, irregularities and deficiencies are discussed first with the Organization Head. A written report is then completed and forwarded to the organization concerned, and indorsed back by the commanding officer of that organization, showing what has been done and what will be done to correct discrepancies. Inspections are designed to be constructive and informative, and not hypercritical.

Inasmuch as the three Sub-Sections mentioned above operate semi-independently, it is thought wise to treat them separately.

a. Administrative Inspector:

The office of the Administrative Inspector was activated on 1 November 1942 at the same time as the Station's activation. Actual work of the Department began with the assignment of 1st Lieutenant John T. Sinclair (later Captain) as Acting Administrative Inspector, on 18 November 1942. [98] About three (3) weeks later, Major

98. AAFBFS Hq., Tuckerman, Ark., S.O. #14, 18 November 1942, Par. 1. (Hq. File Room)

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Percival R. Jacques received the assignment of Administrative Inspector, at which time Lieutenant Sinclair became his assistant. [99] On 27 August 1943, in accordance with the provisions of AAF Regulation No. 120-1, 6 August 1943, Major Jacques became Station Air Inspector, remaining in this capacity until 27 September 1943, when he was transferred elsewhere. Since 27 August 1943, therefore, Captain Sinclair has been basically responsible for Administrative Inspection.

The key enlisted man in this Organization is S/Sgt. Ray C. Paasch, NCO Administrative Inspector. Three (3) other enlisted men serve as Assistant NCO Administrative Inspectors. In addition, Captain Sinclair is assisted by a civilian secretary and a civilian file clerk.

Inspection made by this Unit covers such matters as Squadron fund audits, audits of the Officers' Mess, Post Theatre, etc. It is likewise responsible for the Base Records of the Squadrons, including Morning Reports, Sick Reports, Duty Rosters, Service Records, Individual Clothing Records, Requisitions, Policy Files, et cetera.

The task of the organization has lightened to a considerable extent since the early days when this Station had too few experienced Officers. The main diffi-

99. AAFBFS Hq., Tuckerman, Ark., S.O. #34, 11 Dec.1943, Par. 2, (Hq. File Room)

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culties that have been confronted in the past have been as follows:

(1) Lack of cooperation in the liaison between activities and organizations, due principally to lack of appreciation of the common problems connected with Army Administration.

(2) Lack of responsible supervision by experienced Officers.

(3) Failure to read and follow directions issued by higher headquarters.

All other data available to this office is relatively inconsequential, since the organization is concerned with a thousand and one details about matters too insignificant to merit the interest of higher authority. It may be said, however, that most of these thousand and one details are now being properly handled, and that the administrative efficiency of the Field has reached an "excellent" standard.

b. Training Inspector:

On 10 May 1943, a letter was received from Army Air Forces Eastern Flying Training Command, Maxwell Field, Alabama, containing information essential to the activation of a more efficient system of inspection with relation to the Training phases of Station activities [100] and also to improve results obtained through a higher

100. AAFEFTC Hq., Maxwell Field, Ala., Letter, 7 May 1943, (Hq. File Room)

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degree of cooperation and standardization of all routines concerned with training.

At this Station, the afore-mentioned letter necessitated the appointment of an Air Inspector (Training), listing certain precise specifications as to his procedure and individual training. It was emphasized that this officer should have no other duty than that of Inspector. It was further required that he either be a graduate of the Central Instructors' School, if possible, or, if no qualified men with such training were available, that the selectee be sent to the office of the Training Center Air Inspector on or about 20 May 1943.[101] (In the meantime, Training Center Headquarters were engaged in activating a school for Air Inspectors (Training) at the Central Instructors' School, Randolph Field, Texas.[102])

The scope and frequency of the duties of an Air Inspector (Training) were published at length in this Directive. Daily inspections were decreed involving check flights with students, instructors and supervising personnel, observations of training procedure while

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101. AAFEFTC Hq., Maxwell Field, Ala., Letter, 7 May 1943, Par. 6a, (Hq. File Room)
102. T.C. Memo. 50-1-8, 13 July 1943, (Hq. File Room)

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activities were in actual progress, and examination of records of all kinds. In addition, it was directed that a check should be made to determine the degree of compliance being accorded Regulations, Memoranda, Directives, Circulars, Letters, Bulletins and all other forms of pertinent instructions.[103]

The method of reporting inspections was also carefully outlined in the Letter. The first step in all cases was to make an immediate verbal notification to the responsible officer of any discrepancy noted so that corrective action could be taken at the earliest possible moment. A written report, including such discrepancies, was to be submitted weekly to the Commanding Officer (via the Director of Training), and in case the report concerned other departments, was to be routed through each one. The departments were requested to indicate, by indorsement on this report, the corrective action contemplated or taken, in the space opposite each discrepancy noted.[104]

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103. AAFEFTC Hq., Maxwell Field, Ala., Letter, 7 May 1943, Par. 17, (Hq. File Room)
104. AAFEFTC Hq., Maxwell Field, Ala., Letter, 7 May 1943, Par. 7 c, (Hq. File Room)

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It was required of the Air Inspector (Training) to maintain the following files: [105]

AAF Training Standards (concerning the type of training conducted at the Station)
AAF Regulations
AAF Memoranda
FTC Memoranda - Series 50, 55, 60, 62, 63, 64, 90, 95, 100, 105, 120.
Air Inspector Bulletins, Headquarters, AAFSETC
Training Bulletins, Headquarters, AAFSETC
Station Training Directives
Aviation Trainee Bulletins, Headquarters, AAFSETC
Airplane Bulletins, Headquarters, AAFSETC
Station Operations Orders
Station Line Maintenance Directives
Station Consolidated Aircraft Status

The first Officer to be assigned duty for compliance with the foregoing was Captain Arthur E. Bean, (since Major), who was relieved of his duty as Squadron Commander of the 1068th Basic Flying Training Squadron for this purpose. [106] Since Captain Bean was not a graduate of the Central Instructors' School, arrangements were immediately submitted to Army Air Forces Southeast Training Center Headquarters for his attendance at that Institution. [107]

While awaiting assignment on Detached Service for

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105. AAFEFTC Hq., Maxwell Field, Ala., Letter, 7 May 1943, Par. 7 c, (1) (e), (Hq. File Room)
106. NAAF HQ., Newport, Ark., S.O. #124, 14 May 1942, Par. 2, (Hq. File Room)
107. NAAF Hq., Newport, Ark., Letter, 4 June 1943, File 333.1 (Hq. File Room)

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this training, on which he subsequently departed 28 June 1943, Captain Bean performed the duties of the office of Station Air Inspector (Training), making inspections as specified by his instructions from higher authority. These inspections were made weekly.

Captain Bean's reports, prepared during this interval, show that, in general, the situation at this Station was on an "excellent" basis of efficiency. He discovered very few divergencies from current training directives, and those few deficiencies noted were promptly rectified by all parties concerned.

With the departure of Captain Bean to Randolph Field, Texas, 28 June 1943, [108] the erstwhile duties of this officer were assigned to Captain Carl L. Thomajan [109], (since Major), who was relieved of his former duty as Squadron Commander of the 1066th Basic Flying Training Squadron. This appointment was temporary, Captain Thomajan being appointed as Acting Air Inspector (Training); and in consequence, he continued to retain his principal duty with the Advisory Board, under the Director of Training.

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108. NAAF Hq., Newport, Ark., S.O. #154, 16 June 1943, Par. 13, (Hq. File Room)
109. Ibid., S.O. #166, 30 June 1943, Par. 3, (Hq. File Room)

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Captain Bean returned from Central Instructors' School about 13 July 1943 [110] and again took over the duties as Station Air Inspector (Training), which he pursued until 26 July 1943. At this time he was relieved of this assignment and transferred to principal duty as the Group Commander of Training Group II, this Station. [111] On the same Special Orders reassigning Captain Bean, Captain Thomajan was created Station Air Inspector (Training), but retained his added duty with the Advisory Board. [112] However, it was shortly brought to the attention of higher authority that this Inspector was to have no additional duty, and consequently Captain Thomajan was shortly relieved of his functions with the Advisory Board. [113]

Captain Thomajan's earlier activities disclosed unforeseen difficulties and demanded certain modifications in the directed procedure. Despite the fact that he was installed in an office in the Post Operations Building as near as possible to the Department of Training, he soon found it impossible to properly check all the units of

110. NAAF Hq., Newport, Ark., S.O. #154, 16 June 1943, Par. 13, (Hq. File Room)
111. Ibid., S.O. #189, 26 July 1943, Par. 17, (Hq. File Room)
112. Ibid., Par. 18
113. Ibid.

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this Department weekly. Therefore, in order to permit more thorough inspections, it was decided that only two of the six (6) Training Squadrons would be examined each week. The Inspector also became aware, at this time, of the individual necessity to acquire more information regarding his duties, so that he might more completely standardize his procedure with the theories disseminated by the Central Instructors' School. In consequence of this, Captain Thomajan requested, through higher authority, that he be sent to both the Central Instructors' School, Randolph Field, Texas, and the Central Instrument Instructors' School, Bryan Field, Texas.[114]

While awaiting this requested assignment, Captain Thomajan continued to perform his duties. As a result of inspections made between 26 July 1943 and 7 September 1943, reports were made to the following effect:[115]

i. Observations of students' and instructors' flying procedure indicated an "excellent" degree of proficiency.

ii. No major deficiencies were noted in the Flying Training Department, and it was considered to be functioning very effectively.

iii. The Ground School Department was reported, in general, to be "superior" in class room work, even though the number of instructors

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114. NAAF Hq., Newport, Ark., Letter, 4 June 1943 (Hq. File Room)

115. Copy of verbatim report concerning the activities listed are available on Pp.IV-15 f,72f, Appendix.

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was considered to be inadequate. It was discovered that anticipated re-assignment of enlisted instructors to various training programs would probably produce a lowering of academic standards in near-future classes; and to avoid this possibility, it was recommended that additional Ground School personnel be requested. It was found, too, that despite earnest efforts made by the department to obtain Class 26 equipment and other training aids, little of this materiel had arrived. (As a result of action taken shortly thereafter, the delivery of this material was expedited for a considerable portion of the items requested.)

Class-room discipline and attention to Military Courtesy by Cadets in the Ground School was found only "very satisfactory" at this time. It was felt that this situation was, in large part, due to a quantitative deficiency in tactical personnel in the Cadet Detachment. Steps leading toward an improvement in this condition were immediately taken by the Officers concerned, and the rating has since been "excellent".

On 25 August 1943, the aforementioned Army Air Forces Regulation was received, resulting in the reorganization of all inspection activities at this Station. [116]

On 22 August 1943, Captain Carl K. Thomajan was relieved of his principal duty as Air Inspector (Training) [117] and made Assistant Air Inspector (Training), under Major Percival R. Jacques, who, by virtue of his

116. AAF Reg. 120-1, 6 August 1943, (Hq. File Room)
117. NAAF Hq., Newport, Ark., S.O. #217, 22 Aug. 1943, Par. 15, (Hq. File Room)

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seniority, becare Station Air Inspector at the same time.

On 13 September 1943, Captain Thomajan was ordered on Detached Service to the Central Instructors' School at Randolph Field, Texas, to undergo instruction designated for Air Inspectors, his instruction to continue through 25 September 1943.[118] Upon his return, Major Jacques having been transferred elsewhere in the meantime,[119] Captain Thomajan was relieved of his former duty as Assistant Air Inspector (Training), and by virtue of his seniority, made Station Air Inspector.[120]

With the widening of his duty, this officer discovered that the location of his office in the Post Operations Building was not sufficiently centralized to give him the best access to all units under his jurisdiction. In consequence of this, he removed his office to the Post Headquarters Building. (Plans have been projected for the housing of all station inspection activities under one roof in order to further a

118. NAAF Hq., Newport, Ark., S.O. #234, 2 Sept.1943 Par. 17, (Hq. File Room)
119. AAFEFTC Hq., Maxwell Field, Ala., S.O. #246, 20 Sept. 1943, Par. 8, (Hq. File Room)
120. NAAF Hq., Newport, Ark., S.O. #239, 24 Sept.1943, Par. 19, (Hq. File Room)

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higher degree of cooperation and standardization of effort.)

With the background of his instruction at Randolph Field at his disposal, the Station Air Inspector was now capable of governing his work in such a manner as to assure greater efficiency. A system was devised to permit the thorough and systematic inspection of all departments concerned with student activities. The functions were broken down as follows:

(a) To flight-check a minimum of ten (10) students and instructors each week, weather permitting, to determine the level of proficiency of the latter and the thoroughness of indoctrination of the former.

(b) To investigate thoroughly all instructional methods employed and to carefully note all formations from the approved standards by means of flight checks, discussions with students and instructors, by on-the-spot observations, and by inspection of grade slips and other available records. In addition, each class is assembled prior to graduation to accomplish a questionnaire on training and proficiency methods.

(c) To conduct a weekly inspection of the Department of Training consisting of six (6) Training Squadrons; three (3) of which are a lower class and three of which are an upper class. Each Training Squadron receives two (2) inspections for each class.

(d) To inspect and make constant observation for compliance with regulations, memoranda, directives, circulars, letters, bulletins and pertinent instructions and note all major variations from the training directives in effect together with the reasons therefor.

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(e) To check the control tower for use of delinquency sheets, records for time padding, special check lists, weather flags and control, and supervision of traffic.

(f) To inspect the Link Trainer Department for compliance with directives, instructional methods and proficiency and training methods.

(g) To inspect the activities of the Advisory Training Board and give a detailed explanation for inactivity or lack of cooperation with the rest of the training department.

(h) To check the ground training given concerning subjects, quality of instruction and adequacy of equipment.

(i) To inspect and make observations of the military training of students, student reveille and retreat formations, messes, cleanliness of barracks and physical training.

(j) To make general observations of all conditions affecting training.

(k) To standardize in the school any new and improved training methods noted while on visits at other schools.

(l) In addition to the written report, persons responsible for corrective action are informed verbally and on the spot of existing conditions. Oftentimes, deficiencies and irregularities are corrected at the time of inspection.

(m) The report of inspection of each unit is transmitted to the Commanding Officer through the Commanding Officer of the unit concerned, through the Director of Training for indorsement of recommendations made or corrective action taken or reasons why action cannot be accomplished. This report is then indorsed back to the Air Inspector for file and necessary follow-up action.

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Captain Thomajan discovered very shortly while proceeding under his projected schedule that he could not, by himself, perform with any degree of thoroughness a weekly inspection of all these activities. In consequence, 1st Lieutenant Joseph L. LaRocca was assigned as Assistant Air Inspector (Training) on 29 December 1943,[121] and complete thoroughness has since been possible.

The results of inspections made from 4 October to 30 October 1943 were as follows:

It was found that the Advisory Board was not functioning as outlined in current directives due to the necessity of conducting schools for instructors.[122] It was the opinion of the Director of Training that this discrepancy was due primarily to the assignment to this Station of a large number of Advanced School graduates, not yet the recipients of an instructors' course. It was further noted that this deficiency in properly trained instructors had been brought repeatedly to the attention of A-3 Section at Army Air Forces Eastern Flying Training Center, Headquarters, Maxwell Field, Alabama; but this section could not improve the situation since

121. NAAF Hq., Newport, Ark., S.O. #322, 29 Dec. 1943, Par. 5, (Hq. File Room)
122. AAFSETC Hq., Maxwell Field, Ala., T.B. #42, Sect. II, 26 Oct. 1942.

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it was irremediable in the usual manner, limited facilities at Randolph Field being available for only a portion of the recent Advanced School graduates. Necessarily, it devolved upon each school to train its own instructors. Efforts had been consistently made in the past, by detailing members of the Advisory Board to conduct instructors' schools, to meet this problem; and in the period from January 1943 to September 1943, sixty-three (63) pilot officers had already been trained as flying instructors. In addition, the Advisory Board, all the members of which are graduates of the Central Instrument Instructors' School, has trained seventy (70) pilot officers as instrument instructors. This enterprise, not being considered as consistent with the usual functions of an Advisory Board, and upon the desire of the Commanding Officer, a reorganization of the Advisory Board took place, [123] so that necessary instruction in this direction might be conducted without infringement upon the primary purposes of such a Board, which is created primarily to check instruction methods, the proficiency of students and to make suggestions for corrections and improvements.

123. 23 Oct. 1943 by verbal orders, Director of Training--confirmed 6 Nov. 1943, Personnel Roster signed by Major Brown.

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In connection with his duties under the aforementioned new schedule, the Station Air Inspector makes use of proper check sheets in all inspections, as suggested by the Central Instructors' School methods.These have assured the complete coverage of the inspected organizations and are valuable as records of duties performed.

On 15 November 1943, Captain Thomajan reported on Detached Service to the Central Instructors' School at Bryan Field, Texas, for a fourteen-day course in Basic Instrument Instruction to further qualify him for the duties of his office. [124] Inspections made by him since his return have disclosed no serious discrepancies, and the details are available in the Inspection Reports included in the Appendix. [125]

The Training Inspector's activities have been rated "excellent" by Training Command and Wing Inspectors.

A high degree of cooperation has existed at all times between the Commanding Officer, the Director of Training and the Air Inspector (Training). Problems have been frankly stated and errors as frankly admitted.

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124. NAAF Hq., Newport, Ark., S.O. #276, 5 Nov. 1943, Par. 10, (Hq. File Room)
125. Cf. P. IV-15, Appendix.

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No "screening out" has been attempted by any of the officers concerned by these inspections. Immediate corrections of all discrepancies, when at all possible, have been undertaken; and in all cases, steps have been taken to affect the complete removal of any elements responsible for inefficiency. It is felt that this frankness and cooperation has resulted in a positive solution of most of the problems concerning training, and that the continued concurrence of all parties in the purposes of these inspections will continue to insure in the future as high a degree of efficiency as the circumstances permit.

c. Air Inspector (Technical):

The Base Technical Inspection Department of this Station was officially activated on 1 November, although it was not until 18 November 1943 that 1st Lieutenant Ira C. Lee arrived, and was assigned as Assistant Air Inspector (Technical). [126] He secured a number of enlisted men as Aircraft Inspectors and commenced activity about a week later. From the beginning, his department experienced approximately the same personnel and technical difficulties as has already been detailed in

126. NAAF Hq., Newport, Ark., S.O. #146, 18 Nov. 1942, Par. 8, (Hq. File Room)

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connection with Line Maintenance.

Key personnel assigned to the Department are shown in the following table, with dates of assignment and relief. These dates have been verified from applicable Special Orders.

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Thomas, Karl, M/Sgt. NCO Inspector	11/17/42	--
Lee, Ira C., Capt. Station Technical Inspector	11/18/42	9/9/43
Hayes, George W., W/O (jg) Asst. Air Insp. (Techn.)	11/26/42	--
Graves, Norman B., W/O (jg) Asst. Air Insp. (Techn.)	1/22/43	--
McCollum, Earle R., CWO Station Tech. Inspector Asst. Air Insp. (Tech.)	9/27/43 1/1/44	1/1/44 --
Sorrell, William, M/Sgt. NCO Inspector	12/2/43	--
Durning, James O., M/Sgt. NCO Inspector	12/15/43	--
Church, Emett F., Major Base Tech. Inspector	1/1/44	--
Baker, Clarence F., Capt. Asst. Air Inspector (Tech.)	1/24/44	--

From the outset, the Department was confronted by a great deal of difficulty. This situation was due to material shortages and unsatisfactory personnel. By September 1943, the necessity for a complete reorganization of

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the Department had been clearly indicated. However, no one was available here with a sufficient experiential background to attempt this reorganization. In consequence, request was made of Shaw Field at Sumter, South Carolina, that Major Emil Brenckman, Station Technical Inspector, be sent on Detached Service to this Post to investigate difficulties in both Technical Inspection and Line Maintenance.[127] Major Brenckman spent approximately thirty (30) days here and proceeded in very thoroughgoing fashion to rearrange the existing set-up toward a satisfactory condition.

A number of outstanding changes were made at Major Brenckman's suggestion, which, it is believed, have helped greatly to solve Maintenance and Technical Inspection problems. A complete new set of systematic Inspection forms was inaugurated. The usual "one-time plus 20%" inspection of aircraft was changed to complete inspection of aircraft for each fifty (50) or one hundred (100) hours of operation, regardless of prior inspections. Inspection Boards were set up in such fashion as to

127. AAFSETC Hq., Maxwell Field,Ala., Letter, File #201-Brenckman, Emil - From C.G. AAFSETC Hq., Maxwell Field, Ala., to Major Emil Brenckman, thru C.G., Shaw Field, S.C., dated 16 Aug. 1943, Subj: "Temporary Duty Orders".

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utilize them to the fullest possible extent in establishing definite dates for inspection. Efforts were also made at this time to get the best trained men available at this Station, along these lines, into their proper places in the system.

On 9 September 1943, Captain Ira C. Lee was transferred from this Field,[128] and Chief Warrant Officer Earle R. McCollum became Acting Technical Inspector.[129] By now, the work of the Inspection Department had become much more highly systematized, and insistence was being made upon all concerned to comply with the recommendations of the Technical Inspector. (On several cases, threats of disciplinary action for non-compliance were made by order of the Commanding Officer.) The result was closer cooperation between Squadron Engineering Offices and the Technical Inspector's Office.

Technical Inspection is concerned with all equipment, but is usually most engaged with the inspection of aircraft, aircraft parts such as radios, electrical equipment and various instruments--not to mention gasoline and oil servicing units, tractors, tugs, and all

128. AAFSETC Hq., Maxwell Field, Ala., S.O. #236, 9 Sept. 1943, Par. 12, (Hq. File Room)
129. NAAF Hq., Newport, Ark., S.O. #294, 27 Sept. 1943, Par. 6, (Hq. File Room)

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motor vehicles. The Inspector is required to see that changes in aircraft required by various Technical Orders receive full compliance from maintenance units.

As aids in this work, Status Boards are maintained for each of the Squadrons. Complete files of Technical Orders, Stock Lists, AAF Regulations and Memoranda, Air Corps Circulars, EFTC Memoranda, War Department Circulars, and other pertinent documents, are kept up to date and complete. In addition, a card system on Technical Order compliance has been set up and a distribution system for Technical Orders put in operation. Under the direction of Major Emett F. Church, assigned as Technical Inspector on 1 January 1944, [130] these aids have been utilized to a very full extent.

The arrival of more experienced personnel in the Department, together with the organization of a more efficient system, has enabled the Department to see that line chiefs, mechanics, and engineers know, and carry out, the responsibilities of their jobs. In consequence of this, and since the beginning of the new year, there has been a noticeable improvement in compliance with Technical Orders. This compliance has also

130. NAAF Hq., Newport, Ark., S.O. #1, 1 Jan. 1944, Par. 22, (Hq. File Room)

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been simplified by a new, streamlined method of parts procurement. Although lack of hangar space still remains a problem to both Maintenance and Inspection Departments, greater attention placed on the necessity of "good housekeeping" has produced a fuller utilization of what space is available. Some additional equipment has been secured and has added its share to the general improvement.

It is felt that Technical Inspection is now being carried on in the manner intended by higher authority, and that results to be obtained in the future will be satisfactory to all concerned.

SECTION 2: POST OPERATIONS

a. Location:

Post Operations is located in Building No. 421, [131] Centrally located as the office is, the Operations Officer has an unhindered view and thereby close supervision over activities along the ramp and on the landing field.

b. Functional Set-up:

The Post Operations Officer is responsible for the following:

131. See Station Layout Plan, August 27, 1943, previously submitted, and P. IV-1, Appendix, Dept. of Training Layout Plan.

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(1) The issuance of, and compliance with, flying regulations.

(2) The operation of the airdrome, auxiliary fields, and allied equipment such as lights, control tower, and crash equipment.

(3) The preparation and maintenance of flight records for all flying personnel.

(4) The supervision of all navigation flights except student navigation flights. He is also charged with transmission of PX messages on student navigation flights.

(5) The maintenance of up-to-date airways information and aids to navigation.

The Organization is arranged in four Sections, as follows:

(1) Miscellaneous Records and Reports Section.

(2) Flight Records Section.

(3) Dispatcher's Section.

(4) Airways Section.

The Miscellaneous Records and Reports Section is headed by the Operations Chief Clerk, assisted by a File Clerk and such other clerks as are necessary to conduct the volume of business. All paper work, incoming and outgoing, is cleared through this Section. In other words, this Section is the Message Center for the Post Operations Office. Miscellaneous correspondence, not properly within the jurisdiction of one of the other Sections, is also handled here.

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The Flight Records Section is charged with the maintenance and preparation of flight records for all rated and student personnel assigned to this Station. It also prepares and forwards transcripts of flying time for any rated casuals who fly airplanes assigned to this Station.

The Dispatcher's Section handles the dispatching of airplanes on navigation flights, and on miscellaneous local flights other than student or engineering test flights. They send and receive departure and arrival messages on navigation flights and maintain necessary records thereon.

The Airways Section maintains current information on airways and aids to navigation. It supplies maps to individual pilots departing on navigation flights, and maintains and issues cross-country kits to such individuals.

c. Beginning and Growth:

The Post Operations Office was originally set up during the month of December 1942 with Major Preston Brown [132] as Operations Officer and 2nd Lieutenant E. L. Bonfoey [133] as Assistant Operations Officer. The organi-

132. AAFBFS Hq., Tuckerman, Ark., S.O. #34, 11 Dec.1942, Par. 6. (Hq. File Room)
133. Ibid., S.O. #33, 10 Dec. 1942, Par. 3.

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zation of the office force was hampered by the general lack of experienced Operations personnel. Until the commencement of student flying on 28 December 1942, activities consisted mainly of setting up files and records, assigning the few available airplanes, and evolving a set of local flying regulations. Two civilians were employed as Aircraft Dispatchers and sent to Maxwell Field [134] for training. Their return before student flying commenced enabled the Dispatcher's Section to be ready for training activation.

On 26 January 1943, Major Preston Brown was relieved of his added duty as Operations Officer, [135] and Captain John M. Byrne was assigned in his place, [136] in addition to his duties as Field Lighting Officer and Weather Officer. At about this time, an increase was made in the enlisted personnel assigned duty in this office. Since they were, for the most part, experienced in this type of work, efficiency was noticeably increased.

During January the job of preparing the home field for student night flying was turned over to this Office. A semi-permanent electrical system of field lighting was

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134. AAFSETC Hq., Maxwell Field, Ala., S.O. #295, 19 Nov. 1942, Par. 20.
135. NAAF Hq., Newport, Ark., SO. #22, 26 Jan. 1943, Par. 2, (Hq. File Room)
136. Ibid., Par. 1

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installed to replace the smudge-pot system used prior to this time. The Hilltown Auxiliary Field was installed with semi-permanent electric lighting in June, while the Erwin Auxiliary Field did not receive any electrical system until August. These two auxiliary fields have hard surface runway systems and are the only two fields where this equipment will be installed.

Authority was received in early January to install a permanent lighting system at the main field, and work was started on 12 January. On 29 January 1944, a stop-work order was received, and this work was abandoned. Return to the old portable system has since been made.

On 3 April 1943, Captain Byrne was relieved of his duties as Operations Officer,[137] and Captain C. E. Parsons was assigned in his place,[138] in addition to his duty as Director of Flying.

It might be noted that at this time Airplane Maintenance consisted of individual Squadron Maintenance. There was no central control or Engineering Officer in charge of all phases of this activity. It was therefore necessary for some department to assume this responsibility in addition to its other duties. Lieutenant

137. NAAF Hq., Newport, Ark., S.O. #85, 3 April 1943, Par. 10. (Hq. File Room)
138. Ibid., Par. 11

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Colonel Richard F. Bromiley, then Director of Training, took over this phase of operations and Engineering orders were issued through the Post Operations Office in the form of Operations Orders. Operations Orders of an Engineering nature are contrary to existing policies in this regard, but this action was necessary because of the non-existence of a proper authority to issue these orders. This placed the Operations Officer in a position of considerable responsibility in a Department over which he had no direct authority. The condition existed until the activation of the office of the Director of Line Maintenance on 3 September 1943. At this time [139] all Operation Orders pertaining to Engineering and Maintenance were rescinded, and those necessary were replaced by Maintenance Directives. The activation of this new Office, its consequent supervision over maintenance in the Engineering Squadrons, and cooperation between this Department, Post Operations, and the Department of Training, has resulted in an efficiency of operation on the flying line never before attained on this Field.

On 26 May 1943, 1st Lieutenant E. M. Bonfoey was relieved of duty at this Field [140] and left the office

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139. NAAF Hq., Newport, Ark., S.O. #223, 3 Sept. 1943, Par. 9. (Hq. File Room)
140. SEAAFTC Hq., Maxwell Field, Ala., S.O. #144, 26 May 1943, Par. 10.

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of Asst. Operations Officer vacant. On 18 June 1943, Captain John M. Byrne was assigned duty again as Operations Officer, [141] releasing Major C. E. Parsons. He also had added duty as Technical Executive Officer. He was relieved again of this duty on 27 June 1943, [142] in order to attend a training course at the Pratt & Whitney Division, United Aircraft Inc., East Hartford, Connecticut. [143]

At this time, Captain Done W. Harlan was assigned additional duty as Operations Officer, [144] to take the place of Captain Byrne. On 1 July 1943, 1st Lieutenant S. K. Smith reported for duty at the Field, and was assigned as Assistant Operations Officer. [145] On 13 August 1943, Captain Harlan was relieved of his duty as Operations Officer, and Lieutenant S. K. Smith was assigned this duty, [146] which he has since continued. It might be noted at this point that up until this time, all Officers assigned duty as Operations Officer were given this assignment as an added duty. It is reasonable

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141. SEAAFTC Hq., Maxwell Field, Ala., S.O. #155, 18 June 1943, Par. 5
142. Ibid., S.O. #163, 27 June 1943, Par. 24.
143. Ibid., S.O. #161, 24 June 1943, Par. 13
144. Ibid., S.O. #163, 27 June 1943, Par. 24.
145. Ibid., S.O. #167, 1 July 1943, Par. 8.
146. Ibid., S.O. #205, 13 Aug. 1943, Par. 2.

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to assume, therefore, that Post Operations did not get the individual attention that was necessary for thoroughly efficient operation.

During the latter part of the month of August, a concerted effort was made by the Operations Office and the Fire Marshal to increase the personnel of the Crash Truck crews. There was also a rigid training program mapped out for the training of these same crews. This training program extended through November, and included courses in advanced First Aid, Airplane Construction and Design, and familiarity courses in equipment used. These courses, plus the addition of necessary equipment, led directly to the establishment, on 13 November 1943, of permanent Crash Stations at the Hilltown and Erwin Auxiliary Fields.[147] These Fields had previously been furnished permanent crash kits, but no personnel, except with units stationed there temporarily during periods of intensive flying. Some training has been given these crews in the use of asbestos suits in actual fires, and more intensive training is contemplated for the near future.

On 18 October 1943, Post Operations cooperated with

147. Oper. Bulletin #34, 11 Nov. 1943

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Post Communications in locating and installing a radio direction finder. This equipment was located approximately two hundred (200) yards Southwest of the southwestern extremity of the parking ramp away from all possible electrical interference.[148] Installation was completed on 21 October 1943, and tests were made with an airplane in the air. The tests were successful and proved the practicability of the equipment. During the week following, all Control Tower operators were given instructions as to its use. Working in conjunction with similar equipment which has been installed at the Walnut Ridge Army Air Field, it should be possible to locate an airplane in distress at a considerable distance from this Field.

With the addition of a second AT-10, Twin-Engine, Advanced Trainer, about the middle of October 1943, a concerted effort was made by the Department of Training and the Operations Office to give twin-engine transition training to single-engine pilots stationed here as Instructors. This effort has been hampered by shortage of gasoline and insufficient airplanes, but definite progress has been made.

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148. See P. IV-84, Appendix.

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d. Difficulties Encountered:

(1) In Facilities:

The main airdrome at Newport Army Air Field was built on a productive rice field, and consists for the most part of wet "gumbo" earth. This ground retains moisture for a considerable length of time, particularly when sodded.

The Field was laid out to be used as an all-way landing area, but because of the type of earth, its use for this purpose is unsatisfactory. This soggy gumbo is particularly noticeable along the edges of the runways. Original plans made no provisions for a transition strip along the edges of the runways, to take care of the drainage. As a consequence, this strip does not ever dry up sufficiently to permit traffic from the Field to the runways, even when the all-way field can be used for landings.

Further, the main airdrome is set up for a semi-permanent runway lighting system. It is in this wet strip along the edges of the runways that the electric cable must be laid. In only a few months' time, the moisture and mineral content of the soil eats away the insulation on the cable, necessitating frequent repairs and replacement. Similarly, the softness of this same

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strip means that any airplane which leaves the runway, sinks from six (6) inches to a foot into the mud, and in most cases is damaged to some extent.

There have been two cases where an accident has occurred on the Field; and the crash truck and ambulance have become stuck in the mud, thus losing considerable time reaching the airplanes.

During a particularly wet spell toward the end of December 1943, it was noticed that the twenty-foot concrete squares, comprising the runways, were loose on their foundations. Whenever any weight is run across the length of these slabs, they rock under it, and water comes out of the joints between the slabs. This would seem to prove that insufficient foundation was put under the concrete when it was laid. Also, with this condition prevalent, it can be seen how difficult it would be to properly seal these joints and expect them to remain of permanent consequence.

The sink-holes which have been found on the grass section of the Field, and which have been discussed previously herein, demand the frequent inspection of the Field, and are a decided hazard to operations, especially since these places are sometimes not visible from the surface, and the sodded top-soil will not give

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way until a weight is applied.

The auxiliary landing fields at Hilltown and Erwin were built on the same type of soil as the main Field. These fields have paved runways of black-top. This black-top material was spread over insufficient base and for the most part not thickly enough. During the wet winter months, both of these fields have required considerable repair work.

The same maintenance work is required at these fields on the runway lighting systems as is required at the home field. The constant dampness rots away the insulation on the wire and makes this maintenance an expensive proposition.

The two all-way landing fields, Weldon and Elgin, present slightly different problems. Weldon tends to remain wet and soggy after a rain, and takes considerable time to dry sufficiently for use for training purposes. Elgin, on the other hand, dries sufficiently in places to be used after a rain, providing the rain does not last for an extended period.

(2) In Personnel:

Considerable difficulty has been experienced attempting to obtain sufficient civilian help for airfield maintenance. It has been possible to work on only one

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field at a time when repairs were necessary, due to this shortage. As a consequence, the training program has been hampered to some extent by the necessity of closing the auxiliary fields to traffic for extended periods. This has been particularly noted on the paved fields.

Further, there has been a shortage of personnel to form an efficient Field-Lighting crew, which must, of necessity, function twenty-four (24) hours a day. Runway wiring has reached a state where constant repair and replacement is required on all the fields. Airplanes are constantly damaging runway marker cones, especially during night flying periods, necessitating continuous replacement.

Scheduling of personnel for training classes has usually aggravated the man-power shortage.

e. Attained Efficiency:

Inspectors' reports, for the most part, have been favorable towards this Department. This has been due to cooperation given by other departments, on whom this Department must depend for actual accomplishment of the necessary work.

Continuous improvement on inspection reports has been shown month by month, and will continue in that direction.

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During the year 1943, the Post Operations Department has been able to overcome the difficulties which confronted it. The experience gained in the past year has been considerable, covering all fields of operation, and the Department is confident that it has sufficient background to cope with any likely future problems.

f. Summary of Key Personnel:

Dates of assignment and relief in the following table have been verified from applicable Special Orders.

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Brown, Preston, Major Operations Officer	12/11/42	1/26/43
Bonfoey, E. E., 2nd Lt. Asst. Operations Officer	12/10/42	5/26/43
Byrne, J. L., Capt. Operations Officer " "	1/26/43 6/18/43	4/3/43 6/27/43
Parsons, C. E., Capt. Operations Officer	4/3/43	6/18/43
Harlan, Dane W., Capt. Operations Officer	6/27/43	8/13/43
Smith, S. K., 1st Lt. Asst. Operations Officer Operations Officer	7/1/43 8/13/43	8/13/43 --
McClellan, C. R., T/Sgt. Chief Clerk	1/2/43	--
Guthrie, Cecil, Mr. Chief Dispatcher	11/19/42	--

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NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Blanchard, E. J., S/Sgt. Chief Record Section	2/1/43	--
Kish, A. J., Sgt. Chief Airways Section	12/6/42	--

SECTION 3: CHEMICAL WARFARE SERVICE

On 3 November 1942, 1st Lieutenant Elmer S. Jones assumed duty as Chemical Warfare Officer.[149] While incumbent in this position, Lieutenant Jones' sole activities were in connection with the requisitioning of supplies and equipment looking toward the commencement of the Section's activity. The real work of the organization began with the arrival of 2nd Lieutenant Earl C. Wohlford, CWS, (since 1st Lieutenant) on 17 December 1942, at which time he relieved Lieutenant Jones.[150] By Christmas time, this Officer had secured the services of a number of qualified enlisted men, arranged his program, and was ready to proceed with his mission by the beginning of 1943.

The Chemical Warfare Section has probably moved its physical facilities more often than any other activity on the post. Until 19 December, quarters were in the

149. AAFBFS Hq., Tuckerman, Ark., S.O. #3, 3 Nov.1942, Par. 1. (Hq. File Room)
150. Ibid., S.O. #39, 17 Dec. 1942, Par. 6.

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Headquarters Building, with supplies and equipment stored in Building #740.[151] A move was then made to Building #801, effective for about three weeks; after which the Section moved in with its supplies in Building #740, which is located in the so-called "Magazine Area". In the meantime, a temporary gas chamber had been set up in Building #910, which is the range house on the skeet range. On 27 March 1943, another move was made, this time to Building #471, also in the "Magazine Area". A final move was made two months later to Building #786. At the same time, a small skid-mounted shed was moved into the Magazine Area for the purpose of storing chemical ammunition. The final location was beneficial, since it removed Chemical Warfare activities from the formerly too close contiguity with the Ordnance Section.

Something has already been written in the history pertaining to the Post Troops and Training Officer, S-3, in regard to Chemical Warfare courses, since these have always been conducted, insofar as troops are concerned, under the jurisdiction of this Officer. However, a full resume of the activities of this Section are indicated at this juncture and are listed as follows:

151. See Station Layout Plan, 27 August 1943, previously submitted.

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a. Basic Chemical Warfare Training:

(1) A four-hour course was given three hundred (300) recruits, beginning 18 January 1943. Lack of facilities prevented field exercises and the projection of suitable training films. [152]

(2) A five-and-a-half hour course was given two hundred twenty-five (225) colored recruits, beginning 26 January 1943. The improvised gas chamber, mentioned above, was first employed during this course. [153]

b. Gas Mask Training:

(1) Commencing on 17 March 1943, a program was inaugurated to accustom all military personnel to wearing the mask. Between the hours of 0700 and 1100, each Wednesday, the mask was carried in the slung position, except when worn on the face. Periods for wearing the mask during these hours started at fifteen minutes and was increased a quarter-hour weekly, until personnel were wearing it four complete hours. With the arrival of the hot months, a new method was devised. [154]

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152. NAAF Hq., Newport, Ark., Letter, 9 Jan. 1943, "Basic Training for Ground School Troops." (Hq. File Room)
153. NAAF Hq., Newport, Ark., T.B. #14, 23 Jan. 1943, (Hq. File Room)
154. NAAF Hq., Newport, Ark., Letter, 13 March 1943, "Wearing of Gas Mask" (Hq. File Room)

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(2) A system of semi-monthly gas alerts took place of the above system. On the first and fifteenth of the month, the mask is worn in the slung position except when alert signals by the Post siren require it being worn on the face. [155]

(3) On 15 November 1943, a new ruling required all enlisted personnel to wear the mask on the face for fifteen (15) minutes once a week, during a Physical Training Period. [156]

c. Training of Unit Gas Personnel:

(1) On 8 February 1943, a twenty-one (21) hour course was instituted for Unit Gas Non-Commissioned Officers. Fourteen (14) began the course, and six (6) concluded it satisfactorily, mainly because of conflicts with other duties. No projector was available for use of training films and field exercises were hampered by excessive mud. [157]

(2) On 16 February 1943, a sixty-hour course was inaugurated to train Unit Gas Officers (commissioned). Six (6) Officers began the course, and five (5) finished.

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155. NAAF Hq., Newport, Ark., T.B. #56, 23 Aug. 1943. (Hq. File Room)
156. NAAF Hq., Newport, Ark., Memo #30-3, 15 Nov. 1943, Sect. I, Par. 4. (Hq. File Room)
157. NAAF Hq., Newport, Ark., T.B. #12, 4 Feb. 1943, (Hq. File Room)

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Arrival of projection equipment increased the value of this course. As a result of this school, it was decided henceforth to conduct a single school for both commissioned and non-commissioned gas personnel in the future.[158]

(3) A combined school was held for this purpose between 9 August 1943 and 20 September 1943. It proved satisfactory in every respect.[159]

d. Intermediate Chemical Warfare Training:

A program was designed and conducted during September and October 1943 to bring all personnel up to the standards required by Basic Field Manual #21-40, Paragraph 4. Lectures were handled by Unit Gas Officers, while the Chemical Warfare Officer had charge of field exercises.[160]

e. Gas Chamber Procedure:

(1) Between 17 and 23 November 1943, approximately two thousand (2000) enlisted men and Officers participated in Chlorine gas chamber exercises. A number of hospital casualties occurred.[161]

(2) On 12 May 1943, approximately one hundred

158. NAAF Hq., Newport, Ark., T.B. #19, 5 Feb. 1945. (Hq. File Room)
159. Ibid., T. B. #55, 27 July 1943.
160. Ibid., T. B.,#64, 21 Sept.1943.
161. Ibid., MEMO. #30-2, 15 Nov. 1943.

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twenty-five (125) civilians of this Station were given an abbreviated gas chamber exercise and some instruction in the use of the gas mask. [162]

(2) On 25 May 1943, approximately twenty (20) Officers' wives attended a class similar to the one above.

f. Anti-Incendiary Training:

(1) The first course in this connection was held during the week of 9 April 1943, and consisted of eight (8) hours. One hundred fifty-four (154) men attended. Emphasis was placed on demonstrations and applicable exercises. [163]

(2) A second course of five (5) hours was begun on 13 December 1943, covering the same ground. Forty-four (44) enlisted men attended. [164]

g. Decontamination Training:

(1) Starting 19 April 1943, an eight (8) hour course in this direction was given to eight-four (84) men. It was mainly occupied with field work. [165]

(2) A second course in decontamination procedure, of the same duration, began 27 July 1943, and was attended

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162. NAAF Hq., Newport, Ark., T.B. #41, 10 May 1943, (Hq. File Room)
163. Ibid., T.B. #34, 6 April 1943.
164. Ibid., Bulletin 30-1, 10 Dec. 1943.
165. Ibid., T.B. #37, 14 April 1943.

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by ninety-nine (99) men. The course was held entirely indoors, and consisted largely of demonstrations of the use of apparatus for such work.[166]

(3) The third decontamination course was of five (5) hours' duration, began 29 November 1943, and was attended by thirty-six (36) men.[167]

h. Aviation Cadet Chemical Warfare Training:

Beginning with the class of 43-D and continuing through 43-K, a four-hour course was given to all Aviation Cadets. The course included two (2) lecture periods, a demonstration, and an examination.[168]

This training was discontinued in favor of a new program, which was initiated with Class 44-A. A single night session, given over to a combined Incendiary-Decontamination demonstration, has been attended by all Cadets since. The period lasts from between forty-five (45) and ninety (90) minutes.[169]

i. Miscellaneous Activities:

(1) An inspection schedule for troops in ranks was

166. NAAF Hq., Newport, Ark., T.B. #51, 16 July 1943. (Hq. File Room)
167. Ibid., Letter, 26 Nov. 1943, "Decontamination Training"
168. AAFSETC Hq., Maxwell Field, Ala., Training Memorandum #26, 22 Sept. 1942.
169. AAFTC Hq., Fort Worth, Texas, TC Memo. #50-26-2, Sect. II, Par. 4(a), 19 July 1943. (Files Chemical Warfare Section).

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begun on 7 August 1943. Considgrable improvement has since been noted.[170]

(2) On 15 April 1943, approximately one hundred (100) Building Fire Wardens were given an hour's instruction in methods of combatting incendiaries.[171]

(3) A second course in Intermediate Chemical Warfare training was held between 17 and 28 January 1944 for all personnel who had not received previous training in this connection. Forty-five (45) enlisted men completed the course.

j. Strength:

On 31 December 1943, one Officer and three enlisted men were carrying on the work of the Section. By 31 January 1944, this strength had been increased to one Officer and five enlisted men.

k. Summary:

The Section has experienced no outstanding difficulties. Those that have existed have been of the same general character met by all other organizations on the Field. It feels that its work has been sound in conception and accomplishment, and that it will continue to fulfill its purposes satisfactorily.

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170. NAAF Hq., Newport, Ark., Letter, 19 July 1943, "Chemical Warfare Inspection". (Hq. File Room)
171. Ibid., T.B. #36, 9 April 1943.

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SECTION 4: FINANCE DEPARTMENT

a. Department Activities:

About the middle of December 1942, the first enlisted men assigned to finance activities arrived here from Maxwell Field, Alabama, under the leadership of S/Sgt. James W. MacNeil, Jr. Between this time and their formal activation on 15 January 1943, these men assisted the Personnel Officer in preparing requisite payrolls. On 27 December 1942, 1st Lieutenant Hugh W. Govern arrived to supervise these activities.

For a table of key personnel, reference is invited to the Finance Detachment's History in Chapter G, Part VII. Other information relating specifically to Detachment activities, as divorced from Department activities, are also included therein.

When the Organization began independent operation, it was immediately beset with personnel problems. After considerable turn-over, four (4) men were finally transferred from the Air Forces to the Finance Department, after a period of probation on the work. In March 1943, three graduates of the Army Finance School at Fort Benjamin Harrison, Indiana, and one graduate of the Advanced Course given at the Army Finance School, Wake Forest, North Carolina, made the transfer. By May of

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1943, the entire staff had reached a high standard of efficiency. As evidence of this statement, the following table, concerned with the relation of vouchers prepared for acceptance and the number returned for correction, with percentages of return, is submitted:

ACCOUNTING PERIOD Ending 20th Each Month		No. Vouchers Submitted	No. Vouchers Returned	Percentage Returned
FEBRUARY	1943	159	90	56.0
MARCH	1943	380	135	35.5
April	1943	276	52	18.9
MAY	1943	247	21	8.5
JUNE	1943	313	21	6.7
JULY	1943	424	47	10.8
AUGUST	1943	298	21	7.0
SEPTEMBER	1943	261	27	10.3
OCTOBER	1943	227	10	3.9
NOVEMBER	1943	347	19	5.4
DECEMBER	1943	231	38	12.1
JANUARY	1944	568	33	5.8 (172)

This substantial improvement may be attributed in large part to a special training program instituted in April 1943. A two-hour school was held each Monday,

172. Figures supplied by 1st Lt. Harry A. Gilbert, NAAF Finance Officer

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Wednesday and Friday night of this month. As a result of this training, as well as experience, personnel are now capable of performing any duty required of a Class B Agent Finance Office.

b. Functions of the Department:

The activity of the Finance Department is connected with the cash payment only of claims, principally by military personnel of this Station, although others may be paid under proper circumstances. All administrative work is handled by the Commanding Officer of the 337th Squadron, who is thus also Commanding Officer of the Detachment. (Check payments are made directly by the Finance Officer at Camp Joseph T. Robinson, Arkansas.)

Functions are broken down into four categories, as follows:

(1) Cashier and Bookkeeper.

(2) Officers' Pay and Allowance Section

(3) Enlisted Men Pay and Allowance Section

(4) Mileage and Per Diem Claims Section

All of the Sections are under the direct supervision of the Finance Officer, who is especially assisted by a Technical Adviser and a Chief Clerk.

Funds were originally provided for the purposes of

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the Department directly from the Federal Reserve Bank at Little Rock, Arkansas. Since 17 May 1943, the First National Bank of Newport has been the officially designated depository and financial agent of the government.[173]

The work of the Finance Department is under the administrative supervision, inspection and control of the Regional Control Officer located at Walnut Ridge Army Air Field, Arkansas. This control has been delegated, in turn, by the Finance Officer at AAFEFTC Headquarters, to whom all Regional Control Officers in this area are responsible.

Disbursements made by the Department in the accounting periods ending the twentieth of each month, for the months of February 1943 through January 1944, were as follows:

MONTH	CASH DISBURSEMENTS	VOUCHERS COMPUTED OR PAID
FEBRUARY 1943	$108,166.46	Not available
MARCH 1943	131,354.50	Not available
APRIL 1943	134,775.74	515
MAY 1943	148,942.07	507
JUNE 1943	132,544.19	559

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173. Treasury Dept., Washington, D.C., Letter, File SPFDO 122.2/397796, 17 May 1943.

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MONTH		CASH DISBURSEMENTS	VOUCHERS COMPUTED OR PAID
JULY	1943	$130,229.09	654
AUGUST	1943	153,495.06	558
SEPTEMBER	1943	140,464.63	622
OCTOBER	1943	163,984.73	602
NOVEMBER	1943	180,130.64	707
DECEMBER	1943	160,513.25	706
JANUARY	1944	159,541.26	568 (174)

This is the best way of illustrating the work which has been accomplished by the Department.

c. Departmental Supervision Since Activation:

The Department has been under the successive supervision of 1st Lieutenant Hugh W. Govern, 2 January--30 June 1943; 2nd Lieutenant George M. Rorex, 15 June--23 July 1943; and 1st Lieutenant Harry A. Gilbert, 22 July 1943 until the present. Lieutenant Gilbert has been assisted by 1st Lieutenant Michael Bruce since 19 December 1943. [175]

174. Figures supplied by the Finance Officer, 1st Lt. Harry A. Gilbert.
175. Dates verified from applicable Special Orders.

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SECTION 5: BUDGET AND FISCAL OFFICE

a. History of the Office:

Prior to 29 August 1943 the fiscal procedure of this Post was not arranged in accordance with any definite and detailed directive from higher authority. From activation until 26 January 1943, all fiscal reports required by higher headquarters were prepared by the Administrative Inspector. However, the volume of fiscal functions had increased by that time to such an extent that 2nd Lieutenant Harlan H. Fauss was assigned additional duty as Fiscal Officer on that date.[176]

Lieutenant Fauss began the gathering of records to account for all allotted and sub-allotted funds received by this Station; and took over the task of reporting the status of such funds to concerned organizations. He was assisted in this task by a civilian stenographer.

On 6 July 1943, the War Department published its Circular No. 154, Section II of which deals with the organization of field fiscal activities. In consequence of this Circular, 2nd Lieutenant J. R. Clifton Brown (since 1st Lieutenant), was assigned principal duty, on 29 August 1943, as Budget and Fiscal Officer, relieving

176. NAAF Hq., Newport, Ark., S.O. #22, 26 Jan. 1943, Par. 9. (Hq. File Room)

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Lieutenant Fauss.[177] Under Lieutenant Brown, the Budget and Fiscal Office was reorganized in accordance with the above-mentioned Circular, and set up in Building No. 61, close to the Headquarters Building.

Likewise, on 29 August 1943, a Man-Power Control Board was appointed here to study the manner in which man-power were being utilized, and to review all future requests for increases in personnel.[178] The Board appointed at this time was composed of:

Major Percival R. Jacques
Captain Harry H. Goldstein
1st Lieutenant Harlan H. Fauss (179)

On 19 September following, Major Jacques was relieved, while Captain John T. Sinclair and 2nd Lieutenant J. R. Clifton Brown were added.[180] Thus, the man-power problem was directly connected with the Budget and Fiscal Office.

On 13 and 14 September 1943, a meeting of all Budget and Fiscal Officers was held at Maxwell Field, Alabama, for the purpose of standardizing procedure in fiscal

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177. NAAF Hq., Newport, Ark., S.O. #218, 29 Aug. 1943, Pars. 24 and 25. (Hq. File Room)
178. AAFEFTC Hq., Letter, File #230, 28 Aug. 1943, "Allotment of Army Service Forces Civilian Personnel", (Hq. File Room)
179. NAAF Hq., Newport, Ark., S.O. #218, 29 Aug. 1943, Par. 22, (Hq. File Room)
180. Ibid., S.O. #235, 19 Sept. 1943, Par. 7.

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matters throughout the Eastern Flying Training Command. The conference dealt most largely with an explanation and discussion of War Department Circular No. 154, Section II, mentioned heretofore. Lieutenant Brown attended this conference.[181] On 28 September 1943, Mr.Philip Bollheimer was added to the office force; and on 5 November 1943, an enlisted man joined the staff. The following table shows the personnel associated with this office since its inception on 26 January 1943. Dates of assignments and relief have been verified from Special Orders.

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Fauss, Harlan H., 1st Lt. Budget & Fiscal Officer	1/26/43	8/29/43
Harrison, Doris, Miss Stenographer	8/18/43	--
Brown, J.R., Clifton, 1st Lt. Budget & Fiscal Officer	8/29/43	--
Bollheimer, Philip, Mr. Chief Accounting Clerk	9/28/43	--
Shuman, Abraham, Cpl. Auditor	11/5/43	--

b. Policies and Procedures:

The operation of the Budget and Fiscal Office is in accordance with War Department Circular No. 154, with

181. NAAF Hq., Newport, Ark., S.O. #228, 9 Sept. 1943, Par. 8, (Hq. File Room)

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very few minor modifications. This provides certain organizational policies, as follows:

(1) The Fiscal Officer will be directly responsible to the Commanding Officer of the installation involved.

(2) The Fiscal Officer will not act as Disbursing Officer or Purchasing and Contracting Officer. Neither will he act under the direction of the Disbursing Officer or the Purchasing and Contracting Officer.

(3) The field fiscal functions required to be accomplished by the coordinated fiscal organization contemplate that fiscal accounting records will not be maintained by any organizational unit at the installation involved other than the coordinated fiscal organization. This, however, does not preclude the maintenance of cost accounting records and the establishment or accomplishment of cost accounting procedures, policies, and examination s by other organizational units.

The Circular also assesses certain responsibilities to the Fiscal Officer, and these are as follows:

(1) Acts as advisor to the Commanding Officer of the installation in respect to fiscal matters, other than disbursing matters.

(2) Prepares and defends such budgetary estimates as may be required in respect to anticipated fiscal year, quarterly, or other periodic requirements from appropriated funds to cover operations of the installation.

(3) Advises with the heads of appropriate operating units at the installation in respect to fiscal requirements and initiates action to secure, augment, or adjust allotments or sub-allotments of funds required for accomplishment or further-

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ance of required work or service objectives at the installatio n.

(4) Maintains all required fiscal accounting records pertaining to the status of all allotments or sub-allotments of funds issued to the Commanding Officer of the installation.

(5) Prepares and issues for the Commanding Officer all required fiscal reports.

(6) Determines the proper funds to be charged and the sufficiency thereof in advance of the incurring of obligations against allotments or sub-allotments of funds available to the installation.

(7) Assists the Commanding Officer in controlling overhead operating costs at the installation.

(8) Acts for the Commanding Officer in performing, or supervising the performance of, all required or necessary internal audit functions for which the Commanding General of a Service Command is responsible.

c. Reception of Funds:

Funds at this installation have been received from four Headquarters:

(1) The Army Air Forces Eastern Flying Training Command, Maxwell Field, Alabama, furnishes the funds for Army Air Forces Civilian Personnel payrolls and miscellaneous Ordnance matter.

(2) The San Antonio Air Service Command, Kelly Field, Texas, furnished funds for the 360th Sub-Depot Civilian Personnel payrolls through 1 January 1944, at which time the AAF Eastern Flying Training Command took over this function. Funds sub-allotted for non-personnel activities in connection with

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the Sub-Depot were likewise received from this source through 31 January 1944, at which time the Eastern Flying Training Command also became responsible for this sub-allotment.

(3) Eighth Service Command, Dallas, Texas, furnishes funds for Army Service Forces Civilian Personnel payrolls, repairs and utilities, contract laundry, commercial communication, postage, and instructional and recreational equipment.

(4) The Memphis Army Service Forces Depot, Memphis, Tennessee, is responsible for moneys for the purchase of subsistence, expendable office supplies, clothing, equipage, fuel and lubricants.

The details concerning the expenditure of the funds provided from these four (4) sources are given in three (3) tables in the Appendix.[182]

d. Attained Efficiency:

Since its activation under the new system on 29 August 1943, the Budget and Fiscal Office has been inspected on four (4) different occasions. The first was made by 1st Lieutenant Morris J. Daigle, Budget and Fiscal Officer of the San Antonio Air Service Command. This Officer appeared on 22 September 1943, and although he found things still incomplete due to the newness of the Organization, he professed himself satisfied with the progress being made. On 6 November 1943, two (2) inspectors--one from the Army Air Forces Training Command, Fort

182. Pp. VII-7-9, Appendix.

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Worth, Texas, and one from the Budget and Fiscal Section of the Army Air Forces, Washington, D. C.--visited the Office. They found only a few minor discrepancies, and stated verbally to the Commanding Officer that they were well pleased with the progress being made. The last inspection was made by 1st Lieutenant J. W. Davis and 2nd Lieutenant L. C. York, from the Budget and Fiscal Office at AAFEFTC, Maxwell Field, Alabama. These men arrived on 10 November 1943, and could find no discrepancies. They stated that they found everything in very good shape.

The Office by now has become well organized and feels itself capable of fulfilling its function efficiently from now on.

SECTION 6: ORDNANCE DEPARTMENT:

a. Plant:

The area assigned to this Department is in the Northwest portion of the Reservation on Operations Drive(North), and is flanked by First Street on the West. [183] There are three buildings within the area, Numbers 740, 741 and 742, all of which are surrounded by a high wire fence in accordance with prescribed regulations. The Ordnance

183. See Station Layout Plan, submitted with former installment.

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Automotive Repair Shops are located on Harlem Road, Buildings #728 and #731. The Department also has Pistol and Skeet Ranges, both located on the Northern end of First Street.

b. History of the Department:

Ordnance activities were commenced at this Station with the assignment of 1st Lieutenant Elmer S. Jones, principal duty as Ordnance Officer, on 3 November 1942.[184] Lieutenant Jones continued in this capacity until 9 March 1943, at which time 2nd Lieutenant Kendrick W. Ralph arrived at this Post and took over this duty.[185] All key personnel having duty assignments with the Department are shown in the following table, in which dates of assignment and relief have been verified from the proper Special Orders:

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Jones, Elmer S., 1st Lt. Ordnance Officer	11/3/42	3/9/43
Lastrina, Andrew L., S/Sgt. Armorer	2/22/43	--
Knight, Harmon L., T/Sgt. Chief Clerk	3/8/43	--

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184. AAFBFS Hq., Tuckerman, Ark., S.O. #3, 3 Nov. 1942 (Hq. File Room)
185. NAAF Hq., Newport, Ark., S.O. #62, 9 Mar. 1943, Par. 5. (Hq. File Room)

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NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Hooper, Lynn A., Sgt. Mechanic	3/16/43	11/16/43
Fowler, Thomas J., Capt. Ordnance Officer	4/14/43	--
Ralph, Kendrick W., 2nd Lt. Ordnance Officer Ordnance Property Off.	3/9/43 4/4/43	4/14/43 9/20/43
Jordan, Paul C., 1st Lt. Asst. Ordnance Officer	5/4/43	1/21/44
Koske, John W., Sgt. Mechanic	5/10/43	--

c. Functions:

The Ordnance Department's functions may be quickly summarized as being all activities connected with the storage, supply, issue and maintenance of ordnance materials. These are automotive trucks, guns, ammunition, field glasses, pyrotechnics, spare parts for equipment mentioned, and other minor items. In addition, all activities connected with gunnery qualification belong to its assignment, and these require the use and maintenance of a Pistol and a Skeet Range.

d. Training Activities:

The chief work of the Department in connection with the training of military personnel has been connected with qualification and familiarization courses in the .45 calibre pistol (m1911, automatic) and the .45

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calibre Sub-Machine Gun (M1A1 and M1928A1). This activity began during August 1943 and continued in full force through December of the same year. During this period, practically every Officer and Enlisted Man on the Field fired the various courses. However, as new men arrive, or old men, who for one reason or another were unable to fire the original schedule; become ready, it has been necessary to continue the course on a smaller scale. Those who obtained scores of sixty-two per cent (62%) or above in pistol-firing, have received qualification medals. No awards were given in Sub-Machine Gun firing, since only the familiarization course was fired. This program proceeded smoothly, being inhibited only by occasional shortages in ammunition, which has been hard to obtain promptly.

e. General:

The Ordnance Department's history is very closely interlocked with the 2062nd Ordnance Detachment's history, which will be treated in Chapter 6, this Part. It is sufficient to say here, therefore, that the morale of the Department has been excellent, and its efficiency high. The chief difficulty has always been shortage of personne; but this disadvantage has been met by the willingness of all concerned to work longer

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and harder than is usually expected. The Department faces the future with the conviction that it will be ready at all times to supply and maintain all ordnance equipment of this Station in prompt and efficient manner.[186]

SECTION 7: POST CHAPLAIN:

a. Early activities:

Until 4 February 1943, no Chaplain had appeared to sustain the spiritual needs of this Station, nor had the Chapel Building itself been completed until early 1943. However, every effort was made at this time to serve the religious requirements of the Post's personnel. Some of the work was in the hands of local ministers; and Rev. Joseph A. King, Catholic Priest of Newport, was outstanding in this particular, serving as Auxiliary Chaplain from the beginning until November of 1943, at which time a regularly-assigned Catholic Chaplain appeared here. The quality and persistence of his labors in this behalf, given voluntarily, merit the highest possible commendation.

Protestant and Jewish services in the early days were in the hands of certain enlisted men with evangelistic tendencies. These services were highly informal

186. Statement of Capt. Thomas J. Fowler, Ordnance Officer, who has submitted the material for this Section.

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and non-professional in character, but were nevertheless highly effective in sustaining the higher point of view at a time when morale on the Field was rather low. They were remarkably non-sectarian in procedure, it being noted that members of all available faiths, Protestants, Jews and Catholics, assembled together, and that the outstanding enlisted preacher at the time was Jewish. Too much credit cannot be given these young men who stepped into the breach at this time.

b. Organization and Growth of the Department:

The formal religious activity of Newport Army Air Field began with the arrival and assignment of Protestant Chaplain Wilbur C. Ziegler (1st Lieutenant) on 4 February 1943.[187] Chaplain Ziegler served until his transfer on 30 July 1943;[188] and was replaced on 12 August 1943 by Chaplain Edward R. Merrill (1st Lieutenant), also Protestant.[189] On 9 November 1943, Chaplain James J. Kelly (1st Lieutenant), Catholic, arrived and was assigned as Assistant Chaplain.[190]

187. NAAF Hq., Newport, Ark., S.O. #31, 4 Feb. 1943, Par. 8. (Hq. File Room)
188. War Dept. S.O. #211, 30 July 1943, Par. 10
189. NAAF Hq., Newport, Ark., S.O. #204, 12 Aug. 1943. Par. 15. (Hq. File Room)
190. Ibid., S.O. #279, 9 Nov. 1943, Par. 9

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The Chaplains have most of the time been served by at least one enlisted man on a full-time basis. These soldiers have been chosen insofar as possible not only for religious bent but also for administrative experience and ability. Through 31 January 1944, seven (7) such enlisted men have been assigned this duty at various times. In addition, a number of other enlisted men have been obtained as Organists and Choir Leaders, and the Choirs themselves are composed of volunteer enlisted men and women.

The activities of this Staff have been those conventionally connected with the Chaplain wherever he may be stationed, and are not particularly amenable to historical narrative. Detailed reports are sent monthly to Headquarters of the Eastern Flying Training Command, and copies of these reports are retained in the Headquarters' File Room.

c. Physical Plant:

The Post Chapel is the standard type erected at all Army stations. It is located in the approximate center of the Field, just behind the Post Headquarters Building.[191] A photograph of the Chapel has been placed in the Appendix along with another showing the Altar.[192] The grounds

191. See Station Layout Plan, submitted with former installment.
192. P. VII-10, Appendix.

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have been improved with grass, small flower gardens, shrubbery and suitable sidewalks.

The interior of the Building includes not only the large worship auditorium, but also three small offices and a Reading and Devotional Room. This room is equipped with periodicals and books of a religious nature which can be used or borrowed by Post personnel at any time. The American Bible Society has provided Bibles, and Sunday Missals have been furnished by the Confraternity of the Precious Blood. Prior to August 1943, there were no large hymnals available, and mimeographed programs included hymns to be sung at the various services.

On March 25, 1943, an Estey folding organ was secured to replace the piano which was borrowed weekly from the Recreation Hall. Two crosses and a pair of brass candlesticks were secured in July, while altar fixtures for Catholic services were supplied through Catholic Church channels. During Father King's period of service, he supplied his own equipment in this connection. Drapes, altar rugs, aisle rugs, and altar curtains have been secured either from the Chaplain's Fund or by donation from interested organizations. A large Christian flag was purchased through the Philadelphia Quartermaster Depot.

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The Chapel, as now constituted, is an attractive building, suitably landscaped and with a clean, chaste and polished interior. It is so arranged as to be highly suitable for worship, whether individual or en masse, and has an air of quiet and dignity which is helpful in producing a religious attitude.

d. Colored Services:

Services for colored troops were originally held in the Chapel; but with the construction of the Colored Recreation Hall in June 1943, which is much more convenient to the location of the colored squadrons, services have been held in this building. The move proved excellent in results, since attendance immediately increased. Private Alexander Leins of the 321st Squadron, a former minister, has had main supervision of these Services, and is deserving of considerable praise for both his conscientiousness and the results obtained.

e. Attained Efficiency:

The Chaplain and his personnel are subject to inspections by the Post Technical Inspector at least once monthly. To date these inspections have been productive of favorable reports and "excellent" efficiency ratings. Among items inspected are the files maintained and the financial status of the Chaplain's fund. (This

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fund has been supplied by the Welfare Enlisted Men's Association, the Educational and Recreational Fund, and from dividends declared by the Post Exchange.)

The Department's mission is to maintain, plan and carry out the religious, moral and morale policies of the Army in accordance with the regulations laid down by the Chief of Chaplains. Every program required therein has received one hundred per cent (100%) compliance to date. This has been possible most largely because of the high degree of cooperation obtained from all Organization Heads of the Post. The program has been designed to interfere as little as possible with essential military training programs, and while there have been a few unavoidable conflicts, the Chaplain has bowed gracefully to the necessities of War.

f. Future Goal:

The aims of the Chaplain's Department are as follows:

(1) To continue and widen past services to the religious needs of the Post.

(2) To sponsor and lend aid to all wholesome forms of endeavour designed to raise moral and morale conditions here.

(3) To increase activity in connection with Aviation trainees, including the religious aspect of training future officers in the Army Air Forces.

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(4) To stimulate research and right thinking among military personnel in international problems, particularly the part of the Churches of the United States in establishing an outlook to off-set the dangers inherent in the situation to confront the Post-War World.

(5) To seek out the internal causes of future wars, and to attempt their neutralization.

(6) To proceed in an absolutely non-sectarian manner to the accomplishment of all its programs within the requirements of the directive.

Of immediate practical aspect, are plans for the organization of a Sunday School for all children of the Post, both those of military and civilian personnel, and to expand the program for hospital convalescents.

SECTION 8: HOSPITAL AND POST SURGEON:

a. Activation and Organization:

Medical service to the personnel of this Station began before the activation of the Station Hospital, and during the final stages of construction. Hospital administration was set up on 10 November 1942 when 2nd Lieutenant John H. Hill, MAC, (since 1st Lieutenant) was assigned duties as Station Medical Supply Officer and General Medical Administration Officer.[193]

193. AAFBFS Hq., Tuckerman, Ark., S.O. #9, 10 Nov. 1942, Par. 1.

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Captain John C. Kouns, DC, (later Major) inaugurated Dental Service on 14 November 1942, as Head of that Service.[194]

The Medical Service was initiated with the arrival and assignment of Captain Franklin L. Spann, MC (later Major) on 17 November 1942, as Post Surgeon.[195]

A week later, the first group of medical officers put in their appearance, as will be seen in later personnel tables, and make-shift medical service was commenced. At that time, the Hospital was still in process of construction and much work remained to be done in the Hospital area. Medical supplies had not arrived nor had the original cadre of enlisted men. However, an organization was affected, providing for all essential departments, although it was necessary to assign one man to a number of duties in many cases. The departments activated were as follows:

Commanding Officer, Station Hospital
Dental Surgeon
Flight Surgeon
Custodian of Hospital Funds
Mess Officer
Chief of Eye, Nose and Throat Clinic
Hospital Executive Officer

(Cont'd. on next page)

194. AAFBFS Hq., Tuckerman, Ark., S.O. #11, 14 Nov. 1942, Par. 1
195. Ibid., S.O. #14, 18 Nov. 1942, Par. 1.

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Chief of Out-Patient Clinic
Chief of Medical Service
Laboratory Officer
X-Ray Officer
Dispensary Officer
Immunization Officer
Chief of Surgical Service
Venereal Disease Control Officer
Gas Officer
Registrar
Post Medical Inspector
Ward Officer
Medical Ward
Hospital Fire Marshal
Hospital Adjutant
Medical Supply Officer
Commanding Officer, Medical Detachment
Hospital Transportation Officer

b. Physical Facilities:

The completion of the Station Hospital was not effected until May 1943 when the final Ward was completed by the contractor and accepted. It was the only Hospital Ward that had been painted by this time, and hence was utilized as a surgical ward when the Hospital operating room was opened in June. By this time, the following facilities were available, as shown by Photograph placed in the Appendix: [196]

Building #520, Nurses' Home
521, Nurses' Home
522, Nurses' Day Room
523, Administration Building
526, Isolation Ward
527, Officers' and Cadets' Ward
528, Women's Ward

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196. P. VII-11, Appendix.

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Building #529, Convalescent Training Ward
530, Medical Ward
531, Surgical Ward
532, Dental Clinic
533, Flight Surgeon
534, Dispensary
535, Supply Warehouse
536, Enlisted Men's and Patients' Day Room
537, Mess Hall
538, Barracks
539, Barracks
541, Barracks
542, Carpenter Shop & Unit Supply
543, Latrine
544, Latrine (197)

c. Early Difficulties:

Until early January 1943, the Hospital not being ready, medical service consisted of care of indisposed military personnel in their quarters and, in case of severe ailments, in Gray's Hospital in Newport. The first case thus handled came on 25 November 1942 - an acute appendicitis. Medical care at this time was very considerably hampered by a total absence of medical supplies. Every effort was made to expedite the honoring of submitted requisitions, even including trips made by the Post S-4 to the St. Louis Medical Department, but without avail during 1942. The only supplies available were First Aid packets shipped to squadron units

197. See Station Layout Plan, formerly submitted.

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on the Field, what could be purchased locally, and what could be borrowed from adjacent installations. Procedure was further hindered by the necessity of Hospital personnel messing at the Consolidated Mess, a considerable distance away.

Medical instruments used for diagnostic work and for dental service at this time were the personal instruments of the Officers concerned. Captain Kouns, Dental Surgeon, had a wooden chair of crude construction made by the Post Engineer, and used his personal apparatus to provide at least the rudiments of dental care, a procedure which merited commendation from the Office of the Air Service, Washington, D. C.

The whole situation was further aggravated by the inclement weather prevailing in the vicinity which, in turn, produced an epidemic of upper-respiratory infections, mild in severity, but involving nearly the whole of the Post's personnel. During the last two weeks in December 1942, cases officially carried as "Quarters" were put to bed on Quartermaster cots in one of the Hospital wards, and fed with food transported in iron pots from the Consolidated Mess. Forty-eight (48) such cases during Christmas week serves to illustrate the dimensions of this problem.

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The Hospital was fortunate in securing two (2) reconditioned ambulances during this period, and these served adequately until the regularly requisitioned transportation arrived in 1943.

The history of the Station Hospital at this time was, in reality, the history of a medical organization operating under conditions very similar in most respects to the medical services provided under Field conditions.

d. Organization and History of the Dental Service:

Captain John C. Kouns, as formerly stated, formally activated Dental Service on 14 November 1942, but in a most informal manner. Until 9 December, he likewise constituted the entire Dental staff. At that time, four new C. T. S. graduate Dentists were assigned, and Captain Kouns caused another wooden Dentist's Chair to be constructed, equipped it with a fire bucket as a fountain cuspidor, and put the new men to work. A photo of this remarkable installation is included in the Appendix. [198] Not until 15 March 1943, a truly memorable date in the Service's history, did sufficient supplies arrive for the Clinic.

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198. P. VII-12, Appendix.

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By the middle of June, the full complement of the Dental Service was on hand, and at that time two (2) more dental units and an X-Ray machine were installed.

The record of the Dental Service is one of conscientious, painstaking, and considerable achievement in regard to the number of cases served. The following table will serve to illustrate this statement:

Admissions (Total number of patients receiving treatment).....		2862
Class IV, Enlisted personnel...	1182	
Class IV, Officer personnel....	262	
Class IV, Aviation Students....	671	
Class IV, Transferred military personnel.....	188	
TOTAL COMPLETED	2301	
Class II, Military personnel in process of Completion, or transferred	561	
TOTAL CASES WORKED ON		2862

The Service now has twenty-seven (27) Class III cases on its waiting list, and ninety-two Class I cases.

Some idea of the efficiency with which the Service has acted is gained from the statement of Colonel Cathroe, Dental Surgeon, AAF Eastern Flying Training

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Command, quoted verbatim: "If every command under my jurisdiction performed as satisfactorily as this, it would be unnecessary for me to make routine inspections throughout the Southeast Training Command."

A table follows hereafter containing the Key Personnel assigned to the Service since its activation. Dates of assignment and relief have been verified from applicable Special Orders:

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Kouns, John C., Major Dental Surgeon	11/14/42	1/18/44
Pondolfino, Joseph T., Capt. Asst. Dental Surgeon Dental Surgeon	12/9/42 1/18/44	1/18/44 --
Rosenbaum, Harry, Capt. Asst. Dental Surgeon	12/9/42	--
Sullivan, Richard L., 1st Lt. Asst. Dental Surgeon	12/10/42	5/26/43
Sharman, George A., 1st Lt. Asst. Dental Surgeon	12/9/42	--
Steinmetz, Robert E., 1st Lt. Asst. Dental Surgeon	8/9/43	--
Rogers, Jack J., 1st Lt. Asst. Dental Surgeon	10/11/43	--
Mensch, Solomon E., Sgt. Dental Assistant	2/1/43	--
Dudek, Laura, Miss Dental Hygienist	6/18/43	--
Greenhaw, Cornelle, Miss. Dental Assistant	5/10/43	--

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e. Organization and History of Medical and Surgical Service:

At the beginning of the original organization, the Medical and Surgical Services were, insofar as the Hospital here was concerned, of an administrative character; and this remained true until supplies and equipment began to arrive. 1st Lieutenant Henry A. Arkless, (since Captain) was appointed Chief of Medical Service, and Captain John R. Kelker, (since Major), became Chief of Surgical Service. All work accomplished by them prior to arrival of equipment was performed either in the Dispensary, in minor cases, or in Gray's Hospital, Newport, when operations were indicated. They enjoyed open staff privileges at this institution for the purpose.

Lack of surgical facilities at Newport were the result of inadequate planning in this interval. Heating systems were not of the proper type at the beginning to properly accommodate surgical sterilizers, and, in consequence, a new medium pressure steam system had to be installed before an operating room was practicable. This and adequate electric lighting were not secured until June, with the result that the first surgical operation performed in the Hospital was deferred to 25 June 1943.

The accomplishments of the Medical and Surgical Services are given in the following report:

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Between 1 and 20 January 1943, prior to opening of the Hospital, a total of 252 patients were treated in quarters, with a total loss of 916 man-days lost.

Statistics for the balance of 1943 were as follows:

	Adm. Daily	Confined Daily	Adm for Year	Days lost for year	Days lost per patient
Hospital	6.20	59.71	2263	21796	9.631
Quarters	.87	2.90	318	1058	3.327
Total	7.07	62.61	2581	22854	8.855

Days lost in the Hospital for the year were by hospitalization of the following personnel:

Enlisted men.....	17020	(Station Hospital)
	5	(Civilian Hospital)
Aviation Cadets.....	2783	
Officers.....	1244	(Station Hospital)
	4	(Civilian Hospital)
WAC.....	279	
Aviation Students.....	105	
ANC.....	79	
WAC Officers.....	4	
U.S. Navy Personnel..	20	
Civilians.....	253	
TOTAL	21796	

The average Civilian Strength of the Command for the year consisted of:

Men: 341 Women: 201 Total: 542

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The Average Military Strength of the Command for the year consisted of:

Officers.....	261	EM (C).....	242
WO.....	8	A/C.....	364
ANC.....	7	WAC.....	40
EM (W).....	1920		
		TOTAL	2842

Because of inadequate facilities at this Station for further observation and treatment, a total of eighty-eight (88) patients were transferred to other hospitals:

Army and Navy Gen Hospital Hot Springs, Arkansas.....	53
Station Hospital Camp Joseph T. Robinson, Ark.....	23
Station Hospital Maxwell Field, Alabama.....	9
McCloskey General Hospital Texas.....	1
Borden General Hospital Oklahoma.....	1
Harmon General Hospital Texas.....	1
TOTAL	88

Eight (8) patients were discharged from the service at this Station on Certificate of Disability.

Seven (7) live births and no still births were recorded for the Station.

Summary of Deaths recorded at this Station:

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	Total	Aircraft Accidents	Drowning	Automobile Accidents	Suicide
Personnel of the Command	26	25	1	0	0
Casual from Command	4	0	1	2	1
Total	30	25	2	2	1

A summary of Medical Statistics relating to Newport Army Air Field has been included in the Appendix.[199]

The key personnel of the Medical and Surgical Services are given in the following tabulation, together with assignment and relief dates, and these have been checked for accuracy against Special Orders applying:

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Spann, Franklin L., Major, MC		
Post Surgeon—	11/18/42	6/21/43
" "	8/31/43	--
Prochaska, Charles J., Major, MC		
Post Surgeon	6/21/43	8/31/43
Kattenhorn, Lowell D., 1st Lt., MC		
Chief of Surgical Service	11/14/42	12/10/42
Flight Surgeon	11/14/42	12/10/42
Kelker, John R., Major, MC		
Chief of Surgical Service	12/4/42	--
Marks, Moses I., Capt., MC		
Flight Surgeon	11/18/42	12/31/42

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199. P. VII-13, Appendix.

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NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Grafton, Edwin S., 1st Lt., MC Flight Surgeon	12/31/42	3/1/43
Carter, Harold G., 1st Lt., MC Flight Surgeon	3/1/43	4/5/43
Schwartz, Arthur G., Capt., MC Flight Surgeon " "	4/5/43 6/21/43	5/3/43 --
Oungst, Daniel W., 1st Lt., MC Flight Surgeon	5/3/43	5/25/43
Arkless, Henry A., Capt., MC Chief of Medical Services	11/18/42	10/18/43
Regan, William L., Capt., MC Chief of Medical Services	11/15/43	--
Eastwold, John D., Capt., VC Post Veterinarian	12/12/42	5/25/43
Romo, Ralph R., 1st Lt., VC Post Veterinarian	5/25/43	5/31/43
Jenkins, Oliver L., 1st Lt., VC Post Veterinarian	6/21/43	--
Herlihy, Edith M., 1st Lt., ANC Chief Nurse	3/22/43	--
Swingle, James W., 1st Lt., MC Registrar	11/18/42	10/18/43
Giuggio, Anthony P., 2nd Lt., MAC C. O., Medical Detachment Registrar	7/26/43 12/1/43	1/18/44 1/18/44
Hill, John H., 1st Lt., MAC C. O., Medical Detachment Adjutant Medical Supply Registrar	11/7/42 11/10/42 11/27/43 1/18/44	3/1/43 -- 1/5/43 1/31/44

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NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Omundson, Durward R., 2nd Lt.,MAC Registrar	1/31/44	--
Jacques, Sheldon B., 1st Lt., MAC Medical Supply	1/5/43	--
C. O., Medical Detachment	1/18/44	--
Steffel, Richard S., 2nd Lt., MAC C. O., Medical Detachment	3/1/43	7/25/43

f. Organization of Nursing Service:

With the completion of the necessary living quarters and the procurement of essential supplies to accommodate them, a requisition was made in February 1943 to Headquarters at Maxwell Field to man the Station's Hospital with Army Nurses. During March, seven (7) Nurses were assigned here as a result.

1st Lieutenant Edith M. Herlihy, Chief Nurse, reported here and was assigned on 17 March 1943; [200] and immediately began the task of organizing the Nurses' Service.

By the end of January 1944, the nursing staff consisted of eight women. By that time they had permitted by their activities a very noteworthy increase in the efficiency of ward functions. In addition, the special training possessed by several of them was utilized in the opening of the Hospital's Obstetrical Service.

200. NAAF Hq., Newport, Ark., S.O. #69, 17 Mar. 1943, Par. 5.

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c. Medical Supply:

Upon his arrival at this Station on 10 November 1942, Lieutenant Hill, Medical Administrative Officer, was given all correspondence relating to medical matters by the Commanding Officer. In this file were three (3) requisitions for medical supplies for the Station Hospital. The initial requisitions had been automatic, originating at AAFSETC Headquarters, and had been forwarded to Newport with a letter of transmittal stating that medical supplies and equipment would arrive here on or about 15 October 1942. The first requisition called for a one-hundred-(100) bed unit, the second for a fifty-(50) bed expansion unit, and the third for a twenty-five-(25) expansion bed unit. As previously stated, everything possible was done to expedite the delivery of these items, but it was not until 8 January 1943 that these supplies and equipment began to arrive. In the meantime, the necessity of caring for an upper-respiratory disease epidemic without essential paraphernalia, and under adverse conditions as to messing and housing facilities, had extended the medical staff to the limits of its ability and ingenuity.

Since that time, however, every cooperation has

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been afforded by the St. Louis Medical Supply Depot, and service on subsequent requisitions has been excellent.

h. Post Surgeon:

The task of the Post Surgeon has had many ramifications, and has led him into every phase of human activity in the surrounding territory which may be considered as having possible effects on the health of the military personnel of this Post. Since Major Franklin L. Spann's assignment here on 17 November 1942, he has been indefatigable in tracing down and abolishing every possible threat to the health of this command. The conditions which confronted him on his arrival here were notoriously bad from the medical angle; and the degree to which he has been able, with his Staff, to neutralize them is an evidence of the superior qualifications and conscientious effort of this Officer. In order that the situation with which the Surgeon has struggled may be fully known, the following Sub-sections are written. They are based on both the written and oral statements of Major Spann.

(1) Local Environmental Conditions:

The flat terrain of the airfield (approximating two hundred thirty (230) feet above mean sea level) was

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formerly given over to rice cultivation. Runoff from this area is slow and poor, being accomplished by a few drainage ditches and two large irrigation canals, one of which runs Northeast-Southwest across the Field, and the other East-West at the northern boundary of the Field. No storm sewers were installed. The flying field, itself, is poorly drained by sub-terrain tile drainage.

The close intermingling of military personnel with the local civilian population has influenced the health of the Command more intimately than any other single factor. Survey of the local civilian communities revealed serious health conditions.

In the City of Newport, sewage disposal is accomplished by a water-borne sewage system, except for a few surface privies in the City's outskirts and in the colored section. The east side of the Town is serviced by a large, but inadequate, septic tank which having become filled, now empties raw sewage into the East Newport Lake, which is located approximately a half-mile within the City's limits. This is an ideal breeding place for pests of all sorts, and particularly malaria-transmitting mosquitoes. Oral recommendations for correction of this condition have been made to the Mayor and City Council, and also to the Arkansas State Health Department.

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The other, and larger sewage system is an antiquated one, built in 1910. It collects sewage from the larger western section of Town, and pumps this raw sewage into the White River some hundred (100) yards southwest of the Town. The Arkansas State Sanitary Engineer has stated that because of the water-dilution factor down stream, bacterlological surveys show this disposal system to be no health menace. In consequence, local authorities have not seen fit to take necessary action to install a sewage-disposal plant of modern filtration or chemical-treatment type.

Garbage disposal in Newport has been of the hit-and-run variety, each citizen being responsible for his own disposal requirements. This unsatisfactory situation has been removed, however, through recommendations to City authorities, who have since adopted a more up-to-date garbage system.

The milk available in the Community was, until recently, all raw, and being produced by unsupervised and uninspected dairies. State Health inspection of this supply was recommended, and is now being affected.

Active and intensive inspection of the Town's eating establishment has been conducted. Only eight (8) out of twenty (20) were able to pass the minimum

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requirements of the Arkansas State Health Rules and Regulations covering sanitation of public eating establishments.

Some idea of the prevalence of disease is evident in the following tabulation, which was produced by local health authorities as the record for the period between 1 January and 31 October 1942:

Malaria.....	88	cases
Typhoid Fever.....	2	
Tuberculosis:.....	10	(New cases)
Trachoma.....	22	
Influenza, etc.....	158	
Scarlet Fever.....	5	
Small Pox.....	2	
Measles.....	44	
Syphilis.....	54	
Gonorrhea.....	42	
Undulant Fever.....	1	

One case of tuberculosis was discovered working as a cook in one of the local eating establishments.

A malaria-prevalence survey, conducted in the Summer and Fall of 1942 by the United States Public Health Service, demonstrated that twenty-five per cent (25%) of the local population has a positive history of malaria fever; and one per cent (1%) of slides taken on local civilians were positive for malarial plasmodia. Selective Service reports on the first one million (1,000,000) inductees examined, gave Newport, Arkansas, a venereal disease rate of one hundred seventy-five (175) per one

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thousand (1,000) population per annum.

With this high venereal disease rate among the civilian population, and with the influx of promiscuous women working in dirty cafes, beer parlors and honky-tonks, the problem in regard to the welfare of military personnel was obvious. Arrangements were made with the local (City) Health Inspector, the District Prosecuting Attorney, the County and City Health Officers; and the Arkansas Venereal Disease Control Officer, for assistance in controlling venereal disease and contact in this community. The City of Newport passed a law to curb prostitution, while the Mayor and City Council promised full cooperation to this end; but this cooperation has not been forthcoming. The only other significant town in this area is Tuckerman, Arkansas, which has a population of 1,200 people. Tuckerman affords practically no housing facilities, no recreation and very few markets. Only one (1) of the four (4) cafes meets minimum state sanitary requirements. Only raw milk is available here. Disease prevalence coincides with conditions in Newport.

(2) Venereal Disease Statistics and Control Measures:

A chart on the venereal disease statistics of this

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Station has been incorporated in the Appendix. [201] Following is a condensed table of these statistics:

PERIOD	COLORED CASES	WHITE CASES	TOTAL CASES	RATE PER 1000 PER ANNUM
11/25--12/25/1942	0	6	6	80.65
12/25/42--1/19/43	4	7	11	54.26
February, 1943 **	5	15	20	97.67
March, 1943	6	5	11	78.13
April, 1943	3	5	8	29.88
May, 1943	3	6	9	41.44
June, 1943	4	7	11	49.84
July, 1943	3	7	10	36.44
August, 1943	0	5	5	22.23
September, 1943	0	6	6	26.44
October, 1943	0	2	2	6.81
November, 1943	2	4	6	37.79 *
December, 1943	0	3	3	10.17 *
January, 1944	1	6	7	29.76

* Including one commissioned Officer.
** Periods do not exactly coincide with the month in all cases.

Efforts to control venereal disease have been outstanding, and under seriously disadvantageous circumstances, are felt to have been largely successful.

The work in this connection began in January with

201. P. VII-14, Appendix.

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a venereal disease educational program, during which Training Film 8-154 was shown to all enlisted personnel. The chief aim of this program was to emphasize the need for prophylaxis after exposure. Statistics for each organization were kept on Squadron bulletin boards, and an effort was made to stimulate competition between squadrons to keep their skirts clean.

The very high venereal rate of February, the highest experienced to date, brought about some very thorough-going measures. Law enforcement officers from the surrounding country met here on 23 February 1943, and their cooperation was secured, as well as that of the State Health Officer and the State Police of Newport. Means for detecting and controlling local prostitution were considered at this meeting. In the meantime, the big red "V" banner, symbol of pre-eminence in venereal disease statistics, had been left-handedly awarded to this Station, with pleasure, by the Commanding Officer of the Stuttgart Army Air Field, who had been required to display it for the month before. The presence of the banner immediately produced a new sex hygiene program, mandatory for all military personnel - commissioned, enlisted and trainee - consisting of lectures, inspections, and training films. Again, venereal disease

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graphs were distributed to each organization and inter-squadron competition again stimulated. The result of all this can be seen in the foregoing graph.

In March, particular attention was given to the new colored contingent, whose rate was abnormally large. Law enforcement officials now began to round up suspicious women for identification, photographing, diagnosis, and in appropriate cases, quarantine. In the meantime, the prophylaxis rate doubled. By April, the full effect of all this procedure began to be noticed, and soldiers began to find that failure to secure prophylaxis after exposure was not only liable to produce nasty repercussions on their health, but also on their squadron standing.

In August, September and October, no colored cases occurred here. Considering the formally abnormal rate among these troops, this record is outstanding. Credit for this belongs to Sgt. Dana L. Myers, Venereal Disease Control Non-Commissioned Officer of the 321st (colored) Squadron. Sgt. Myers attended Venereal Disease School at Tuskeegee, Alabama, and has been a patient, thorough and tireless worker ever since, and is deserving of the highest commendation.

In November, the first venereal disease case among

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commissioned personnel was recorded. A restricted letter was forwarded thereupon to each individual officer of the Command, stating the responsibilities and conduct of a commissioned officer in the Army of the United States, and this matter has been subsequently handled during meetings of all Officers.

While it is not expected that venereal disease will be entirely abolished at this Station, it may be said that every control measure has been taken, and that the Surgeon is confident that the rate will remain relatively low henceforth, even under the adverse conditions heretofore mentioned.

(3) Mosquito and Malaria Control:

The prevalence of rice-culture in this vicinity, calling as it does for flooding fields in May, June, July and September with water from wells, and accomplished by means of irrigation ditches and canals, has made this country an ideal habitat for anopheles quadri-maculatus, not to mention the more dominant (about 90%) psophora columbiae and psophora discora, which, however, are not malaria-carrying. These pests when uncontrolled are produced in countless millions during the period from May to September. The non-malarial mosquitoes bite principally at night, but also bite during daylight hours in

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shaded places, and constitute a very aggravating nuisance. It was early recognized, therefore, that not only the health, but also the morale of Station personnel would depend upon a thorough-going program against these insects.

Inasmuch as the United States Public Health Service allots funds to the Director of Malaria Control in war areas for combatting the anopheles mosquito alone, it became necessary for the Director to secure funds from the Army to undertake control of the pest variety of mosquitoes. Surveys were made by representatives of the Public Health Service and the Arkansas State Health Department, and a cost estimate of $15,740.00 submitted, for which it was expected that 2,100 acres of rice fields and other natural breeding areas near enough to affect the military reservation, could be adequately controlled, not only insofar as the pest mosquito was concerned, but with beneficial results as well with the anopheles. However, request for this amount of money was disapproved by the Surgeon General's Office.

Anti-mosquito activities on this Post have been many and varied. Building construction was changed in a variety of ways. Screen doors were changed so as to open to the outside, improperly fitting screen doors and win-

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dows were adjusted, drainage was improved to get rid of stagnant pools, larvicidal sprays were spread on standing water which could not be drained, and insecticidal sprays were used in building interiors during night hours.

Even at the time of activation of this Station in November 1942, it was impossible for men stationed outdoors during the night hours to operate efficiently, and personnel working during daylight hours were still being harassed by these pests. Contracts were awarded therefore, and construction completed by 15 May 1943, for the double-screening of all living quarters of personnel.

Catching boxes were set up at various sites within the control area, while ditching, leveling and sodding of squadron areas by squadron personnel was helpful. By April 1943, three thousand (3,000) yards of dirt had been used for filling, and considerable oil applied to small ditches and undrainable pools. By October, 662 gallons of oil had been so applied, 1500 feet of ditch had been cleaned, 400 feet of new ditching instituted, and more than an acre of water surface eliminated. Control measures reached their peak in November 1943, when 18,480 feet of ditch were cleaned, 7,920 feet of new ditching constructed, 4,500 cubic yards of dirt employed for filling, and 50 gallons of oil applied. The work

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has continued since, with more and more water surface being eliminated as time goes on.

The Post control program has cooperated fully with the extra-cantonment program of the United States Public Health Service. The results have been extraordinary. Personnel during the past summer were not unduly annoyed by even pest mosquitoes, and only one case of malaria has occurred at this Station from local sources since activation.

(4) Disposal of Post Wastes:

SEWAGE: A water-borne sewage-disposal system was set up here, with inside toilets in orderly rooms and barracks areas. A sewage-disposal plant of the Hayes' type was constructed at the south end of the flying field, effluent from which is aerated and emptied south of the main field into the large irrigation canal which crosses the field. As stated elsewhere in this history, this plant is of low-efficiency, and requires constant attendance to meet the Station's requirements.

PUBLIC ANIMALS: No public animals are present on the Post. Only eight (8) sentry dogs are present, and animal refuse therefore presents no problem.

GARBAGE: This is handled by local contract made by the Post Quartermaster in accordance with sanitary

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regulations. Garbage disposal has been satisfactory.

TRASH: Since a Post incinerator was not approved for this Post, disposal of trash has been accomplished by using it for land-fill. This is practicable only when a sufficient amount of trash has accumulated to make efficient use of available heavy land-moving equipment of the Post Engineer.

(5) Mess Hall Sanitation and Nutritional Status of Troops:

Main information in this connection will be found in the histories of the Officers' and Consolidated Messes, and in unit histories of other organizations concerned with mess activities. It is sufficient to say here that the nutrition of enlisted troops, except during December 1942, has been generally satisfactory. However, the caloric value of Aviation Students' field ration has not been considered adequate in the past, and has needed to be reinforced by the purchase of additional carbohydrate foods by the Cadet Mess.

(6) Water Supply:

The water demand of this Station was originally estimated at 400,000 gallons per day. Two wells, slightly deeper than one hundred ten (110) feet, each capped with a rotary head pump with a maximum output of eight hundred (800) gallons per minute, are capable of

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producing about double the requirements, if necessary. A filtration plant has been constructed, made up of a wooden aerator, over which the water flows into two (2) settling basins of 100,000 gallon capacity each. Here lime may be added for sedimentation, if needed. The reservoir is a cement tank built partially underground, consisting of four compartments, and capable of holding 500,000 gallons. It receives water by direct overflow of the settling basins. The base of this reservoir is of concrete with asphalt expansion joints. These joints were originally inadequate, since they permitted the leakage out of water, and the leakage in of mud; but this condition has been removed by activity of the Post Engineer.

The water is chlorinated by liquid chlorine from a gas pressure cylinder. The chlorine enters the main coaming from the reservoir ahead of all the centrifugal main pumps, two having a capacity of 500 gallons a minute and one (the central fire emergency pump) 750 gallons per minute. Line pressure is maintained at sixty (60) pounds per square inch by use of a surface surge tank. The original construction provided for no protection against the freezing of lines, gauges, or even the tank itself, but this protection has since been added.

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Water has been potable since 14 December 1942.

(7) Housing of the Command:

Housing on this reservation is of the temporary theatre-of-operations type, except for the Hospital, Theater, WAC Barracks, Cadet Ground School and Chapel, which are of the cantonment type. The barracks are open rooms, approximately twenty (20) by one hundred (100) feet, heated by coal stoves at each end of the room, and built to accommodate thirty-four (34) men. Actually as many as fifty (50) men have been crowded into these rooms, affording less than forty (40) square feet of space per man. The stoves, being located at each end of the room, are not sufficiently beneficial to men in the middle of the room.

Bachelor Officer Quarters and Nurses' Quarters are constructed so as to afford about one hundred twenty (120) square feet to each occupant. Cadet barracks are arranged into rooms of approximately eighty (80) square feet, and two Cadets are assigned to the room under normal conditions. Over-quota Cadet classes led to over-crowding, and additional facilities have had to be provided for the overflow.

Heating for all housing except the Hospital, Officers' Mess, Consolidated Mess, and Cadet Ground School

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is provided by coal stoves, the messes and hospital being heated by low-pressure steam from boiler units, and the Ground School by hot air heat. No high-pressure steam is available anywhere on the Post for the sterilization of eating utensils or for hospital equipment.

1. Summary:

In fifteen (15) months, the Station Hospital and the Post Surgeon have accomplished a great deal. Credit must also be given to the Medical Detachment, the history of which will supplement some of the material contained herein, for a large share in the accomplishment. A summary of the work done shows the following activities:

(1) The organization and equipment of the Hospital to provide for all the following:

Medical, surgical, nursing, X-Ray, clinical laboratory, and messing services to the Command

Flight Surgeon's services to fliers and prospective fliers.

Ambulance service on flying line and for off-station transportation of Station casualties.

Dispensary service at all hours.

(2) Organization of an efficient Medical Supply to provide for the medical needs of the Hospital, various organizations and military aircraft.

(3) The organization of a Veterinary Detachment for the inspection of foodstuffs needed by the Command.

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(4) Organization and training of administrative personnel to handle the numerous sick and wounded statistical reports and routine Army procedures.

(5) Organization and training of officers and enlisted men for venereal disease control work.

(6) Organization and training of officers and enlisted men in sanitary inspection of messes, terrain, barracks, latrines, et cetera.

(7) The organization and equipping of a fully-staffed dental clinic to provide excellent dental care for the Command.

(8) Organization of a Women's ward to care for female military personnel and the female dependents of military personnel, including obstetrical care.

(9) The organization of a progressive and active Convalescent Training Program.

(10) The organization and administration of a fully functioning Medical Detachment.

It is the opinion of those in authority here that after the difficulties of supply had been solved, that Hospital efficiency has been "mighty fine". It is also felt that the work accomplished by Major Spann, particularly in connection with venereal disease and malaria control has been excellent in all particulars.[202]

202. Statement by Lt. Col. Charles E. Wilson, Post Executive Officer, NAAF.

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SECTION 9: RAILROAD TRANSPORTATION SECTION:

a. Activation and Organization:

Rail transportation to Newport Army Air Field began on 22 August 1942, at which time the 3.3 miles of government-owned spur track, extending from the main line of the Missouri-Pacific Railroad to the Warehouse Area of the Field, was completed and accepted from the contractor by the Area Engineer.

At the beginning of construction activities, rail transportation was under the supervision of the Area Engineer, and later of the Quartermaster during the time Quartermaster offices were maintained in the Armory Building at Newport.[203] Upon activation of the Field on 1 November 1942, the Transportation Office became a part of the Quartermaster's activities in the Post Headquarters Building, where it remained until about 1 December 1942, when it was moved into the Quartermaster Office Building #801.[204]

On or about 1 March 1943, work was completed on the first separate Transportation Office in Building #783, and the Section moved in. Facilities were also made available here for the storage of freight and ex-

203. See Quartermaster History, Part VII, Chapter E, Section 2.
204. See Station Layout Plan, submitted with former installment.

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press for short periods until it could be distributed. However, the Office provided at the time proved too small to house necessary equipment and personnel, and has since been enlarged and improved to its present size and condition.

The work of the Section has been under the direct jurisdiction of Captain Arthur A. Hendonsa since 8 November 1942, at which time he was assigned as Transportation Officer. [205]

b. Key Personnel:

At the present time, Captain Hendonsa is assisted by six (6) other persons. Key personnel assigned to this Section, together with the dates of their assignment and relief, are included in the following chart. Data therein has been checked against Special Orders:

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Hendonsa, Arthur A., Capt.		
Transportation Officer	11/8/42	--
Meal Ticket Officer	7/25/43	--
Employee Trans. Officer	10/1/43	--
Schomburg, Roy, Sgt.		
Railway Transportation NCO	2/5/43	--
Williams, McGhee, Mr.		
Chief Clerk	10/12/42	7/15/43
Bollheimer, Dellaretta M., Mrs.		
Stenographer	12/7/42	--
Chief Clerk	7/15/43	--

205. AAFBFS Hq., Tuckerman, Ark., S.O. #7, 8 Nov.1942, Par. 2. (Hq. File Room)

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Personnel also includes Switch Engine operators, Switchmen and Brakemen, a Clerk and Freight-Checker, and a Clerk-Typist.

c. History of Activities:

On 1 December 1942, a Demurrage Average Agreement was made with the Missouri-Pacific Railroad.[206] Since that date, demurrage charges have accrued only in December 1942 and February 1943.[207] Altogether, credits have exceeded debits in this connection by more than six (6) to one (1).

From 22 August 1942 until 24 May 1943, switch engines and crews were furnished by the Missouri-Pacific Railroad, for transporting supplies from the main line to the Field, or vice versa. On the latter date, a thirty-five (35) ton Plymouth Gasoline Locomotive, operating with Field personnel, began these switching operations, and prior to 1 January 1943, had been responsible for switching twenty-five hundred fifty-nine (2559) cars on and off the Field.[208]

Starting 22 August 1942, many carloads of construc-

206. This agreement is on file in the Transportation Office, NAAF, Newport, Arkansas.
207. NAAF, Newport, Ark., Transportation Office, Car Record Book, passim.
208. NAAF, Newport, Ark., Transportation Office, Switching Crew Car Record, passim.

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SECTION 4: 360TH SUB-DEPOT:

a. History for 1942:

This Station's Sub-Depot was activated on 20 September 1942. [90] Formal activity, however, did not begin until 7 October 1942, at which time, 1st Lieutenant Charles L. Smith (promoted to Captain 3 November 1942) was assigned as head of the organization. [91] Not only did Lieutenant Smith take over as Commanding Officer, but he also performed at the time all other functions assignable to commissioned personnel. On 27 October 1942, he was joined by 2nd Lieutenant Lester H. Cohen, who was made Sub-Depot Engineering Officer. [92] Two weeks later, on 9 November 1942, Captain Henry R. Lyman arrived from Kelly Field, Texas, and replaced Captain Smith as Commanding Officer, the latter now assuming the duties of Sub-Depot Supply Officer. [93] These three Officers were the only ones assigned to this activity during 1942.

From activation until the end of the year, a total of forty-one (41) persons, comprising a cadre from the 50th Sub-Depot, Lake Charles, Louisiana, made their appearance here at varying times. These people set up an

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90. ASC Hq., Fairfield, Ohio, G.O. #115, 20 Sept. 1942.
91. Hq. 360th Sub-Depot, G.O. #1, 7 Oct. 1942.
92. Hq. 360th Sub-Depot, S.O. #1, 27 Oct. 1942.
93. Ibid., S.O. #2, 9 November 1942.

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organization which by the end of 1942 was well defined. The chain of command was taken from the San Antonio Air Depot until 16 November 1942, at which time the Oklahoma City Air Depot at Tinker Field took over obligation for the Department's functions.

At the head of the 360th Sub-Depot is the Commanding Officer who is in charge of Headquarters and the coordination of all matters pertaining to Supply and Engineering Maintenance within the area and limits of his jurisdiction. He is also charged with liaison requirements with the Army Air Forces and all the sub-departments connected with the Airfield. Records pertaining to individuals and materials, as well as reports of all kinds, are handled under his supervision. Classification of mail and maintenance of master files are also Headquarters duties. Captain Lyman was assisted during 1942 by Mrs. Dorothy A. Hibbard, Chief Clerk, originally of the Lake Charles Sub-Depot.

Directly beneath the Headquarters group, the chain of command trifurcates into Sub-Depot Supply, SubDepot Engineering and Sub-Depot Signal. It should be noted, however, that the latter division was not activated during 1942, although plans were projected for its establishment later. The first of these divisions - Sub-Depot

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Supply - was, after the arrival of Captain Lyman, under Captain Smith, Supply Officer. This division is charged with the procurement and distribution of all supplies needed by eligible organizations at the Station. Its activities are sub-divided into three sections, one concerned with Warehouse management, one with accounting, and one with administration. Miss Kathryn L. Ely, Chief Clerk of Supply, is assistant to the Supply Officer, and has particular supervision of administrative activities. Miss Elizabeth L. Todd was Chief Property Supervisor in charge of accounting activities, while Mr. R. W. Johnson was Warehouse Superintendent. All of these persons were originally at the Lake Charles Sub-Depot.

The Engineering division, under Lieutenant Cohen, is concerned with Second and Third Echelon Aircraft Maintenance, and with production control and inspection. Most of this division's functions are performed under the immediate supervision of Shop Superintendent, Mr. Zillmon E. Wright, who is seconded, insofar as administration is concerned, by Mrs. Lucille Belaire, Chief Clerk.

The Sub-Depot Signal Section is responsible for the maintenance of all Airborne Radio Equipment.

The organization of the Sub-Depot is difficult for the uninformed to apprehend, and the details of its oper-

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ations are too numerous to describe. For this reason, a chart has been prepared to portray these details, and has been placed in the Appendix. [94] This should not be considered, however, as an evidence of a unique system, since the Sub-Depot operates in a thoroughly conventional manner.

The first activities of the Sub-Depot were undertaken in temporary office quarters in the National Guard Armory in Newport. Not only office activity was carried on here, but a quantity of supplies were likewise stored temporarily until barracks on the Field were sufficiently finished to permit their use for storage purposes. On 26 October 1942, the organization moved out to the barracks now occupied by the 337th Base Headquarters and Air Base Squadron, where it remained until 5 December 1942. On this latter date, all personnel and materials were moved to the Warehouse (Buildings 780, 781 and 782) and the Engineering Hangar (Buildings 810 and 811), which although unfinished were yet more desirable than the barracks quarters. The new quarters, insofar as space was concerned, were more than adequate to house available personnel and supplies, even though the staff increased from twenty-six (26) on 31 October 1942 to one hundred twenty-four (124) by the last day of the year.

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94. P. VII-6, Appendix.

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From its new location, the affairs of the Sub-Depot proceeded apace. Probably no organization on the Field had to do more in less time and under more adverse conditions. The difficulties with which the Department struggled are too numerous to record except in the major considerations: The continual moving from one quarters to another prevented the force from settling into a well-grooved and efficient routine. All buildings were surrounded by a sea of mud, so that entrance and exit were impossible without becoming thoroughly soiled. All modern conveniences were missing. All personnel had to make use of outside wooden privies, or go to more modern facilities a considerable distance away. Considering that these privies were some distance away from the quarters, were unheated, while the weather was consistently cold and inclement, it speaks well of the morale of the organization that no one quit at this time. Heating facilities within the buildings were entirely inadequate, water lines were unfinished, and there was no drinking water, and the buildings were not completely wired for electricity. Moreover, housing in the near vicinity was practically unavailable so that many of the employees had to commute daily over many miles of highways rendered nearly impassable by the prevailing weather conditions.

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Some of these persons made round trips of one hundred twenty (120) miles per day in order to attend their duties.

Other difficulties besides those relating to personnel also needed to be combatted. Impassable highways from Newport to the Field resulted in much delay and confusion in the delivery of supplies. Just at the time when newly-activated organizations were putting in their heaviest claims for furniture and other supplies by which to establish themselves, new personnel had to be trained. Not only was the transportation of supplies difficult, but there were frequently no supplies to transport - much material arrived late or not at all. The organization was constantly under the necessity of explaining to impatient sub-departments within the Field why supplies were not available, and the necessity of doing this cheerfully under the nerve-racking conditions prevailing, is a further evidence of the high morale within the Sub-Depot.

It needs to be noted, finally, that despite all the difficulties encountered and mentioned above, Technical and Administrative Inspectors reported progress of the 360th Depot during 1942 as being entirely satisfactory.

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May	Above Average
June	Excellent
July	Excellent
August	Excellent
September	Superior
October	Average
November	Superior
December	Above Average

On the basis of August's rating, this Station ranked within the first thirteen (13) out of seventy-four (74) stations graded in the Third Weather Region, and on the basis of September and November ratings was tied for first with other stations having no errors.

The forecasting services furnished by the Unit are judged satisfactory solely by the absence of complaint or commendation from other units using the forecasts. For the information of the forecasters, a verification program was inaugurated as of 16 November 1943, and out of two hundred five (205) forecasts tabulated, one hundred sixty-two (162) proved to be correct, indicating accuracy of slightly over eighty per cent (80%) for the period from 16 November 1943 through 31 December 1943.

A high standard of morale is maintained through liberal granting of off-duty passes and rotation of work shifts and duties. Morale of Observer personnel has been affected, to a degree, by the elimination of continental quotas for Forecasters' School, inasmuch as this training is, in most cases, pre-requisite to advancement above the

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grade of Sergeant.

The summaries shown on the following two pages have been prepared to present a brief climatological history of Newport Army Air Field, by months, from January 1943 through January 1944.

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MONTHLY WEATHER AT NEWPORT, ARKANSAS, FOR 1943 AND JANUARY 1944

	PERCENTAGE													
CEILINGS (FEET)	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	12 MON PERIOD	1944 JAN
0-500	0	0	2	0	1	0	0	0	1	0	1	3	1	2
500-1000	5	0	8	2	3	0	1	0	3	1	0	14	3	6
1000-3000	15	7	14	8	20	16	7	3	11	7	7	23	12	10
3000-10000	11	15	14	18	26	16	9	12	26	18	14	9	16	16
10000-20000	8	8	7	10	8	12	6	7	11	7	6	9	8	14
Above 20000	61	70	55	62	42	56	77	78	48	67	72	39	60	52
VISIBILITY														
Under 3 miles	8	2	12	6	7	4	1	1	5	3	13	44	9	30
3 to 6 miles	21	25	38	25	26	23	23	41	50	52	58	47	36	58
Over 6 miles	71	73	50	69	67	73	76	58	45	45	29	9	55	12

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MONTHLY WEATHER AT NEWPORT, ARKANSAS FOR 1943 AND JANUARY 1944

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	12 MON PERIOD	1944 JAN
Prevailing Wind Dir.	S	SSW	N	S	S	SW	N	N	N	NW	SSW	NE	N	SSW
Number of Thunderstorms	0	5	6	8	12	16	9	4	8	1	3	0	72	0
Inches of Precipitation	.43	.93	5.12	3.55	4.88	2.10	1.66	2.35	.76	4.29	1.16	5.48	32.65	2.48
Maximum Wind Velocity	32	34	40	35	44	40	31	33	30	40	38	32	44	39
Average Wind Velocity	10	12	12	12	12	9	9	6	8	11	9	9	10	10
Hours of Ground Fog	36	9	17	1	10	60	80	47	85	32	32	3	412	24
Hours of Thick Fog	8	0	4	0	2	2	0	0	0	0	8	10	34	5
Hours of Moderate Fog	2	0	2	0	1	3	0	0	0	0	1	17	26	2
Hours of Light Fog	62	20	120	63	80	21	4	0	2	7	53	144	576	39
Hours of Haze	23	99	191	137	71	76	78	152	245	368	329	200	1969	343
Hours of Smoke	123	154	258	113	72	39	38	150	49	232	485	612	2325	608
Hours of Blowing Dust	0	2	0	4	11	3	4	1	1	0	0	0	26	0
Inches of Snowfall	3.2	0.1	T	0	0	0	0	0	0	0	0	0	3.3	5.0
Maximum Temperature	77	75	78	92	94	99	104	108	97	85	78	68	108	68
Average Temperature	41	47	47	59	71	79	84	84	72	61	49	39	61	42
Minimum Temperature	6	18	11	35	53	59	56	59	46	34	22	9	6	9
Days T to .10 in rain	4	4	8	8	9	9	8	5	11	4	5	4	79	6
Days over .10 in rain	2	2	6	6	6	5	1	3	3	5	3	8	50	4

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SECTION 7: COMMUNICATIONS DETACHMENT:

The necessity of establishing control measures from the ground to air-borne planes is a pre-requisite to flight training. In order to be prepared for the activation of such activities, a detachment of the Third Airways Communication Squadron was set up at this Post between 10-20 December 1942, although official activation was not made a matter of record until 28 May 1943.[307]

The first enlisted man assigned to the Detachment, Sergeant Kenneth D. Blancy, made his appearance at the Newport Army Air Field on 5 December 1942.[308] Four (4) enlisted men were assigned to the Detachment from the 337th Base Headquarters and Air Base Squadron to assist with setting up of the communications equipment,[309] and five (5) trained Tower Operators arrived from the Fort Worth Tower School on 14 December 1942.[310]

Administration of the Detachment was originally handled through the Squadron Headquarters at San Antonio, Texas, by means of daily telegraphic reports. However, between 25 February 1943 and 5 March 1943, the Squadron

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307. 3rd Airways Communication Squadron Hq., Ft. Worth, Texas, G.O. #2, 28 May 1943.
308. 3rd Airways Communication Squadron Hq., San Antonio, Texas, S.O. #136, 28 Nov. 1942, Par. 5.
309. NAAF Hq., Newport, Ark., S.O. #31, 3 Dec.1942,Par.1.
310. 3rd Airways Communication Squadron Hq., San Antonio, Texas, S.O. #144, 14 Dec. 1942, Par. 3.

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Headquarters was moved to Ft. Worth, Texas, and, in consequence, the practice of sending daily reports to Headquarters was relaxed in favor of bi-weekly reports. The Detachment then became responsible for the maintenance of its own Morning Report and other administrative records. However, the Detachment members have always been attached to the 337th Base Headquarters and Air Base Squadron for rations and quarters. This Squadron also handles such administrative matters as the Sick Book, furloughs, passes, and payrolls.

From time to time additional personnel were assigned to the Detachment from other organizations on the Field as expanding operations required. The following table depicts the average strength by months. The second table shows the key personnel that have been assigned to this organization. Dates of assignment and relief have been verified from Special Orders, either of this Headquarters or Headquarters of the Third Airways Communication Squadron.

MONTHLY AVERAGE STRENGTH

Month	WAC	Enlisted Men
December 1942		6
January 1943		6
February		9
March		6
April		7
May		10
June	5	8

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Month	WAC	Enlisted Men
July 1943	5	8
August	6	8
September	7	12
October	9	14
November	2	10
December	2	8
January 1944	0	4

KEY PERSONNEL

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Allen, Lester K., 2nd Lt.		
Post Communications Off.	12/8/42	12/25/42
Asst. Post Comm. Officer	12/25/42	2/19/43
Heyward, Osborn B., Capt.		
Post Communications Officer	12/25/42	4/20/43
Landis, Edward D., Capt.		
Communications Officer	4/20/43	8/23/43
Manning, Roy L., 1st Lt.		
Asst. Post Comm. Officer	7/17/43	8/24/43
Communications Officer	8/24/43	12/28/43
Oelhofen, Andrew F., 2nd Lt.		
Post Communications Officer	6/7/43	10/25/43
Howard, Thomas B., Capt.		
Post Communications Officer	10/25/43	1/14/44
Kinney, Dupont C., Major		
Post Communications Officer	1/14/44	--
Barber, John R., 2nd Lt.		
Asst. Post Comm. Officer	8/16/43	9/30/43
Pettinelli, Remo, 2nd Lt.		
Asst. Communications Off.	8/15/43	9/25/43
Blaney, Kenneth D., T/Sgt.		
NCO In Charge - 3rd Comm.	11/28/42	--
Calvert, Leonard W., T/Sgt.		
NCO In Charge - Post Comm.	12/20/43	--
Depue, Dolan A., S/Sgt.		
Charge of Maintenance	7/19/43	--

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Beginning in June 1943, the use of Women's Army Corps members as student Control Tower Operators was approved and several assignments of this kind were made at this Post. At first, these members were assigned directly to the Third Airways Communications Squadron, but on 17 November 1943, they were transferred to the 1066th Basic Flying Training Squadron for administration. The first Third Airways Communications Officer to be assigned to Newport Army Air Field was 2nd Lieutenant Roy L. Manning, who was transferred here on 12 July 1943, [311] and became Post Communications Officer about a month later, replacing Captain Edward D. Landis. [312]

The first equipment to be received at this Field was a SCR-299-c radio truck, originally designed as a high-powered mobile radio station for use in the theater of operations. Modifications were accomplished here, and the unit served as a control station until 10 January 1943, when a receiving and transmitting set, owned, designed, and built by 2nd Lieutenant Lester H. Allen, was installed. This transmitter operated on a power output of about thirty (30) watts, and provided the Newport Tower with necessary communications facilities until

311. 3rd Airways Communication Squadron Hq., Ft. Worth, Texas, S.O. #152, 10 July 1943, Par. 3.
312. NAAF Hq., Newport, Ark., S.O. #213, 23 Aug. 1943, Par. 8.

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13 February 1943, when a Collins 56-Q transmitter was borrowed from Walnut Ridge Army Air Field and installed. This permitted the Newport Field to go on twenty-four hour operating basis. Lesser changes and additions to equipment have since been made.

The first installation of a radio in an ambulance was made on 10 February 1943 to provide two-way communication in case of crashes and other emergencies. It was not until the following October, however, that it was deemed advisable to equip other types of motor vehicles with two-way communication sets. On 1 October 1943 a staff car assigned to the Director of Training was so equipped, mainly for use in searching for wrecked aircraft. Radio equipment for use of the Military Police was also installed--one (1) two-way set being placed in the Provost Marshal's office, and two (2) patrol vehicles being equipped with similar sets.

In June 1943, the Control Tower at the Hilltown Auxiliary Field was equipped with radio communication sets; and in October 1943, the Control Tower at the Erwin Auxiliary Field was likewise so equipped. During the same month, an SCR-551-A Direction Finder was installed at the main Field.

Personnel of the Detachment, Third Airways Communi-

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cation Squadron, are continually undergoing training in the various phases of communications work. This program has been under the direction of the Communications Officer, assisted by such technically qualified enlisted personnel as are available. Subjects covered include Weather, Civil Airways and F.C.C. Rules and Regulations, and Radio Code.

Morale among members of the Detachment has always been at a high level due to the specialized type of work in which they are engaged, and because of a close and understanding cooperation between the Officers and enlisted men.

SECTION 8: AVIATION CADET DETACHMENT:

While the history of the Aviation Cadet Detachment contains few outstanding events, it does include many long hours of routine work. Some idea of the way its activities have increased may be seen when it is remembered that its first class numbered only ninety-eight (98), whereas the class of 44-D numbered nearly four hundred (400), giving the Detachment a roster totalling more than seven hundred fifty (750) trainees. The Detachment occupies an area near the center of Newport Army Air Field. Its facilities include some thirty-six (36) Barracks, a Mess Hall, a Recreation Hall, a Head-

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quarters Building, and other necessary structures. The Cadet Area is used exclusively for Cadet formations and disciplinary activities. It contains no parade grounds or athletic installations. The character of this layout is evident in the chart included in the Appendix.[313]

The Aviation Cadet Detachment was activated on 11 December 1942,[314] with Captain Robert K. Margraf as Commandant of Cadets and 1st Lieutenant Eugene B.Duncan as Adjutant. However, this activation was more nominal than real. On that date, no equipment of any kind was available. The Commandant used a large wooden packing box for a desk and the typist used a smaller box on which to set her typewriter. Barracks and other buildings were still under construction, while the Mess Hall had no heating equipment, tables, or kitchen equipment. There were no walks of any kind, despite the fact that the entire area was a morass of mud and water. So deep was the mud, and so continuous the rainy weather, that little improvement was possible by the time the first class of Cadets arrived on 22 December 1942.

By diligent effort, strong talk, and an eye for noting where new equipment was being stored before assign-

313. P. VII-16, Appendix.
314. AAFBFS Hq., Tuckerman, Ark., G.O. #2, 11 Dec.1942.

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ment, the Supply Officer was able to requisition or borrow sufficient equipment to have the Cadet Headquarters Building equipped with the necessary furniture and equipment by 1 January 1943. Sufficient improvisations were made to accommodate the first class of Cadets. Planks were laid over the worst mudholes, canvas cots obtained for sleeping quarters, and some stoves acquired to heat the Barracks.

By the end of February 1943, a barber shop and a Branch Post Exchange had been installed for the accommodation of the Cadets. These were only make-shift arrangements at the time, and it was not until the first of June that real installations of this character could be secured. Meanwhile, cement walks were laid, Barracks finished and equipped, and the Mess Hall put into operation, the latter starting to function on 12 January 1943. Cooks, firemen, and kitchen police were furnished from among the enlisted men on the Post.

Captain Robert H. Largraf, having been transferred, Captain Arthur E. Bean, (since Major), became Acting Commandant on 22 April 1943. On the same date, 1st Lieutenant Osborn B. Heyward, (since Captain), replaced 1st Lieutenant Eugene B. Duncan as Adjutant. The Commandant's position was vacated by Captain Bean on 6 May 1943, and

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taken over by Captain Graydon J. Jones (since Major).[315]

The following chart shows the number of personnel under jurisdiction of the Aviation Cadet Detachment from 1 January 1943 through 31 January 1944:

Month	Aviation Cadets & Aviation Students	Student Officers
January 1943	88	10
February	213	22
March	267	16
April	303	8
May	326	13
June	340	21
July	408	27
August	468	31
September	556	32
October	694	29
November	757	29
December	742	28
January 1944	708	38

The Commandant of Students is responsible for the training and administration of the Cadet Detachment. In order to do this efficiently, the Commandant has divided the Detachment into Sections, each headed by a Commissioned Officer.

Within the Detachment, administration falls into three (3) general classifications: Management, Record Keeping and Reporting and Training.

a. Management includes the conducting of detach-

315. NAAF Hq., Newport, Ark., S.O. #116, 6 May 1943, Par. 4. (Hq. File Room)

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ment business and individuals. It is concerned with the operation of utilities pertaining to housing, messing, supply, and detachment funds. The management of the Detachment is intrusted to the Commandant of Students and the Section Heads, assisted by enlisted personnel.

Second Lieutenant Frank X. Cagney was assigned to the Cadet Detachment on 18 November 1942, as Personnel Officer.[316] He made immediate efforts to obtain office equipment and enlisted personnel, but before accomplishing his mission, was relieved of his assignment, and replaced by 2nd Lieutenant Brown W. Abel, (since 1st Lieutenant).[317] Lieutenant Abel divided the Personnel Section into three (3) Sub-Sections, and placed an enlisted man at the head of each. These Sub-Sections were (a) Morning and Sick Reports, (b) Payrolls, and (c) Service Records. At that time, the Cadet Personnel Section was housed in Cadet Headquarters, but in May 1943, was absorbed by the Post Personnel Section. It is still operated, however, as a separate unit under the direction of the Post Personnel Officer. The great increase in the number of Cadets has made it necessary to add additional

316. NAAF Hq., Newport Ark., S.O. #14, 18 Nov. 1942, Par. 2. (Hq. File Room)
317. Ibid., S.O. #38, 16 Dec. 1942, Par. 5.

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personnel to the Section.

Housing, supply, maintenance, storage, laundry and dry cleaning are managed by the Supply Officer and his assistants. 2nd Lieutenant Ross K. Knighton was assigned to the Cadet Detachment on 9 November 1942, [318] as Supply Officer. He got off to a slow start due to the lack of supplies, but as rapidly as equipment arrived at the Field, was able to get his share. As Supply Officer, Lieutenant Knighton was responsible for the procurement, storage, and distribution of supplies, and is also responsible for the storage of excess baggage belonging to Cadets.

A small number of items for issue are kept in the Supply Building. These items include sheets, blankets, comforters, beds, mattresses, flying suits, sun glasses, table lamps, desks, brooms, chairs, etc.

In addition to the Supply Officer, there are ten (10) enlisted men assigned to the Supply Section. With the forms and records that must be kept together with the laundry service, maintenance, etc., not to mention the complete periodic changes in the Detachment personnel, this Section is always very busy.

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318. NAAF Hq., Newport, Ark., S.O. #8, 9 Nov. 1942, Par. 1. (Hq. File Room)

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The names of the key enlisted personnel of the Supply Section at present are as follows:

Loudermilk, Robert D., T/Sgt.
Chief Supply Clerk

Facchineri, Samuel F., S/Sgt.
Clothing Records

Krasner, Milton, Cpl.
Area Maintenance

Messing is handled by the Cadet Mess Officer and his assistants. 2nd Lieutenant Robert F. Connolly was assigned to the Cadet Detachment on 14 December 1942,[319] and was made Mess Officer by the Commandant of Cadets.

From 28 December 1942 until 12 January 1943, the Cadets were fed at the Officers' Mess. The Cadet Mess Hall was completed on 12 January 1943. As has been stated before, the mess equipment at that time was meager, and sanitary conditions in and around the mess hall were deplorable. When more and better equipment arrived, however, the situation changed for the better. At the present time, the Cadet Detachment has the best equipped kitchen on the Post. Some of the better equipment was purchased from the Cadet Mess Fund. The mess now serves more than two thousand (2000) meals each day. With the exception of the kitchen police, the mess personnel is

319. NAAF Hq., Newport, Ark., S.O. #36, 14 Dec. 1942, Par. 12. (Hq. File Room)

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adequate, although all are forced to work long hours. All meals are served family style and each Cadet has as much food as he desires. Food is served hot from steam tables located in the dining rooms. All items on the menu are ready for serving at the same time. The Cadets are seated eleven (11) to a table, with a carver in charge. The carver sees that each Cadet gets a fair share of all articles of food served, and that no Cadet, because of his timidity, or greediness on the part of any other man, gets less than a fair share.

All Mess personnel are examined at least once each month and, if found physically qualified as food handlers, are furnished with a certificate to that effect. All dishes and other utensils are sterilized by steam after being used.

The key enlisted personnel of the Cadet Mess at the present time consists of the following men:

Gravette, Charles C., T/Sgt.
Mess Sergeant

Gilleland, John R., Sgt.
Asst. Mess Sergeant

Valenti, Alfanso S., Sgt.
First Cook

Perry, Martin, Cpl.
First Cook

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b. Record Keeping and Reporting likewise falls into two classifications: Organizational Record Keeping and Individual, or Personnel, Record Keeping and Reporting. The term "Record Keeping" means the recording of executive action taken, and "Reporting" means preparation of data on individuals to provide the material necessary to future executive action.

Organization records include: The Detachment Morning Report, which is both statistical and historical; the Daily Sick Report, also statistical and historical, forming with the Morning Report another source from which data are obtained for individual records; the Guard Roster, a record which enables the Commandant to distribute equitably the burdens of guard detail among the members of the Detachment; and the file of Detachment Orders, a legal and official historical record of executive action affecting both the Detachment and its individual members. Most of this work pertaining to personnel is handled by the Cadet Adjutant and Cadet Detachment First Sergeant. Other Detachment records such as those pertaining to Supply and Mess are handled by the Officer in Charge of those Sections through the Cadet Adjutant.

Individual or personnel record keeping is handled by the Cadet Personnel Section, now a part of the Post

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Personnel Unit.

c. Training is conducted by the Tactical Officers. The Corps of Cadets are divided into six (6) Tactical Squadrons for administrative and tactical purposes. Insofar as possible, the Cadet Officers handle the administrative functions of the Squadrons as well as the drilling, et cetera.

Tactical Officers are directly responsible for the training and welfare of the Aviation Students under their command. They concern themselves not only with the military and physical progress of their men but also with the morale of each individual. Each Cadet is made to feel that his Tactical Officer is vitally interested in his progress and, further, that he can go to his Tactical Officer with his troubles and be sure of a sympathetic ear.

In December 1942, when the first class of Cadets arrived at this Station, four (4) Tactical Officers were assigned to the Cadet Detachment. At that time there were less than a hundred (100) Cadets in training. They were divided into four (4) Squadrons for tactical and training purposes and a Tactical Officer placed in charge of each. At the present time, the Corps of Aviation Cadets has the same number of Tactical Officers, but has

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expanded to six (6) Squadrons with more than seven hundred (700) students in training. In order to house this number of students, one entire section of buildings (10 in number), belonging to the 337th Base Headquarters and Air Base Squadron, has been taken over by the Cadet Detachment. Even with this addition in buildings, the housing facilities are still inadequate and crowded conditions continue to exist.

The administration of a Cadet Squadron is intrusted to the Cadet Squadron Commander. He is assisted by three (3) Flight Lieutenants, one (1) First Sergeant, one (1) Supply Sergeant, four (4) Sergeants and eight (8) Corporals. Each Squadron consists of two flights -- one upper and one lower class. A Tactical Officer supervises the proper functioning of the Cadet Squadrons.

All Tactical Officers are charged with the following specific duties:

(1) To inspect squadrons and squadron areas at least twice daily. This includes a minute inspection of each room, barracks, and the outside area.

(2) To meet all formations between reveille and retreat.

(3) To make clothing and shoe inspections at least once each week.

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(4) To make out daily delinquency reports for his Squadron.

(5) To conduct the following training schedule for each class:

a. Drill and ceremonies	27	hours
b. Formal Inspections	9	"
c. Honor System	1	"
d. Disciplinary System	1	"
e. Organization of a Tactical Squadron	1	"
f. Duties of Army Air Forces Officers	5	"
g. Leadership	1	"
h. Customs and Courtesy	1	"

In order to supervise the work of a Detachment of this size and to see that schedules and regulations are enforced, a Cadet Guard is posted daily. The guard consists of a Commissioned Officer in Charge, a Cadet Senior Officer of the Day, a Junior Officer of the Day, an Officer of the Guard, and a Charge of Quarters from each Squadron.

It is the responsibility of the Cadet Guard to see that the following duties are performed.

(1) All calls are made at the proper time.

(2) The proper uniform is worn at all formations.

(3) Absentees and lates are reported to Tactical Officers.

(4) Departure Books, Night Flying Books and Recreational Privileges Books are kept correctly.

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(5) Supervise the walking of Punishment Tours and the serving of Confinements.

(6) Enforcement of Cadet Regulations.

The policies of the Detachment conform with Aviation Cadet Orders which have been approved by the Training Command. Additions to these orders are published in Daily Bulletins. The Detachment has been able to comply with all directives from higher authority with a few exceptions that are of minor importance. For example, all Cadets are expected to meet Retreat each day. Because of flying and other duties, complete compliance is impossible. However, some Cadets meet Retreat each day during the week, and the entire Corps meet Retreat on Sunday.

The chief difficulty encountered has revolved around the lack of sufficient personnel. Transfers have been numerous in the Tactical Section. At least ten (10) of these Officers have been transferred since the activation of the Field. Not only have two or three key Tactical Officers had the responsibility of conducting all the tactical work, but also have had to train the newly assigned Tactical Officers in the proper performance of their duties. In order to carry on with this work, both functions have suffered in the past. This has been reflected in the poor condition of rooms, poor discipline, and, in

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cases, a lowering of morale.

The training period at Basic is not of sufficient duration. The schedules are too "full". Cadets do not have enough time between duties for the purpose of changing uniforms, cleaning up rooms, and otherwise getting to the formations on time. This has made for poor discipline. An extension of the training period would enable the Detachment to operate and run on a sensible and possible schedule and, no doubt, would be conducive to better discipline, better morale, and to a higher degree of proficiency with regard to training.

The Detachment has received a number of letters of commendation from the Base Commander. Two or three of these have been in regard to the Cadet Mess; others have been in regard to the absence of any venereal diseases among the members of the Cadet Detachment.

The morale of the students in training seems to fluctuate with classes and the seasons of the year. During the winter months when clear days are at a premium, when flying is almost at a standstill, and when one does not dare wander off of a hard surface road or walk, morale is very, very low. During the Spring, Summer, and Fall, when every day is a flying day and when removing ashes and firing coal stoves is not necessary, morale

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is very high. Small things, yes, but certainly morale factors. Another morale factor has been the lack of proper recreational facilities, and the inability of Cadets to find suitable quarters for their wives. Both of these problems are in the process of being solved. A Cadet Club is now under construction on the Post. It will offer sufficient recreational and social entertainment for the Cadets and their guests. It will contain game rooms, lounge rooms, a combination soda fountain and bar; and a large dance hall. This will be open to the Cadets nightly. The USO and Special Services are cooperating nicely with the Detachment in finding suitable rooms and apartments for the wives of Cadets. A Cadet Wives' Club has been formed for the purpose of helping each other, but especially the newcomers to the Post. They have weekly meetings at the USO, at which time they discuss common problems as to housing, food, recreational facilities, et cetera, and how best to cooperate in solving them.

SECTION 9: AAF WOMEN'S ARMY CORPS DETACHMENT:

The cadre of auxiliaries transferred to Newport Army Air Field for the purpose of activating a Company of the Women's Auxiliary Army Corps, arrived at this Post on 28

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May 1943 from Fort Oglethorpe, Georgia. On the same day, 2nd Lieutenant Susan D. Titus arrived from Fort Des Moines, Iowa, and assumed duties as Acting Company Commander. She was replaced in these duties by 1st Lieutenant Lucille J. Shachlette who arrived on 1 June 1943. Two days later 2nd Lieutenant Stella Augustine arrived and took up the duties of Supply and Mess Officer. Lieutenant Titus was reassigned as Executive Officer of the Company. On the same day twenty-three (23) more auxiliaries arrived from the Fifth WAAC Training Center, Monticello, Arkansas. An original strength of one hundred fifty-five (155) members was authorized for this Post.[320] Although no Table of Organization was assigned to this unit, Manning Table No. 35-2122, showing a typical Headquarters Company, was used as a guide in the early stages of the organization of the Company.

The unit was designated the 745th WAAC Post Headquarters Company until August 1943, when, in conformity with an Act of Congress, the Women's Army Auxiliary Corps became a component part of the Army of the United States,[321] and the organization was redesignated the 745th WAC Post Headquarters Company.[322] On 9 September 1943, a slight

320. AAFSETC Hq.,Maxwell Field, Ala., Letter, 31 May 1943, File 221, Subj: Allotment of Grades to WAAC Units.
321. WD Bulletin #12, 7 July 1943. (Hq. File Room)
322. AAFEFTC Hq., Maxwell Field,Ala., Letter, 9 Sept.1943, File 221.02, Subj: Allotment of Grades to WAAC Units.

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adjustment was made in the authorized strength of the unit, increasing the total to one hundred fifty-six (156) enrolled members. The strength of the organization never has approached the total authorized, the highest strength being in December 1943, when there were seventy-nine (79) members. The following tables show the monthly strength and changes in key personnel:

ORGANIZATION STRENGTH

Month	WAC Members	WAC Officers
May 1943	12	3
June	66	3
July	65	4
August	54	3
September	75	3
October	78	3
November	78	2
December	79	2
January 1944	76	2

KEY PERSONNEL

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Shacklette, Lucille J., 1st Lt. Company Commander	6/1/43	2/7/44
Titus, Susan D., 2nd Lt. Executive Officer	5/28/43	1/22/44
Augustine, Stella, 2nd Lt. Supply & Mess Officer	6/3/43	11/8/43
Stetson, Ella L., 1st Lt. Detachment Commander	2/17/44	

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NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
McPherson, Peggy A., 1st Sgt. First Sergeant	5/28/43	--
Rutledge, Estelle F., Sgt. Supply Sergeant	5/28/43	--
Graf, Lillian E., Cpl. Chief Clerk	6/12/43	--

Inasmuch as enrollment in the WAAC was voluntary, choice was given for enrollment in the WAC. Upon completion of this change in September 1943, the strength was fifty-four (54). The highest percentage of this loss through re-enlistment was due to changed home circumstances and physical disability. Losses since that time have been due to enlisted women being transferred to other Detachments, Army Schools, Overseas Replacement Units, and discharges. Replacements, however, have kept the average strength of the Unit above the seventy-five (75) mark.

The Enlisted Women are holding many important positions on the Post, and are recognized by Officers and enlisted men alike as excellent workmen. They have replaced some men, who have been released for combat duty. In December, 1943, the Enlisted Women were assigned to thirty-two (32) different departments on this Post. One WAC, a payroll clerk in civilian life, is in charge of the War Room, where the latest information concerning

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conduct of the war is assembled. A former telephone operator now dispatches planes at Post Operations. Several typists and stenographers are now Flight Control Operators. Six Enlisted Women are assigned to the Quartermaster as clerical workers and truck drivers, four are assigned to the Station Hospital; another is assigned as Court Reporter, and two others teach Code in the Ground School. The majority of the WAC's at this Station are filling essential jobs, principally clerical duties.

On 18 October 1943, the Company was inactivated and the AAF WAC Detachment established. [323] At that time the strength warranted the need of only two (2) WAC Officers; therefore, one was assigned to duty with Post Operations. The two (2) Officers are charged with the supervision, training, and discipline of the Enlisted Women who are attached for rations, quarters and administration. The administrative work of the Detachment is identical with that of the former Company and includes keeping of such records as Manning Reports, Sick Book, Daily Status Report, Ration Account, and Informational Roster.

The AAF WAC Detachment has participated in all programs outlined for the Post by the Plans and Training

323. AAFEFTC Hq., Maxwell Field, Ala., G.O. #119, 18 Oct. 1943, Pars. 1 and 2. (Hq. File Room)

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Department except those of a tactical nature. The Physical Training program is conducted in accordance with Mobilization Training Program, Project No. 35-1.

The WAC Mess has operated efficiently since its opening shortly after the cadre's arrival. Not only has it received commendation from the Post Sanitation Department and the Air Inspector's Office (Administrative); but it was highly praised in a report submitted by the Mess representative from Headquarters, Eighth Service Command to the Commanding Officer, Newport Army Air Field. On numerous occasions the Mess has been judged the "Outstanding Mess of the Week" on the Post.

The WAC Day Room which adjoins the Mess Hall has been beautified and receives much favorable comment. The Enlisted Women are encouraged to entertain their soldier dates during the evening in the Day Room. It is not an uncommon thing to see a large group of soldiers and WAC's assembled around the piano singing at the top of their voices. Others may play ping-pong, cards, or other indoor games, or read the latest magazines.

Morale in the WAC Detachment is high. With good living conditions, healthful food, interesting jobs, and normal duty hours, there is every reason that it should remain thus.

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SECTION 10: 687TH ARMY BAND:

The 687th Army Band was originally activated at Newport Army Air Field as the 387th AAF Band. This redesignation was authorized in the latter part of January 1944. Consequently, this is a record of the Organization as it existed under the latter designation.

The Band was activated on 1 February 1943 and consisted of twenty-eight (28) pieces, designed to provide suitable music for Military Reviews, Retreat formations and similar functions, and to entertain the personnel of the Post. [324] Captain Harvey C. Lisle was made Commanding Officer, [325] and five (5) enlisted men from the Field were assigned to the Organization. [326] Band members are attached to the 337th Base Headquarters and Air Base Squadron for rations, quarters, and administration.

The first Director (likewise Acting First Sergeant) was Technical Sergeant Sidney Davis who was transferred to Newport Army Air Field from Craig Field, Alabama, on 5 February 1943. [327] Since the men previously assigned to the Organization did not constitute a sufficient

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324. AAFSETC Hq., Maxwell Field, Ala., G.O. #10, 27 Jan. 1943, Par. 1, Sect. 1. (Hq. File Room)
325. NAAF Hq., Newport, Ark., S.O. #27, 31 Jan. 1943, Par. 10. (Hq. File Room)
326. Ibid., Par. 9.
327. NAAF Hq., Newport Ark., S.O. #35, 9 Feb. 1943, Par. 2. (Hq. File Room)

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number to perform as a Unit, Reveille and Retreat formations were played by one trumpeter. Civilians from Newport, Arkansas, and men assigned to various other squadrons on the Field, worked with band members in order to provide the music for weekly dances for the Officers, Cadets and Enlisted Men. The instrumentation of the group at this particular time left quite a little to be desired. Nevertheless, the personnel of the Post appreciated these beginning attempts of the Band, as shown by the large attendance at all dances.

On 30 March 1943, twelve (12) musicians were added to the Band from Jefferson Barracks, Missouri.[328] Included in the new group was a sufficient variety of instrument players to permit holding of band rehearsals and playing military formations. On 7 April 1943, the 397th AAF Band made its first public appearance by playing at a Retreat formation. On 31 March 1943, four (4) more players were assigned from Sheppard Field, Texas.[329] Shortly thereafter three (3) more players were added; however, these last musicians were not essential for a well balanced band and, because of conditions existing at that time, they were almost immediately transferred

328. NAAF Hq., Newport, Ark., S.O. #81, 30 Mar. 1943, Par. 9. (Hq. File Room)
329. Ibid., S.O. #82, 31 Mar. 1943, Par. 1.

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to another Post. [330]

On 26 April 1943, Warrant Officer (jg) Jose D. Masters was assigned as Band Leader, and took over active direction of the organization. [331] A Drum Major was appointed, and the Band began playing at formal Reviews for Cadets and Enlisted Men of the Post. On 17 May 1943, Captain Lloyd L. Bergen relieved Captain Harvey C. Lisle as Commanding Officer. Additional players were added to the Band during May and June 1943, rounding it out into a well-balanced musical organization.

By the close of 1943, the Band consisted of twenty-nine (29) musicians playing a total of thirteen (13) different types of instruments. A dance orchestra composed of several members of the Band had been organized about the middle of April 1943, and by the end of the year had become well known to military and civilian personnel attending the weekly dances on the Post and in Newport. The following tables illustrate monthly strength figures and changes in key personnel. Dates of assignment and relief have been verified from Special Orders, this Headquarters.

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330. NAAF Hq., Newport, Ark., S.O. #109, 29 April 1943, Pars. 2, 3, & 4. (Hq. File Room)
331. Ibid., S.O. #106, 26 April 1943, Par. 16.

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MONTHLY STRENGTH FIGURES

Month	Enlisted Men	Warrant Officer
February 1943	6	
March	21	
April	22	1
May	22	1
June	22	1
July	24	1
August	23	1
September	22	1
October	24	1
November	30	1
December	30	1
January 1944	28	1

KEY PERSONNEL

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Lisle, Harvey C., Capt. Commanding Officer	1/31/43	5/16/43
Bergen, Lloyd E., Capt. Commanding Officer	5/16/43	--
Masters, José D., W.O. (jg) Band Leader	4/26/43	--
Davis, Sidney, T/Sgt. Acting First Sergeant	2/9/43	--

That the Band was successful is evidenced by the following quotation from a local newspaper: "Bugling to instrument repair, from K. P. to radio broadcaster, from building cement sidewalks to furnishing dance orchestras for entertainment, the 387th Band does all this and more too, at the Newport Army Air Field." [332]

332. Newport Daily Indpendent, Newport, Ark., 1 Nov.1943, Vol. 43, No. 191.

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At various times the Band has toured Northeast Arkansas, playing for many public activities such as Bond Drives, WAC Recruiting Campaigns and Scrap Drives. Citizens who have, in the past, tuned in KBTM, Jonesboro, Arkansas, on Friday evenings have heard the military band on the air, while citizens from Newport and surrounding country who have attended the Sunday afternoon "Open Posts", have seen the Band on parade and heard its concerts. The Band also plays Wednesday afternoon concerts for the benefit of personnel confined to the Post Hospital.

The best evidence of the high morale existing among the Band members is the excellent quality of the music which they render.

On 25 January 1944, the personnel of the 387th AAF Band was transferred from the Air Corps to the Adjutant General's Department [333] and the Band redesignated the 687th Army Band, effective as of 27 December 1943. [334]

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333. NAAF Hq., Newport, Ark., S.O. #23, 27 Jan. 1944, Pars. 3 and 4. (Hq. File Room)
334. AAFEFTC Hq., Maxwell Field, Ala., C.O. #3, 25 Jan. 1944, Par. 1. (Hq. File Room)

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CHAPTER V: SQUADRON ACTIVITIES

Introduction: Since very complete Unit Histories of the various Squadrons are being submitted along with the Post History, only basic information will be included in the following accounts of the various Squadrons' activities. If further details are desired, attention is invited to these more complete documents, since only a synthesis of these is provided herein.

SECTION 1: 337TH BASE HEADQUARTERS AND AIR BASE SQUADRON

The early history of the 337th Base Headquarters and Air Base Squadron, from the date of its activation to the time it moved to Newport Army Air Field, is filled with gaps. This is due largely to the fact that its transfer to this Post was a strictly nominal transaction, since no personnel, equipment, or anything, in fact, but a few ancient and incomplete Morning Reports were sent. In consequence, it seems to the writer, that with no evidence from anyone here to change the opinion, most of this Organization's early existence is paper history.

On 17 April 1942, the 337th Air Base Squadron(Reduced) was activated at the Municipal Airport, Miami, Florida, and was assigned to the Eastern Defense Command. [335] No

335. WD AGO, Wash., D.C., Letter (Confidential), Subj: Disbandment, Constitution and Activation of Air Corps Units, 17 April 1942.

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records of the place, date and authority for activation of the 337th Air Base Squadron as a member of an Air Base Group, Stations, or record of events, exist prior to 1 June 1942.

On 13 June 1942 the 337th Air Base Squadron(Reduced) was redesignated as the 337th Base Headquarters and Air Base Squadron (Reduced). [336] On 29 September 1942 the Squadron was redesignated as the 337th Base Headquarters and Air Base Squadron. It was then reassigned to the AAF Southeast Training Center and transferred without personnel or equipment to the Army Air Forces Basic Flying School, Tuckerman, Arkansas. [337] Upon its transfer to Tuckerman, (Newport Army Air Field) the Squadron was reorganized in accordance with Table of Organization 1-422, dated 1 September 1942. [338]

According to the original activation order, the Air Corps Detachment, Municipal Airport, Miami, Florida, was to furnish the cadre for the 337th Air Base Squadron (Reduced). However, the first indication of the arrival of any personnel is found in the first Squadron Morning Report of June 1942, which relates that at 6:30 P.M. on 18

336. WD AGO, Wash., D.C., Letter (Confidential), Subj: Disbandment, Constitution and Activation of Air Corps Units, 17 April 1942.
337. Ibid., 29 Sept. 1942. (Sq. Files)
338. Ibid.

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May 1942, two (2) Staff Sergeants and seventy-six (76) Privates departed from Dow Field, Bangor, Maine, en route to the Miami Municipal Airport. These men arrived at 8:45 P. M. on 20 May 1942, and were furnished quarters at the Miami Municipal Airport, thus achieving the distinction of being the first assigned members of the organization on known records.

Captain Bunker was assigned from Mitchell Field, New York, as the first Squadron Commander, on 22 May 1942, and assumed command on 30 May 1942. Lieutenant McCafferty was likewise assigned from Mitchell Field, and on 18 July 1942 was appointed Squadron Adjutant, with additional duties as Squadron Supply Officer.[339] On 28 July 1942, following a verbal order from the Commanding General, Gulf Coast Task Force, Miami, Florida, the Squadron, with personnel and equipment, was removed to the 36th Street Airport, Miami, Florida.[340]

On 27 July 1942 seventy (70) enlisted men of the 45th Bombardment Squadron reported to the Commanding Officer and were attached to the 337th for rations and quarters. At the time, Sergeant Patrick Mulvey was Acting First Sergeant. Captain Bunker was promoted to the rank

339. Morning Report, 337th Air Base Sq., 15 June 1942.
340. Ibid., 28 July 1942.

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of Major on 1[illegible] June and on 26 July, Captain Massung, assigned from Mitchell Field, New York, assumed command of the organization, relieving Major Bunker. On 29 September 1942 Captain Massung and Lieutenant McCafferty were relieved of their duties and transferred elsewhere. Lieutenant Phillips took up the duties as Squadron Adjutant. 341

The Morning Report for the month of September shows that the enlisted strength of the Squadron up to that time was between eighty (80) and ninety (90) men. On 29 September 1942, a confidential letter from the Adjutant General's Office, Washington, D.C., redesignated the 337th Base Headquarters and Air Base Squadron (Reduced), Municipal Airport, Miami, Florida, as the 337th Base Headquarters and Air Base Squadron. The organization was then reassigned to its present location--Newport, Arkansas. 342 At the same time, it was ordered that all personnel and equipment should be absorbed by the 408th Base Headquarters and Air Base Squadron at the 36th Street Airport, Miami, Florida.

The first man attached to the new organization at this Station was Private Theodore Spaziani of the Third

341. Morning Report, 337th Air Base Sq., Sept. 1942.
342. AAFSETC Hq., Maxwell Field, Ala., G.O. #133, 1 Nov. 1942.

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Weather Detachment, which organization had been attached to the 337th for rations, quarters and administration. The first assigned enlisted personnel of the Squadron were Privates Davidson, Dlabac, and Glick, who joined the organization on 17 November 1942 from Janesville, Wisconsin. [343]

On 20 November 1942, Captain Walter H. Bodnar was assigned as Squadron Commander. [344] Captain Bodnar was succeeded on 8 January 1943 by Major Earl F. Daniels.[345] Upon the transfer of Major Daniels to another Post, Major Frank W. Dvorak was assigned as Squadron Commander. [346] Major Dvorak served for exactly three months, (being transferred to the Materiel Command on 28 July 1943), when 2nd Lieutenant William J. Foster assumed temporary command of the Squadron. [347] He was relieved by Major William A. Hart, who assumed duties as Squadron Commander on 1 August 1943, [348] and has remained in this capacity since.

343. AAFBFS Hq., Tuckerman, Ark., S.O. #13, 17 Nov. 1942, (Hq. File Room)
344. Ibid., S.O. #16, 20 Nov. 1942, Par. 8.
345. NAAF Hq., Newport, Ark., S.O. #7, 8 Jan. 1943, Par.9. (Hq. File Room)
346. Ibid., S.O. #106, 28 April 1943, Par. 5.
347. 337th Base Hq. & Air Base Sq. Hq., Newport, Ark., Sq. Order #24, 26 July 1943, Par. 1. (Sq. Files)
348. NAAF Hq., Newport, Ark., S.O. #191, 28 July 1943, Par. 8. (Hq. File Room)

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The 337th Base Headquarters and Air Base Squadron consists of personnel who fulfill duties of an administrative and clerical nature in the operation of the Post. The enlisted personnel of the Squadron hold all the important positions in organizations such as Post Headquarters, Post Engineer, Post Utilities, Public Relations, Special Services, Post Communications, Rail Transportation, Courts and Boards, Reproduction, et cetera.

In addition to these Post administrative duties, personnel of the 337th Squadron, for the first two months following the activation of the Newport Army Air Field, performed the duties in connection with Line Maintenance until the activation and arrival of the Flight Line Squadrons.

The following tables indicate the strength of the Squadron from January 1943 through January 1944, and the key personnel assigned to the Squadron. Figures and dates have been verified from Special Orders on file at this Headquarters, and other official reports.

MONTHLY STRENGTH FIGURES

Month	Enlisted Personnel Assigned	Enlisted Men Attached	Officers
January 1943	766	16	8
February	659	19	6
March	576	19	8

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Month	Enlisted Personnel Assigned	Enlisted Men Attached	Officers
April 1943	455	68	6
May	419	71	5
June	358	75	3
July	252	70	2
August	253	71	63
September	242	70	70
October	213	69	49
November	255	82	51
December	243	81	52
January 1944	243	80	41

KEY PERSONNEL

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Bunker, Major Squadron Commander	5/22/42	7/26/42
McCafferty, Lt. Squadron Adjutant	7/18/42	9/29/42
Wassung, Capt. Squadron Commander	7/26/42	9/29/42
Phillips, Lt. Squadron Adjutant	9/29/42	9/30/42
Pettit, Weldon M., 2nd Lt. Squadron Adjutant	11/8/42	3/9/43
Bodnar, Walter H., Capt. Squadron Commander	11/20/42	1/8/43
Daniels, Earl F., Major Squadron Commander	1/8/43	4/28/43
Touchstone, George, 1st Sgt. First Sergeant	2/1/43	5/10/43
Maize, Homer A., 2nd Lt. Squadron Adjutant	3/9/43	6/19/43

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NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Dvorak, Frank W., Major Squadron Commander	4/28/43	7/28/43
Crockett, Herman E., 1st Sgt. First Sergeant	5/28/43	6/10/43
Fitting, Clair C., 1st Sgt. First Sergeant	6/10/43	--
Foster, William J., 1st Lt. Squadron Adjutant	6/14/43	12/6/43
Hart, William A., Major Squadron Commander	8/1/43	--
Rabenovitz, Irwin A., 2nd Lt. Squadron Adjutant	12/6/43	--

In the early days of the Squadron on Newport Army Air Field, there was frequent friction and misunderstanding between squadron and departmental heads, due to lack of a consistent policy regarding the relative importance of squadron functions, formations, and details, as against regular duty assignments. During the period of Major Daniels' tenure as Squadron Commander, he was assigned a multitude of official duties unrelated to squadron administration, including the presidency of the Officers' Candidate Board, the Aviation Cadet Examining Board, the Warrant Officer Selection Board, and a number of others. These duties frequently necessitated his presence elsewhere on the Post, and, therefore, Lieutenant Pettit,

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the Adjutant, had to administer squadron affairs. Lieutenant Pettit experienced considerable difficulty in completing Kitchen Police rosters, and guaranteeing attendance of his men at squadron formations and details, because he was often overruled by department heads, who required the presence of the men for the performance of their regularly assigned duties.

To meet this situation, Lieutenant Pettit ordered the men to fulfill their squadron obligations first, with deliberate violations resulting in disciplinary action. In this he had the support of Lieutenant Colonel Charles E. Wilson, Post Executive Officer, and this became the standing squadron policy. Major Dvorak, who succeeded Major Daniels as Squadron Commander, improved Lieutenant Pettit's plan by more active personal study of individual cases, and contact and cooperation with the various administrative departments and sections of the Post.

The enlisted men assigned to the Classification Office in the early days did not have the benefit of the schooling and specialized training in the subject that the Army affords today. Personnel were consequently assigned to jobs in which their talents could not be utilized to the highest advantage. Little importance

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was placed on proper classification and assignment during the general confusion existing at the beginning of the new Station. Little consideration was given, or could be given then, as to whether or not jobs were appropriate and pleasurable to the enlisted men concerned.

At the time, there were approximately three hundred (300) Aviation Cadet eliminees on the Field, all assigned to the 337th. Many of these men, their morale impaired by their elimination from Cadet Training, found difficulty in adjusting themselves to this new situation, and in finding suitable duty assignments. When the subject of classification itself was broken down into more scientific procedure, new methods, new information and investigations were employed that contributed much to the general efficiency and content of the 337th Squadron, and, therefore, of the entire Station.

When new at this Field, the Squadron was immediately confronted by a multitude of difficulties, most of them the result of problems raised in administrating the affairs of over eight hundred (800) men, more than five hundred (500) over the normal strength of the organization. [349] Physical conditions and accommodations for

349. Statement of Major William A. Hart, Squadron Commander.

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the men were unsatisfactory, it being necessary to crowd barracks to double their normal capacity in order to provide living space for the many men temporarily attached to the Squadron and those awaiting permanent assignment.

With a large turnover in personnel--since men were continually being shipped out, transferred, or received into the Squadron--it was inevitable that a somewhat confused situation should result in connection with supply activities. Both clothing and supply records were in a disordered state, since the physical facilities of the Supply Room were entirely inadequate to meet the extraordinary demands made upon it. Evidently owing to the newness of the Field, the Quartermaster Depot was in a similarly confused condition and great difficulty was experienced in requisitioning needed supplies and clothing. The situation was eased and clarified with the gradual reduction in squadron personnel to normal strength and the adoption of a consistent policy in dealing with supply problems of all sorts. When the Squadron was cut to its authorized strength by redesignation of personnel to other squadrons on the Field and for additional training elsewhere, the 337th started to function in a smooth-running fashion.

During the first two months of 1943, officers

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conducting routine inspections of the barracks were provoked to severe censure by the habitually untidy and muddy condition of the floors. At this time the Squadron Area was in an extremely poor state, since the Engineers had not yet laid the top soil, and it was impossible to take more than a few steps outside the barracks without becoming very muddy.

When the top soil in the area was finally laid by the Post Engineer, a considerable project was undertaken, under the direction of Major Dvorak, then Squadron Commander, to transform the Squadron Area into a more attractive and livable place, as well as to help maintain clean barracks and insure sanitary living conditions. To achieve this end, the enlisted men of the Squadron gave freely of their off-duty time, working long and hard hours in the evenings and on Sundays, transplanting sods, cementing walks, painting latrines, building viaducts, and planting flowers and shrubbery. This job stands as one of the outstanding achievements of the Squadron, and was a major contribution to the beautification of the entire Field. From an area that had been bogged down in mud, neat surroundings, immaculate buildings now appeared, and gave to this Squadron the most attractive area on the Reservation.

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In a section of the country as isolated as this one, the question of morale is one that must be treated with a great deal of careful thought and analysis. Many of the personnel of the Squadron are men from large communities, who, in a peacetime environment, enjoyed much more suitable outlets for their leisure hours, and had a much fuller social life than is possible under the prevailing circumstances. Realizing the necessity for social life and entertainment to help bolster the morale of the men in the service, the Officers of this Squadron have bent every effort to provide reasonable activities and suitable surroundings for its members. On that score it may be said that the morale of the 337th is in excellent shape.

SECTION 2: HEADQUARTERS & HEADQUARTERS SQUADRON 14TH BFTG

The Headquarters and Headquarters Squadron, 14th Basic Flying Training Group, was originally activated as the 1065th Basic Flying Training Squadron at Turner Field, Georgia, on 15 October 1942.[350] A cadre of forty (40) enlisted men was provided from other Units stationed at Turner Field.[351] The Table of Organization designated for this Squadron was No. 1-817, dated 1 July 1942. Sub-

350. AAFSETC Hq., Maxwell Field, Ala., G.O. #122, 15 Oct. 1942, (Hq. File Room)
351. AAFFS (ADV-2E) Hq., Turner Field, Ga., S.O. #279, 19 Oct. 1942, Par. 28.

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sequently (since the time the Squadron was redesignated) T/O 1-812, dated 1 July 1942, has been in use.

The original cadre was transferred from Turner Field to the AAF Basic Flying School, Tuckerman, Arkansas, on 4 December 1942, arriving here the following day. 352

For the next two months, the energies of the Squadron were directed toward organizing its personnel, obtaining supplies, and servicing the small number of planes which were then assigned to it. There was dire need for trained personnel to carry out this last function, and, consequently, arrangements were made immediately to send some of the men to Army Technical Schools for training.

When flying training began at Newport Army Air Field, there were a number of Flying and Ground School Officers here for which there was no adequate Table of Organization. Primarily to take care of this situation, as well as to provide for future needs of the training program, the Squadron was redesignated the Headquarters and Headquarters Squadron, 14th Basic Flying Training Group, on 9 March 1943. 353

The original administrative organization included a Commanding Officer, an Adjutant, and another Officer who

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352. 1065th BFTS, Morning Report for December 1942.
353. AAFSETC Hq., Maxwell Field, Ala., G.O. #28, 9 Mar. 1943. (Hq. File Room)

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handled the combined duties of Supply and Statistical activities.

The first Commanding Officer, Captain Samuel W.Neff, (now Major), was assigned on 1 December 1942. [354] First Lieutenant James E. Parr, (since Captain), was assigned as Adjutant on 21 December 1942, [355] and 2nd Lieutenant Oscar R. Goldman, (since 1st Lieutenant), assumed the duties of Supply and Statistical Officer on 15 December 1942. [356]

The following table will indicate how the key personnel has changed since activation of this Squadron. The dates given have been verified insofar as possible from Special Orders and Squadron Morning Reports on file at this Headquarters.

KEY PERSONNEL

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Commanding Officer:		
Neff, Samuel W., Major	12/1/42	12/15/42
Thomajan, Carl E., Major	12/15/42	6/8/43
Hogan, James F., Capt.	6/8/43	6/30/43
Lisle, Harvey C., Capt.	6/30/43	12/6/43
Ackerman, Emery C., 1st Lt.	12/6/43	--

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354. AAFBFS Hq., Tuckerman, Ark., S.O. #26, 1 Dec. 1942, Par. 1. (Hq. File Room)
355. Ibid., S.O. #42, 21 Dec. 1942, Par. 4.
356. Ibid., S.O. #36, 15 Dec. 1942, Par. 11.

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NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Adjutant:		
Parr, James E., Capt.	12/21/42	1/27/43
Goldman, Oscar R., 1st Lt.	1/27/43	3/13/43
Sayre, Earl E., 2nd Lt.	3/13/43	6/8/43
Bassford, Thomas H., 1st Lt.	6/8/43	9/1/43
Williams, Norman E., 2nd Lt.	9/6/43	--
Engineering & Communications Officer:		
Dawson, Charles E., 1st Lt.	12/14/42	3/13/43
Williams, Thorndike, 2nd Lt.	3/13/43	5/3/43
Ledgerwood, Donald W., 1st Lt.	5/9/43	6/6/43
Non-Commissioned Officers:		
Geserick, Edward R., 1st Sgt.	10/19/42	--

The figures set forth below, and taken from the Morning Reports, represent the squadron strength at organization and as of the last day of each succeeding month through 31 January 1944:

MONTHLY STRENGTH FIGURES

Month	Officers	Enlisted Men
October 1942	0	40
November	0	40
December	5	182
January 1943	4	256
February	4	262
March	106	247
April	110	236
May	112	225
June	122	191
July	138	191
August	181	184
September	175	137
October	195	169
November	232	224
December 1943	237	234
January 1944	243	221

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The primary function of this organization when first activated as the 1065th Basic Flying Training Squadron was to service and keep flying those basic training airplanes assigned to it. After its redesignation as Headquarters and Headquarters Squadron, 14th Basic Flying Training Group, it retained temporarily the function of servicing basic trainer planes, and added the functions normal to its new designation.

It was on 14 June 1943 when the Field went on Production Line Maintenance, that the Squadron was relieved from servicing planes. The Squadron then assumed the complete functions of a Headquarters Squadron, being assigned personnel directly connected with flying training. Most of its personnel now have duty status with the Link Trainer Department, Aviation Cadet Ground School, the Troop Ground School, Post Operations, the Technical Inspector, Transient Aircraft, the Field Lighting Department, and the Cadet Detachment.

Approximately twenty-two per cent (22%) of all enlisted men have attended Army Technical Schools for training in such subjects as Radio, Link Trainer, Parachute-Rigging, et cetera. It has been necessary to educate all others by "on the job" training. The results have been highly satisfactory, and the Squadron has attained

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a high proficiency rating. The majority of the key personnel have also been given special administrative and technical training through courses presented at this Field.

At the conclusion of 1943, the morale of the organization reached its highest peak. Conditions present at Newport Army Air Field during the first few months of the year which tended to lower morale of all personnel stationed here affected this Squadron likewise, but by mid-summer of 1943, the administration of Headquarters and Headquarters Squadron, 14th Basic Flying Training Group, was at a high peak of efficiency and morale was excellent despite the heat. The work done by the Classification Clerk in assigning men to jobs best suited to their talents, has resulted in all men being better satisfied. Athletic contests have helped to build considerable Squadron spirit, and several individual and team awards have been won.

SECTION 3: 688TH BASIC FLYING TRAINING SQUADRON

The 688th Basic Flying Training Squadron was organized and activated at the Greenville Army Flying School, Greenville, Mississippi, on 1 May 1942.[357] The original

357. AAFBFS Hq., Greenville, Miss., G.O. #2, 1 May 1942.

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cadre of thirty (30) enlisted men was supplied by the 435th School Squadron, and a Captain Gardner was assigned command. Because of two prior moves made by this organization--once on paper and without personnel or equipment--most of the early records have been lost, and only a very sketchy account of this early period is possible. On 10 May 1942, command of the 688th was turned over to Captain Fleischer. He functioned as Squadron Commander until 6 July 1942, when he was relieved by Major Zielinski.

On 24 September 1942, the 688th Basic Flying Training Squadron left Greenville Army Flying Field en route to the AAF Basic Flying School at Walnut Ridge, Arkansas. On arrival at the new Station, Major Zielinski was relieved from command by Captain Pryor, who in turn handed over the reins to 1st Lieutenant Preston--all within the space of three (3) days after arrival.

The history discloses nothing except routine duties and transfers of enlisted men and officers while the unit was stationed at Walnut Ridge, Arkansas. Lieutenant Preston was promoted to Captain, then relieved of command by 1st Lieutenant Leghorn, who in turn was promoted to Captain on 25 January 1943. On 31 March 1943, command of the Squadron changed again when Captain Leghorn was reassigned, and 2nd Lieutenant Ford became Commanding

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Officer. On 1 April 1943, functions of Squadron Commander were assumed by Major Schuler, who had just been transferred from Stuttgart Army Air Field, Stuttgart, Arkansas. Between that time and 1 September 1943, when the Squadron was transferred to Newport Army Air Field, the changes in Commanding Officers were too numerous to mention.

In accordance with instructions from Eastern Flying Training Command Headquarters, the 688th Basic Flying Training Squadron was moved from Walnut Ridge Army Air Field, Walnut Ridge, Arkansas, to the Newport Army Air Field, Newport, Arkansas, on 1 September 1943, without personnel, funds, property, or equipment. [358]

The original function of the 688th Basic Flying Training Squadron had been that of line maintenance of aircraft. However, after the transfer to Newport had been accomplished, appropriate personnel of the 1067th Basic Flying Training Squadron, made up of cooks, bakers, and mess personnel, were transferred to the 688th, and the Squadron took over the servicing of the various mess halls on the Post. Captain Paul F. Falkenberg, Post Mess Officer, assumed command at this time, assisted by 1st Lieutenant Elmer S. Jones as Adjutant.

358. AAFEFTC Hq., Maxwell Field, Ala., Letter, 28 Aug. 1943, File No. 370.5, Subj: Movement of Troops..

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The following table gives the list of key personnel assigned and changes which occurred from the date the Squadron arrived at Newport Army Air Field, through the month of January 1944. Dates of assignment and relief have been verified from Special Orders and official documents on file at this Headquarters.

KEY PERSONNEL

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Falkenberg, Paul F., Capt. Commanding Officer	9/1/43	--
Jones, Elmer S., 1st Lt. Adjutant	9/1/43	10/29/43
Sayre, Earl B., 2nd Lt. Adjutant	10/29/43	--
Huff, William H., 1st Sgt. First Sergeant	9/1/43	--
Purzycki, Peter, T/Sgt. Mess Sgt., Consolidated Mess	9/1/43	--
Rollins, Francis H., T/Sgt. Mess Sgt., Officers' Mess	9/1/43	--
Cravette, Charles C., T/Sgt. Mess Sgt., Cadet Mess	9/1/43	--

Since the personnel of the Squadron is now engaged in the prosaic and routine duty of seeing that the Officers and enlisted men of Newport Army Air Field are properly fed, there is nothing unusual or particularly significant in the history of this organization while at

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this Station. The Unit well meets the need for such an organization, and although its name is a misnomer since it is now a typical Base Squadron, the job it is performing has an important, if indirect bearing, on the training program.

The strength of the Squadron, from the month of its activation through January 1944, is shown in the following table. The figures, taken as of the last day in each month, are from the Squadron Morning Reports.

MONTHLY ENLISTED STRENGTH

Month and Year	Number
May 1942	30
June	27
July	33
August	80
September	89
October	96
November	187
December	170
January 1943	155
February	202
March	174
April	174
May	128
June	123
July	144
August	152
September	121
October	120
November	114
December	112
January	111

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SECTION 4: 1066TH BASIC FLYING TRAINING SQUADRON

Turner Field at Albany, Georgia, was the place of activation of the 1066th Basic Flying Training Squadron on 19 October 1942.[359] Table of Organization No. 1-817 dated 1 July 1942, authorized the strength and equipment to be assigned to this Squadron. At that time, the 599th Two-Engine Flying Training Squadron provided quarters for the administrative section of the new organization, as well as a greater share of the original cadre. Major Wilbur O. Riley was designated Acting Squadron Commander, and Staff Sergeant Clair C. Fitting was assigned as Acting First Sergeant.

Transfer of the new Squadron, with a strength of one-hundred (100) men, to the AAF Basic Flying School, Tuckerman, Arkansas, began on 4 December 1942. There, the 1066th was to become one of three (3) Line Squadrons assigned for the maintenance of Basic Trainer planes.

The first two (2) months at the new Station were utilized in improving living quarters and setting up the necessary administrative and engineering organization. Second Lieutenant Robert J. McClurg was assigned as Engineering Officer and given the task of selecting compe-

359. AAFSETC Hq., Maxwell Field, Ala., G.O. #122, 15 Oct. 1942. (Hq. File Room)

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tent Line Chiefs and Flight Chiefs. These enlisted men in turn selected their Crew Chiefs and the necessary crew members. Due to the inexperience of the greater portion of the enlisted men in this type of work, difficulties quickly arose. It was necessary for the qualified men serving as Line Chiefs and Flight Chiefs to check and double-check all work for correct performance. In time, more qualified men were either transferred to the Squadron or returned from Army Technical Schools.

Eventually, more planes were assigned to the Squadron for maintenance work, and this part of the Squadron's duties became its primary function. Through close cooperation between enlisted men and Officers, and despite difficulties in the maintenance system, the Squadron's work has always been very satisfactory.

About the middle of October 1943, the Production Line Maintenance System was set up and began operating. This system took the work of second echelon maintenance away from the Squadron, transferring it to a single hangar. Personnel employed by the new system each had a specific job to do and were responsible only for the performance of that particular job. This system is explained more fully in the Section dealing with "Line

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laintenance". [360] However, a system of rotation is provided whereby the men do have an opportunity of working at more than one of the various stations set up under this system.

As has been the case with most of the Squadrons at this Station, considerable changes have occurred among personnel occupying key positions. The following chart indicates clearly the more important of these changes, all of which have been verified through Special Orders and other official documents available at this Headquarters.

KEY PERSONNEL

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Squadron Commander:		
Riley, Wilbur O., Major	10/19/42	12/4/42
Neff, Samuel W., Major	12/5/42	12/18/42
Murray, Gates H., Capt.	12/18/42	1/26/43
Hogan, James F., Capt.	1/26/43	6/7/43
Thomajan, Carl K., Major	6/7/43	6/30/43
Fahs, Winfield R., Major	6/30/43	9/3/43
Cook, Charles E., Capt.	9/3/43	9/30/43
Kent, Herbert W., Capt.	9/30/43	11/6/43
Goldman, Oscar R., 1st Lt.	11/8/43	--
Squadron Adjutant:		
Ackerman, Emery C., 1st Lt.	12/22/42	6/7/43
Henke, Harold W., 1st Lt.	6/7/43	8/9/43
Goldman, Oscar R., 1st Lt.	8/9/43	11/8/43
Abel, Brown W., 2nd Lt.	11/9/43	--

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360. Part VII, Chapter E, Section 2.

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NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Engineering Officer:		
McClurg, Robert J., 1st Lt.	12/29/42	8/19/43
Berube, Paul G., 1st Lt.	9/6/43	10/9/43
Byrne, John L., Capt.	10/9/43	10/20/43
McClurg, Robert G., 1st Lt.	10/20/43	11/10/43
Brady, John P., 1st Lt.	11/10/43	1/5/44
Moores, John L., Capt.	1/5/44	--
First Sergeant:		
Fitting, Clair C., 1st Sgt.	10/19/42	6/10/43
Crockett, Herman E., 1st Sgt.	6/10/43	--
Line Chief:		
DeRamus, Louis D., T/Sgt.	10/19/42	9/8/43
Noe, John J., T/Sgt.	12/10/42	4/30/43
Durning, James O., T/Sgt.	9/8/43	10/21/43
DeRamus, Louis D., T/Sgt.	10/21/43	--

The monthly strength of the 1066th Basic Flying Training Squadron has also been subject to considerable variation. It will be noted from the following table that the strength given at the conclusion of each month from the time of activation through January 1944, has varied from a low of forty (40) to a high of three hundred forty-two (342).

STRENGTH TABLE

Month	Enlisted Men
October 1942	40
November	40
December	178
January 1943	246
February	232
March	236
April	222
May	210

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Month	Enlisted Men
June 1943	331
July	342
August	327
September	329
October	210
November	211
December	189
January 1944	184

Because of the similarity in the working programs of all three Basic Flying Training Squadrons, their difficulties and methods of solution have been more or less the same. All have suffered from lack of experienced personnel and from difficulties in attempting to balance the Basic Training Program with the time required for Line Maintenance work. Methods of solving these problems, and the results obtained, have been freely exchanged between the various Squadrons. Morale has frequently suffered as a result of inadequate entertainment facilities and the use of what leisure time there was available to the enlisted men for training purposes. By the end of 1943, morale in the 1066th Squadron was satisfactory and on a par with the other two Flying Training Squadrons.

SECTION 5: 1067TH BASIC FLYING TRAINING SQUADRON

Activation of the 1067th Basic Flying Training Squadron took place on 15 October 1942 at the Columbus

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Army Flying School, Columbus, Mississippi.[361] Table of Organization 1-817, dated 1 July 1942, governed the personnel strength of the new Unit.

On 22 November 1942, the Squadron departed from Columbus, Mississippi, with ninety-seven (97) enlisted men (no Officers) en route to Newport.[362]

The original cadre of enlisted men for the 1067th Basic Flying Training Squadron was drawn from the various organizations stationed at Columbus Army Flying School, and the new organization was temporarily attached to the 58th Twin-Engine Flying Training Squadron for administration.[363]

First Lieutenant Harry H. Kornrumph became the first Squadron Commander,[364] and the duties of Squadron Adjutant fell to First Lieutenant Hugh L. Hoover. Staff Sergeant William H. Huff was appointed Acting First Sergeant and Technical Sergeant Edwin K. Brieger became Line Chief. Personnel assigned to key positions such as the Squadron Commander, Adjutant, Engineering Officer, First Sergeant, and Line Chief changed frequently during the early period

361. AAFSETC Hq., Maxwell Field, Ala., G.O. #122, 15 Oct. 1942. (Hq. File Room)
362. CAFS Hq., Columbus, Miss., S.O. #292, 22 Nov. 1942.
363. Ibid., S.O. #256, 19 Oct. 1942, Par. 20.
364. Ibid., S.O. #260, 21 Oct. 1942, Par. 7.

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of organization and adjustment. These changes were set forth in a table, as shown, with the data being verified from official documents on file at this Headquarters.

KEY PERSONNEL

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Squadron Commander:		
Kornrumph, Harry H., 1st Lt.	10/21/42	11/22/42
Duncan, Eugene B., 1st Lt.	11/24/42	12/14/42
Humphries, Benjamin S., Major	12/18/42	6/7/43
Falkenberg, Paul F., Capt.	6/7/43	9/1/43
Humphries, Benjamin S., Major	9/1/43	10/31/43
Hoke, DeAlbert S.,Jr., Capt.	10/31/43	11/5/43
Bassford, Thomas H., 1st Lt.	11/5/43	--
Adjutant:		
Hoover, Hugh L., 1st Lt.	10/21/42	11/22/42
McCarthy, John W., 1st Lt.	11/24/42	6/7/43
Sayre, Earl E., 2nd Lt.	6/7/43	9/1/43
Bassford, Thomas H., 1st Lt.	9/1/43	11/5/43
Williams, Norman E., 2nd Lt.	11/8/43	--
Engineering Officer:		
Behrens, Arthur, 2nd Lt.	12/18/42	6/15/43
McClurg, Robert J., 1st Lt.	9/3/43	10/18/43
Byrne, John L., Capt.	10/18/43	--
First Sergeant:		
Huff, William H.	10/19/42	9/1/43
McDonald, Francis J.	9/6/43	--
Line Chief:		
Brieger, Earl M., T/Sgt.	11/2/42	6/8/43
DeRamus, Louis D., M/Sgt.	9/6/43	10/19/43
Durning, James C., M/Sgt.	10/19/43	11/26/43
Mess Sergeant: *		
Rollins, Francis M., T/Sgt.	6/8/43	9/1/43

* During period when Squadron functioned as a Mess Sqdn.

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The 1067th Squadron was activated to function as a Line Squadron in the maintenance of Basic Trainer planes. The personnel assigned were principally mechanics with various specialties, in addition to the necessary clerical staff. On 10 June 1943, a functional change occurred, and the 1067th Squadron was reassigned to duties connected with maintaining the various Messes at this Station. Mechanic personnel were transferred to other Line Squadrons, while all enlisted men and Officers connected with Post Messing facilities were assigned to the 1067th Squadron. [365] This arrangement continued until about 1 September 1943, when the 688th Basic Flying Training Squadron was assigned to this Station. The new Squadron assumed duties in connection with Messing facilities, and the 1067th Squadron returned to its original function as a Line Maintenance Squadron.

The 1067th Squadron functions with two other Squadrons in the Production Line Maintenance System. The Director of Line Maintenance is responsible for the engineering duties of all three Squadrons, while the Squadron Engineering Officer acts as his representative in each of the Squadrons. The Assistant Engineering Offi-

365. NAAF Hq., Newport, Ark., S.O. #145, 7 June 1943, Par. 20. (Hq. File Room)

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cer is in charge of Technical Supply. This arrangement gives the Squadron Commander primary responsibility only for the administration and training of the Squadron.

The following chart is a summary of operations of the airplanes assigned to the 1067th Squadron:

Month	Planes Assigned	Hours Flown	Gasoline Used *	Oil Used **
Dec. 42	5	167	3,006	417
Jan. 43	20	910	16,380	3,275
Feb. 43	32	1,738	31,302	4,347
Mar. 43	36	2,216	39,888	5,540
Apr. 43	41	3,429	61,740	7,031
May 43	45	2,692	48,474	6,732
June 43	0	0	0	0
July 43	0	0	0	0
Aug. 43	0	0	0	0
Sept. 43	72	5,088	91,584	12,720
Oct. 43	75	7,287	131,166	18,217
Nov. 43	75	8,304	151,472	20,760
Dec. 43	75	6,231	112,158	15,577
Jan. 44	78	10,113	181,934	25,283

* 18 Gallons per Hour.
** 2-1/2 Quarts per Hour.

The variation in the number of enlisted personnel is indicated by the following table which indicates Squadron strength on the final day of each month:

STRENGTH FIGURES

Month	Enlisted Men
October 1942	37
November	100
December	182
January 1943	249
February	229

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STRENGTH FIGURES (Cont'd.)

Month	Enlisted Men	
March 1943	201	
April	217	
May	212	
June	113	Period of operation as a Less Squadron
July	118	
August	116	
September	209	
October	217	
November	200	
December	189	
January 1944	186	

The history of this Organization is in no way different from its sister Basic Flying Training Squadrons. The history of any one of the three recapitulates all of each one's basic activities, leaving only details too insignificant to mention as the sole differences.

SECTION 6: 1068TH BASIC FLYING TRAINING SQUADRON

The 1068th Basic Flying Training Squadron was activated at Columbus Army Air Field, Columbus, Mississippi, on 15 October 1942.[366] Table of Organization 1-817 was authorized for use in setting up the personnel and equipment quotas for this new organization. This Table continued in use until the latter part of March 1943, when a Squadron Manning Table, based on the authorized Station

366. AAFSETC Hq., Maxwell Field, Ala., G.O. #122, 15 Oct. 1942. (Hq. File Room)

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strength, was put into effect, superseding all former Tables of Organization.

On 24 November 1942, orders having been received for transfer of the 1068th Squadron from Columbus to the AAF Basic Flying School, Tuckerman, Arkansas, the personnel of the Squadron, numbering some one hundred (100) enlisted men, started on their trip to their new Station.[367]

The original cadre of thirty-seven (37) enlisted men was supplied from various organizations stationed at the Columbus Army Air Field. The 1068th was then, in turn, attached to the 423rd School Squadron (sp) for administration. The first Commanding Officer assigned was First Lieutenant Thomas L. Parks, who assumed command on 20 October 1942. Staff Sergeant William V. Kimbrell, Jr., was appointed Acting First Sergeant.

The following chart shows the changes in key personnel which have occurred since activation through 31 January 1944. Dates of appointment and relief have been verified from Special Orders and similar official sources. The Table shows many changes that have taken place among key officer personnel. This was due to many different factors, chiefly changes from Squadron to "Production

367. AAFAFS Hq., Columbus, Miss., S.O. #292, 24 Nov. 1942, Par. 1.

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Line" maintenance, twice repeated, as disclosed in Part VII, Chapter E, Section 2, "Aircraft Maintenance".

KEY PERSONNEL

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Commanding Officer:		
Parker, Thomas L., 1st Lt.	10/21/42	11/24/42
Duncan, Eugene B., 1st Lt.	11/24/42	12/14/42
Bean, Arthur H., Jr., Major	12/14/42	5/14/43
Harlan, Dane W., Major	5/14/43	6/7/43
Midkiff, James R., Capt.	6/7/43	9/13/43
Henke, Harold W., 1st Lt.	8/9/43	9/3/43
Evans, William W., Jr., Capt.	9/3/43	11/5/43
Henke, Harold W., 1st Lt.	11/5/43	--
Adjutant:		
Henke, Harold W., 1st Lt.	11/24/42	6/7/43
McCarthy, John W., 2nd Lt.	6/7/43	7/16/43
Maize, Homer A., 2nd Lt.	8/9/43	8/20/43
Brown, J.R.Clifton, 1st Lt.	8/20/43	8/29/43
Henke, Harold W., 1st Lt.	9/6/43	11/5/43
Vandenberg, J.R., Jr., 2nd Lt.	11/9/43	--
Engineering Officer:		
Sayler, Cloyd B., 1st Lt.	12/15/42	6/7/43
Brady, John P., 1st Lt.	6/7/43	10/18/43
Sayler, Cloyd B., 1st Lt.	10/18/43	--
Non-Commissioned Officer:		
Kimbrell, William W., 1st Sgt.	10/19/42	6/9/43
Reese, Leo E., M/Sgt. First Sergeant	6/8/43	--
Riley, William A., M/Sgt. Line Chief	10/19/42	6/9/43
Sorrell, William, M/Sgt. Line Chief	6/8/43	9/6/43
Strunk, George W., M/Sgt. Line Chief	9/6/43	11/8/43
Brieger, Edward M., M/Sgt. Line Chief	11/8/43	--

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From the date of activation to the time of its move, all the men assigned to the Squadron continued working at the jobs they were performing when transferred into the 1068th Basic Flying Training Squadron. Since the men were from nine (9) different organizations, and continued working for their original organization, the Squadron had no real duties at that time. But, upon arriving at their new Station, a definite job was at hand. A new Basic Flying School was being organized and, since the 1068th was one of the first organizations to arrive, there was much work to be done.

Although no planes had been assigned as of the date of arrival, the men assigned for duty on the Line were kept busy preparing to receive the planes when they should arrive. Much work was done setting up a Technical Supply Room and other offices necessary for the proper operation of the Line. Also, the surrounding area was landscaped to produce a better appearance around the buildings and Line. Since there were very few other men on the Field at this time, the 1068th was also called upon to furnish men for work details for practically every department on the Field, and this was continued until the arrival of planes demanded their presence on the line.

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On 23 December 1942, the Squadron was assigned five (5) new training planes.[368] From that date, the organization was kept busy maintaining and servicing the planes assigned to the Squadron, as shown in the following table:

AIRPLANE STATISTICS*

* As shown by records of Squadron Engineering Officer.

Month	Planes Assigned	Hours Flown	Oil Used	Gasoline Used
Oct. 42	0	0	0	0
Nov. 42	0	0	0	0
Dec. 42	7	161	322	4,025
Jan. 43	17	787	1,574	19,695
Feb. 43	29	2,054	4,108	51,350
Mar. 43	36	2,545	5,090	62,625
Apr. 43	42	3,412	6,824	85,300
May 43	45	3,320	6,640	83,000
June 43	90	7,207	14,414	180,175
July 43	79	7,992	15,784	197,300
Aug. 43	76	9,187	18,394	229,925
Sept. 43	71	7,183	14,366	179,575
Oct. 43	75	8,128	16,256	203,200
Nov. 43	76	8,139	16,378	204,725
Dec. 43	76	5,597	11,194	139,725
Total Hours Flown		65,671		
Total Gallons of Oil Used			131,344	
Total Gallons of Gasoline Used				1,638,620

The original administrative set-up was composed of five (5) Officers with appropriate break-downs under each.[369] These Officers consisted of the Squadron Commander, Adjutant, Operations Officer, Engineering Officer, and Statis-

368. Post Operations, AAFBFS, Tuckerman, Ark., Aircraft Assignment Memorandum #1, 23 Dec. 1942.
369. See Chart "A", Appendix.

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tical Officer. This system was not in full operation until 15 December 1942.

On 8 June 1943, the set-up was changed by abolishing the Statistical Officer and returning second echelon maintenance to the Squadron from the Post Maintenance Hangar. [370] This was put under the supervision of the Engineering Officer.

On 6 September 1943, the set-up was again changed and the Operations Officer was abolished. [371] Also, the second echelon maintenance was removed from the Squadron and placed under the supervision of Director of Line Maintenance, who was accorded full cooperation by the Squadron Engineering Officer.

The Orderly Room set-up has remained the same since the organization has been at Newport. It consists of the First Sergeant, Chief Clerk, Classification Clerk, File and Typist Clerk, and Mail Orderly. This arrangement has been used without any difficulty, and no changes have been necessary.

The Squadron has never gone through extensive tactical training due to the shortage of available time for such training. Even so, much time has been taken from

370. See Chart "B", Appendix.
371. See Chart "C", Appendix.

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aircraft maintenance due to men being given training in Chemical Warfare, firing of weapons, and the many other courses of all types described in Part VII, Chapter D, "S-3, Plans and Training Officer".

The unsettled condition of the maintenance system, with constant changes occurring until the Fall of 1943, had a definitely detrimental effect on both the efficiency and morale of the Squadron, which, under the circumstances, could not establish a sound and thoroughly effective routine.

The 1068th Basic Flying Training Squadron, however, found that, during the year of 1943, the most serious difficulty it has had to face was lack of sufficient personnel--particularly men experienced in mechanical work. As an example, it is pointed out that on 31 December 1943, the Squadron had been assigned seventy-six (76) airplanes for maintenance work and a Squadron strength of only one hundred eight-six (186).

The following table shows the enlisted strength of the Squadron from date of activation through January 1944. Figures are given as of the last day of each month:

MONTHLY STRENGTH FIGURES

Month	Enlisted Men
October 1942	37
November	100

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Month	Enlisted Men
December 1942	188
January 1943	250
February	228
March	231
April	210
May	198
June	315
July	331
August	318
September	232
October	213
November	200
December	186
January 1944	183

More minor difficulties for which a suitable solution has been found or which are in the process of being eliminated, are the interference with line maintenance work by the basic training program--training which should have been completed before the men were assigned to this Post--the physical training program, which apparently was not satisfactorily alligned with the maintenance program before being put into operation, and a system of awarding furloughs and passes which was not equitable. This last situation had been corrected before the end of 1943, much to the satisfaction of all concerned.

SECTION 7: 1084TH GUARD SQUADRON

The 1084th Guard Squadron was activated on 16 November 1942, at the Basic Flying School at Tuckerman, Arkansas.[372]

372. AAFSETC Hq., Maxwell Field, Ala., G.O. #135, 14 Nov. 1942, Par. 1, Sect. 1. (Hq. File Room)

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Table of Organization 19-217, dated 1 May 1942, was originally prescribed for use by this unit. However, it was discontinued on or about 15 April 1943.[373] Since that date the Squadron operates on a Manning Table based on allotments issued for the entire Post.

On 18 November 1942, two days after the activation of the 1084th Guard Squadron, 2nd Lieutenant Hobart B. Bailey was assigned to this organization with principal duty as Assistant Provost Marshal. Lieutenant Bailey had recently been graduated from AAF Administrative OCS, Miami Beach, Florida, and was originally assigned to the 337th Base Headquarters and Air Base Squadron, this Station.

On the same day Staff Sergeants Mark B. Courtwright and Lawrence A. Simpson and Sergeant Victor L. Miller were also assigned to the 1084th Guard Squadron from the 337th Squadron.[374] Since the first two men did not perform active work with the Squadron, Sgt. Miller was assigned as Acting First Sergeant.

On 30 November 1942, Captain Carl B. Nusbaum was assigned to the 1084th Guard Squadron from the 337th Base Headquarters and Air Base Squadron, with principal

373. AAFSETC Hq., Maxwell Field, Ala., Letter, 2 April 1943, Subj: Manning Tables, (Hq. File Room)
374. AAFBFS Hq., Tuckerman, Ark., S.O. #14, 18 Nov.1942, Par. 4. (Hq. File Room)

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duty as Provost Marshal. Captain Nusbaum, as Provost Marshal, also assumed command of the Guard. Prior to his assignment to this Station, Captain Nusbaum had been stationed at Hendricks Field, Florida, where he had been working as S-2.

Although a few enlisted men had been nominally attached to the organization on a paper basis, the first large assignment of men to the 1084th Guard Squadron took place on 4 December 1942, when two (2) Corporals, four (4) Privates First Class, and ninety-eight (98) Privates, formerly attached to the 337th Base Headquarters and Air Base Squadron, were transferred to this new work. 375 Most of them had come originally from the Combat Crew School at Smyrna, Tennessee.

The next addition to the strength of the 1084th Guard Squadron occurred on 9 December 1942, when Sergeant Frank E. Divine and forty-nine (49) Privates were assigned to this organization, after having been attached for awhile to the 337th Squadron. All of them had originally come to this Station from the Smyrna Combat Crew School.376

The strength of the 1084th Guard Squadron was augmented further on 16 December 1942 by the assignment to

375. AAFBFS Hq., Tuckerman, Ark., S.O. #28, 4 Dec.1942, Par. 3. (Hq. File Room)
376. Ibid., S.O. #31, 9 Dec. 1942, Par. 1.

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this organization of one (1) Sergeant, a Corporal, and ninety-eight (98) Privates.[377] These men had also been attached temporarily to the 337th Squadron upon their transfer here from Craig Field, Alabama.

By personal interviews with each of the men then assigned to the 1084th Guard Squadron, Captain Husbaum, Lieutenant Bailey, and Sergeant Miller endeavored to find the position for which each man was best fitted, and to place the man in that position. By the close of the year of 1942, the Guard Squadron was in satisfactory condition as to organization and efficiency of operation.

The following table indicates the assignment and changes in key personnel assigned to this Organization. Dates shown have been verified from Special Orders and other official documents on file at this Headquarters.

KEY PERSONNEL

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Commanding Officer:		
Husbaum, Carl B., Capt.	11/30/42	2/19/43
Hart, William A., Major	2/16/43	7/31/43
Crescenzi, Emil J., Capt.	8/29/43	--
Adjutant:		
Bailey, Hobart B., 1st Lt.	11/18/42	12/17/42
	2/19/43	3/1/43
	12/8/43	--

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377. AAFBFS Hq., Tuckerman, Ark., S.O. #32, 16 Dec. 1942, Par. 6. (Hq. File Room)

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KEY PERSONNEL (Cont'd.)

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Adjutant (Contd.):		
Cagney, Frank M., 2nd Lt.	12/17/42	1/25/43
Spurgeon, Clarence E., 2nd Lt.	1/25/43	2/19/43
Latimer, George A., 2nd Lt.	3/1/43	5/1/43
Elliott, Russell R., 2nd Lt.	5/1/43	5/10/43
Williams, Norman E., 2nd Lt.	5/10/43	11/9/43
Rabenovitz, Irwin A., 2nd Lt.	11/9/43	12/8/43
Non-Commissioned Officers:		
Miller, Victor L., T/Sgt. First Sergeant	11/18/42	--
Wilson, Joseph A., S/Sgt. Administrative NCO	12/8/42	8/6/43
Bail, Frank E., S/Sgt. Chief Clerk	12/4/42	--
Robertson, Luther T., S/Sgt. Provost Marshal Clerk	12/16/42	--

As can readily be seen from the foregoing chart, there have been numerous changes in the key Officer and enlisted personnel of the unit from its activation to date. It is felt, therefore, that some discussion of these changes is required. Accordingly, the following is presented in an attempt to make clear the reasons for these changes:

Commanding Officers: First Lieutenant Hobart B. Bailey was Acting Commanding Officer of the 1084th Guard Squadron from the time of its activation until 30 November 1942, by virtue of being the only Commissioned Officer

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assigned to the Squadron during that Period. [378] He was succeeded by Captain Carl B. Rusbaum, who retained command from 30 November 1942 [379] until 19 February 1943. [380] Next to assume command was Major William L. Hart. [381]

Except for a brief primary period of reorganization, Major Hart's tenure as Commanding Officer was unmarked by any outstanding events. On 31 July 1943, the Major was transferred to the 357th Base Headquarters and Air Base Squadron, [382] and Lieutenant Bailey, as senior Officer, again assumed acting command. Captain Emil J.Crescenzi, who had recently completed a course of instruction at the Provost Marshal School, Fort Custer, Michigan, was assigned command on 29 August 1943. [383] Captain Crescenzi immediately undertook a complete reorganization of the Squadron in almost every department, resulting in a more streamlined and efficient organization.

Adjutants: In addition to acting as the first Commander of the Guard Squadron, Lieutenant Bailey also held the positions of Adjutant and Supply Officer. He was

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378. AAFBFS Hq., Tuckerman, Ark., S.O. #14, 18 Nov.1942, Par. 3. (Hq. File Room)
379. Ibid., S.O. #24, 30 Nov. 1942, Par. 6.
380. AAFSETC Hq., Maxwell Field, Ala., S.O. #50, 19 Feb. 1943, Par. 18, (Hq. File Room)
381. NAAF Hq., Newport, Ark., S.O. #42, 16 Feb. 1943, Par. 10. (Hq. File Room)
382. Ibid., S.O. #191, 28 July 1943, Par. 8.
383. Ibid., S.O. #218, 29 Aug. 1943, Par. 7.

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succeeded in these latter two activities by 2nd Lieutenant Frank X. Cagney, who retained the assignment until his recall to Maxwell Field, Alabama, on 26 January 1943.[384] Next to assume the duties of Adjutant was 2nd Lieutenant Clarence M. Spurgeon, who retained the post until 19 February 1943, when he, too, was recalled.[385] Second Lieutenant George A. Latimer was appointed Adjutant of the Guard Squadron on 4 March 1943.[386] He, too, left for Maxwell Field, Alabama, on 1 May 1943.[387] By this time, it began to look as though any Officer assigned to the post of Adjutant of the 1084th Guard Squadron was marked for quick transfer off this Field. On 4 May 1943, 2nd Lieutenant Russell R. Elliott was next assigned.[388] He lasted just ten (10) days, but somehow escaped the fate of his predecessors by being reassigned to the Cadet Detachment as a Tactical Officer.[389] He was replaced by 2nd Lieutenant Norman M. Williams, formerly Assistant Mess Officer, who was, in turn, succeeded by 2nd Lieutenant Irwin A. Rabenovitz on 9 November 1943.[390]

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384. AAFSETC Hq., Maxwell Field, Ala., S.O. #21, 25 Jan. 1943, Par. 18, (Hq. File Room)
385. Ibid., S.O. #50, 19 Feb. 1943, Par. 18.
386. NAAF Hq., Newport, Ark.,1084th Guard Sq., Sq.O.#10, 4 Mar. 1943, Par. 2. (Sq. Files)
387. AAFSETC Hq., Maxwell Field, Ala., S.O. #120, 1 May 1943, Par. 3. (Hq. File Room)
388. NAAF Hq., Newport, Ark., S.O. #111, 1 May 1943, Par. 4. (Hq. File Room)
389. Ibid., S.O. #120, 10 May 1943, Par. 2.
390. NAAF Hq.,Newport,Ark., 1084th Guard Sq. Sq. O. #19 9 Nov. 1943, Par. 2. (Sq. Files)

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A month later, Lieutenant Rabenovitz was transferred to the 337th Squadron, [391] and Lieutenant Bailey again found himself with the duties of Squadron Adjutant and Supply Officer. [392]

Non-Commissioned Officers: Master Sergeant Victor L. Miller was appointed Acting First Sergeant on 9 December 1942, and was promoted from the grade of Sergeant to First Sergeant on 1 January 1943. He has since been promoted to the grade of Master Sergeant.

With the swift expansion of personnel in the Guard Squadron during December 1942, it was necessary to appoint someone to assist the First Sergeant in the administrative work of the organization. Staff Sergeant Joseph A. Mixson was appointed as Administrative Non-Commissioned Officer on 8 December 1942, and occupied the position until 6 August 1943. At that time, plans were being drawn for a reduction in the Squadron strength and the office was no longer needed. The duties were turned over to the Chief Clerk, Staff Sergeant Frank E. Bail, who had also served in that capacity since the early part of December 1942.

Staff Sergeant Luther T. Robertson was appointed

391. NAAF Hq., Newport, Ark., S.O. #303, 8 Dec. 1943, Par. 9. (Hq. File Room)
392. Ibid., 1084th Guard Sq., Sq. O. #21, 8 Dec. 1943, Par. 2, (Sq. Files)

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Chief Clerk of the Provost Marshal's Office on 16 December 1942, and has since performed a very creditable piece of work in this capacity.

The original Table of Organization for the 1004th Guard Squadron provided for one hundred (100) enlisted men. However, AAFSETC Headquarters, Maxwell Field, Alabama, conceded an increase to one hundred fifty (150) when it was found that the job to be done at Newport was greater than had been anticipated. Later, the Commanding Officer of Newport Army Air Field was given the necessary authority to increase the size of the Guard Squadron to whatever size he felt necessary, consistent with the number of enlisted men and Officers available. The maximum figure was set at two hundred fifty (250) Guardsmen and three (3) Officers. The number of men actually assigned never quite reached this figure, primarily because they were not available. The following table indicates the monthly strength of enlisted men assigned as of the last day of each month from activation through 31 January 1944:

MONTHLY ENLISTED STRENGTH

Date	Total
November 1942	12
December	246

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MONTHLY ENLISTED STRENGTH (Cont'd.)

Date	Total
January 1943	230
February	225
March	212
April	242
May	225
June	211
July	218
August	198
September	194
October	194
November	188
December	183
January 1944	177

The activities and functions of the 1084th Guard Squadron have been described at some length in Part VII, Chapter C, "S-2 -- Intelligence, Provost Marshal and Post Security", and further treatment here is d eemed unnecessary.

The military training of Guard Squadron personnel, both in the duties performed by the men and in basic military subjects, has been continuous almost from the time the Organization was activated. The Guard Squadron does not operate on the basis of formal guard mount, although daily informal inspections by the Provost Marshal or the Officer of the Day are held. The first training schedule covered the subjects of Physical Training, Infantry Drill, Use of Small Arms, First Aid, and Customs and Courtesies of the Service. Later, Chemical Warfare and a class in

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Self-Protection in personal combat were added.

A new training program drawn up by Headquarters, Army Air Forces, Washington, D. C., is being contemplated for the year 1944. This program will consist of six hundred (600) hours training in the subjects heretofore covered, in addition to such subjects as Map Reading, Camouflage, Military Justice and Law, and similar subjects.

While the importance of the training program cannot be overestimated in connection with efficient performance of assigned functions and duties, its effect on morale is problematical. One good effect that it may have on morale is the instilling of confidence in the guard as to his ability to handle the exigencies of his task. On the other hand, this good effect is often annulled by the fact that all this training must be given to the guards during their off-duty hours, which also must be utilized for the numerous routine details incident to the Army day.

Although the history of the 1084th Guard Squadron has, for the most part, been unmarked by any really outstanding successes, it is felt that the performance of the Organization has been efficient, despite adverse conditions.

These same adverse conditions also had, and still have, a highly detrimental effect on the morale of the members of the 1084th Guard Squadron. They include

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inclement weather, unsatisfactory natural environment, shortage of manpower, lack of sufficient off-duty time, lack of adequate facilities for recreation both on and off the field, and, in some cases, lack of sufficient opportunity for advancement.

Correction of most of these adverse conditions seems improbable; in fact, the shortage of manpower is becoming steadily more acute, although some relief has been afforded by the elimination of some of the guard posts. Nevertheless, the morale of the 1084th Guard Squadron is, at present, comparatively high.

SECTION 8: 321st AVIATION SQUADRON (Separate)

The 321st Aviation Squadron (Separate), having been constituted and assigned to the Army Air Forces Southeast Training Center, was activated at Newport Army Air Field on 20 January 1943.[393] The authorized personnel and grades were set up in Table of Organization 1-999, dated 15 August 1942.[394] The strength of the organization never reached the quota thus allowed. Beginning 2 April 1943, the Manning Table system set up on the Post has been the authority for allotment of strength and grades.

At the time of activation, the cadre was to be

393. AAFSETC Hq., Maxwell Field, Ala., G.O. #6, 20 Jan. 1943, Par. 1. (Hq. File Room)
394. Ibid., Par. 2.

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drawn from troops under the Post Commander. Since no colored troops were then stationed here, enlisted men were transferred from two (2) other Posts to Newport for the purpose of establishing this Squadron. Eighty-five (85) of them were sent from Camp Beauregard, Louisiana, and arrived on or about 20 January 1943.[395] A day or so later, sixty-five (65) more arrived from Fort Sam Houston, Texas. Since all of these men were new privates, it was necessary to requisition sufficient Non-Commissioned Officers from other sources to build up the administrative organization. Accordingly, a Staff Sergeant, two (2) Corporals, three (3) Privates First Class, and one (1) Private were transferred here from Blytheville Army Air Field, Blytheville, Arkansas, about 22 January 1943.[396] On 28 January 1943, seventy-five (75) more privates arrived from Camp Walters, Texas. First Lieutenant James C. Shumaker was assigned as Squadron Commander,[397] and Second Lieutenant J. R. Clifton Brown as Squadron Adjutant on 23 January 1943.[398] White Non-Commissioned Officers from other Squadrons on the Post were placed on Special Duty

395. Reception Center Hq., Camp Beauregard La., S.O.#16, 20 Jan. 1943, Par. 2.
396. NAAF Hq., Newport, Ark., S.O. #20, 23 Jan. 1943, Par. 4. (Hq. File Room)
397. Ibid., Par. 3.
398. Ibid., Par. 2.

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with the 321st Aviation Squadron for the purpose of assisting with the organization and training of the newly arrived colored troops.

After the completion of basic training by these recruits, several changes were made in the key personnel of the Unit. Several enlisted men were elevated from the ranks to fill key positions. These changes are shown in the following chart, with the dates being verified from Special Orders, Squadron Morning Reports, and other official documents on file at this Headquarters.

KEY PERSONNEL

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Shumaker, James C., Capt. Commanding Officer	1/23/43	--
Brown, J. R. Clifton, 1st Lt. Adjutant	1/23/43	8/20/43
Zimmerman, Allan W., 2nd Lt. Adjutant	8/20/43	10/14/43
Ackerman, Emery C., 1st Lt. Adjutant	10/17/43	12/8/43
Foster, William J., 2nd Lt. Adjutant	12/8/43	--
Mitchell, Eddie, S/Sgt. Acting First Sergeant	1/22/43	7/13/43
Ross, Isaac S., T/Sgt. First Sergeant	7/13/43	--

The strength table shown below indicates the monthly strength of enlisted personnel assigned to this organiza-

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tion. Figures given are for the last day of each month.

MONTHLY ENLISTED STRENGTH

Date	Number
January 1943	232
February	232
March	232
April	232
May	217
June	216
July	209
August	207
September	209
October	208
November	202
December	202
January 1944	171

The original function of this organization was to perform service work on this Field, mainly in connection with maintenance of buildings and grounds. Upon completion of the prescribed basic training, most of the men were placed in charge of the Post Police Officer, who in turn assigned specific duties to them. Some were put on trucks and given the task of cleaning up rubbish on the Field. Others were assigned to labor details wherever there was work to be done. All of these duties were of a general nature. Since that time, arrangements have been completed transferring all truck-drivers to the 1008th Quartermaster Platoon, and replacing them with men from the Platoon incapable of operating motor vehicles.

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On or about 1 March 1943, several enlisted men of the 321st Squadron were assigned duties in the Officers' and Cadet Mess Halls. Others were assigned to the Post Theater, Post Engineer, Ordnance Department, and to the Station Hospital. The assignment of duties in the Mess Halls has not been satisfactory from the standpoint of the Squadron morale. It is impossible to say exactly what the trouble is, or what should be done about it. However, the men so assigned do perform their work satisfactorily.

Aside from this, the general morale of the Squadron as a whole is good. The general appearance of the Squadron area, the recreational and athletic events, and various social functions, have all contributed to the general uplift of Squadron morale.

SECTION 9: 399TH SERVICE SQUADRON

The 399th Service Squadron was organized as a part of the Air Service Command, San Antonio, Texas, for the purpose of supplying technically qualified and trained soldiers to maintain first, second and third echelons of repair to combat airplanes. The Squadron was activated at Air Base Headquarters, Army Air Base, Clovis, New Mexico, on 12 January 1943.[399] Table of Organization

399. Air Base Hq., Army Air Base, Clovis, N.M., G.O.#2, 12 Jan, 1943.

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1-417, Cl, was authorized for personnel and equipment.

The original cadre of ninety-eight (98) enlisted men was supplied by the 307th Service Group from Will Rogers Field, Oklahoma City, Oklahoma. Heading this cadre was Major William H. Chambers, Jr., who assumed command of the new Organization immediately following its activation.[400] First Sergeant William P. Underwood was assigned as First Sergeant of the new Squadron, and Master Sergeant John A. Witter was appointed Chief Clerk, Technical Supply.[401] Shortly thereafter, Sergeant Underwood was transferred, and Master Sergeant Cecil F. White was appointed to fill his place as First Sergeant. On 14 May 1943, Master Sergeant Witter was appointed Warrant Officer (jg), and reassigned to another organization,[402] being replaced by Technical Sergeant Alonzo D. Drake.

The process of building the 399th Service Squadron up to full enlisted strength went on at a rapid rate. However, Officer personnel was not forthcoming and, due to this condition, the Commanding Officer of the Squadron had time only to handle administrative details and con-

400. Air Service Command Hq., Will Rogers Field, Okla., S.O. #10, 10 Jan. 1943, Par. 16.
401. Ibid.
402. Air Service Command Hq., Patterson Field, Ohio, S.O. #122, 11 May 1943.

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cern himself with the problems of housing and feeding a large group of men. The obvious result of this was two-fold: lack of functional training, and loss of morale.

On 9 February 1943, Captain Manuel J. Novak was transferred from Duncan Field, Texas, to this organization.[403] Captain Paul L. Keller, First Lieutenant Harold C. Dean, and First Lieutenant John A. Newbray were assigned to this Organization from Duncan Field, Texas, on 10 February 1943.[404] All of these four (4) Officers were qualified Engineering Officers but, with conditions of organization as they were, it was necessary for them to undertake temporary administrative duties.

On 18 February 1943, Major Chambers left on Detached Service, and Captain Novak assumed command of the Squadron. Under the Captain's direction, orders were issued changing duty assignments of commissioned personnel and setting up a complete training program to fit the Squadron for overseas service. Morale immediately started on an upward curve.

Major Chambers returned from Detached Service and resumed command on 10 March 1943. However, approximate-

403. SAADCAC Hq., Duncan Field, Texas, S.O. #38, 9 Feb. 1943, Par. 34.
404. Ibid., S.O. #10, 10 Feb. 1943, Par. 16.

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ly eight (8) days before his return, the 399th Service Squadron had supplied a cadre of enlisted men for the activation of the 476th Service Squadron, this cadre including Captain Keller. The roster of the 399th Service Squadron, in spite of the loss of this cadre, had by this time reached a total of three hundred eleven (311) enlisted men.

Captain Novak was relieved from assignment with the 399th Service Squadron and returned to Kelly Field, Texas, on 16 March 1943.[405] Major Chambers left for the same place six (6) days later, and Captain Samuel J. Cox was appointed Commanding Officer.

On 10 April 1943, orders having been received for transfer of the 399th Service Squadron to Newport Army Air Field, the organization, with full equipment and personnel, including Officers, departed from Clovis, New Mexico. Two hundred forty-three (243) enlisted men and four (4) officers made this trip, arriving at their destination two (2) days later.

The following table shows the various commissioned and enlisted personnel occupying key positions in the Squadron from the date of activation through January 1944. Dates of assignment and relief have been verified

405. SAADCAC Hq., Duncan Field, Texas, S.O. #39, 11 Mar. 1943, Par. 49.

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from appropriate Special Orders and other official sources.

KEY PERSONNEL

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Chambers, William H., Jr., Major Commanding Officer	1/10/43	3/22/43
Cox, Samuel J., Major Commanding Officer	3/22/43	--
Lowbray, John A., Capt. Adjutant	2/10/43	1/1/44
Bauer, Lawrence E., 2nd Lt. Adjutant	1/1/44	--
Underwood, William F., M/Sgt. First Sergeant	1/12/43	1/28/43
White, Cecil F., M/Sgt. First Sergeant	1/28/43	11/11/43
Slowik, Stanley J., M/Sgt. First Sergeant	11/11/43	12/9/43
Regnier, Orville T., T/Sgt. First Sergeant	1/25/43	--

The mission of the 369th Service Squadron at Newport Army Air Field was to provide supply and maintenance for the 360th Sub-Depot. As an indication of the capabilities of Army Air Forces Technical Units, it is only necessary to point out the fact that, although comparatively inexperienced in troop movements, Squadron administrative headquarters had been set up, and men were working in the Sub-Depot within three (3) hours after stepping off the train. From that time to the present, all efforts of this

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Organization have been directed to the furtherance of a cooperative spirit between the Sub-Depot and the Squadron.

The major difficulties resulting from shifting of the 399th Service Squadron to Newport--and away from its original purpose of operation in a battle zone--have been as follows:

a. Complete elimination of Squadron Technical Supply
b. Complete elimination of Squadron Engineering
c. Complete elimination of Squadron Mess.

To offset the effect of this condition, the following changes were carried out:

a. Technical Supply personnel were installed in the 360th Sub-Depot Supply

b. Engineering personnel was reduced to a skeleton force to carry one set of Technical Orders, and the balance of personnel was put to work in Sub-Depot Engineering Section

c. A Mess Sergeant, and one assistant were assigned to the Officers' Mess and Consolidated Mess. Moreover, since the Organization's motor equipment could not be used except in the performance of Squadron duties and Post details, personnel of the Transportation Section was reduced to an absolute minimum, and members of this Section not required at the Base Motor Pool, were assigned duty with the Transportation and Reclamation Department of the 360th Sub-Depot.

Beginning around the first of May 1943, a steady transfer of 399th enlisted men to other organizations began. In addition, 1st Lieutenant Harold C. Bean was transferred to Fairfield, Ohio, during the latter part

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of July, 1943;[406] and Warrant Officer (jg) Louis E. Price left shortly thereafter for duties elsewhere.[407] This left only two (2) Officers to carry on the operations and training of the 399th Service Squadron.

In compliance with training directives from the Air Service Command Headquarters at Patterson Field, Ohio, training of personnel has been continuous since the Squadron's arrival at Newport.

Although new difficulties were constantly occurring, some remedy has always been found whereby the training program could go forward. The problem of reduced personnel, along with increased demands from the 360th Sub-Depot, has been the major difficulty. The result of this condition has demanded the assignment of a Non-Commissioned Officer to the full-time handling of all training plans, but this arrangement has resulted in the satisfactory preparation of all personnel for overseas duty. At the present time, more than fifty per cent (50%) of the training specified by Chart No. 69, Air Service Command, is completed. This includes such courses as Chemical Warfare, Convoy Discipline, Aircraft Identification, Field Sanitation, et cetera.

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406. Air Service Command Hq., Patterson Field, Ohio, S.O. #194, 24 July 1943, Par. 47.
407. SAASC Hq., Kelly Field, Texas, S.O. #195, 14 Aug. 1943, Par. 29.

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The following table indicates the Organization Strength from the date of activation through January 1944. Figures given are for the last day of each month.

MONTHLY STRENGTH FIGURES

Month	Enlisted Men	Officers
January 1943	145	1
February	204	5
March	261	3
April	266	4
May	273	4
June	211	4
July	184	3
August	187	2
September	161	2
October	156	2
November	146	2
December	152	2
January 1944	160	2

On 1 January 1944, the 399th Service Squadron was transferred from the jurisdiction of the Air Service Command to the AAF Eastern Flying Training Command. [408] Command of the Squadron was assumed by the Post Commander, Colonel Robert W. C. Wimsatt. At the same time, Captain John A. Mowbray, Squadron Adjutant, was transferred to Headquarters and Headquarters Squadron, 14th Basic Flying Training Group, [409] and 2nd Lieutenant Lawrence E. Bauer was assigned to the 399th Service Squadron with

408. AAFEFTC Hq., Maxwell Field, Ala., TWX #EFTC41E-21, 1 Jan. 1944; AAF Regulation 20-31, 22 Dec. 1943.
409. NAAF Hq., Newport, Ark., S.O. #1, 1 Jan. 1944, Par. 18, (Hq. File Room)

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principal duties as Adjutant.[410] The duties of the 399th Service Squadron, under this new supervision, remained unchanged, although personnel records now became the work of the Post S-1.

On 12 January 1944, two hundred (200) Aviation Trainees, awaiting the beginning of their Pre-Flight Training, were attached unassigned to the 399th Service Squadron, due to lack of accommodations elsewhere. This presented new problems of housing and training. A training schedule was drawn up by Headquarters of the Eastern Flying Training Command, which specified "on-the-job" training. In addition, the Trainees were required to have a specified number of hours of Close-Order Drill, Calisthenics, War Orientation, and Military Courtesy and Discipline. These requirements have been successfully met under the direction of the three (3) of the Squadron's Non-Commissioned Officers.

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410. HAAF Hq., Newport, Ark., S.O. #1, 1 Jan. 1944, Par. 20. (Hq. File Room)

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CHAPTER I: SPECIAL SERVICES

SECTION 1: SPECIAL SERVICES OFFICE:

a. History for 1942:

The Special Services Department was organized on the same day that the Field was activated, Captain Lloyd L. Bergen being assigned as Special Services Officer on 1 November 1942.[411] An office was provided in the Post Headquarters Building for temporary usage, and occupied by Captain Bergen and a civilian secretary. Two (2) days later, Captain Samuel C. Gist, Jr., became Assistant Special Services Officer,[412] and a week later, 2nd Lieutenant Sidney L. Rockmuller was assigned in a like capacity.[413] On 3 December 1942, 2nd Lieutenant George A. Latimer was similarly assigned.[414] By the end of the year, these Officers had procured an adequate force of enlisted men for their purpose.

At the time of activation, none of the physical facilities which have since been added were available. The records show that the Post Office Building was opened on 16 November 1942, the Post Recreation Hall on

411. AAFBFS Hq., Tuckerman, Ark., S.O. #1, 1 Nov. 1942, Par. 1.
412. Ibid., S.O. #3, 3 Nov. 1942, Par. 1.
413. Ibid., S.O. #9, 10 Nov. 1942, Par. 1.
414. Ibid., S.O. #27, 3 Dec. 1942, Par. 2.

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11 December 1942, and the Post Theater on 20 December 1942. However, the Recreation Hall was not thoroughly equipped for entertainment purposes until after the new year, nor were there any other entertainment facilities available at that time on the Post. In consequence of the very apparent need of morale-building agencies for the military men stationed here, Captain Bergan contacted the proper townspeople, and by establishing friendly relations, succeeded in arranging with the local Chamber of Commerce to pay rent to the American Legion for the use of their Hut by military personnel. During 1942, the Hut served most largely for social events for officers, but later on was given over to the use of the Cadets.

After the Engineer and Quartermaster people had left the National Guard Armory in Newport, the building was turned over to the Field as a U. S. O. Club for the enlisted men. It was used as early as 28 November 1942 as a dance hall by these men.

Prior to the end of 1942, Special Services had secured considerable funds from a variety of sources, as follows:

1. War Department allotment of $2,669.00, approved

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16 December 1942.[415]

C. A $650.00 allotment from the same source for services to Cadets.

D. A $[illegible].00 allotment of S. O. S. - 8 Funds by the same authority.

4. $1,000.00 from carpenters working on the Field during December 1942.

No Field ever needed the morale-building facilities of Special Services more than did Newport Army Air Field in its early days. The Airport, being located on a former rice field, was a sea of mud from the prevailingly rainy weather. Housing facilities for military personnel were make-shift in the extreme, since most of the available good rooms had already been occupied by laborers and contractors already working on the Field at the time the enlisted personnel arrived. No entertainment facilities whatsoever had been set up prior to this time, and the soldiers spent their leisure time loafing at the Hazel Hotel, Turner's Grill, and occasionally the American Legion Hut. The population of Newport had not yet become adjusted to the presence of soldiers in their midst, and consequently regarded them at the time some-

415. War Dept. Circular #220, Sect. IV, 7 July 1942.

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what is intruders on the traditions and customs of the community. It was the job of Special Services to educate the people of Newport about the Army, and the Army about the City of Newport, and thereby to establish close and friendly relations.

The Special Services Officer met with considerable success in this undertaking. He and the Commanding Officer visited local clubs, such as the Kiwanis, Lions, and the Chamber of Commerce, and thus became acquainted with the influential people of the town. These people, realizing the need, promptly threw their energy into the task, and quickly made of Newport as pleasant and hospitable a place as the circumstances would permit. Not only was the City responsible for turning over the American Legion Hut and the National Guard Armory, but it also set up the U. S. O. Club and organized a Girls' Service Club for the purpose of furnishing dance partners and dates for enlisted men for the social gatherings planned by the department. The rapidity with which the local folks changed from their traditional aspect of a small, rural, and serene community is evident in the fact that four weeks after Special Services was activated, a dance was being held in the Armory.

An American Legion Auxiliary, serving on the Field,

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set up a temporary Post Exchange, serving sandwiches and hot coffee, and proving very popular and helpful.

In cooperation with the Post Surgeon, Special Services did everything possible to relieve a situation which was bad in the town at that time. Of all the restaurants in Newport, only four (4) passed the Army's sanitary requirements at that time. By making proper contacts with the restaurant owners and getting their cooperation, most of these eating places were soon "on limits" for military personnel. In every possible connection, the Special Services Department did everything possible to cement a friendly feeling between the Town and the Post.

During 1942, no activities in connection with education were undertaken.

In addition to the dance mentioned above, the following entertainments were scheduled during the balance of the year:

1. The first Camp Show - The Camel Caravan's "Grand Old Opry" was presented in the Newport City School on 4 December 1942.

2. The first U. S. O. Camp Show, "Hullabaloo" played two engagements on the evening of 19 December 1942, constituting the first entertainment activity conducted

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in the still-unfinished Recreation Hall.

3. The Post Theater ran daily after 20 December 1942.

4. The Christmas program consisted of a Christmas Eve entertainment, a Christmas dinner for the enlisted men and their friends at the Consolidated Mess, and a formal dance in the Recreation Hall Christmas Night. Appropriate music was played over the public address system sometime before Christmas and was heard over most of the Post. A number of informal "sings", specializing in Christmas Carols, were also held during this period.

Aside from records played over the aforementioned public address system, no organized musical or radio programs were undertaken during 1942.

Due to the necessity of using all available energy to prepare the Department for its primary duty, and in providing temporary accommodations for entertainment, little was done during this period along the line of Army Emergency Relief, insurance underwriting, or War Bond selling, although these duties had been assigned.

As stated hitherto, inasmuch as the Chaplain of this Post did not arrive until 1943, the religious services conducted on the Field prior to his arrival were promoted

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and scheduled by Special Services.[416]

b. Key Personnel Since Activation:

Following is a table showing the assignment and relief of key personnel of the Special Services Office from 1 November 1942 through 31 January 1944. All dates have been verified by reference to appropriate records:

KEY PERSONNEL

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Bergen, Lloyd M., Capt. Special Services Officer	11/1/42	--
Gist, Samuel C., Jr., Capt. Asst. Special Services Off.	11/3/42	1/19/43
Rockmuller, Sidney M., 2nd Lt. Asst. Special Services Off.	11/10/42	8/23/43
Latimer, George A., 2nd Lt. Asst. Special Services Off.	12/3/42	3/1/43
Thompson, Everett L., 2nd Lt. Asst. Special Services Off.	7/5/43	12/1/43
Augustine, Stella, 2nd Lt. Theater Officer Asst. Special Services Off.	12/1/43 1/6/44	1/22/44 1/22/44
Crahan, William B., S/Sgt. NCOIC Special Services	12/10/42	--
Gordon, William F., S/Sgt. Director of Entertainment	5/30/43	--

(Cont'd. on next page)

416. Material for the above is from the records of Special Services and from the recollections of Capt. Lloyd M. Bergen, Special Services Officer.

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NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Dorsch, Richard, S/Sgt. Clerk	6/2/43	11/30/43
Granzovich, Steve, Sgt. MCOIC Rec. Hall	11/3/43	--
Greenberg, George, S/Sgt. Asst. Manager Post Theater	12/4/43	--
Titus, Susan D., 2nd Lt. Theater Officer	1/22/44	--

c. Physical Facilities as of 31 January 1944:

The following structures are under the supervision of the Special Services Department. Dates shown opposite each one are the dates of their assignment to the Organization:

Recreation Hall #1..... 12 December 1942
Recreation Hall #2..... 1 May 1943
Post Office..... 6 November 1942
Bowling Alleys..... 1 May 1943
Swimming Pool..... 1 August 1943
Service Club and Library..... 1 June 1943
Day Rooms (12)..... 1 November 1943
Service Club (colored)..... 1 June 1943
Theater..... 20 December 1942. (417)

Some idea of these facilities is contained in the following concise descriptions:

(1) Recreation Hall #1 is an all-purpose facility, with stage, rest rooms and offices. It is used for all

417. Dates of assignment furnished from Records of Special Services Office.)

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forms of athletic competition, dances, shows, et cetera. A white oak hardwood floor was added to the original structure on 19 February 1943, and this has been lined for basketball, volleyball and badminton. A removable boxing ring is also available. Because of removable wooden benches and bleachers, the auditorium may be quickly changed into an athletic floor or an audience chamber as required. The stage is fully equipped for theatrical productions, and there is a fire-proof projection room in the back, although this is not in present use because of the availability of the Theater.

(2) Recreation Hall #2 is a much smaller building provided for the colored troops. G. I. movies, lectures and squadron meetings are held here for them, but their dances and games still require use of the main Recreation Hall, since the small size limits the building's usefulness. Other Squadrons and organizations frequently use this installation for group meetings, show rehearsals and lectures.

(3) The Post Office is a regular 20 x 100 foot barracks, suitably partitioned for the purposes of United States Mail.

(4) The bowling alleys described in the Post Exchange History consist of six (6) excellent maple alleys.

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(5) The Swimming Pool is an exceptionally large 100 x 160 foot race-track-shaped pool with depths varying from three to eight and a-half feet. It is equipped with four spring boards, a high board, and a water slide. A bath-house is now in process of construction.

(6) The Service Club and Library was constructed in the shape of a "T" from three C. C. C. buildings. The main portion of the building is given over to a lounge and the library, while the shorter, perpendicular wing now houses the offices, store-rooms and comfort facilities of the Special Services Organization. A public address system is housed here, permitting announcements or broadcasting of music with easy convenience.

(7) The twelve (12) Day Rooms are located among various organization installations, and have been decorated and furnished in accordance with the desires of that particular organization. Most of them consist of a lounge and a game room.

(8) The colored Service Club is, in reality, an extra and unneeded Mess Hall which has been decorated and furnished in such a manner as to make a comfortable and attractive Service Club for the colored troops. A library is maintained in this building for the convenience of these men. These books are sent on a circulating basis

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from the main Library on regularly scheduled dates.

(9) The Theater Building is an asbestos-shingled T-3 type structure with a seating capacity of six hundred seventy (670). It has two 4-3/4 inch lensed projectors of the Super Lumo 7229-7230 type, with carbon illumination. The screen is the Raytone marrophonic sound type, size 13'6" x 18'0". Fifteen (15) shows are held weekly in this building.

(10) In December 1943, one of the C. C. C. type barracks was turned over to Special Services for housing a Hobby Shop.

d. Record of Entertainment Events since 1 January 1943:

(1) Community Sing in "Rec" Hall, 6 January 1943.

(2) Start of regular Saturday Night Dances, 9 January 1943, with occasional interruptions due to epidemics or the exigencies of training requirements.

(3) Start of regular Wednesday night U. S. O. dances in the Armory at Newport, 13 January 1943.

(4) Start of regular weekly conference of Squadron representatives and Special Services Officer, 13 January 1943.

(5) Start of regular Sunday Classical Music Hour, 17 January 1943.

(6) Organization of Officers' Basketball Team, 21

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January 1943.

(7) Formation of the Newport Girls' Service Club to furnish dance partners, 26 January 1943.

(8) Presentation of "O. K., Uncle Sam", two-hour soldier show by local enlisted men, 30 January 1943.

(9) U. S. O. Camp Show, presenting Ray Herbeck and his Orchestra, 13 February 1943.

(10) Completion of Inter-Squadron Basketball Tournament, 26 February 1943. Cadet Class of 43-E were declared champions.

(11) General Electric's World Fair "House of Magic" presented 26 February 1943.

(12) Harding College (Arkansas) Symphony Concert, 9 March 1943.

(13) Harding College Dramatic Club presented "Arsenic and Old Lace" on 23 March 1943.

(14) U. S. O. Camp Show, "Crazy House" was presented on 27 March 1943.

(15) Recital by Marie Houston, lyric soprano, 6 April 1943.

(16) Harding College Chorus, 9 April 1943.

(17) U. S. O. Camp Show, "Bubblin' Over", 26 April 1943.

(18) U. S. O. Camp Show, "Going to Town", 15 May 1943.

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(19) U. S. O. Camp Show, "Merry Go Round", 29 May 1943.

(20) U. S. O. Camp Show, "The Fun Parade", 25 June 1943.

(21) Start of the Sunday Morning "Breakfast Club", 1 July 1943. This is a program which presents G. I. movies and occasional lectures on Orientation subjects while enlisted personnel enjoy a good breakfast.

(22) Start of loud-speaker program, 3 June 1943. This program includes announcements of all sorts three times daily, a half-hour musical period, and musical selections during mess hours in the Mess Hall.

(23) Dedication of the Swimming Pool, 1 August 1943.

(24) Opening of Bowling Alleys, 1 May 1943.

(25) Opening of Children's Playroom, for children of all Post personnel in the Post Commissary Building, 31 December 1943.

(26) Presentation of "Air-o-Mania", original all-soldier musical show, written, produced and presented by local personnel, 13-14 January 1944.

In addition to those mentioned above, there have been numerous other amusement events and programs, either of insufficient duration or significance to detail here. The Special Services Office has consistently provided

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regular entertainment at all times.

e. Educational Program:

(1) The "Why We Fight" series of motion pictures constituted the first educational function of Special Services. These valuable orientation pictures were made compulsory for all personnel.

(2) Army Institute courses have been fully publicised by this Office, starting 1 February 1943, and applicants have appeared regularly ever since for this training.

(3) The first library of the Post was a circulating quantity of books which were maintained temporarily in one of the dressing rooms in the Recreation Hall. The set of books, consisting of one hundred (100) volumes, is retained three (3) months, and then sent on to the next Station. The books are excellent and up to date, and are furnished by the Eighth Service Command. However, the real library development of the Post came after 1 June 1943, when the Post Library building was set up, and furnished with more than three thousand (3000) volumes of all types of literature, including technical subjects, and latest periodicals. This collection is available to Post personnel from 0800 to 2200 hours daily, and much of it may be borrowed in the customary fashion.

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(4) Special Services now conducts, or has conducted, courses in Algebra, Plane and Solid Geometry, Trigonometry, French, Spanish and German.

(5) On 31 October 1943, through cooperation of this Office, a weekly period of one hour has been set aside by all units for study of News maps, the projection of G. I. Movies, and the discussion of Newscasts and current events. This program has been very successful.

(6) A Non-Commissioned Officers' course in Administration, Insurance, Military Courtesy, Interior Guard, et cetera was begun on 13 December 1943 under the supervision of the Department, and presided over by S/Sgt. Charles Hammond, Clerk of the Headquarters and Headquarters Squadron.

f. Athletic Program;

Prior to 25 January 1944, Special Services had jurisdiction over athletic programs instituted on the Post. A well-rounded schedule of inter- and intra-post competitions were arranged and carried out. This program was too varied to permit detailed treatment. Since the aforementioned date, athletics in all forms have become the responsibility of the Director of Physical Training.

g. Post Music:

Special Services has placed a great deal of emphasis

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on good music of all kinds for Newport Army Air Field.

The military band renders the following average monthly program:

Formal reviews	6
Evening Concerts in Newport	4
Station Hospital Concerts	5
Sunday Afternoon Concerts	4
Boxing Show Concert	1
Bond and Fund Drives in Local Towns	5 to 10
Retreat Formations	20 to 25

Dance Orchestras organized here render the following average programs per month:

Officers' Club Dances	1
Aviation Cadet Dances	5
Enlisted Men's Dances	4
Colored Squadrons' Dances	2
Bond and War Fund Rallies	2
Officers' Club Stag Night	2

Special Services has an extensive library of phonograph records, including popular, classical and sacred music, paid for by the Education and Recreation Fund, and these are being broadcast over the public address system daily.

b. Radio Program:

A radio broadcast, eminating from talent on the Field, and lasting for a half-hour each week, was inaugurated on 7 August 1943, over the facilities of KBTM, Jonesboro, Arkansas. On 9 October 1943, this program was temporarily discontinued until reception difficulties could be ironed out. It is expected that this program will be resumed shortly.

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1. Funds:

In addition to the funds reported in Sub-Section "a", the following monies have been obtained after 1 January 1943:

(1) $1,034.50 was authorized 10 November 1942 for equipment of RB type Recreation buildings, and this was expended in 1943.[418]

(2) $1,343.00 SOS-8 Funds, approved 19 April 1943.

(3) $159.00 WEWA funds, September 1943.

(4) $23.40 fund for Athletic equipment from the Kansas City Quartermaster Depot.

(5) $3,525.00 fund for initial equipment of Service Club, November 1943, from the Eighth Service Command.

(6) About $600.00 per month for athletic equipment, based on an appropriation of twenty-five cents per man per month, furnished by Kansas City Quartermaster Depot. While usually authorized for only one year, this Field has been allocated this fund for eighteen (18) months.

(7) $207.00 proceeds from "O. K., Uncle Sam".

(8) $15.00 donation from Searcy, Arkansas, for library books.

(9) $100.00 from people of Newport in appreciation of weekly band concerts, 21 September 1943.

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418. 8th S.C., Dallas, Texas, Letter, File AG 353.8, 10 Nov. 1942. (Special Services Files)

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J. Difficulties:

Special Services has had all the difficulties inherent in such a tremendously varied program, calling for contacts with so many and different types of people; but has been almost uniformly successful in meeting these. It also experienced the same initial troubles that occupied all other organizations on the Field at activation. Its major obstacle, however, did not appear until the end of 1943, when overseas shipments demanded the curtailment of personnel assigned to this Organization. This has called for a systematic re-assignment of duties and the multiplication of tasks performed by each individual. While this cut in personnel will undoubtedly affect the quantity of service which can be rendered by the staff, this decrease will not be in proportion to the man-power of the Organization, since all hands are determined, through harder and longer work, to maintain the program at former levels.

K. Character of Accomplishment:

The following paragraph, written by the Post Executive Officer, Lieutenant Colonel Charles E. Wilson, is published as an evidence of the success attained by this Department:

"The Special Services Department has been a great

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factor in the excellent morale of Newport Army Air Field. Many varied activities were carried on, such as Guest House, Service Clubs, Camp publications, Orientation, U. S. O. shows, band concerts, and Kindergarten for children of civilian and military personnel. Matters which arose or developed, and for which no other department was responsible, were given to the Special Services Officer to attend to. Captain Lloyd P. Bergen is responsible for the accomplishment of this program: and since the program was so effectively carried out, then all credit is due him and his assistants. In rating of this activity less than "Superior" can be conscientiously given."

SECTION 2: PERSONAL AFFAIRS OFFICE:

This Office functions in connection with the sale of Insurance and War Bonds, in the handling of Army Emergency Relief Funds, and more recently, with rationing procedure. As originally set up, the Special Services Department was responsible for all the activities then existent which are included in the above list. Many of the assignments made to this type of work have been of the "additional" nature, and have, without exception, insofar as commissioned personnel are concerned, been of relatively short duration. T/Sgt. Clarence L. Poe is the only member of this Department who has been on duty since the beginning. The table of Key Personnel which follows, therefore, is somewhat involved. Dates of assignment and relief have been verified from applicable documents.

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KEY PERSONNEL

NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Bolkstein, Harry H., Major		
Insurance Officer	11/30/42	1/19/43
Poo, Clarence L., S/Sgt.		
Chief Clerk	12/3/42	--
Latimer, George A., 1st Lt.		
War Bond Officer	12/5/42	1/19/43
A. E. R. Officer	12/5/42	3/31/43
Gist, Samuel C., Jr., Capt.		
War Bond Officer	1/19/43	1/25/43
Insurance Officer	1/19/43	1/25/43
Rationing Officer	1/19/43	1/25/43
Freyer, Cecil J., WO (JG)		
War Bond Officer	1/31/43	4/19/43
Asst. War Bond Officer	4/19/43	4/21/43
Insurance Officer	1/31/43	4/19/43
Asst. Insurance Officer	4/19/43	4/21/43
Rationing Officer	1/31/43	4/19/43
Asst. Rationing Officer	4/19/43	4/21/43
Allotment Officer	1/31/43	4/19/43
Asst. Allotment Officer	4/19/43	4/21/43
McCollum, Earle R., CWO		
A. E. R. Officer	3/31/43	9/1/43
Van Denbergh, James R., 1st Lt.		
War Bond Officer	4/19/43	9/13/43
Insurance Officer	4/19/43	9/13/43
Allotment Officer	4/19/43	9/13/43
Rationing Officer	4/19/43	9/13/43
A. E. R. Officer	9/19/43	11/8/43
Personal Affairs Officer	9/13/43	11/8/43
Thompson, Everett L., 2nd Lt.		
A. E. R.Officer	9/3/43	9/13/43
A. E. R. Officer	11/9/43	--
Personal Affairs Officer	12/1/43	--

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NAME, LATEST RANK, DUTY	DATE ASSIGNED	DATE RELIEVED
Augustine, Stella, 2nd Lt.		
A. E. R. Officer	11/3/43	11/3/43
Personal Affairs Officer	11/3/43	12/1/43

The Personal Affairs Office has been in the thick of all drives connected with War Bonds and Service Insurance, and the degree of its accomplishment will be noticed in the increasing volume of business it has handled in this connection as shown in the charts to follow hereafter. Routine in connection with the issuance of ration coupons for food, shoes and gasoline has also been a considerable task for the Office. These matters are of too detailed and inconsequential a nature to include herein. However, figures amassed by the Office relating to itsmission are interesting and important. These are given in the following tables: [419]

NATIONAL SERVICE LIFE INSURANCE
SOLD FROM 12/1/1942--1/31/1944

1942	
December	$ 60,000.00
1943	
January	90,000.00
February	130,000.00
March	60,000.00
April	508,000.00
May	1,039,000.00
June	391,000.00

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419. Figures furnished by the Personal Affairs Office under supervision of 2nd Lt. Everett L. Thompson, Personal Affairs Officer.

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1943 (Cont'd.)	
July	$ 350,000.00
August	3,905,500.00
September	52,000.00
October	105,000.00
November	200,000.00
December	45,000.00
1944	
January	400,000.00
TOTAL TO DATE	$7,437,500.00

PURCHASE PRICE OF WAR BONDS SOLD FROM 12/1/1942--1/31/1944 to MILITARY AND CIVILIAN PERSONNEL (INCLUDING ALLOTMENTS)

1942	
December	$ 5,475.85
1943	
January	8,836.25
February	10,577.50
March	12,803.75
April	9,733.50
May	13,309.35
June	15,145.80
July	11,168.90
August	15,139.00
September	14,723.00
October	17,386.40
November	20,482.00
December	39,472.40
1944	
January	37,741.20
TOTAL	$ 231,805.20

ARMY EMERGENCY RELIEF ACTIVITIES
(See next page)

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ARMY EMERGENCY RELIEF ACTIVITIES

MONTH	LOANS MADE	CASH GRANTS	TOTAL EXPENDED	AMOUNT REPAID	TOTAL CONTRIBUTIONS
			$	$	$
Dec. 42	0	0	0	0	7.50
Jan. 43	4	0	95.00	95.00	136.55
Feb. "	6	0	157.00	17.00	221.00
Mar. "	12	0	312.00	267.00	387.65
Apr. "	8	0	405.00	60.00	205.04
May "	10	0	820.00	155.00	215.59
June "	16	1	1,080.14	245.14	252.02
July "	17	2	840.00	510.00	246.32
Aug. "	21	0	911.50	477.50	245.17
Sept. "	30	2	1,105.00	850.00	271.79
Oct. "	23	1	1,695.00	587.50	288.76
Nov. "	33	1	1,256.00	914.00	220.73
Dec. "	55	4	2,348.00	766.00	320.70
Jan. "	47	1	2,005.00	1,338.00	534.59
TOTAL	290	14	13,010.64	6,273.14	3,563.11

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PART VIII - SUMMARY AND EVALUATION

Introduction

Twelve months have elapsed since the substantial portion of this Station's construction work was completed. Formal training has been in progress for an identical period. Much has been accomplished in a short time; but all the evidence is not in hand. One-year gives an insufficient height from which to gain a true historical perspective, and it is unwise to attempt too searching an interpretation of the phenomena contained herein. At the same time--and despite a high degree of accomplishment in the face of difficult circumstances--inequalities and inefficiencies have been noted. No one stationed at a small military reservation is in a position to deduce all the reasons for what ineffectiveness has existed. One naturally supposes that it is mainly irremediable, inherent in the sudden, amazing expansion of the Nation's war potential, an expansion which has demanded that the little things be frequently neglected in order that the really essential elements be given prior attention. The testing of men and materials has been performed in months, when full war-preparedness would indicate that such testing be continuous through the generations. The errors that

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have been made are not therefore to be condoned; but, nevertheless, the proportionate paucity of errors in light of such a demanding situation must ever stand as a monument to the ingenuity, courage and energy of the American people. All that has been basically lacking is war-making experience, and our enemies testify daily to the speed with which we are obtaining that.

The following treatment will strive, therefore, to enumerate what <u>seems</u> to have been wrong at Newport Army Air Field since its activation, in order that it may furnish, along with other Fields, a body of experience which will be useful in the future, if needed, to prevent recurrences of the inefficiencies detailed hereafter.

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PART VIII - SUMMARY AND EVALUATION

CHAPTER A: ATTAINMENT OF OBJECTIVES

It has been felt that the manner in which the Station has attained its objectives might best be shown by summarizing the information contained in the various inspection reports made by the Administrative, Training, and Technical Officers of the Air Inspection Staff. The information contained in this Chapter may be verified in detail by reference to these reports which are on file in the Air Inspector's Office, this Station.

SECTION I - ADMINISTRATIVE PROFICIENCY: [1]

It is axiomatic that a newly activated Basic Flying Training Station cannot operate smoothly with a great deal of efficiency unless the experience level of all personnel comprising the various echelons of commands is high. At the time Newport Army Air Field was activated, the experience level of Officers and enlisted personnel was low--averaging approximately six months. Consequently, the administration of Squadrons and Departmental organizations was very poor. A very few

1. From statement submitted by Capt. J. T. Sinclair, Air Inspector (Administrative), this Station.

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Officers and enlisted personnel possessed factual knowledge of administrative directives contained in Army Regulations, War Department Circulars, Training Bulletins, Army Air Force Regulations and Memorandums, as well as current directives issued by the Flying Training Command.

Under existing conditions, it was necessary for the Administrative Inspector to conduct inspections in such a manner as to be of maximum assistance to the activity inspected. This was particularly true in connection with all Squadrons, Detachments, Post Exchange, Post Engineer, Army Motion Picture Service, Quartermaster Activities, and the Station Hospital. Thorough and detailed examinations were made of all administrative matters, and deficiencies were noted, together with recommendation to be followed. These reports were carefully reviewed by the Commanding Officer and deficient organizations notified to take corrective measures. Monthly follow-ups were made to insure that the irregularities previously reported were actually corrected.

The general over-all administration of the Field has improved greatly during the past several months, since Squadron Commanders and Staff members, together with the enlisted and civilian personnel, have become

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indoctrinated through educational methods from attendance at Army and civilian schools, with administrative procedures promulgated by the U. S. Army.

SECTION 2: TRAINING PROFICIENCY [2]

A review of inspections made from 1 December 1943 to 31 January 1944 reveal that many deficiencies, discrepancies and irregularities existed during the Field's early history, but also that these have been corrected, with increased efficiency resulting in all training phases.

Inspections of the Department of Flying have brought about changes in the procedure of recording and filing of grade slips. Local regulations in connection with student training, formerly published in "Training Bulletins", have since been re-edited, rewritten, and consolidated in a loose-leaf folder, similar to the "Pilots' Information File", and are now known as "Training Directives". In addition, the method of entering traffic at the home airdrome has been changed to minimize confusion, increase safety, precision and accuracy, and to facilitate maximum efficiency in

2. From statement submitted by Capt. Carl E. Thomajan, Air Inspector (Training), this Station. Details of inspections are available in the reports exhibited in Section IV of the Appendix, P. IV-15, f.

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traffic control and supervision.

A "Rainy Day Schedule" has been instituted, the purpose of which is to educate the students more thoroughly in connection with Post activities and installations. These include the Post Operations Office and its facilities, the Sub-Depot installations, and various Information files, knowledge of which will prove valuable to the students upon the completion of their course of training.

A marked change has recently been made with the inauguration of a two-phase program of instruction at this Station--namely, a "transition phase" and a "diversified phase". In the transition phase, the students are given all the prescribed transition maneuvers and commence their training in Formation and Acrobatic work, receiving a minimum of thirty (30) hours of instruction. The diversified phase of training is devoted to instruments, acrobatics, formations, night-local and navigation flights.

This program has permitted a more efficient use of airplanes and, equally important, has accomplished the purpose of giving to each student a more comprehensive and concentrated course of instruction.

The Flying Training Squadrons have made notable

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improvements in organization and standardization of flying training. Inspections of flight records reveal that airplanes allotted to the Squadrons are being used in such manner as to produce maximum efficiency; while students are being more fully utilized in assisting with line operations. The Squadron supply rooms are neat and clean, equipment is well protected, and proper records of the issuance of all flying clothing and equipment are being maintained. All necessary records and files pertaining to flying training are neat, up to date, and properly kept. The general appearance of all Squadron Operations Offices and ready rooms has been greatly improved likewise.

A student library consisting of all required reading material, has been set up in each Squadron Ready Room. A recent addition, in this connection, has been an Accident Analysis Bulletin Board, upon which is placed reports of recent accidents in the Training Command, setting forth the causes of such accidents and how they could have been avoided. This material is required reading for both students and instructors.

The Link Trainer Section at this Station is considered to be a most excellent one. Training exercises stress procedure and handling of the instruments in

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early phases of instrument flying. Exercises are sufficiently advanced in relation to air-borne instrument training to assure that procedures are mastered in the Link before being taken up in flight.

Ground School is felt to be outstanding. All directives issued from higher authority have been met with prompt and efficient compliance. It has been noted in various inspections that instruction is being given considerably in excess of requirements from higher authority.

SECTION 3: TECHNICAL PROFICIENCY. [3]

The technical proficiency of this Station in relation to aircraft maintenance has had a varied and involved history, largely due to the inexperience of personnel assigned to this work, and because expansion of duties proceeded considerably ahead of the facilities available for their rendition. Efforts have been made by means of special schooling and a number of reorganizations to affect satisfactory efficiency; and these efforts, by the latter part of 1943, were producing sufficient results to convince those in authority

3. From material presented by Major Emmet F. Church, Asst. Air Inspector (Tech.), and by interview with Lt. Col. Charles E. Wilson, Post Executive Officer.

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that the present system is adequate and likely to remain permanent.

As originally set up, maintenance work was performed by the three maintenance organizations, the 1066th, 1067th and 1068th B. F. T. Squadrons. This organization, considering the small number of planes to be serviced, was sufficient in the early days. However, with the arrival of a greatly increased number of planes, and in light of the low experience level of maintenance workmen, it was decided to organize a new system, making use of two sections, one dealing with first echelon, and the other with second echelon maintenance. The latter section, operating on a "production line" basis, was called "Post Airplane Maintenance", and was supposed to include the better available mechanics. Trouble immediately arose between the two sections since the first felt that it had been robbed of its best men, while the second felt that these men were being withheld. Moreover, the Supervisor of Post Airplane Maintenance had to depend upon the Squadrons (still performing first echelon work) for the assignment of men and for their disciplining. Bickering became intense, and it was obvious that a change was necessary, especially since the morale of the enlisted men had been considerably lowered.

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In consequence, a reorganization took place. Post Airplane Maintenance was discontinued, and both first and second echelon maintenance returned to the Squadrons. However, due to an insufficiency of tools to equip three hangars, the 1067th Squadron was now turned into a mess squadron, and its mechanic personnel transferred to the 1066th and 1068th Squadrons. Each squadron was responsible for both first and second echelon maintenance of the aircraft assigned to it.

Continuing increase in number of planes soon showed that this system was too unwieldy, it being necessary for the Squadron Engineering Officers to supervise from three hundred twenty-five (325) to three hundred sixty-five (365) men, and while morale had improved, improvement in maintenance efficiency was not satisfactory.

As a result, in October 1943, the present system was founded. It is called Production Line Maintenance, and is, in reality, nothing more than the old Post Airplane Maintenance system with the "bugs" ironed out. The 1067th Squadron was now reconstituted as a maintenance squadron along with the other two, and the maintenance work of all three squadrons placed under the jurisdiction of a Director of Line Maintenance, who was given full control as to the assignment of all line personnel.

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A Supervisor of First Echelon was created to oversee the work of all three squadrons in this regard, while Production Line Maintenance was also given an Officer in Charge to handle Second Echelon work, which is undertaken in a single hangar. Since one man is responsible for the efficiency of all maintenance work, there has been no bickering as to the utilization of the better mechanics, nor because of lack of cooperation between the Director and the Squadron Commanders. The system, thus evolved, has proven highly satisfactory.

Proficiency in the maintenance of records and in compliance with changes required by Technical Orders were also unsatisfactory for a long time. Schools were created to train both clerical personnel and Engineering Officers in the details of these requirements; and while insufficient time has since elapsed to catch up on changes required by Technical Orders, so long ignored, rapid progress has been made, and a situation of complete efficiency is expected within a short time. An improved technical inspection system now has full control of the requirements, confusion has disappeared, and a clear-cut, definite procedure established throughout. It is not to be supposed from the above statements, however, that the situation has been uniformly inefficient.

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Each reorganization has affected a noticeable improvement. If a good deal of time has been taken to achieve the quality desired, it is because the gestation period of a good maintenance system is longer than for any other department of an Airfield.

CHAPTER B:

INEFFICIENCIES DUE TO UNCONTROLLABLE FACTORS.

SECTION 1: ORIGINAL CONSTRUCTION:

A most painstaking search has been made for information along this line. The fact that the Project Officer and the first Post Engineer have both been transferred to other places, and hence are not available for interviews, probably means that some significant facts have escaped detection. However, sufficient data remains to make this Section pointed and important. [4]

a. Grading, Drainage, and Sodding:

Drainage at this Field, due to the very slight difference between minimum and maximum elevation, has

4. The information covered takes the order used in the Progress Reports, Op. Cit., and was obtained not only by a careful search of the records, but also by means of a straightforward interview with the present P ost Engineer, Major Chester W. Terry, C. E.

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constituted a major problem. Moreover, the soil, being peculiarly suitable for the cultivation of rice, is noteworthy for its retention of moisture - an excellent quality in a rice-field, but a highly disturbing one in an airfield. The construction of adequate drainage ditches in such a flat country and with such a soil cannot ever be satisfactory; and Newport has proven this statement true. Inadequate drainage, in turn, meant unsatisfactory grading. Depressions were constantly appearing after the work had been apparently completed, with the result that grading had to be done as frequently as four times in some areas of the Field.

Paradoxically enough, the Airfield has needed to be sodded twice for exactly opposite reasons. Immediately after this sodding had been accepted from the contractor, a dry period ensued, the grass died out, and re-sodding was necessary.

b. Access to Railroad Transportation:

Construction of the spur line from the main facilities of the Missouri-Pacific Railroad to the Field was performed with difficulty. Steel was hard to obtain as well as railroad-building equipment. In a number of cases, fills were not properly compacted by the contractor; although it may be said that the haste required,

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in light of the swampy terrain over which the trucks were laid, was to some extent responsible for this discrepancy.

c. Cantonment Streets and Roads:

By the end of 1943, streets and roads in the cantonment area were, on the whole, satisfactory. Considerable difficulty, however, had been experienced in early 1943 because improper drainage and the unstable condition of the soil had prevented expected stabilization of the road-beds. This condition made necessary the scarifying, recompacting and resurfacing of much of the road area - a task not anticipated by the original investigators.

d. Sewage Disposal Plant:

The original sewage disposal plant was designed to accomodate a population of approximately six thousand (6,000) persons. The efficiency of this plant is so low, however, that it reached its maximum productive capacity by the time thirty-five hundred (3,500) people were in residence. A number of changes in design are possible which would increase the efficiency of the plant, and these are under present consideration. These changes should have been made at the time of installation, or immediately thereafter.

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e. Electrical Distribution System:

An error was originally made in computing the voltage designed for this Post's use. It was contemplated that the Field would handle 13,000 volts, whereas the voltage encountered is actually 13,800. As a result of this error, a great deal of trouble has been experienced with transformers. There have been, in the past, far too numerous interruptions to power output. Feeder lines have been particularly susceptible to interruption during high winds, although the installation of oil circuit breakers by the Arkansas Power and Light Company has partially remedied the condition.

Variation in voltage has been from a low of ninety-eight (98) to a high of one hundred thirty (130), and this has resulted in an inordinate consumption of light bulbs and frequent damaging of electric motors. The Power Company has promised to install a voltage regulator to prevent such losses in the future.

This Company has shown willingness to cooperate with the Field in connection with its electrical problems, and work already performed by it has caused a practical cessation of interruptions by October 1943. Further, it is felt that this improved condition will continue hereafter.

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f. Runways and Landing Field:

Grading of the landing field was completed by the end of May 1942 and was first used by planes about a month later. It is believed that the landing field is sufficiently stable by now to serve its purpose at all times.

However, rutting has taken place at the edges of the runways, with the result that planes inadvertently running off the concrete have, on a number of occasions, suffered damage to their landing gear. In consequence of this, a transit section of gravel, joining the runways and the landing field, has been proposed.

The sod on the landing field has not yet covered the entire space in a satisfactory manner, but it is felt that the Spring of 1944 will find it in accordance with original specifications.

Original concrete construction of the runways and aprons has been unsatisfactory at the expansion joints, with much crumbling resulting along the edges of the concrete sections. Request for approval to clean and re-pour these joints has been submitted to higher authority.

g. Water Facilities:

The water distribution system was inefficiently

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constructed and has given a great deal of trouble, particularly in the early months of its use. When installed, the system was improperly cleaned, with the result that large quantities of gravel have gathered under fire-hydrant valves, affecting considerable leakage and frequent valve failures at these points.

Leaking joints were discovered all over the system; and it is estimated that at least ten percent (10%) of these joints had to be uncovered and recaulked. Moreover, the necessity of cleaning up the water facilities after the contractor finished delayed the use of this water for drinking purposes until 1943 except by means of Lister bags and other field methods of purification.

Inasmuch as the water in this vicinity contains large portions of iron and manganese, the originally-planned treating facilities have never been entirely adequate, particularly during the summer months when consumption of water is greatly increased by the necessity of filling the swimming pool weekly.

h. Buildings:

Inadequate site planning and drainage are evident in the majority of the buildings on this Post. It is noted that, in some cases, buildings with concrete floors are actually below the level of the surrounding terrain,

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demanding that an outside barrier of soil be erected around the building to prevent seepage into the concrete and a resulting over-damp structure.

Improper grading for buildings erected on a column-footing, frequently over a depression, has resulted in long-persistent puddles. These puddles under barracks have been undoubtedly prejudicial to the health of the occupants, not only because of dampness, but also because such puddles are prolific hatcheries for mosquitoes.

The Post Engineer feels that the use of Cellotex as an insulating material has been very advantageous, and that the lower consumption of fuel on account of it has already paid for this material.

i. Air Corps Fueling and Oil Storage:

Fuel and oil-storage tanks sent to this Field were apparently secured from a variety of places. They were all second-hand, and in no case were in first-class condition at the time of their reception. Considerable leakage has been experienced as a result, particularly during warm weather. Repairs have been made frequently, and the condition during the cold months appears to be satisfactory. However, with the return of warm weather, further difficulty is expected. The poor installation of pumps and feeder lines has also been a disturbing factor.

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i. Hospital Sprinkler System:

Fluctuations in water pressure aggravate the poorly-installed Sprinkler system at the Station Hospital. Plans have been made and in process of completion, however, which will make this system entirely adequate.

k. Auxiliary Landing Fields:

The same drainage problem experienced at the main field was confronted at the auxiliary fields. However, the sites chosen were probably as good as any available, and are all located at points above high-water mark. Nevertheless, Elgin and Weldon are useless during wet weather. Milltown and Irwin, because of their asphalt runways, are all-weather fields, although it is believed that concrete should have been employed originally since the asphalt has not remained satisfactory on account of base-failure due to the nature of the underlying soil.

Amagon Field is still not in use; but when it is finished is expected to be one of the best auxiliary fields despite earlier opinions expressed to the contrary by the Area Engineer and the Project Officer.

l. Miscellaneous Difficulties:

The Post Engineer has definitely stated that a number of jobs performed by contractors, and which were accepted at the time, would have been unacceptable to him

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as they were submitted. He feels that the urgency of the situation, demanding the immediate use of these buildings, resulted in premature acceptance in some cases; and that few of these jobs were inspected with sufficient thoroughness by experienced and fully-competent investigators. The manner in which contractors have made good on failures discovered after acceptance has not been regarded as satisfactory. This is particularly true with regard to plumbing and electrical installations.

Most of the failures are attributable to the low level of both labor and supervision which had to be employed by the contractors. Skilled labor has always been almost impossible to secure in this locality, with the result that men still in the apprentice stage of development have been placed on the payroll as skilled laborers. In the final analysis, it may be stated rather emphatically, that most of the construction difficulties experienced here have been due to this situation.

The Post Engineer has also criticized the original supervision exercised in this construction work. He believes that a Post Engineer on such a beginning project should have thorough and versatile engineering experience, and also should have sufficient military background to give him needed perspective in his task.

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SECTION 2: DIRECTIVE FROM E. F. T. C.

This command has had no outstanding quarrel with its training directives. Minor criticisms have been treated sufficiently in Part IV, Department of Training History.

SECTION 3: LATE DELIVERY OF PLANES.

No definite date is ever specified in advance for the delivery of planes. Requisitions are submitted with the understanding that delivery will be made as soon as production capacity permits. Therefore, delivery cannot be "late". However, there have been numerous occasions when an earlier delivery of requisitioned planes would have eased a difficult situation due to mediocre maintenance work and an unsatisfactory plane-student ratio. The Station has never been prevented from graduating its students on time because of lack of aircraft, per se, although the possession of more aircraft undoubtedly would have obviated some of the difficulties experienced because of weather, by making available more student air-hours during good flying weather.

SECTION 4: WEATHER, FLOODS AND EPIDEMICS.

a. Weather:

On 30 October 1942, Newport was visited by a tornado

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of considerable force. In addition to property loss, a great deal of urgently-needed time was consumed in removing debris and reconstructing damaged installations.

Construction progress was considerably hindered by heavy rains which fell in November and December of 1942, the Progress Report showing, for instance, that no work was done on the auxiliary fields for more than six weeks beginning about 1 December 1942, and delaying the completion of these fields by more than four months altogether.

In early summer of 1943, this section of Arkansas was visited by a flood. While the Field was threatened with temporary isolation, and civilians residing in Newport were actually removed from the Post in the expectation that the Field would become inaccessible to motor transportation, no damage resulted on the reservation. Some inconvenience was experienced because of the necessity of making wide detours by automobile for a few days and because of some minor dislocations in the telephone service.

Flying schedules were disrupted to a considerable extent by inclement weather during 1943, with a total of nine hundred fifty-eight (958) hours of scheduled time requiring cancellation. This time was lost, month by month, as follows:

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January	98.0	hours
February	44.5	"
March	144.0	"
April	48.0	"
May	99.0	"
June	68.0	"
July	23.0	"
August	22.0	"
September	84.0	"
October	89.0	"
November	61.0	"
December	175.0	" (5)

The Cadet Class of 44-B was graduated on 5 December 1943, as scheduled, but with approximately three percent (3%) of its flying training unfinished. The Class of 44-C, due to complete their basic training on 7 January 1944, finished all the training required, but did not leave Newport until 15 January 1944. The strain on flying instructors and supervisory personnel during these months was marked, since every effort was made to utilize every available moment of flying weather to obtain compliance with the schedule and the Directive.

b. Epidemics:

On two occasions, the normal functioning of this Post has been restricted by the occurrence of mild epidemics. In the latter days of December 1942, and lasting well into January, three hundred and eight (308) cases

5. NAAF, Newport, Ark., Dept. of Training, to AAFEFTC Hq., Maxwell Field, Ala., Weekly Training Reports, (for 1943). Time lost during January 1944 was 153.0 hours. (Figure from NAAF Statistical Officer)

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were treated for respiratory disorders. Most of these would normally have been hospitalized, but the unfinished status of the Hospital required that they be treated in quarters. In the month of December 1943, two hundred eighty-six (286) influenza cases were treated in the hospital for periods ranging from two to nine days. While mild in severity, this epidemic noticeably disrupted the Post's functional efficiency.

Minor increases in the sick-rate were experienced in July 1943 with twelve persons hospitalized for Vincent's Disease, and again in August 1943, when forty-eight (48) men were hospitalized for food poisoning and common Diarrhea. [6]

SECTION 5: PERSONNEL PROBLEMS: [7]

a. Commissioned Personnel:

In the early days of this Station, the Commanding Officer was confronted with circumstances designed to try the soul of any man in such a position. In addition to continuous downpours of rain, ever-present mud, construction difficulties, and the poor morale of personnel, many officers were unsatisfactory.

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6. Figures supplied by the Post Surgeon, NAAF.
7. Section 5 is based upon a careful interview with Lt. Col. Charles E. Wilson, Post Executive Officer, the best-informed man in this connection remaining at this Station.

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Of the key commissioned personnel assigned to this Field during November and December 1942, only ten (10) had had as much as one year of military experience, including the Commanding Officer. Five (5) of these were rated officers, and five (5) non-rated. Such a low experience-level in men who normally relieve the Commandant of many details, made the task of Colonel Cooper unusually onerous.

One category of Officers assigned to this Station were young, recent graduates of Officers' Candidate School, with no experience in the line of duty to which they were assigned. These Officers required a period of training which averaged approximately three (3) months before they could be accounted dependable. It is to be noted, however, that the majority of these men had fine native ability, and after having become orientated became excellent or superior Officers.

The administrative functioning of this Station was inhibited from the beginning by the mal-assignment of non-rated Officers for duties of this character. Apparently, little consideration was given to their qualifications for the positions they were to fill here. It is probable that these men were sent because they were "available". Many of these Officers were not only un-

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qualified for the jobs assigned, but also for any jobs existing at this Station. In consequence, administrative functioning suffered more in these days than any other phase of activity.

Among the men in this category were a number who had been classified as "dead-wood". They included elderly Officers with pre-conceived ideas and little flexibility - men who had been released from their previous stations because they were misfits or complete failures. A number of them were likewise confirmed alchoholics. It was not until well into 1943 that this dead-wood was weeded out.

b. Enlisted Personnel:

The same general situation existing with Officers was also experienced with enlisted personnel. Men assigned to key positions were seldom adequate to the task. First Sergeants were at a premium, as were efficient administrative and clerical personnel. Moreover, in the early days of the Station's history, the low condition of the enlisted personnel's morale, as heretofore described, was not conducive to efficiency.

Probably the most serious personnel shortages was in well-trained and experienced maintenance men. Of those who were developed here during the succeeding months,

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some two hundred (200) of the most promising were sent to Aircraft Mechanic schools during 1943. Of these, about one hundred fifty (150) were returned to this Station, and valuable time was consumed in orientating their replacements.

While personnel deficiencies were keenly felt by most sub-organizations, probably the Aviation Cadet Ground School and the Link Trainer Department had the most difficulty. The Ground School found it impossible to obtain suitably-qualified enlisted men as academic instructors. This situation was never relieved until commissioned instructors arrived in adequate numbers. The Link Trainer Department was able to meet its directive only by training intelligent but inexperienced personnel available here. The great majority of the men serving as Link Trainer instructors here are, and have been, local products.

The situation showed a decided improvement by the Summer of 1943, and the Station's efficiency increased noticeably. However, by late Fall, transferrence of considerable portions of the Post's strength to other fields of activity, without adequate replacements, had produced a crisis demanding double assignments, longer hours of work, and the curtailment of many activities, formerly regarded as important. At the moment of writ-

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ing, some departments are too short-handed to fulfill the requirements of their mission. This fact is more noteworthy since there has been little, if any, slackening in the demands made of the Post.

CHAPTER C:

FAILURES ORIGINALLY DUE TO CONTROLLABLE FACTORS.

It is felt that no outstanding example of failure can be attributed to this Station because of factors which could have been controlled by personnel at this Station, if reasonable limits of human foresight and energy are first predicated. Once establishment had been realized, both in personnel and material, no major or persistently unsatisfactory discrepancies can be discovered, although progress in some instances was slower than desired. The general spirit of the Station has been one of full willingness to comply with all directive from higher authority; and when this compliance has not been forthcoming on a few occasions, it has been due to factors beyond the control of the Commanding Officer and his key personnel. Many of these have been discussed in the foregoing chapter.

It is felt, likewise, that the results obtained in the training mission have been as substantial as could

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reasonably be expected under the conditions, and with the equipment, that were present. A perusal of Part IV, History of the Department of Training, will show no appreciable failures due to improper or insufficient training procedures.

Newport Army Air Field, while suffering from no complacency, feels that its operations in such an area, equipped and manned as it was, have paid satisfactory dividends, in accordance with initial anticipations.

CHAPTER D:

PERSONNEL STATISTICS.

SECTION 1: AVIATION CADET.

Statistics on Aviation Cadets have been fully covered in a chart included in the Appendix, Page IV-10. Reference is invited to it in lieu of treatment here.

SECTION 2: COMMISSIONED STRENGTH.

Officer strength was not broken down by Arms and Services until July 1943. Moreover, in the chart which follows, Officers of the 399th Service Squadron and the 360th Sub-Depot are not included until January 1944.[8] More detailed figures are available elsewhere herein.

8. Figures from Form #127, Statistical Office, NAAF.

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OFFICER STRENGTH BY MONTHS
FROM JULY 1943 TO JANUARY 1944

ARM OR SERVICE	JULY	AUG	SEPT	OCT	NOV	DEC	JAN
Air Corps *	210	252	248	253	282	284	293 **
Quartermaster Corps	7	8	8	8	8	7	7
Finance Department	1	1	1	1	1	2	2
Chaplains' Corps	1	1	1	1	2	2	2
Chemical Warfare Dept.	1	1	1	1	1	1	1
Veterinary Corps	1	1	1	1	1	1	1
Ordnance Department	3	3	3	2	2	2	2
Signal Corps	2	1	1	1	1	1	2
Army Nurses' Corps	9	9	9	8	9	9	10
Dental Corps	4	5	5	6	6	6	6
Medical Corps	8	8	7	7	8	8	8
Medical Admin. Corps	4	4	4	4	4	4	4
Sanitary Corps	1	1	1	1	1	1	1
Womens' Army Corps	3	3	3	4	3	3	3
Adjutant General's Department	0	0	0	0	0	0	1
TOTALS	255	298	293	298	329	331	343 **

* Includes Warrant and Flight Officers.

RATED AND NON-RATED AIR CORPS OFFICERS
FROM JULY 1943 TO JANUARY 1944

	JULY	AUG	SEPT	OCT	NOV	DEC	JAN
Rated	118	159	159	173	201	207	208 **
Non-rated	92	93	89	80	81	77	85 **

** Increase due to inclusion for first time of 399th Service Squadron and 360th Sub-Depot.

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SECTION 3: ENLISTED STRENGTH: 9

ENLISTED STRENGTH BY MONTHS
FROM JULY 1943 TO JANUARY 1944

ARM OR SERVICE	JULY	AUG	SEPT	OCT	NOV	DEC	JAN
Air Corps (White)	1478	1428	1384	1382	1362	1321	1404
Air Corps (Colored)	209	207	209	208	202	202	171
Air Corps (W. A. C.)	52	40	56	57	58	58	63
Chemical Warfare	4	4	4	4	4	4	4
Finance Department	13	13	13	12	11	11	11
Veterinary Corps	3	3	3	4	4	4	4
Ordinance Department	20	20	18	18	17	17	16
QM Corps (White)	80	80	76	76	66	65	65
QM Corps (Colored)	46	65	61	61	59	58	58
Signal Corps	14	14	14	12	12	14	12
Medical Corps (White)	91	88	86	82	92	92	91
Med. Corps (Colored)	8	8	8	8	7	7	7
Womens' Army Corps							
QM Corps	7	3	5	6	4	4	4
Ordnance	0	0	0	0	1	2	2
Medical Corps	2	0	0	0	0	0	0
Communications	0	4	6	7	7	0	0
Signal Corps	4	7	8	8	8	8	5
TOTALS	2031	1984	1951	1945	1914	1867	1945 *

* Increase due to inclusion for first time of 399th Service Squadron and 360th Sub-Depot.

9. Figures from Statistical Office, NAAF, Form 127.

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SECTION 4: COMBINED STRENGTH STATISTICS.

The figures used in the two foregoing sections are based on the last day of each month. Moreover, they do not include Aviation Cadets, Student Officers, or (until January 1944), Officers and Men of the 399th Service Squadron and the 360th Sub-Depot. This will account for the apparent discrepancies between these figures and those given in the following chart, which is based upon average strength by months.[10]

AVERAGE STRENGTH SINCE ACTIVATION

MONTH	OFFICERS	ENLISTED MEN	CADETS	TOTAL
November, 1942	51	186	0	237
December, 1942	88	1065	3 *	1156
January, 1943	140	1983	87	2110
February, "	193	2299	186	2678
March, "	200	2224	239	2663
April, "	237	2287	271	2795
May, "	242	2287	282	2811
June, "	270	2293	302	2865
July, "	288	2217	372	2877
August, "	315	2188	419	2922
September, "	341	2107	514	2962
October, "	334	2116	653	3103
November, "	346	2059	716	3144
December, "	369	2011	682	3062
January, 1944	383	2002	674	3059

SECTION 5: CONCLUSION.

Newport Army Air Field is able and willing to continue its mission as long as required.

10. NAAF, Newport, Ark., Post Personnel Office, Daily Strength Returns, (averaged for this tabulation).

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AUXILIARY FIELDS: (5) No. 5 Paved 2 Unpaved 3 SUB-DEPOT: (8) 2

GASOLINE STORAGE: (6) Oct. 87 Gals. 177,291 Oct. 73 Gals. 15,584 Tower Frequency 396

Oct. 100 Gals. 50,000 C.A.A. or Army Both

REMARKS: (10) Designed wheel load for runways 37,500 lbs. Compressive strength for runways, aprons and Taxiways, 28 day average, 4165 lbs. Beam tests, 7 day average, 552 lbs.

HOUSING FACILITIES

OFFICERS: (1) Housing 361 White — Colored — 361 Total

(Cooking) Messing 250 White — -- Colored — 250 Total

ENLISTED MEN: (3) 3650 White — 600 Colored — 4250 Total

CADETS: (2) Housing 700

(Cooking) Messing 750

E. M. MESSING: (4) 1670 Seating-Cap. White (4.1) 4442 Cooking

E.M.MESSING: (4a) 360 Seating-Cap. Colored (4a.1) 450 Cooking

W.A.C.S: (5) Housing 3 Officers 150 Auxiliaries

(Cooking) Messing ✗ 280 Auxiliaries

✗ Mess with Station Officers

NURSES: (6) 25

UTILITIES: (8) 8000 Water 4000 Sewer

(Normal Bed) HOSPITAL: (7) 177

TYPE OF CONSTRUCTION: (9) X Perm. X Mob.

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The following "Housing and Airport Facilities Report" was submitted by this Headquarters to the Commanding General, Eastern Flying Training Command, Maxwell Field, Alabama, on 4 November 1943, in compliance with a letter from AAFEFTC dated 22 October 1943, File 600-1 (General):

Newport Army Air Field	Newport	Arkansas
Station	Town	State

AAFEFTC	Basic
Command	Type Training

III-1

AIRPORT FACILITIES

RUNWAYS:	(1a) Direction	(1b) Length	(1c) Width	(1d) Surface	(1e) Strength	(1f) Lighting	(1g) Condition
	E-W	5000'	150'	Concrete	40,000 lbs.	Permanent	Good
	NW-SE	5004'	150'	Concrete	40,000 lbs.	Permanent	Good
	N-S	4997'	150'	Concrete	40,000 lbs.	Permanent	Good
					See (10)		

OBSTRUCTIONS: (2) None

APRONS: (3) Sq. Yds. 244,888 Material Concrete Strength 47,000 Lighting Temporary

TAXIWAYS: (4) Width 50' Material Concrete Strength 47,000 HANGER-SPACE: (7) 43,944 Excluding lean-to's

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AAFEFTC	A-3 Weldon Station	Weldon	Arkansas	Basic
Command		City	State	Type Training

AUXILIARY FIELD AIRPORT FACILITIES

Auxiliary of Newport Army Air Field
Parent Station

RUNWAYS:
None

APRONS: Sq. Yds. None

TAXIWAYS: Width None

MATS: Size None

ALL-OVER FIELD: Size 479.7 acres Surface Sprigged & Seeded

BUILDINGS & OTHER FACILITIES (Itemize): None

DISTANCE & DIRECTION FROM PARENT FIELD: 15.5 air miles, South Southwest

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AAFEFTC	A-2 Milltown	Milltown	Arkansas	Basic
Command	Station	City	State	Type Training

RUNWAYS:	Direction	Length	Width	Surface	Strength	Lighting	Conditions
	NE-SW	4500'	150'	Asphalt	12,000 lbs.	Temporary	Fair
	NE-SE	4500'	150'	Asphalt	12,000 lbs.	Temporary	Fair

APRONS: Sq. Yds. None Material _____ Strength _____

TAXIWAYS: Width 50' Material Asphalt Strength 12000 lbs.

MATS: Size None Surface _____ Strength _____

ALL-OVER FIELD: Size 401.8 acres Surface Sprigged & Seeded

BUILDINGS & OTHER FACILITIES (Itemize:) Operations, (OB-A-T) Modified, 20' x 100' Pit Latrine

DISTANCE AND DIRECTION FROM PARENT FIELD: 7.25 air miles - North Northeast

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AAFEFTC	A-4 Amagon	Amagon	Arkansas	Basic
Command	Station	City	State	Type Training

AUXILIARY FIELD AIRPORT FACILITIES

Auxiliary of Newport Army Air Field
Parent Station

RUNWAYS: 3 Sprigged & Seeded	Direction	Length	Width	Surface	Strength	Lighting	Condition
	2 - N-S	150'	45'				
	1 - E-W	150'	45'				

APRONS: Sq. Yds. None

TAXIWAYS:
Sprigged & Seeded

ALL-OVER FIELD: Size 531.2 acres Surface None

BUILDINGS & OTHER FACILITIES (Itemize): None

DISTANCE & DIRECTION FROM PARENT FIELD: 8 air miles, Southeast

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AAFEFTC (Command) | A-5 Erwin (Station) | Erwin (City) | Arkansas (State) | Basic (Type Training)

AUXILIARY FIELD AIRPORT FACILITIES

Auxiliary of Newport Army Air Field (Parent Station)

RUNWAYS:	Direction	Length	Width	Surface	Strength	Lighting	Condition
	NE-SW	4500'	150'	Asphalt	14,000 lbs.	Temporary	Fair
	NW-SE	4500'	150'	Asphalt	14,000 lbs.	Temporary	Fair

APRONS: Sq. Yds. None

TAXIWAYS: Width 50' Material Asphalt Strength 14,000 lbs.

MATS: Size None

All-OVER FIELD: Size 398.2 acres Surface Sprigged & Seeded

BUILDINGS & OTHER FACILITIES (Itemize): Operations, (OB-A-T), Modified, 20' x100' Pit Latrine

DISTANCE AND DIRECTION FROM PARENT FIELD: 6.5 air miles, Southwest

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AAFEFTC	A-1 Elgin	Elgin	Arkansas	Basic
Command	Station	City	State	Type Training

AUXILIARY FIELD AIRPORT FACILITIES

Auxiliary of Newport Army Air Field
Parent Station

RUNWAYS:
None

APRONS: Sq. Yds. None

TAXIWAYS: Width None

MATS: Size None

ALL-OVER FIELD: Size 480.2 acres SUrface Sprigged & Seeded

BUILDINGS & OTHER FACILITIES (Itemize): None

DISTANCE & DIRECTION FROM PARENT FIELD: 8.9 air miles, North Northwest

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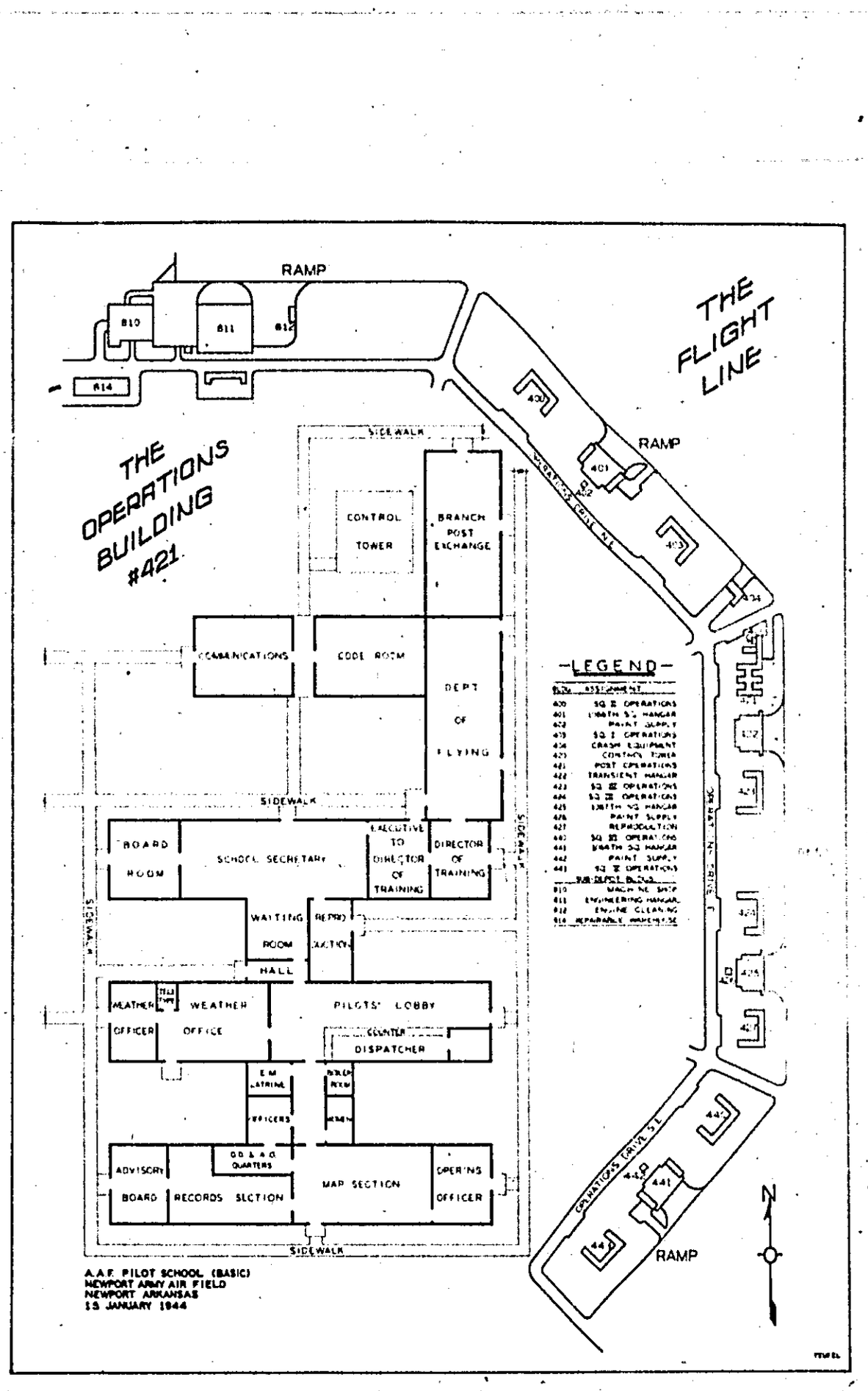

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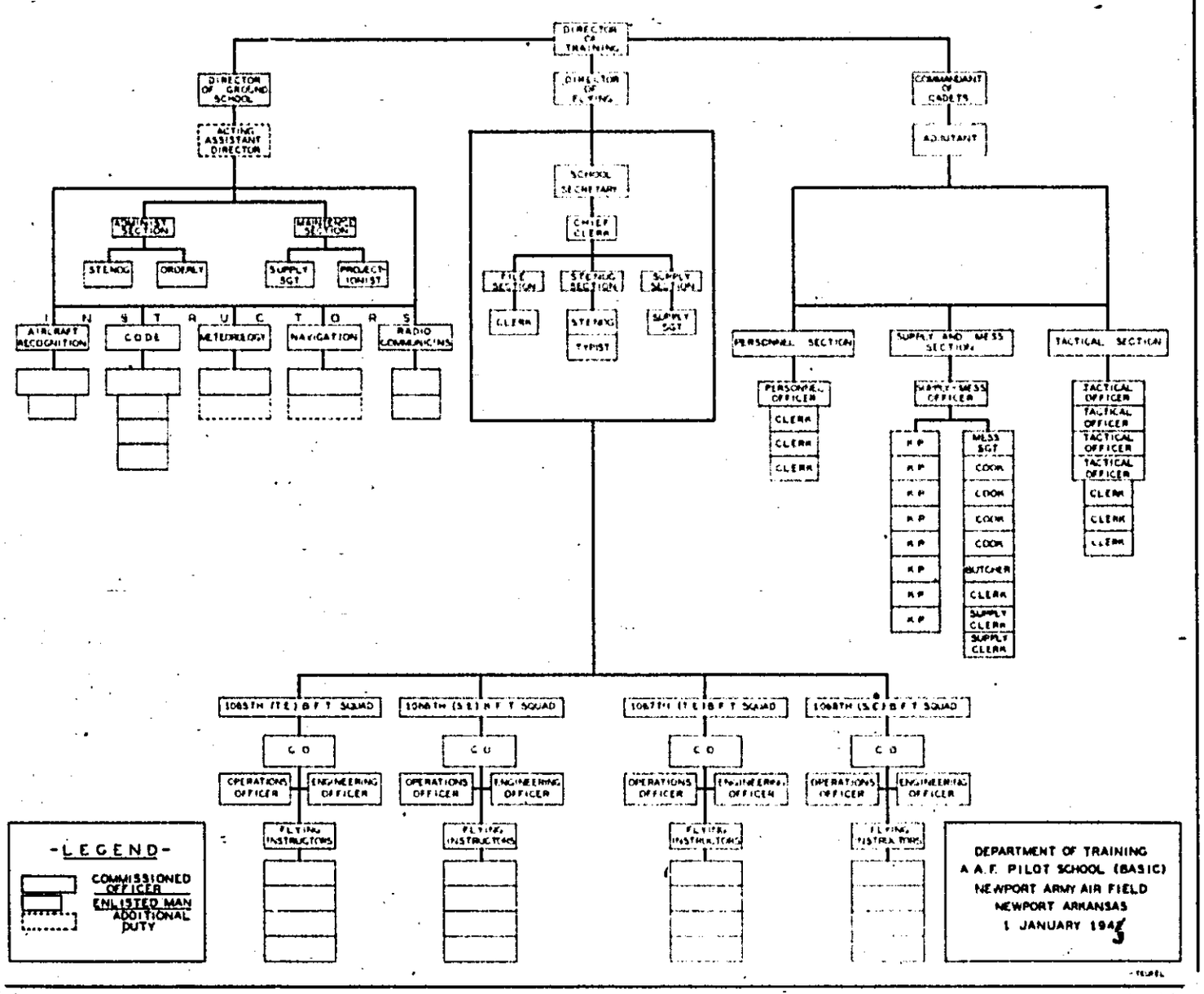
ORGANIZATION · AT · ACTIVATION



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C-A.T.

DEPARTMENT OF TRAINING
ARMY AIR FORCES PILOT SCHOOL (BASIC)
NEWPORT ARMY AIR FIELD
NEWPORT, ARKANSAS

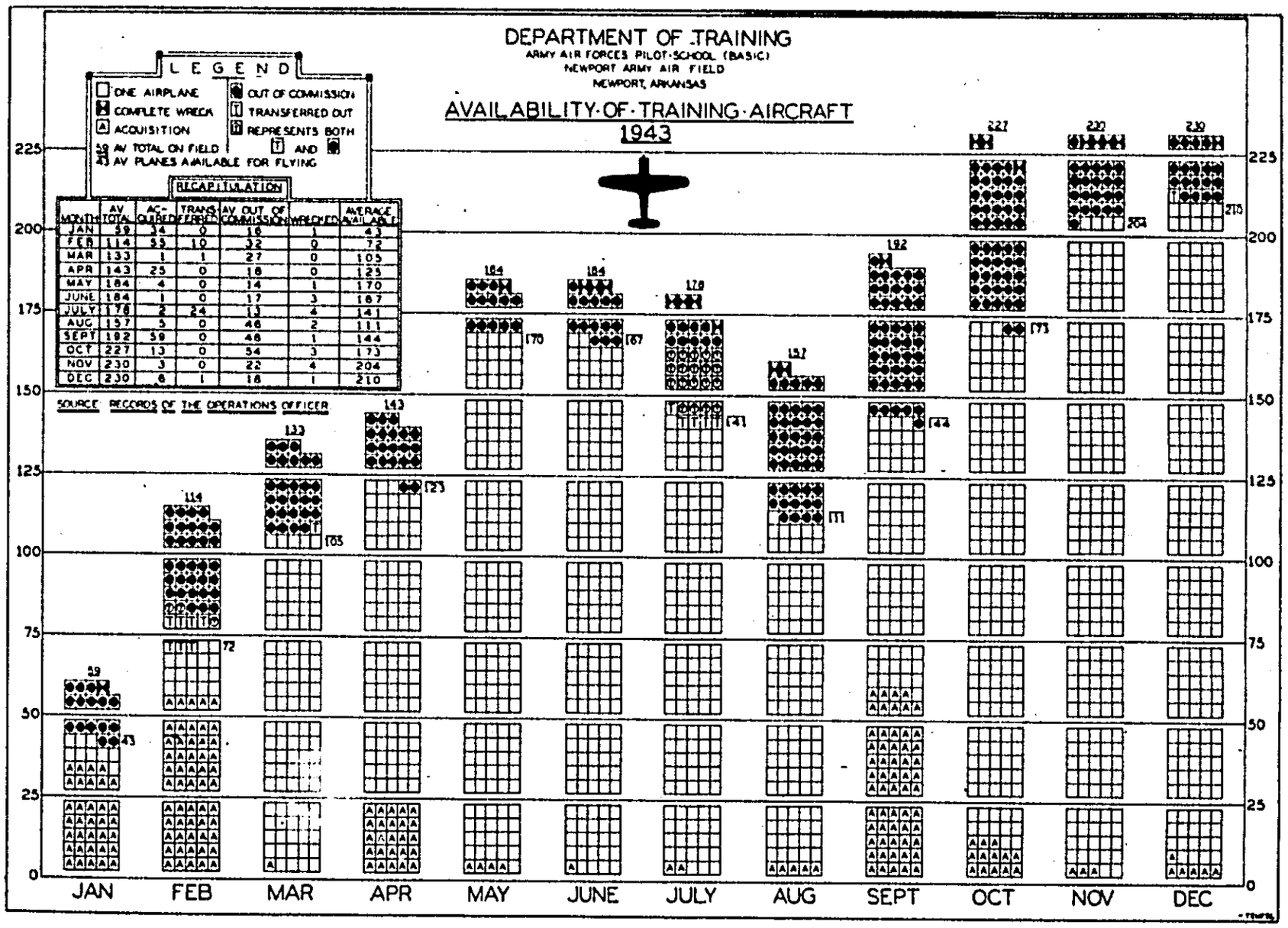
AVAILABILITY OF TRAINING AIRCRAFT
1943

LEGEND
- ONE AIRPLANE
- COMPLETE WRECK
- A ACQUISITION
- 39 AV TOTAL ON FIELD
- 43 AV PLANES AVAILABLE FOR FLYING
- OUT OF COMMISSION
- T TRANSFERRED OUT
- B REPRESENTS BOTH T AND

RECAPITULATION

MONTH	AV TOTAL	ACQUIRED	TRANSFERRED	AV OUT OF COMMISSION	WRECKED	AVERAGE AVAILABLE
JAN	39	34	0	16	1	43
FEB	114	55	10	32	0	72
MAR	133	1	1	27	0	105
APR	143	25	0	18	0	125
MAY	184	4	0	14	1	170
JUNE	184	1	0	17	3	167
JULY	178	2	24	13	4	141
AUG	157	5	0	46	2	111
SEPT	192	59	0	48	1	144
OCT	227	13	0	54	3	173
NOV	230	3	0	22	4	204
DEC	230	6	1	18	1	210

SOURCE RECORDS OF THE OPERATIONS OFFICER



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DEPARTMENT OF TRAINING
ARMY AIR FORCES PILOT SCHOOL (BASIC)
NEWPORT ARMY AIR FIELD
Newport, Arkansas

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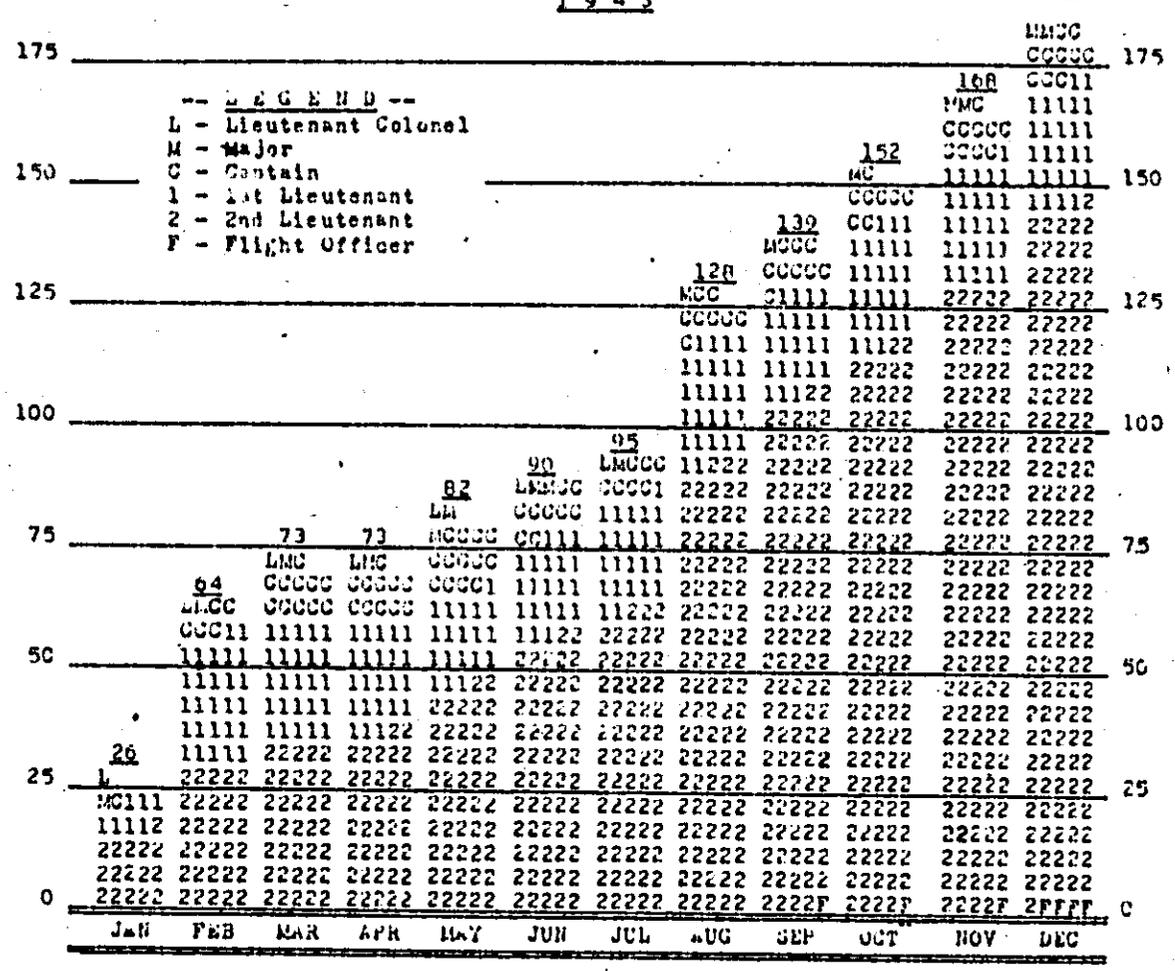
M A N A S T A T I S T I C S
F L Y I N G O F F I C E R S
1 9 4 3



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EXPERIENCE LEVEL OF RATED OFFICERS
1 9 4 3

MONTH	SUPERVISORY OFFICERS	FLYING INSTRUCTORS	MONTH	SUPERVISORY OFFICERS	FLYING INSTRUCTORS
JAN.	19.9 Months	05.7 Months	FEB.	17.8 Months	06.5 Months
MARCH	19.5 Months	06.5 Months	APRIL	20.0 Months	06.3 Months
MAY	21.0 Months	04.5 Months	JUNE	19.1 Months	04.0 Months
JULY	20.1 Months	03.9 Months	AUG.	20.4 Months	04.4 Months
SEPT.	19.3 Months	03.7 Months	OCT.	19.5 Months	04.3 Months
NOV.	23.0 Months	04.0 Months	DEC.	21.0 Months	05.0 Months

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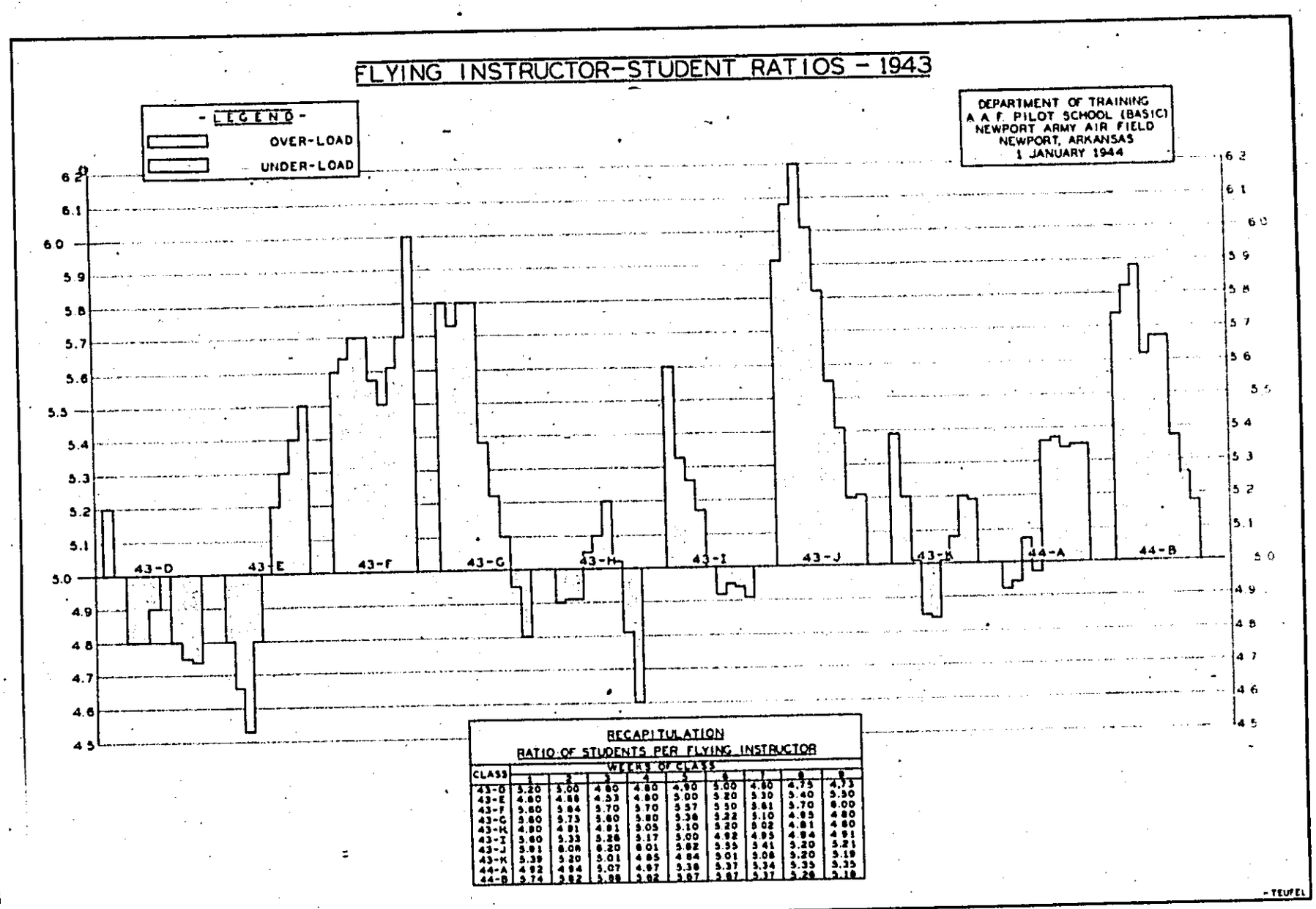
FLYING INSTRUCTOR-STUDENT RATIOS - 1943



RECAPITULATION
RATIO OF STUDENTS PER FLYING INSTRUCTOR

CLASS	WEEKS OF CLASS								
	1	2	3	4	5	6	7	8	9
43-D	5.20	5.00	4.80	4.80	4.90	5.00	4.80	4.75	4.73
43-E	4.80	4.88	4.53	4.80	5.00	5.20	5.30	5.40	5.50
43-F	5.80	5.84	5.70	5.70	5.57	5.50	5.61	5.70	6.00
43-G	5.80	5.73	5.60	5.80	5.38	5.22	5.10	4.95	4.80
43-H	4.80	4.81	4.81	5.05	5.10	5.20	5.02	4.81	4.60
43-I	5.60	5.33	5.26	5.17	5.00	4.92	4.95	4.94	4.91
43-J	5.91	6.09	6.20	6.01	5.82	5.55	5.41	5.20	5.21
43-K	5.39	5.20	5.01	4.85	4.84	5.01	5.08	5.20	5.19
44-A	4.92	4.94	5.07	4.97	5.16	5.37	5.34	5.35	5.35
44-B	5.74	5.82	5.98	5.92	5.87	5.87	5.37	5.28	5.18

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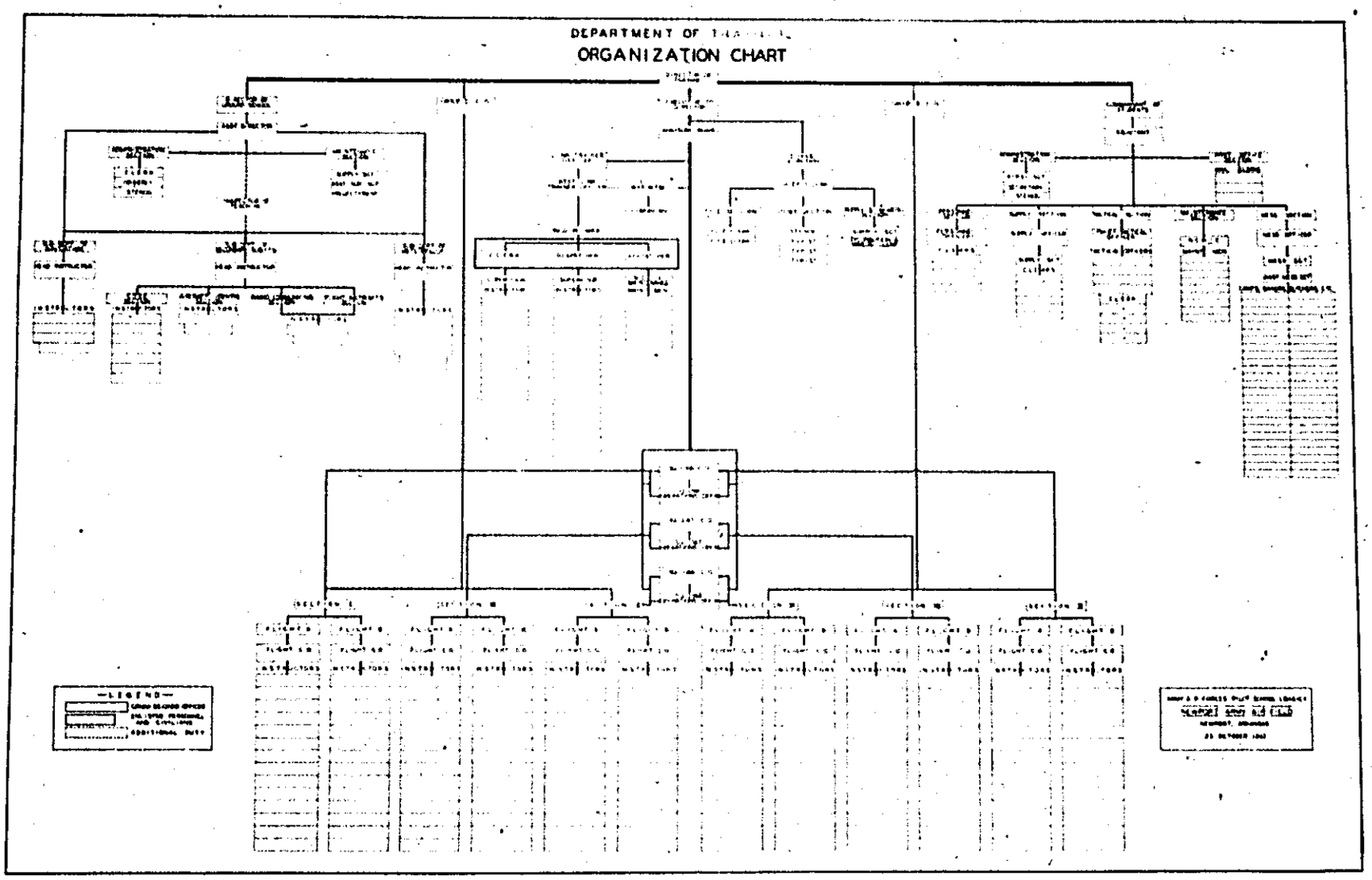

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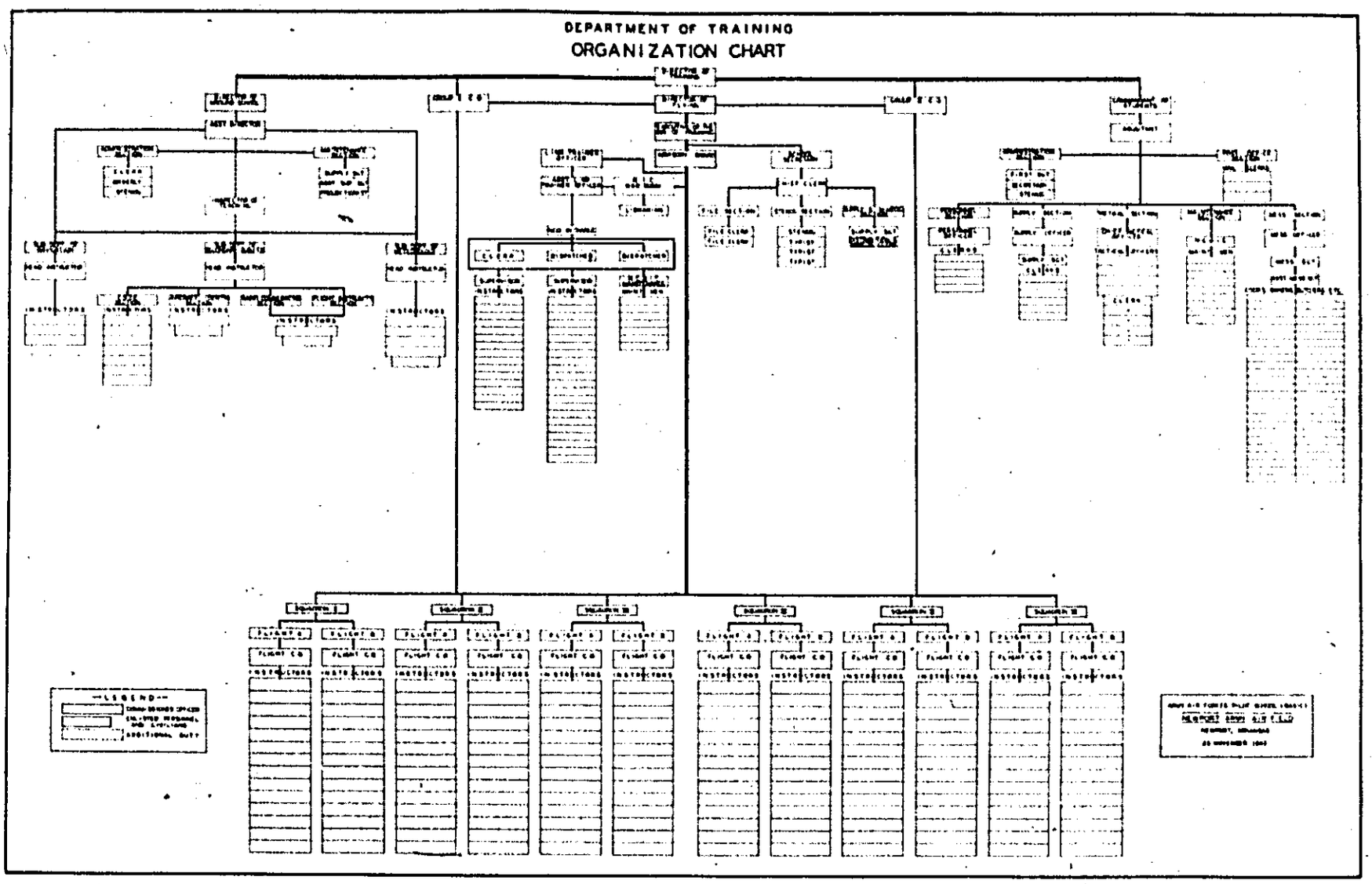
DEPARTMENT OF TRAINING
ORGANIZATION CHART



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Department of Training
ARMY AIR FORCES PILOT SCHOOL (BASIC)
NEWPORT ARMY AIR FIELD
Newport, Arkansas

Personnel Status of Rated Officers for 1943

Lt. Gen	Maj. Gen	Brig. Gen	1st Lt.	2nd Flt Lt.	Flt Off	TOTAL	JANUARY	Lt. Gen	Maj. Gen	Brig. Gen	1st Lt.	2nd Flt Lt.	Flt Off	TOTAL
1						1	Director of Training	1						1
	1					1	Director of Flying		1					1
		1	3			4	Squadron C. O.				2	2		4
			4			4	Sq. Operations Off'r				1	3		4
						0	Flight C. O.					7	1	8
				16		16	Flying Instructors					14	29	43
						0	Advisory Board					2	1	3
1	1	1	7	16	0	26	TOTAL	1	1	1	5	27	30	64

							MARCH APRIL							
1						1	Director of Training	1						1
	1					1	Asst. Dir. of Train.		1					1
		1				1	Director of Flying			1				1
		4				4	Squadron C. O.			4				4
		3	1			4	Sq. Operations Off'r			4				4
		1	6	1		8	Flight C. O.					7	1	8
			17	34		51	Flying Instructors					15	36	51
		2	1			3	Advisory Board			2	1			3
1	1	11	25	35	0	73	TOTAL	1	1	11	23	37	0	73

							MAY JUNE							
1						1	Director of Training	1						1
	1					1	Asst. Dir. of Train.		1					1
	1					1	Director of Flying		1					1
						0	Asst. Dir. of Flying			1				1
		4				4	Squadron C. O.			4				4
		4				4	Sq. Operations Off'r							0
		2	6			8	Flight C. O.					8		8
			13	47		60	Flying Instructors					10	47	57
		3				3	Advisory Board			3	1			4
						0	Instrument Section			1	2			3
1	2	11	19	47	0	82	TOTAL	1	2	9	21	57	0	90

							JULY AUGUST							
1						1	Director of Training	1						1
	1					1	Asst. Dir. of Train.							0
		1				1	Director of Flying							0
						0	Group C. O.			2				2
		4				4	Squadron C. O.			5				5
		1	7			8	Flight C. O.					10		10
			13	63		76	Flying Instructors					13	91	104
		1	3			4	Advisory Board			1				1
		(1)	(3)			(4)	Instrument Section			(1)	3	2		5(1)
1	1	7	23	63	0	95	TOTAL	0	1	8	26	93	0	120

							SEPTEMBER OCTOBER							
	1					1	Director of Training	1						1
		2				2	Group C. O.			2				2
		3				3	Squadron C. O.			3				3
		3				3	Sq. Operations Off'r			3				3
			10			10	Flight C. O.					12		12
			7	106	1	114	Flying Instructors					6	116	1	123
		1	1			2	Advisory Board					4			4
			4			4	Instrument Section					4			4
0	1	7	22	106	1	139	TOTAL	0	1	8	26	116	1	152

							NOVEMBER DECEMBER							
	1					1	Director of Training	1						1
	1					1	Director of Flying	1						1
		2				2	Group C. O.			2				2
		6				6	Squadron C. O.			6				6
		1	11			12	Flight C. O.			1	11			12
			9	127	1	137	Flying Instructors				8	140	4	152
		1	2			3	Advisory Board			1	2			3
			3	2		5	Instrument School				4	2		6
			1			1	Instructors School				1			1
	2	10	26	129	1	168	TOTAL	2	0	10	26	142	4	184

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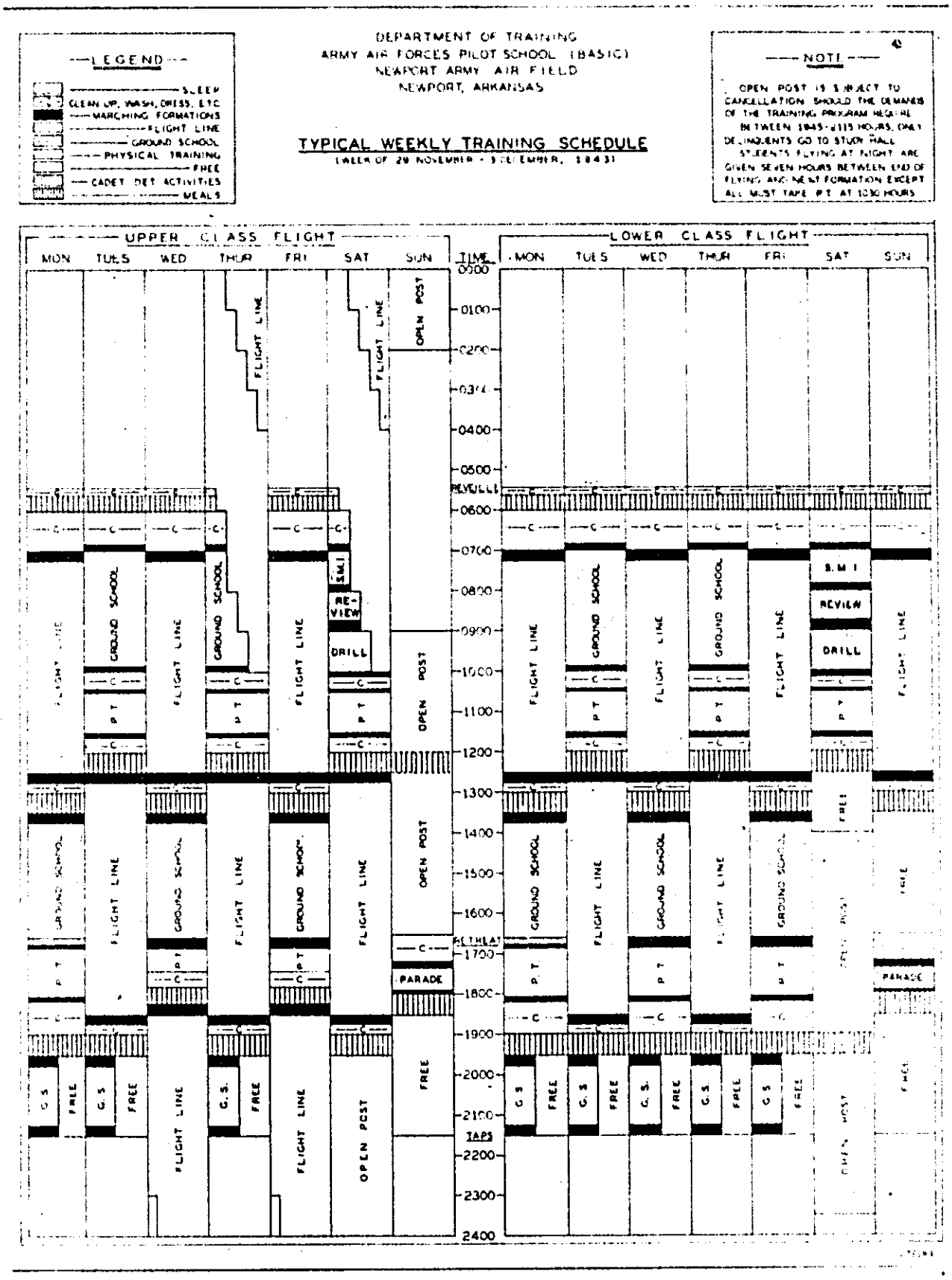
DEPARTMENT OF TRAINING
ARMY AIR FORCES PILOT SCHOOL (BASIC)
NEWPORT ARMY AIR FIELD
NEWPORT, ARKANSAS

TYPICAL WEEKLY TRAINING SCHEDULE

WEEK OF 29 NOVEMBER - 5 DECEMBER, 1943

LEGEND
SLEEP
CLEAN UP, WASH, DRESS, ETC
MARCHING FORMATIONS
FLIGHT LINE
GROUND SCHOOL
PHYSICAL TRAINING
FREE
CADET DEPT ACTIVITIES
MEALS

NOTE
OPEN POST IS SUBJECT TO CANCELLATION SHOULD THE DEMANDS OF THE TRAINING PROGRAM REQUIRE
BETWEEN 1845-2115 HOURS, ONLY DELINQUENTS GO TO STUDY HALL
STUDENTS FLYING AT NIGHT ARE GIVEN SEVEN HOURS BETWEEN END OF FLYING AND NEXT FORMATION EXCEPT ALL MUST TAKE P.T. AT 1030 HOURS



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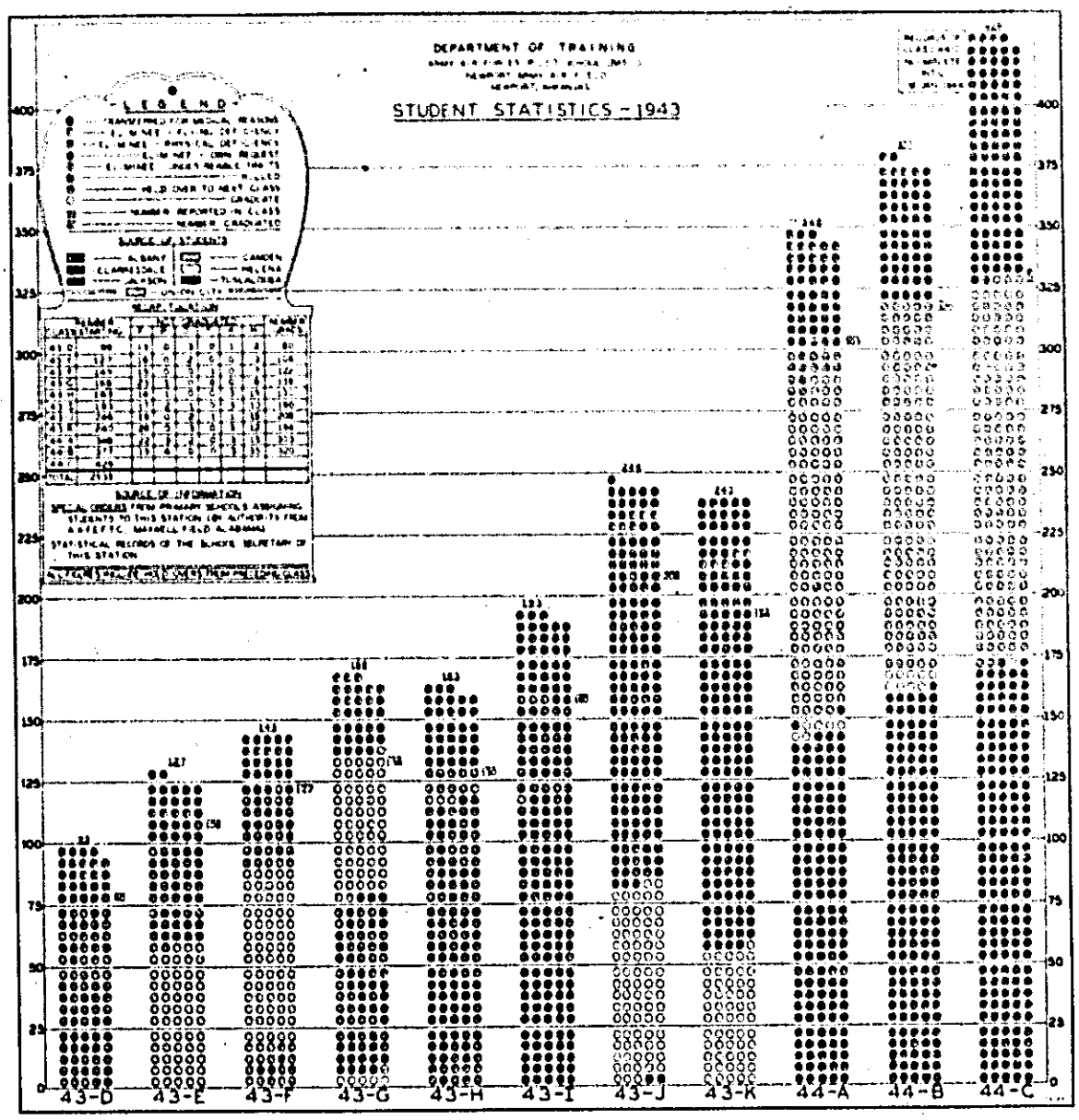

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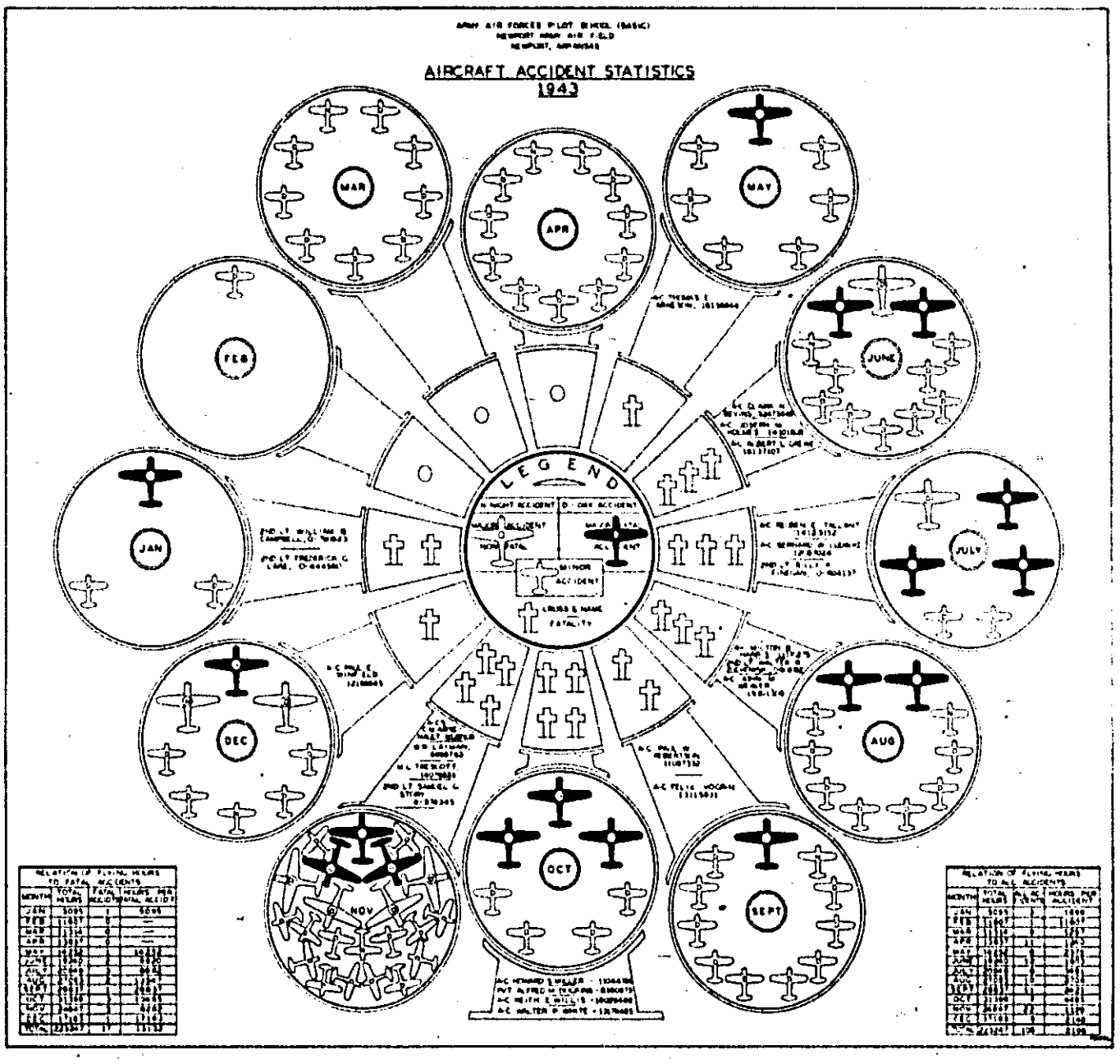
ARMY AIR FORCES PILOT SCHOOL (BASIC)
NEWPORT ARMY AIR FIELD
NEWPORT, ARKANSAS

AIRCRAFT ACCIDENT STATISTICS
1943



MONTH	TOTAL HOURS	FATAL ACCIDENTS	HOURS PER FATAL ACCIDENT
JAN	5095	1	5095
FEB	1107	1	———
MAR	1116	1	———
APR	1324	1	———
MAY	3338	1	3338
JUNE	2744	1	2744
JULY	3411	1	3411
AUG	3411	1	3411
SEPT	3411	1	3411
OCT	3411	1	3411
NOV	3411	1	3411
DEC	3411	1	3411
TOTAL	39,000	11	3545

MONTH	TOTAL HOURS	ALL ACCIDENTS	HOURS PER ACCIDENT
JAN	5095	1	5095
FEB	1107	1	1107
MAR	1116	1	1116
APR	1324	1	1324
MAY	3338	1	3338
JUNE	2744	1	2744
JULY	3411	1	3411
AUG	3411	1	3411
SEPT	3411	1	3411
OCT	3411	1	3411
NOV	3411	1	3411
DEC	3411	1	3411
TOTAL	39,000	12	3250

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DEPARTMENT OF FLYING
A. A. F. PILOT SCHOOL (BASIC)
NEWPORT ARMY AIR FIELD
NEWPORT, ARKANSAS

BASIC FLYING TIME OF FLYING DEFICIENCY ELIMINEES

- 30 DECEMBER 1942 - 15 JANUARY 1944 -

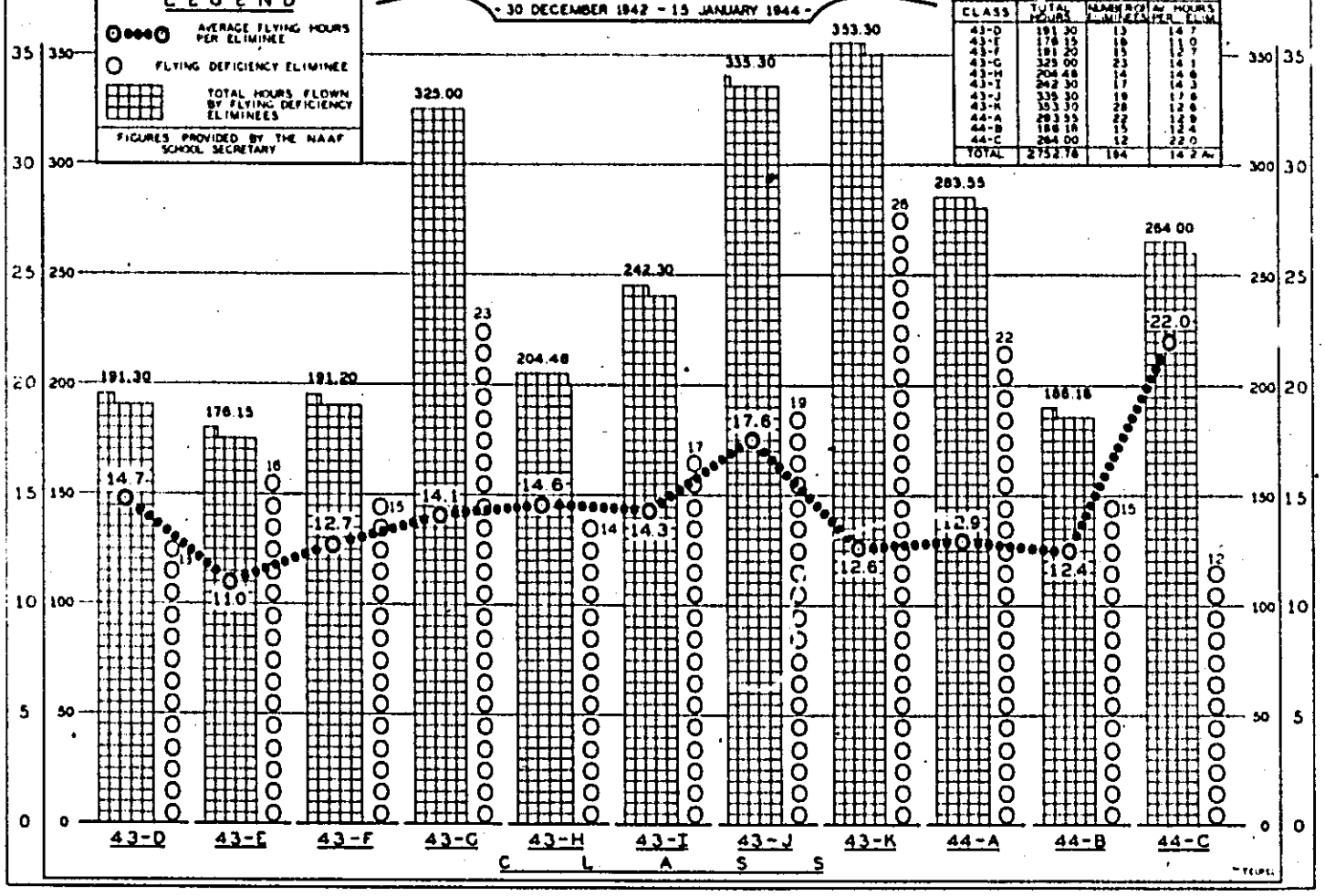
LEGEND

- AVERAGE FLYING HOURS PER ELIMINEE
- FLYING DEFICIENCY ELIMINEE
- TOTAL HOURS FLOWN BY FLYING DEFICIENCY ELIMINEES

FIGURES PROVIDED BY THE NAAF SCHOOL SECRETARY

RECAPITULATION

CLASS	TOTAL HOURS	NUMBER OF ELIMINEES	AV HOURS PER ELIM.
43-D	191 30	13	14 7
43-E	176 15	16	11 0
43-F	191 20	15	12 7
43-G	325 00	23	14 1
43-H	204 48	14	14 6
43-I	242 30	17	14 3
43-J	335 30	19	17 6
43-K	353 30	28	12 6
44-A	283 35	22	12 9
44-B	186 16	15	12 4
44-C	264 00	12	22 0
TOTAL	2752 76	194	14 2 Av



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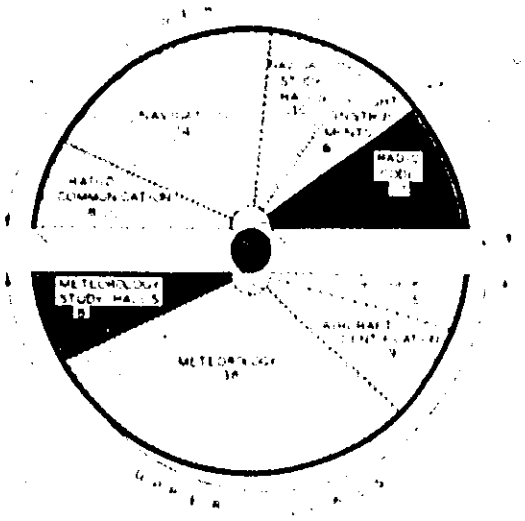
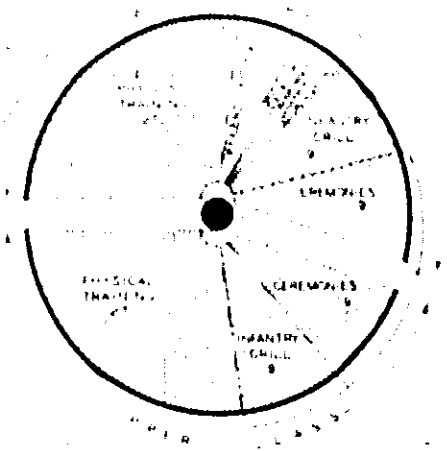
DEPARTMENT OF TRAINING

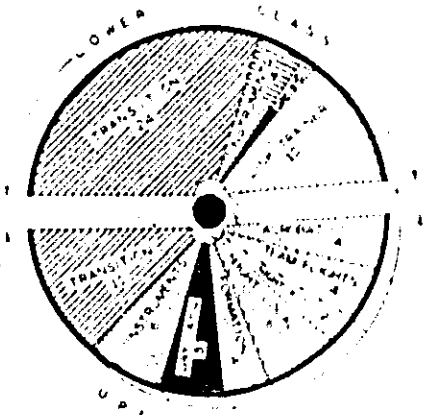
FORMAL COURSE OF INSTRUCTION



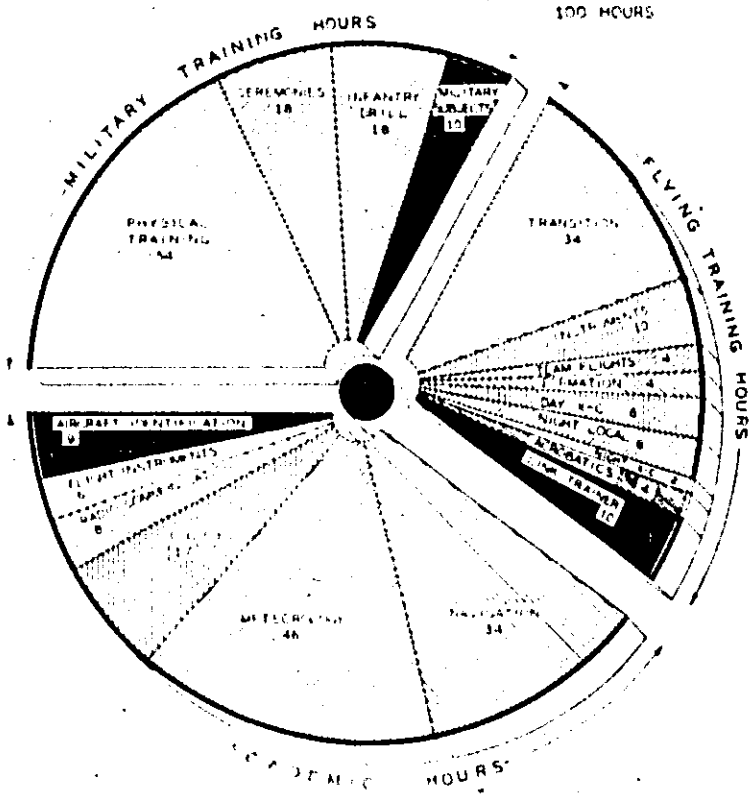
ACADEMIC HOURS
120 HOURS



MILITARY TRAINING HOURS
100 HOURS



FLYING TRAINING HOURS
80 HOURS



DISTRIBUTION OF TOTAL HOURS
OF FORMAL INSTRUCTION

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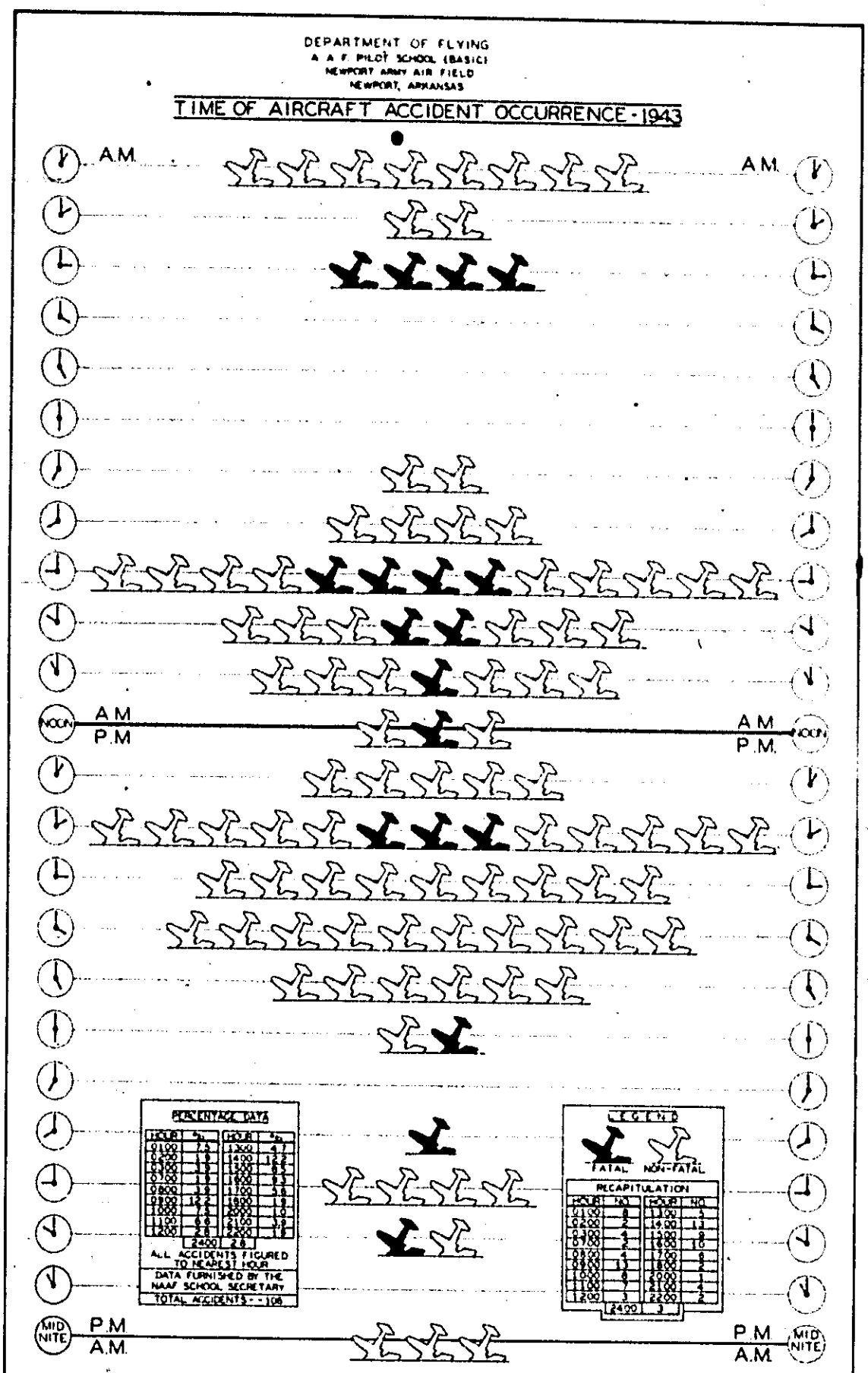
DEPARTMENT OF FLYING
A. A. F. PILOT SCHOOL (BASIC)
NEWPORT ARMY AIR FIELD
NEWPORT, ARKANSAS

TIME OF AIRCRAFT ACCIDENT OCCURRENCE - 1943



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OFFICE OF THE AIR INSPECTOR
NEWPORT ARMY AIR FIELD
NEWPORT, ARKANSAS

June 4, 1943

SUBJECT: Report Ending Week of May 27 - June 3rd.

TO : Commanding Officer, Newport Army Air Field, Newport, Arkansas.

a. Cadet Detachment.

1. All military instructions given to cadets are satisfactory. Both the Honor Committee and Entertainment Committee are functioning properly. Cadets are well disciplined and conduct themselves in a military manner while on the line. It is suggested that Cadets be allowed to smoke in the Cadet P.X., and in the Cadet Barber Shop.

2. Some disposition should be made of the burned barracks in the area.

b. Ground School.

1. If possible, instructors, both commissioned and enlisted should not be removed unless replacements are made available. Ratin s for E.M. have been very slow.

2. There should be a much more definite attempt to coordinate methods of teaching navigation. Flying instructors should be informed as to subject material covered in ground school lectures.

3. Code instructions, both visual and aural is excellent.

c. Link Trainer Department.

1. Operations Officers and Flight Commanders should encourage students to get additional link time in excess of amount required.

2. Methods of instructions are Very Satisfactory.

True Copy
J. Locke
J. Locke
1st Lieut., A.C.

d. Headquarters and Headquarters Squadron.

1. Student grade slips were in very poor condition. Various misspellings, errors, and crossed out places were noticed. Too many holes punched in these slips also. Neatness and legibility were decidedly lacking.

2. Flight commanders should supervise instructors more closely. One instructor gave a failing student in transition, another type of training ride in which the student was passing. He then gave him more transition in which he was failing.

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Weekly Report-------cont'd.

3. Inconsistent remarks on grade slips should be eliminated. That is, "landings, very poor", and yet a grade of "D" on landings. Remarks such as "Judgment-weak", "landings, poor", "traffic, very weak", should be explained in more detail.

4. Neatness in all aspects of work should be emphasized. Flight Commanders reports should be maintained in a neat, legible manner, so that in the event of transfer, someone else may continue on with the least amount of confusion.

5. In flying with a student, picked at random, I found that he was not able to explain to me in a satisfactory manner his reasons for doing a maneuver in a certain way. It is my belief that all instructors should spend more time and effort explaining theory and reasons for methods and maneuvers. Terms such as "pop the stick", used in a stall recovery should not be used as it tends to give the wrong impression necessary for a smooth, fast recovery. Much responsibility is placed on the Flight Commanders to insure that all cadets have a better understanding of not only the mechanics of flying but also the theory of it as well. This phase of training has been neglected to a great extent in the past.

e. 1067th P.F.T.S.

1. In questioning students, it was found that many of them had not been demonstrated that or had not performed the various types of spins and spin recovery as authorized by C.I.S. One student had made his spin entries only from a straight climb and a straight glide.

2. Again it was noticed that the individual instructors should spend more time and effort explaining to the students theory, causes, and reasons as pertains to most flying. A clear understanding of these things is necessary to every student pilot.

ARTHUR E. BEAN,
Captain, Air Corps.

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Weekly Report------Cont'd.

	Students	Instructors	Ratio
1065th	70	13	5.4 Students per inst.
1066th	91	16	5.7 " " "
1067th	72	14	5.2 " " "
1068th	91	16	5.7 " " "
Total	324	59	5.5 Field average

Supervisory	3 advisory board
"	3 department of training
"	4 squadron C. O.'s
"	4 operations officers
"	8 flight commanders

Number of planes assigned----------190

Number of planes in commission-------173

Ratio of students per plane----------1.9

ARTHUR E. BEAN,
Captain, Air Corps.

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R E S T R I C T E D

HEADQUARTERS
NEWPORT ARMY AIR FIELD
OFFICE OF THE AIR INSPECTOR (TRAINING)
NEWPORT, ARKANSAS CWT/lh

7 August 1943

SUBJECT: Training Inspection of Flying and Military Departments for the Week of August 1, 1943.

TO : Commanding Officer, Newport Army Air Field, Newport, Arkansas. THRU: Director of Training, Newport Army Air Field, Newport, Arkansas.

1. Report of training inspection of the subject department is submitted as follows:

a. Training Squadron No. 1.

(1) Observations made during student flying indicate an excellent degree of proficiency.

(2) Records, Reports and Files are very satisfactory with the following exceptions:

(a) Obscure abbreviations are being used on grade slips.
(b) Grade slips are not being posted in grade books daily.
(c) There are several errors in the dates of grade slips.
(d) A few Unsatisfactory grade slips show an "S" for the final grade.
(e) A few grade slips are missing from the grade book.
(f) A remark as to a student having received a blindfold cockpit check prior to solo is missing from some grade slips.
(g) Some instructors have an improperly built up record for the transfer or elimination of a student.
(h) The statement "All errors explained", is not being made at the end of each grade slip.
(i) Use of the term "Pop the Stick" is still being used.
(j) Some students are lax in signing a roster indicating the maneuvers they have been taught.

True Copy
J. Locke
J. Locke
1st Lieut., A.C

b. Training Squadron No. 3.

(1) Observations made during student flying indicate an excellent degree of proficiency.

IV-19

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(2) Records, Reports and Files are excellent with the following exceptions:

(a) "No Flight" slips are not being made to indicate a Squadron holiday.
(b) A few grade slips are missing.
(c) The statement "All errors explained", is not being made at the end of each grade slip.
(d) A remark as to a student having received a blindfold cockpit check prior to solo is missing from some grade slips.

c. Control Tower.

(1) Very Satisfactory.
(2) Operators are alert and courteous.
(3) A delinquency sheet is being maintained as recommended by the Wing Air Inspector.
(4) Provisions are being made for an external control for night flying.

d. Link Training.

(1) Adequate and satisfactory with the following exceptions:

(a) Link trainer operators are not regularly given instrument rides by flying personnel.

e. Ground School.

(1) Adequate and satisfactory with the following exceptions:

(a) Class rooms are very hot. This does not encourage the alertness of the students.

f. War Room.

(1) Excellent.

2. Remarks.

a. The training program of these activities is considered to be excellent.

b. Cooperation among personnel is excellent.

c. Morale of personnel is excellent.

3. Recommendations.

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a. Flying Instructors and Supervisory personnel should exercise more care in making out and checking grade slips.

b. A record of blindfold cockpit checks prior to solo should be included on a grade slip for each student.

c. Technical orders and bulletins kept in Training Squadrons should be filed in regulation binders and placed in a suitable rack for that purpose.

d. "No Flight" slips should be entered to indicate Squadron holidays.

e. Grade slips should be posted in binders and a record of such slips entered in the grade book no later than twenty-four (24) hours after each student's ride.

f. Where possible, old Gunter Field grade slips should be removed from training squadrons to prevent their use.

g. Dispatchers should be required to change the altitude designation for spins on the reverse side of all solo slips to read 7000 feet instead of 5000 feet.

h. A discussion on grade slips should be held between group commanders and instructors as early as possible for purposes of standerdization.

i. Enlisted personnel, cadets and officers should be reminded that the Aircraft Identification models placed in training squadron ready rooms are not to be removed from that building.

j. Efforts should be immediately made to secure equipment to properly cool Ground School classrooms.

k. The War room is very popular with officers and cadets. However, more chairs should be made available as the number in use now is inadequate.

l. Where possible Link Trainer instructors should get at least one instrument ride per month.

CARL M. THOMAJAN,
Captain, Air Corps,
Station Air Inspector (Training)

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1st Ind. PB/mvh

Director of Training, Newport Army Air Field, Newport, Arkansas. 12 August 1943. TO: Commanding Officer, Newport Army Air Field, Newport, Arkansas

1. In accordance with paragraph 2, Air Inspector Bulletin No. 1, Army Air Forces Southeast Training Center, dated 15 May 1943, the following report of action taken as a result of station inspection by the Station Air Inspector during the week of 2 August 1943, is herewith submitted:

a. Training Squadron No. 1.

(1) Paragraph (1).: Noted.

(2) Paragraph (2).: Noted.

(a) Paragraph (2) (a).: Efforts are being made in conjunction with the Advisory Board and the Air Inspector to standardize all grade slips, blank forms and methods of maintaining squadron records.

(b) Paragraph (2) (b).: Flight Commanders are frequently reminded of necessity of up to date grade books.

(c) Paragraph (2), (c)(d)(e)(f)(g)(h) & (i).: Squadron and Flight Commanders have been instructed to more closely supervise grade slip entries and sequences.

(d) Paragraph (2) (j).: Standardized forms and closer supervision will remedy this.

b. Training Squadron No. 3.

(1) Paragraph (1).: Noted.

(2) Paragraph (2).: Noted.

(a) Paragraph (2), (a)(b)(c) & (d).: Standardized forms and closer supervision by the flight and squadron commanders should remedy this. Flight commanders are required to read and initial all grade slips.

c. Control Tower.

(1) Paragraph (1).: Noted.

(2) Paragraph (2).: Noted.

(3) Paragraph (3).: Noted.

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(4) Paragraph (4).: Noted.

d. Link Training.

(1) Paragraph (1).: Noted.

(a) Paragraph (1) (a).: Out of a maximum of forty-two (42) link trainer instructors, twenty-five (25) of them received flying time during the month of July; average time in the air, 01.4 hours.

e. Ground School.

(1) Paragraph (1).: Noted.

(a) Paragraph (1) (a).: The expected arrival of fans will do much to alleviate hot and poorly ventilated rooms. The Training Department purchased one seventy dollar ($70.) fan from the Post Exchange for ground school.

f. War Room.

(1) Paragraph (1).: Noted.

2. Remarks.

a. Paragraph 2a.: Noted.

b. Paragraph 2b.: Noted.

c. Paragraph 2c.: Noted.

3. Recommendations.

a. Paragraph 3a.: Squadron and Flight Commanders have been instructed to more carefully supervise the grade slip records for neatness, conformity with existing instructions, and standard references and clarity.

b. Paragraph 3b.: A separate grade slip is required to be entered in each student's record to certify that the student has satisfactorily passed the "blindfold cockpit test".

c. Paragraph 3c.: Regulation Binders will be kept in the Squadrons for Technical Orders and bulletins.

d. Paragraph 3d.: "No flight" slips are required for squadron holidays.

e. Paragraph 3e.: Noted.

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f. Paragraphs 3f and 3g.: When our forms are standardized all miscellaneous forms will be discarded and properly notated forms then will be used.

g. Paragraph 3h.: Methods as well as forms will be included in this effort to standardize.

h. Paragraph 3i.: Noted.

i. Paragraph 3j.: Noted.

j. Paragraph 3k.: An additional six (6) chairs and a divan were placed in the War Room 6 August 1943. It is felt that more chairs would overcrowd the room. It may become necessary to limit attendants to a maximum number at any one time or limit each person to two (2) visits per week. A survey will be made to remedy overcrowded conditions.

k. Paragraph 3l.: Noted.

PRESTON BROWN,
Major, Air Corps,
Director of Training.

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2nd Ind. RFB/mr

Headquarters, AAF Pilot School (Basic), Newport Army Air Field, Newport, Ark.

To: Air Inspector (TNG), Newport Army Air Field, Newport, Arkansas.

1. Standardization of all personnel and required directives is deemed essential, and as I have been verbally informed by one of the Group Commanders that each flying officer will be given a file covering some of the listed discrepancies, it is suggested that this be carried out as soon as possible.

2. It is realized that the Advisory Training Board cannot be used to its fullest advantage, due to interference by the Instructors School; however, closer supervision of the individual squadrons by the Group Commander should help to alleviate minor discrepancies.

RICHARD F. BROMILEY
Lt. Col., Air Corps
Commanding

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R E S T R I C T E D

HEADQUARTERS
AAF PILOT SCHOOL (BASIC)
NEWPORT ARMY AIR FIELD
OFFICE OF THE AIR INSPECTOR (TRAINING)
Newport, Arkansas

CMT/lh

14 August 1943

SUBJECT: Inspection of Training Department for the Week of August 8, 1943.

TO : Commanding Officer, Newport Army Air Field, Newport, Arkansas. THRU: Director of Training, Newport Army Air Field, Newport, Arkansas.

1. Report of training inspection of the subject department is submitted as follows:

a. Training Squadron No. 2 and 4.

(1) Observations made during student flying indicate an excellent degree of proficiency.

(2) Records, Reports and Files are excellent.

b. Link Training.

(1) Excellent.

(2) A definite schedule is now in effect whereby link trainer operators will be regularly given instrument rides by flying officers.

c. Ground School.

(1) The ground training department is considered in general to be superior in their classroom work. However, the number of instructors is considered inadequate. It is anticipated that the change over in enlisted personnel going to O.C.S. and various other training programs will definitely cause a lowering of standards in future classes.

(2) The Director of Ground School in cooperation with the Post S-3 and the Sub Depot Commander has made arrangements for a complete fuselage and instruments to be used as an aid to supplement classroom lectures.

A True Copy
J. Locke
J. Locke
1st Lieut., A.C.

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(3) Discipline and military courtesy in the classroom was considered only very satisfactory.

d. Military Department.

(1) The activities of the subject department are considered excellent with the following exceptions.

(a) The barracks of one squadron were inspected at S.N.I. and found to be in a very unsatisfactory condition. A discussion with the tactical officers indicated that cadets are indifferent to and have no respect for punishment meted out for allowing such conditions to prevail. It is believed that the reason for this lies in the fact that Newport has very little to offer in recreational and social activities. In view of this, cadets have no desire to improve conditions as the incentive for cleanliness is not great enough.

e. War Room.

(1) Superior.

2. Remarks.

a. The training program of these activities is considered to be excellent.

b. Cooperation among personnel is excellent.

c. Morale is excellent.

3. Recommendations.

a. A white line should be painted across the width of each runway as a mark for accuracy in landings.

b. To aid forgetful students, it is recommended that a yellow line be placed on the crystal of the altimeter opposite the indicated field elevation and a blue line placed on the crystal opposite the required altitude for local flying.

c. More emphasis should be placed on the casualty system, as it is no longer effective due to lack of participation by supervisory flying personnel.

d. If possible, motion pictures should be made by the photographic department of each type of landing stage and shown to students as an aid for improvement on rainy or other non-flying days.

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e. The Advisory Board and squadron commanders have expressed the desire to attend CIS and CIIS. This would be very helpful in the training program. I have been informed that the Walnut Ridge AAF will be sending all supervisory personnel to the above mentioned schools as soon as possible.

f. Crowded conditions in the war room can be alleviated by a stagger system of attendance. Such an assignment can be made on the weekly flying schedule issued by the Department of Training.

g. Section IV of Training Bulletin No. 7, Newport Army Air Field, dated 5 January 1943 "Wearing of Flying Equipment" is being violated by several flying officers.

h. If possible, a cadet club should be constructed on or off the Post. Weekly dances and other social activities should be planned.

i. The possibility of increasing Ground School personnel should be considered.

CARL M. THOMAJAN,
Captain, Air Corps,
Station Air Inspector (Training)

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1st Ind. RPB/mvh

Director of Training, AAF Pilot School (Basic), Newport Army Air Field, Newport, Arkansas. 23 August 1943. TO: Commanding Officer, AAF Pilot School (Basic), Newport Army Air Field, Newport, Arkansas.

1. a. (1) and (2).: Noted.

b. (1) and (2).: Noted.

c. (1).: Headquarters, AAF Southeast Training Center is well aware of the Ground School instructor shortage as is this office, and replacements are being procured and trained at CIS, Randolph Field, Texas.

(2).: Noted.

(3).: Efforts are being made by the Director of Ground School to improve the military courtesy in classes, but the size of the classes and the inexperience of the commissioned and enlisted instructors is sorely felt and results in laxity.

d. (1) (a).: Noted. A reassignment of tactical officers and a redosignation of the chief tactical officer has resulted in improvement. Indifference on the part of the students does not rest entirely with them but also is believed to rest partially on the lack of experience of the tactical officers, as in some cases it is felt they do not take a full enough interest in the personal affairs of the students. Efforts are being made to correct this.

e. Noted.

2. a. Noted.

b. Noted.

c. Noted.

3. a. Work order relative to this subject was initiated in May, was held up as result of AAFSETC memorandum. This work will now be accomplished with a 24" black line, 500' from each end of each runway, and a similar line midway between these lines.

b. Operations order to be issued today covering marking of altimeter as suggested.

c. Members of the Casualty Crew have been reminded of their responsibility.

d. Such pictures must be requested thru Training Aids Department, A.A.F.T.C., which will be done.

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e. This will be done at this station insofar as practicable.

f. Attendance at War Room will be more equitably scheduled.

g. It is requested that pilots be permitted to wear flying suit from the line to the barrack in order that they may bathe before dressing again.

h. It is suggested that the building originated as Colonel Cooper's house be redesigned as a Cadet Club on the field.

i. Noted.

RICHARD F. BROMILEY,
Lt. Col., Air Corps,
Director of Training
(Technical)

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HEADQUARTERS
AAF PILOT SCHOOL (BASIC)
NEWPORT ARMY AIR FIELD
OFFICE OF THE AIR INSPECTOR (TRAINING)
Newport, Arkansas CNT/lh

21 August 1943

SUBJECT: Inspection of the Department of Training for the week of August 15, 1943.

TO : Commanding Officer, Newport Army Air Field, Newport, Arkansas. THRU: Director of Training, Newport Army Air Field, Newport, Arkansas.

1. Report of training inspection of the subject department is submitted as follows:

a. Training Squadrons 1 and 3.

(1) Check rides with students and observations made during student flying indicate an excellent degree of proficiency..

(2) Records, Reports and Files are excellent.

(a) Grade slips were found to be neat, legible and containing excellent remarks.

b. Ground School:

(1) Excellent.

(2) Navigation instructors have once again expressed the desire to be taken on a cross-country flight to each of the Fields used by students on such missions.

(3) Discipline and military courtesy is considered excellent. Considerable improvement has been made over previous inspections.

c. Military Department.

(1) Excellent.

(2) A complete reorganization of the tactical department has been made. An inspection at S.M.I. indicated a tremendous improvement in the condition of the cadet barracks over previous inspections.

A True Copy
J. Locke
J. Locke
1st Lieut., A.C.

IV-29

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(3) It is recommended that minor repairs be made in the cadet barracks as soon as possible, with particular attention to screen doors, clothing lockers, and wall panels.

d. Link Training Department.

(1) Excellent.

e. War Room.

(1) Superior.

f. Physical Training Department.

(1) Excellent.

(2) A newly designed athletic area now in construction will include an obstacle course, shuttle runs, pull up bars, tennis and volley ball courts.

2. Remarks.

a. The training program of these activities is considered excellent.

3. Recommendations.

a. It is recommended that closer inspection be made by crew chiefs to insure that canopies on the airplanes are kept clean. Several canopies inspected were dirty to the point of impairing visibility.

b. Due to a recent taxi accident by a crew chief at this station, it is recommended that engineering officers holding a pilot's rating personally "Check out" mechanics authorized to taxi airplanes.

c. A number of airplanes inspected lack one or more of the following:

1. One Tulsa section.
2. One Little Rock section.
3. One Radio facilities chart.

It is recommended that these be replaced as soon as possible.

CARL M. THOMAJAN,
Captain, Air Corps,
Station Air Inspector (Training)

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1st Ind. RFB/mvh

Director of Training (Technical), AAF Pilot School (Basic), Newport Army Air Field, Newport, Arkansas. 24 August 1943. TO: Commanding Officer, AAF Pilot School (Basic), Newport Army Air Field, Newport, Arkansas.

1. a. (1).: Noted.

(2).: (a). Noted.

b. (1).: Noted.

(2).: Several of the navigation instructors have already been on flights. Arrangements have been made whereby they may, other duties not interfering, accompany control or patrol ships on student flights.

(3).: Noted.

c. (1).: Noted.

(2).: Noted. Continued improvement is expected.

(3).: Enlisted personnel in the Detachment are not ample to accomplish some repairs, but their services are being utilized as far as possible; the Post Engineer has been contacted to expedite accomplishment of work orders.

d. (1).: Noted.

e. (1).: Noted.

f. (1).: Noted.

(2).: Noted.

2. a.: Noted.

3. a.: An Operations Order has already been issued at a previous date concerning dirty canopies and the Squadron Engineering Officers will be contacted again to keep the canopies clean.

b.: The squadrons are revising their taxi check out lists and the squadron Engineering Officers are being utilized to check out enlisted men. As we will have to depend on non-rated officers for engineering officers, it is not believed to be a good policy to restrict taxi check out to rated officers.

c.: A survey will be conducted by the Operations Officer

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through the squadrons to replace lost sectional charts and Radio Facilities Charts.

RICHARD F. BROMILEY,
Lt. Col., Air Corps,
Director of Training (Technical)

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HEADQUARTERS
AAF PILOT SCHOOL (BASIC)
NEWPORT ARMY AIR FIELD
Newport, Arkansas

12 October 1943

SUBJECT: Inspection of the Department of Training for the week of 4 October 1943.

TO : Commanding Officer, AAF Pilot School (Basic), NAAF, Newport, Ark. THRU: Director of Training, AAF Pilot School (Basic), NAAF, Newport, Arkansas.

1. Report of training inspection of the subject department is submitted as follows:

a. Section I

(1) Observations made during student day flying indicate an excellent degree of proficiency.
(2) Records, reports and files are excellent with the following exceptions:
(a) Grade slips missing.
(1) S/O OSBORNE Oct. 2, 3
(2) A/C ADLER Sept. 28
(3) A/C ANGUS Sept. 28
(4) A/C BELL Sept. 28
(5) A/C BOWMAN Sept. 29, 30
(6) A/C CLEVELAND Sept. 30, Oct. 1, 2
(b) Students are not up to date in initialing roster to indicate that they have read technical orders, directives et cetera.
(c) Several pre-solo check lists have not been signed by instructors.
(d) This section at time of inspection, was slightly behind schedule on twenty (20) hour progress checks.
(e) P.I.F. Index is out of date.
(3) The area surrounding the operations office of this section is in need of a good general policing.
(4) The latrine was dirty and there were several empty coca-cola bottles on ledges in the instructors' room.

b. Section 3

(1) Observations made during student night flying indicate an excellent degree of proficiency.

A True Copy
J. Locke
J. Locke
1st Lieut. A. C.

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(2) Records, reports and files are excellent with the following exceptions:
(a) Grade slips missing.
(1) A/C KLEIN Sept. 22
(2) A/C MARGASON Sept. 25
(3) A/C MILLS Sept. 25
(4) A/C OLIVER Sept. 24
(b) Several grade slips do not indicate where student was first soloed.
(c) Several instructors have failed to indicate a cockpit blindfold test having been accomplished prior to soloing students.
(d) The dates on a few solo slips are missing.
(3) Two (2) fire extinguishers in the building are without hose.
(4) An unattached stove in cadet ready room was completely filled with trash.
(5) There was an instrument hood in the parachute room.

c. Instruction rides were given to the following instructors:
1st Lt. J. E. GUINN
1st Lt. H. J. WAGNER
1st Lt. J. A. MARCACCI
1st Lt. N. FLISHKA
1st Lt. A. O. HUBBARD
1st Lt. A. BEHRENS
1st Lt. W. R. FULK
1st Lt. J. E. BATTLES
1st Lt. W. D. SHOCKLEY
1st Lt. J. B. NEWTON
1st Lt. R. T. FLING

d. Military Department
(1) Records, reports and files are excellent.
(2) A few of the barracks inspected were untidy.
(3) Walls inside a few of the barracks have holes punched in them.
(4) The storage facilities for trunks and bags are inadequate.

2. Remarks.

a. Although a minor maintenance program for cadets is in effect at this station, it is not being followed out in entirety as outlined in FTC Memo 50-1-1, Paragraph 4, 21 April 1943.

b. The advisory training board is not functioning as outlined in TB 42, SECT 2, 26 October 1942.

3. Recommendations.

a. It is recommended that:

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(1) Parachute locker doors be kept locked at all times that parachutes are in them due to the fact that mice have been seen in operations buildings.
(2) Napthalene flakes be used in all parachute lockers due to the possibility of mildew conditions. Napthalene is available and lockers are constructed for its use.
(3) Shelves for technical orders, FIF, et cetera, be constructed in all cadet ready rooms.
(4) The minimum stall altitude be set at 4000' as recommended in TM 1-212.
(5) Drinking water attachments made in cadet ready rooms and subsequent removal of Lyster Bags now in use.
(6) Local night flying grades be posted in cadet ready rooms.
(7) Coal hods and mop buckets be provided for the barracks in the Cadet Detachment.

4. It is requested that this report be indorsed to the Commanding Officer within five (5) days, stating specifically action taken to correct each irregularity or discrepancy noted in basic report and approximate date each will be completed or reason why such action cannot be accomplished.

/s/ Carl M. Thomajan
CARL M. THOMAJAN
Captain, Air Corps
Station Air Inspector

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1st Ind. 5/PB/mvh

Director of Training, AAF Pilot School (Basic), Newport Army Air Field, Newport, Arkansas, 15 October 1943.

TO: Commanding Officer, AAF Pilot School (Basic), Newport Army Air Field, Newport, Arkansas

1. In accordance with paragraph 2, Air Inspector Bulletin No. 1, AAF Eastern Flying Training Command, dated 15 May 1943, the following report of action taken as a result of Training Department inspection by the Station Air Inspector during the week of 4 October 1943, is herewith submitted;

a. Section I.

(1) Paragraph (1).: Noted.

(2) Paragraph (2).: Noted.

(a) Paragraph (2) (a),(c).: Corrective action has been taken and grade slips are completed and in order.

(b) Paragraph (2) (b).: Squadrons have been reminded of the necessity for complete up-to-date rosters which has been accomplished.

(c) Paragraph (2) (d).: Frequent hospitalization of instructors within this flight in the past month has brought about this condition. It is not anticipated to recur in the future.

(d) Paragraph (2) (e).: Corrective action has been taken. PIF Index is now up to date.

(3) Paragraph (3).: Corrective action has been taken. Squadrons are maintaining a "clean-up" roster daily.

(4) Paragraph (4).: The latrine has been newly painted and is now in excellent condition. The instructors room has been and will continue to be thoroughly policed in the future. Reference paragraph (3) above.

b. Section III.

(1) Paragraph (1).: Noted.

(2) Paragraph (2).: Noted.

(a) Paragraph (2) (a), (b), (d).: Corrective action has been taken. Squadron Commanders have been constantly reminded of the importance of keeping complete and accurate records.

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(b) Paragraph (2) (c).: Instructions have been published by this department requiring recording of blindfold cockpit test prior to soloing students. Reference Section VIII, Training Bulletin No. 4, this department, dated 29 December 1942.

(3) Paragraph (3).: Station Fire Marshall has been contacted and immediate repair has been assured.

(4) Paragraph (4).: Corrective action has been taken. Stove has been completely cleaned.

(5) Paragraph (5).: It is the policy of this section to draw their instrument hoods from the Cadet Supply, retain them in the parachute room and have students check them out in a similar manner as is done with parachutes.

c. Paragraph C.: Noted.

d. Military Department.

(1) Paragraph d (1).: Noted.

(2) Paragraph d (2).: Condition has been remedied.

(3) Paragraph d (3).: Work order to repair walls has been submitted to Post Engineer and prompt action is anticipated.

(4) Paragraph d (4).: Building No. 56 has been made available as additional space for storage of trunks and bags.

2. Remarks:

a. Paragraph 2a.: Previous instructions have been issued in Section III, Training Bulletin No. 24, dated 10 May 1943, however, this is in the process of revision and amendment to comply strictly with Paragraph 4, FTC Memorandum 50-1-1 dated 21 April 1943.

b. Paragraph 2b.: Reference letter attached.

3. Recommendations:

a. Paragraph a (1).: Parachute locker doors are not kept locked during periods of flying in that it is deemed impractical due to their constant use. However, instructions have been issued to the effect that these locker doors are to be kept closed and locked at all times when not in use.

b. Paragraph a (2).: Napthalene Flakes are being used in the majority of parachute lockers and efforts are now being made to equip all others similarly.

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c. Paragraph a (3).: It has been suggested to each Squadron that such shelves be constructed in all Cadet Ready Rooms.

d. Paragraph a (4).: In the past the minimum altitude at which recovery from stalls was effected was 3000 feet, however, at present, the minimum altitude at which stalls are begun has been specified as 4000 feet.

e. Paragraph a (5).: A work order has been submitted to the Post Engineer for drinking fountains to be installed in each of the Cadet Ready Rooms. It is understood that these fountains have been ordered by the Post Engineer and are expected to arrive at this station in the near future.

f. Paragraph a (6).: Squadrons have been instructed to post night flying grades in Cadet Ready Rooms as per paragraph d, Section I, Training Bulletin No. 36, this Office, dated 10 September 1943.

"Control Officers will be responsible for grading of students at the termination of night flying. These grades, with names of cadets, will be posted on the Bulletin Board in the Cadet Ready Rooms. Grades should be either "Very satisfactory", "Satisfactory", or "Unsatisfactory", and should be accompanied by an appropriate remark, for example: "constantly overshoots", "constantly undershoots", "bad bounces", "improving", etc. The purpose of this is to encourage a spirit of competition."

This Training Bulletin has again been brought to the attention of all concerned.

g. Paragraph a (7).: Mop buckets have been secured and coal hods are in the process of being manufactured by the Post Engineer.

PRESTON BROWN,
Major, Air Corps,
Director of Training.

2nd Ind. CEW/mr

Headquarters, AAF Pilot School (Basic), Newport Army Air Field, Newport, Arkansas. -18 October 1943.

To: Director of Training, Newport Army Air Field, Newport, Arkansas.

1. It is desired that an Advisory Board consisting of not less than four members function in accordance with training bulletin mentioned in paragraph 2 b. of basic communication.

2. Return of this correspondence with action taken desired within two days of receipt.

By Order of Colonel WINSATT:

CHARLES E. WILSON
Lt. Col., Air Corps,
Executive Officer.

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3rd Ind. 5/PB/mvh

Director of Training, AAF Pilot School (Basic), Newport Army Air Field, Newport, Arkansas. 23 October 1943.

To: Commanding Officer, AAF Pilot School (Basic), Newport Army Air Field, Newport, Arkansas

1. An Advisory Board has been initiated at this station and is composed of the following members:

1st Lt. Joseph W. Davidson - President
1st Lt. Joseph M. LaRocca - Member
1st Lt. John S. White - Member
1st Lt. John G. Martin - Member

2. This board is now functioning in accordance with Training Bulletin mentioned in basic communication in that it is checking the instructional methods of instructors, suggesting improvements and making corrections where necessary.

PRESTON BROWN,
Major, Air Corps,
Director of Training.

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Suspense Date
30 October 1943

HEADQUARTERS
AAF PILOT SCHOOL (BASIC)
NEWPORT ARMY AIR FIELD
Newport, Arkansas

Date of Inspection

SUBJECT: Report of Inspection. Department of Training, Week of 19 Oct. 1943.

TO : Commanding Officer, NAAF, Newport, Ark.
THRU: Director of Training.

1st Ind.
Dir. of Trng, AAF Pilot School (Basic), NAAF, Newport, Arkansas. 28 Oct. 1943.
To: Commanding Officer, AAF Pilot School (Basic), Newport Army Air Field, Newport, Arkansas.

1. Report of training inspection of the subject department is submitted as follows:

a. Section VI.

(1) Observations made during student flying indicate an excellent degree of proficiency.

(2) Records, reports and files are excellent with the following exceptions:

(a) Pre-solo check lists are not being used properly by instructors. Grade slip entries prior to the soloing of a student do not correspond with similar entries on the pre-solo check list.

(b) Several students have been soloed without any indication on grade slips that they have been instructed in Elementary Eights prior to solo, yet, the pre-solo check list declares those students proficient in that maneuver.

(c) In another case, a student received an unsatisfactory grade on forced landings prior to solo, yet, the pre-solo check list declares him proficient in Forced Landings.

1. Action taken as a result of Training Department inspection is as follows:

a. Section VI.

(1) Paragraph a(1).: Noted.

(2) Paragraph a(2).: Noted.

(a) Paragraph (2)(a).: Corrective action has been taken. Instructors have been directed to exercise care in seeing that each grade slip is accurate, complete, and without error. Flight Commanders are checking these more carefully.

(b) Paragraph (2)(b).: Same as (2)(a) above.

(c) Paragraph (2)(c).: All instructors have been reminded of the necessity of complete agreement between the grade slip given prior to solo and pre-solo check list.

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(Cont'd. on next page)

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(d) One student received a pink slip on transition followed by a pre-solo check list declaring him proficient in all maneuvers required for solo. This was followed the next day by another pink slip on transition.	(d) Paragraph (2)(d).: Such errors have been pointed out to all instructors and it is felt that this will not occur in the future.
(3) This section has shown a decided improvement in cleanliness.	(3) Paragraph (3).: Noted.

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b. Section V. (1) Observation made during student flying and check rides with students indicate an excellent degree of proficiency with the following exceptions: (a) One (1) student checked was not completely familiar with the gas tank procedure. (b) Another student checked stated that he had never been shown elementary eights. (c) The progress technique and air judgment of all students checked was satisfactory.	b. Section V (1) Paragraph (1).: Noted (a) Paragraph (1)(a).: Corrective action has been taken. The necessity for having each student completely familiar with gas tank procedure has been pointed out to all instructors. (b) Paragraph (1)(b).: Corrective action has been taken. This maneuver is part of the routine basic flying instruction. (c) Paragraph (1)(c).: Noted.
c. Section IV. (1) The records, reports and files of this section are excellent. (2) Grade slips were neat, legible and containing excellent remarks.	c. Section IV. (1) Paragraph c(1).: Noted. (2) Paragraph c(2).: Noted.
d. Link Training Department. (1) Courses are being conducted in accordance with current directives. (2) Instructional material used in TO 30-100A-1, TO 30-100C-1, Instrument flying, Instrument flying trainer, Instructor's guide, has not been received at this station as yet. Numerous requests have been made for same. (3) All other instructional material has been removed from the files.	d. Link Training Department. (1) Paragraph d(1).: Noted. (2) Paragraph d(2).: Noted. It is the understanding of this department that T.O. 30-100C-1 has just been published and a supply of these T.O.'s is due to arrive at this station in the near future. (3) Paragraph d(3).: Noted.
e. Remarks: The Flying Time of sixteen (16) training missions was checked from the tower and the actual observed time was checked with the corresponding Form I entry. There was no indication of any Form I padding.	e. Remarks: Noted.

2. It is requested that this report be indorsed to the Commanding Officer within five (5) days, stating specifically the action taken to correct each irregularity and discrepancy noted in basic report and approximate date each will be completed or reason why such action cannot be accomplished. Reply to each irregularity or comment will be made opposite such remarks.

/s/ Carl M. Thomajan
CARL M. THOMAJAN
Captain, Air Corps,
Station Air Inspector.

PRESTON BROWN
Major, Air Corps
Director of Training

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HEADQUARTERS
28th Flying Training Wing
Office of the Commanding General
George Field, Illinois

16 July 1943

SUBJECT: Air Inspection (Training), Newport Army Air Field, Newport, Arkansas.

TO : Commanding General, 28th Flying Training Wing, George Field, Illinois.

1. An inspection was made by the Air Inspector (Training), 28th Flying Training Wing in conjunction with the Basic Inspection Section, Army Air Forces Southeast Training Center at Newport Army Air Field, Newport, Arkansas from 12 July 1943 to 15 July 1943, and the following facts were noted.

FLYING DEPARTMENT

1. The organizational structure of the Flying Department composed of four squadrons and eight flights under the direct supervision of the Director of Flying is considered Excellent. The indoctrination of instructors and students with curricular maneuvers and methods of instruction set forth by the Central Instructors' School, Randolph Field, as prescribed by Training Bulletin #69, dated 8 May 1943, Southeast Army Air Forces Headquarters is Excellent. Compliance with Flying Training Command Memorandums and Southeast Army Air Forces Training Center Training Bulletins is Very Satisfactory.

2. Check rides with students and observations made during student flying indicated an excellent degree of proficiency, with the following exceptions.

a. Some students checked were found to be eliminating the effect of torque by use of rudder trim tab rather than through propor coordination of controls. More emphasis should be put on trimming the ship for cruising.

b. Maximum performance steep turns and spirals are not being stressed sufficiently for desired proficiency.

c. One flight checked was not familiar with proper throttle technique in stall procedure. One student checked snapped the stick on recovery.

3. Segregation of students into single engine and twin engine groups has not been accomplished as specified in Training Bulletin #44, dated 29 October 1942.

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Ltr, Hq, 28th Flying Training Wing, 16 July 1943 (continued)

4. Intelligence Bulletins and similar publications are maintained in the Intelligence Library and are required to be read a minimum of two hours per week; a roster is initialed indicating same.

5. Grade slips were found to be neat, legible, and containing excellent remarks.

6. The elimination rate for the last three classes was found to be desirable, however, the rate for Class 43-I is running high.

7. The actual student instructor ratio of 5.5 to 1 is high. This school has had a higher ratio than many other basic schools since the beginning of training.

8. It is recommended that a delinquency sheet be maintained in the Control Tower. There were no written instructions in the tower covering accident procedure.

9. The traffic pattern and taxiing procedure is considered Excellent.

10. Spins are not being started above 7000 feet in accordance with T.M. 1-212. Spins are being restricted beyond the extent directed by recent Southeast Army Air Forces Training Center TWX, T.M. 1-212, and Flying Training Command Memo. 50-9-1. No spins are performed solo before 50 hours regardless of number of turns or of student's proficiency.

GROUND SCHOOL

1. The Ground Training Department, this station, under the direction of Captain Karl C. Teufel, assisted by seven commissioned instructors, nine enlisted men, three WACs and one civilian, is considered in general to be superior in their classroom work and the number of instructors is considered to be adequate. They are scheduling classes five days per week. The morale of both the instructors and students in Ground School is considered Excellent.

2. Classes are being instructed in accordance with F.T.C. Memorandum #50-1-1, dated 21 June 1943.

3. No Class 26 equipment is possessed by this Ground School Department and its need as a distinct aid to supplement classroom lectures is keenly felt. All Ground School personnel together with the Director of Training are extremely anxious to obtain this much needed equipment but to date, despite their many requests, they are still without same.

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Ltr, Hq, 28th Flying Training Wing, 16 July 1943 (continued)

4. No Renshaw System equipment for aircraft identification is available on this station. It is recommended that delivery of this be expedited. No training aids of any nature with the exception of one S.C.R. 18 3 radio set is available on this station.

5. The radio code facilities and also the visual code facilities on this station were considered to be outstanding and the course of instruction as given by the instructors in this department, three of whom are WACs, was considered Superior.

7. A shortage of model airplanes for classes in aircraft identification was noted. It is suggested that requisition now in for same be expedited.

8. The War Room on this station is in the process of construction and it is indicated that it will be completed within a ten day period. The layout as now seen is considered superior due to the fact that it is centrally located, newly refinished and air conditioned.

LINK TRAINER DEPARTMENT

1. The Link Trainer Department was efficiently organized and instruction on the full panel system is conducted by qualified personnel.

2. The following information is submitted on the Link Trainer Department:

a. 35 Instructors qualified to teach Link.
b. 7 of 35 Instructors on Maintenance.
c. 28 Scheduled instructors in School.
d. 16 Student Instructors in School.
e. 23 Link Trainers assigned to Station.
f. 403 Cadets assigned to School.
g. 17.5 Students ratio to 23 Links assigned although 5 Links are out awaiting instruments which makes ratio 22.9 to 1.
h. 14.3 Ratio of students to instructor:
   (1) It will be 30 days until new class of Instructors are completed.
   (2) Full panel system being taught.
   (3) Two hours radio out of ten.
i. 18 out of 35 instructors have been up for airplane ride.
j. 15 have heard the signals on the range.
k. 7 of 15 flown the ship under the hood.
l. 8 listened to the range only.

3. Five of the Link Trainers at this station are out of commission due to the lack of following.
a. 3 Air speed gauges.
b. 1 transformer.

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c. Transmitter for 3 air speed indicators.
d. Transmitter for 2 vertical speed indicators.
e. Transmitter for 5 altimeter indicators.
f. 3 oscillators.
g. 2 clocks.

The following action has been taken: Six Unsatisfactory reports have been submitted also Sub Depot has been called many times. This has been repeatedly reported to Tech. Supply and monthly reports of Tech Inspector has listed same.

MILITARY DEPARTMENT

1. The Military Department of this Station is Satisfactory.

2. The Commandant of Cadets, Captain G. J. Jones, age 34, graduate of the Citadel, also University of Texas, and a Reserve Officer with eight years of experience who has served as Commandant of Cadets at P.M.A., San Antonio, Texas for two years and was superintendent of schools for eight years, is considered an excellent officer. However, his efforts are seriously handicapped by the Tactical Officers working under him, none of whom could be rated higher than Very Satisfactory.

3. Inspection of Cadet barracks revealed an Unsatisfactory appearance in accordance with existing Aviation Cadet Orders, AAFSETC. It is recommended that at least one qualified Tactical Officer, from the Pre-Flight School at Maxwell Field preferably, be assigned to this station for duty for such length of time as is necessary to thoroughly indoctrinate (or replace) present Tactical Officers in their correct duties.

4. Only a portion of the Military Police on this station are meeting the requirements of Training Bulletins #28 and 31, dated 21 February 1943 and 24 February 1943, AAFSETC, subject "Retreat Formation". It is recommended that the entire Corp of Cadets be required to stand Retreat daily, five days per week with the exception of the Cadets actually engaged in flying.

5. The total number of officers assigned to the Department of Military Training, this station, are one Commandant of Cadets, four Tactical Officers, three Administrative Officers, whose present duties and full time job is with the Military Department. In addition there are two Tactical Officers who are on duty in the detachment part time. The number of officers assigned is considered adequate if they were all fully qualified and possessed a higher degree of proficiency.

6. Two meals were eaten in the Cadet Mess and the quality of the food together with the service was considered Excellent. The absence of paper napkins was noticeable and it is suggested that if possible napkins be provided for each meal.

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MISCELLANEOUS

1. The over all morale of all personnel on the field is considered most Excellent.

2. Air Inspector, (Training), on this station has recently returned from the C.I.S. Air Inspector Course, Randolph Field and is considered most capable and it is believed will do an excellent job. However, due to the fact that to date this station has not had the services of an Air Inspector, it is suggested that for the next several weeks an especially close weekly inspection be made by the Air Inspector to overcome the many minor infractions of existing regulations and training memorandums.

3. Production Line Maintenance has not been installed on this station as yet although it has been started. There appears to be a shortage of skilled mechanics which is being remedied by the post running mechanic schools and it is felt that as soon as additional mechanic personnel is developed that Production Line Maintenance can be put in 100%. Low percentage of airplanes in commission was investigated and it was revealed that this was caused not by faulty maintenance but by the fact that 23 of the airplanes are grounded for parts which as yet are not available. The parts in question are parts as set forth in T. O. 01-503-50.

4. It is recommended that closer supervision by maintenance personnel be initiated to insure that the canopies on the airplanes on this station are kept clean. Several canopies inspected were dirty to the point of impairing visibility.

5. The Crash Alarm was initiated at 1350. The alarm rang ten stations on the field, notifying them of a crash. At six minutes from the time the alarm was instituted, the convoy consisting of the Director of Training, Ambulance and Crew, Crash Truck, Military Police, Post Technical Inspector and Photographer were formed and ready to move off. The Crash Alarm procedure and execution was considered Superior. The ambulance was inspected for full medical kit and supplies and was found Excellent. The crash kit in the crash truck was checked and found Excellent. All members of the ambulance and crash crew were questioned and found to be fully qualified and proficient in their duties. The radio receiver and transmitter in the ambulance were checked and found to be in excellent condition.

P. J. VON WELLER
Major, Air Corps.
Air Inspector (Training).

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1st Ind. BEN/erc

HEADQUARTERS, 28th Flying Training Wing, George Field, Illinois, 17 July 1943.

TO: Commanding Officer, Newport Army Air Field, Newport, Arkansas.

For your information and compliance.

BOB E. NOWLAND
Brigadier General, U. S. Army
Commanding.

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2nd Ind.

1. In accordance with paragraph 1 d, Section I, "Training Inspection", Air Inspectors Bulletin No. 4, Headquarters, Army Air Forces Southeast Training Center, dated 28 June 1943, the following report of action taken as a result of the Air Inspection (Training) this station, conducted 12 July 1943 to 16 July 1943 inclusive:

a. Flying Department.

(1) Paragraph 1.: Noted.

(2) Paragraph 2.: Noted.

(a) Paragraph 2a.: Instructions have been issued to eliminate the use of the rudder trim tab for torque correction and rely on coordination of controls.

(b) Paragraph 2b.: Maximum performance steep turns and spirals will be given additional stress to increase student proficiency.

(c) Paragraph 2c.: Continuous efforts have been made through the Advisory Training Board on maneuvers and control use standardization. Proper throttle technique and snapping the stick on stall recovery will be investigated by the Advisory Training Board and instructions have been issued concerning same.

(3) Paragraph 3.: This headquarters is aware of the requirement for segregation of students into single engine and twin engine groups, but it has been found that the desires of instructors as well as students for a certain type of future training are extremely variable and thorough indoctrination of the instructors into fixed groups in order that they might emphasize single engine or twin engine training to the students has been found to be impractical. In addition, all students are given the same type training throughout the Basic Curriculum and the course as it stands does not lend itself to segregation.

(4) Paragraph 4.: Noted.

(5) Paragraph 5.: Noted.

(6) Paragraph 6.: Noted.

(7) Paragraph 7.: Except for the period of approximately one (1) month since training was started at this station an unsatisfactory student instructor ratio has existed, i.e., more than 5:1.

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(8) Paragraph 8.: The recommendation that a delinquency sheet be maintained in the Control Tower is favorably considered and will be initiated in the immediate future. Written instructions on accident procedures were in the tower but were not posted. This has been rectified and the instructions are now posted prominently near the telephone location.

(9) Paragraph 9.: Noted.

(10) Paragraph 10.: Instructions have been issued requiring the starting of spins of all types at an altitude of not less than 7000 feet. Remainder of paragraph noted.

b. Ground School.

(1) Paragraph 1.: Noted.

(2) Paragraph 2.: Noted.

(3) Paragraph 3.: Efforts have been continuous on the part of the Director of Ground School to obtain Class 2S equipment, and further efforts will be made to obtain this equipment.

(4) Paragraph 4.: Noted.

(5) Paragraph 5.: Noted. It is recommended that the radio code method of instruction as used at this station be adopted by all schools giving such instruction.

(6) No paragraph 6 indicated.

(7) Paragraph 7.: Noted.

(8) Paragraph 8.: The War Room is now ninety (90) percent equipped and is to be opened for use by 26 July 1943.

c. Link Trainer Department.

(1) Paragraph 1.: Noted.

(2) Paragraph 2.:

(a) Subparagraphs a., b., c., d., e., f., g., and h.: Noted.

(b) Subparagraph i.: Many of the presently assigned link trainer instructors are newly assigned and have not received radio range flights. All link trainer instructors transferred from this station have had radio range flights or have actually flown the airplane under the hood.

(c) Subparagraphs j., k., and l.: Noted. See preceding paragraph (b).

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(3) Paragraph 3.: Some of the listed parts mentioned in subparagraphs a., b., c., d., e., f., and g. have been received and installed in the link trainers. Lack of parts has continually created an unsatisfactory condition and has caused what is believed to be an excessive number of trainers to remain out of commission.

d. Military Department.

(1) Paragraph 1.: Noted.

(2) Paragraph 2.: The Military Department of this station has utilized officers for tactical officer assignment who were graduated from the Central Instructors' School, Randolph Field, Texas, with the rating of Tactical Officer. It has been noted that the performance of one (1) or two (2) of these officers does not measure up to the best standards, but at present they are assigned as Tactical Officers on the recommendation of the CIS, Randolph Field, Texas. Efforts are being made to procure better qualified officers to more ably assist the Commandant of Students.

(3) Paragraph 3.: The unsatisfactory condition of Cadet barracks is the fault of lack of close full time supervision on the part of tactical officers. All efforts will be made to rectify this condition by procuring better qualified tactical officers and continuing to train locally the officers received from CIS, Randolph Field, Texas.

(4) (Col. Wilson to answer)

(5) Paragraph 5.: Noted.

(6) Paragraph 6.: Noted. Paper napkins have been unprocurable for approximately one (1) month for the Aviation Cadet Mess. It is requested information be furnished this station where paper napkins may be purchased in quantity.

e. Miscellaneous.

(1) Paragraph 1.: Noted.

(2) Paragraph 2.: Noted. The Air Inspector (Training) will make the suggested inspections to attempt to find and rectify minor infractions of existing regulations and memorandums.

(3) Paragraph 3.: The Maintenance system on this station was reorganized approximately two (2) months ago. All efforts to set up a good mechanics troop school are being made and the schools of other stations are being checked. The lack of qualified engineering officers and officers familiar with the Production Line Maintenance system is a definite handicap. Compliance with T.O. 01-50B-50 is being accomplished as soon as parts become available.

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(4) Paragraph 4.: The deficiency of dirty canopies will be covered in a local operations order and has been brought to the attention of the Maintenance Squadrons.

(5) Paragraph 5.: Noted. It is recommended that a similar Crash Procedure be instituted by all stations. A copy of the procedure is inclosed.

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II. Report of Training Inspection conducted 25 - 29 October 1943 at Army Air Forces Pilot School (Basic), Newport Army Air Field, Newport, Arkansas, by CAPTAIN JAMES E. HUNTER, Headquarters, Army Air Forces Eastern Flying Training Command.

1. At the time of this inspection all discrepancies noted on the previous training inspection had been corrected.

2. Flying Training Department.

a. The Flying Training Department is rated very satisfactory.

b. The physical organization of the department is weak. The chain of command is not well-defined and greater efficiency of operation could be attained by a more simplified organization. At the present time, there is no Director of Flying at this school. It is believed that the load imposed on the Director of Training by this situation is excessive. It is recommended that a Director of Flying be appointed in order to complete the organization and permit the Director of Training to devote his attention to the overall training program rather than to all the details of the flying activities. It is believed that the present group organization should be retained. School Squadron Commanders are now responsible for administrative duties as well as training. To obtain the fullest service to the Flying Department from these experienced rated personnel (of whom there are three (3), it is recommended that administrative officers, nonrated, be placed in command of enlisted squadrons so as to free the present Squadron Commanders for training duties only. These three (3) officers along with the present Operations Officers would presumably be placed in command of the six (6) Training Squadrons (now known as Sections). The Flight unit should be retained, two (2) per squadron. It is believed that this revision in organization is greatly needed and that a maximum training benefit will result from the adoption of the recommendations herein contained.

c. The present student-instructor ratio at this station is 5.4:1, which is as high as that of any

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Basic School in the E.F.T.C. The ratio has consistently been high since the school began operation, this adversely affecting training results, elimination rates, and instructor morale. When class 44-C arrives on the field, the ratio will be increased to 5.9 students per instructor. Six (6) new instructors at present undergoing training in a local instructor school are included in this ratio. Therefore it is imperative that immediate action be taken to provide this school with sufficient instructors to permit a ratio of 5.1 students per instructor, the desired ratio for basic schools in this command. These new instructors should be C.I.S. graduates, but the school is able to train new instructors in a local school should the personnel be Advanced Flying School graduates only.

d. Supervisory personnel are not flying sufficiently in student training activities, as required by E.F.T.C. Memorandum 50-1-2A, dated 27 September 1943. In the case of the three (3) Squadron Commanders, this is due to the fact that the administrative duties on the part of these officers prevent the necessary participation in student flying training. The average dual time required by this memorandum, checking or training instructors or students, is twenty-seven (27) hours per month. The average of such time for personnel at this station from 1 October through 26 October 1943 is approximately fifteen (15) hours. It is recommended that all supervisory personnel meet the requirements of this memorandum.

e. The Advisory Training Board has four (4) members permanently assigned. These are principal duty assignments and the personnel are engaged in duties and activities as outlined in E.F.T.C. Memorandum 50-1-6, dated 26 August 1943. Six (6) temporarily assigned members are operating instrument and instructor schools for instructors and instructor trainees. These activities are under the supervision of the President of the Advisory Training Board. These temporary assignees may be withdrawn into student training when the need for their present duties no longer exists. The personnel permanently assigned to the Board are engaged in checking in-

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structors for proficiency and standardization, and in general improvement of training. The weekly reports submitted to the Director of Training indicate that beneficial results are being obtained from activities of the Board.

f. A study of elimination rates shows a desirable trend now in evidence. The last graduating class (43-E) had an overall elimination rate of 14.9%. Indications are that the present upper class, 44-A, will have an overall loss of approximately nine (9%) per cent, of which seven and seven tenths (7.7%) per cent will be due to flying deficiency. There is evidence that additional effort is being made to raise the proficiency of weak students to the desired standard in order to hold losses for flying deficiency to a minimum.

g. Check flights, interviews with students, and training observations disclose the following:

(1) Some students checked had not been instructed in certain maneuvers required in the basic curriculum. Flight Commanders are not insuring that all students receive the entire group of maneuvers. Most prominent of these maneuvers are spirals, maximum performance climbing turns, and spins and spin recovery. Some students are not receiving formation take-offs and landings and are receiving a very small amount of dual formation time. Checks indicate that beneficial results would be obtained by giving more than one (1) hour of dual formation time.

(2) Student proficiency is generally very satisfactory with the following exceptions noted:

(a) Students are using incorrect fuel tank procedure, indicating a lack of instructional emphasis on demanding correct procedure.

(b) Accuracy and planning on forced landings are only satisfactory.

(c) The 90° side approach is executed with minimum accuracy and precision. The base leg is generally too far back, throttle is left open too long, insufficient

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altitude is lost on the base leg, and students are diving in approach turn.

(d) Student proficiency on hurdle stage observed was very poor. This is believed due to several factors: Excessive number of airplanes on the stage, insufficient indoctrination by lecture or demonstration in the type of approach desired, and lack of experience on the part of the control officer.

g. Compliance with existing T.C. Memorandums and E.F. T.C. Memorandums and Training Letters is excellent.

3. Ground Training Department.

a. The Ground Training Department is rated excellent.

b. A high morale is evident among the personnel of the department. Far from being satisfied with fulfilling minimum requirements, instructors insure that all students are well qualified in all required subjects. It is noted that extra periods allotted to the ground school above the number required to complete the courses are devoted to supervised study periods in Meteorology and Navigation, the two major courses. This is believed to be exceptionally beneficial to the development of student proficiency in these subjects.

c. All courses are being conducted in accordance with Training Command Memorandum 50-1-1, dated 21 April 1943. Classes were observed in Navigation, Code, and Meteorology. Instruction was well presented, classroom comportment was in accordance with existing directives, and the standard of morale was very satisfactory.

d. Existing facilities make necessary classes of approximately forty-five (45) students instead of the desired number of forty (40). However, it is felt that this situation is not adversely affecting operation of the school. Instructors average three (3) to four (4) hours of classroom work per day.

4. Military Training Department.

a. The Military Training Department is rated very satisfactory.

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b. The Commandant of Cadets, Captain C. J. Jones, is well qualified for his position. However, his efforts are handicapped seriously by an insufficient number of subordinate officers. To supplement the present staff and to provide an adequate number of officers for efficient operation of the Cadet Detachment, it is strongly recommended that three (3) well-qualified, capable officers be assigned immediately to this school, one (1) as Cadet Supply Officer and the other two (2) as tactical officers. At present, one (1) officer is acting as both Supply Officer and Mess Officer and there are but three (3) tactical officers to supervise a detachment of more than seven hundred (700) students.

c. Cadet barracks are permitted to assume unsatisfactory appearance following the daily inspection. Clothing and shoes are scattered indiscriminately; food remains and candy are left lying on beds and desks. Correction of these discrepancies by inspecting officers is recommended. An absence of an adequate number of desk lamps was noted in some barracks; additional lamps are on requisition.

d. It is noted that scheduled ceremonies include attendance at retreat formation every other evening and parade and review Saturday morning and Sunday afternoon with the Post Band in attendance. The inclusion of these ceremonies is to be commended for their effect in producing a high morale and developing soldierly bearing.

5. Link Trainer Department.

a. The Link Trainer Department is rated excellent.

b. All instrument training is supervised by a rated pilot; thus trainer exercises are coordinated with actual air instruction.

c. The present ratio of students to trainers is 38:1. When class 44-C arrives for training, this ratio will increase 43:1. Although the allowed number of trainers is assigned the station (eighteen (18) trainers for a load of six hundred eighty-three (683) students), it is recommended that an uncrated trainer in the Sub-Depot be released immediately to the school, since classes 44-B and 44-C will total approximately seven hundred seventy-five (775) students.

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6. Miscellaneous.

a. The Station Air Inspector, Captain Carl M. Thomajan, is carrying on a highly effective program of inspection. All required activities are inspected regularly and weekly reports are submitted to the station commander. All files of pertinent Regulations, Memorandums, Letters, and Directives are properly maintained.

b. The War Room is considered superior. It is obvious that a great amount of effort has gone into the planning and development of this project. Floor and wall space is adequate; excellent maps and charts are displayed on the walls and the posting of these is commendable. Confidential, restricted, and secret material is well filed and is closely supervised. Students are required to spend a minimum of one (1) hour weekly in the War Room, the majority of the students attend much more often.

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452.09 2nd Ind. 5/PB/ad
Department of Training, AAFPS (Basic), Newport Army Air Field, Newport, Arkansas, 24 November 1943.

TO: Commanding Officer, AAFPS (Basic), Newport Army Air Field, Newport, Arkansas

I. In accordance with instructions contained in first indorsement concerning deficiencies as listed in the basic communication, the following report is submitted:

1. Noted.

2. a. Noted.

b. The physical organization of the Flying Department has been changed and strengthened so that at present it is considered to be an excellent organization. The present Flying Department consists of a Director of Flying and two Group Commanders. Within each Group there are three Flying Training Squadrons, each with a Squadron Commander. Each Squadron contains two flights, each with its Flight Commander. As will be noted there are then twelve Flight Commanders, six Squadron Commanders, two

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Group Commanders and a Director of Flying, the present duties of whom are devoted entirely to the training and instruction of student pilots. No rated officers connected with the Training Department are at the present time in command of school squadrons.

c. Noted. This station has recently been assigned sixteen graduates from CIS, Randolph Field, Texas who have been put immediately into the training of students and have also received seventeen recent advanced school graduates who are undergoing training in the local Instructors School as conducted by the Advisory Board. The present ratio of students to instructors is 5.28 as a result of the influx of the CIS graduates.

d. It is advised that supervisory personnel have been reminded of their responsibility to meet the requirements of EFTC Memorandum 50-1-2A dated 21 September 1943. It is also desired to point out that there are very definite circumstances which arise throughout a month which prevent certain supervisory personnel from meeting the requirements of the above mentioned memorandum, such as, inspections, accidents, special reports, and extra problems requiring immediate attention. In such cases every effort will be made to comply with the requirements of the memorandum but such compliance cannot be assured without the neglect of normal or abnormal duties.

e. Noted. It is advised that the Advisory Training Board has four permanently assigned members. One of these members has been detailed to supervising an Instructors School for seventeen student instructors. This is accomplished with the aid of two fairly experienced instructors. The Instrument Schools qualify ordinary instructors as instrument instructors and is composed of five graduates of CIIS, Bryan, Texas. It, therefore, will be noted that there are eleven well qualified instructors with a wide range of experience who are not engaged in actual student instruction, three of these functioning completely in an Advisory Board capacity.

f. Noted. It is desired to point out that Class 44-A had a flying deficiency elimination rate of 6.3.

g. Noted.

(1) All Flight Commanders have been instructed to thoroughly check each students record to insure that they receive the required maneuvers. Formation take-offs and landings are being given when weather conditions permit use of sod fields. Dual formation of two (2) hours minimum is now being required before solo.

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(2) Noted.

(a) The correct fuel tank procedure has again been brought to the attention of all instructors and they have been directed to place more emphasis on correcting this deficiency.

(b) Flight Commanders have been notified of this discrepancy and steps are being taken to place more emphasis on this phase of training.

(c) In relation to 90 degree side approach stages, Flight Commanders have been directed to use only the most competent instructors for conducting these stages. Conditions at the main field, especially during runway only operations, are so congested that it is nearly impossible to use an accurate 90 degree side approach for landings.

(d) The maximum number of airplanes in a hurdle stage has been reduced to eight (8) planes. Lectures before the stage are given by the Flight Commanders and they are also directed to use only the most competent instructors for conducting such stages.

h. Noted.

3. a. Noted.

b. Noted.

c. Noted.

d. Noted.

4. a. Noted.

b. Noted. At the time of inspection the Cadet Detachment was operating with an insufficient number of subordinate officers. The ratio was one Tactical Officer to each two hundred and thirty students. A letter was submitted to the Commanding General, AAFEFTC, calling attention to the lack of qualified tactical Officers. In response to this letter one Tactical Officer was assigned to this station. Previous to his arrival, however, two Tactical Officers were transferred from this station. In order to alleviate the load imposed upon the Tactical Officers, Student Officers were called upon to assist in the training of the students, but inasmuch as their daily schedule of duties was the same as that of students

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very little could be expected of them. Within the past two weeks, the Post Commander has assigned three officers to the Cadet Detachment, and, if no further transfers are made, it is believed that the detachment can operate in a highly efficient manner.

c. Students are required to keep their rooms "ready for inspection" between 0700-1000 and 1330-1700. During the hours when students are engaged in Physical Training or when they are actually occupying a room the rooms are not required to be kept "ready for inspection". The inspection referred to in basic communication was made at 1030, an hour at which time the students were engaged in Physical Training. Students have fifteen minutes from the time they are released from Ground School until fall-in for physical training. The short time does not permit them to change clothing without disrupting the appearance of the room; consequently, they are not required to keep their room in order at this time. Every effort will be made to have the students keep their rooms in better condition during non-inspection periods.

The lack of sufficient Tactical Officers as mentioned in paragraph 4b of the Inspection Report makes it impossible to inspect the rooms more than twice daily. At these two inspections it is believed that the appearance of the rooms is commensurate with the high standards expected of those occupied by students.

Students receiving fruit and candy from home will be required to keep such foodstuff in tin cake boxes.

d. Noted.

5. a. Noted.

b. Noted.

c. Two additional trainers, type C-3 have been put into operation since the time of inspection mentioned in basic communication. This addition brings the total of trainers to twenty (20).

6. a. Noted.

b. Noted.

PRESTON BROWN,
Major, Air Corps,
Director of Training.

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OFFICE OF THE DIRECTOR OF TRAINING
AAF PILOT SCHOOL (BASIC)
NEWPORT ARMY AIR FIELD
Newport, Arkansas

353 5/PB/mvh

15 September 1943

SUBJECT: Accidents and Advisory Training Board.

TO : Commanding Officer, AAF Pilot School (Basic), Newport Army Air Field, Newport, Arkansas.

1. In regard to information contained in letter, subject same as above, it is advised that this department is in complete sympathy with the feelings expressed by the Commanding General, and it is the desire of this department that the Advisory Training Board function as such. However, it is also the desire of this department to explain that the Advisory Training Board at this station was set up in the latter part of January, 1943, and since its inception, has performed the duties of an Advisory Training Board not more than one-twentieth (1/20) of the time it has been activated. This is due primarily to the fact that this station has been assigned recent graduates from the various advanced schools who had not had an instructors course prior to reporting to this station. It has become incumbent upon this department to detail members of this Advisory Training Board to the duties of conducting an instructors school. At the present time there are fourteen (14) pilot officers undergoing instruction in this instructors school. To date there have been sixty-three (63) pilot officers who have taken this course, of which sixty-one (61) have successfully completed the course. This situation has repeatedly been brought to the attention of A-3 Section at Maxwell Field, Alabama, however, the facilities available at CIS, Randolph Field, Texas, limit the number of recent graduates who may attend and the requirements at the various schools exceed this limit, therefore, it has been necessary for the individual schools to train their own instructors. It is further advised the Advisory Training Board is also conducting an instrument school for instructors on this post. The reason for this is that the CIIS, Bryan, Texas, does not meet the demands for instrument instructors. To date seventy (70) of our instructors have successfully completed or are in the process of completing a course of instrument instruction.

2. When the above mentioned requirements are lifted from the shoulders of the Advisory Training Board, then and only then, can the Board function according to its original purpose.

A True Copy
J. Locke
J. Locke
1st Lieut., A.C.

PRESTON BROWN,
Major, Air Corps,
Director of Training.

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HEADQUARTERS
AAF PILOT SCHOOL (BASIC)
NEWPORT ARMY AIR FIELD
Newport, Arkansas 24/CMP/snb

19 October 1943

SUBJECT: Inspection of the Department of Training for the Week of 11 October 1943.

TO : Commanding Officer, AAF Pilot School (Basic), NAAF, Newport, Arkansas
THRU: Director of Training, AAF Pilot School (Basic), NAAF, Newport, Arkansas.

1. Report of training inspection of the subject department is submitted as follows:

a. Section II

(1) Observations made during student flying indicate an excellent degree of proficiency.

(2) Records, reports and files are excellent with the following exceptions:

(a) Prior to being transferred to Bryan, Texas, Lt. PLISKA did not make final statement slips on his students.
(b) Grade slips were legible and contained excellent remarks, but were untidy in several cases.
(c) Demonstration stalls not indicated on several grade slips.
(d) First day student ground orientation should be on a no-flight slip and not on a daily log slip.

(3) Fire extinguishers have not been painted red.

b. Section V

(1) Observations made during student flying indicate an excellent degree of proficiency.

(2) Records, reports and files are excellent with the following exceptions:

(a) Cockpit blindfold test prior to solo not indicated on several grade slips.

A True Copy
J. Locke
J. Locke
1st Lieut., A.C.

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(b) A few grade slips were untidy.
(c) At time of inspection, several grade slips were missing from student grade books. However, dispatchers had made a list of all missing grade slips and instructors had completed the delinquencies.
(d) Several student solo slips were untidy.
(e) In a few cases, Lack of Time slips were entered in grade books even after student had received a solo ride for that day.
(f) Several grade slips do not indicate from what field student first soloed.
(g) Operations Office, Cadet Ready Room and latrine were very untidy.
(h) Four (4) parachutes were from five (5) to ten (10) days behind on ten (10) day routine inspections. Dispatchers were requested to make an immediate inspection.
(i) It is realized that Section V has been newly moved into its present location, and that construction is going on at the present time. It is recommended however, that a good housekeeping policy be put into effect immediately.

c. Instruction rides were given to the following instructors:

Captain L. E. CAPPLEMAN
1st Lt., JOSEPH DAVIDSON

d. Two students were selected at random from Section I and checked in formation flying. Both students were found familiar with all signals and proficient in spacing and accuracy of maneuvers.

e. Ground School

(1) The ground school department is considered excellent.

(2) Classes are being conducted in accordance with current directives.

(3) No Class 26 equipment is available at this time, however numerous requests and follow-ups have been made.

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2. It is requested that this report be indorsed to the Commanding Officer within five (5) days, stating specifically action taken to correct each irregularity or discrepancy noted in Basic Report and approximate date each will be completed or reason why such action cannot be accomplished.

/s/ Carl M. Thomajan
CARL M. THOMAJAN
Captain, Air Corps
Station Air Inspector

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1st Ind. 5/PB/mvh

Director of Training, AAF Pilot School (Basic), Newport Army Air Field, Newport, Arkansas. 25 October 1943.

TO: Commanding Officer, AAF Pilot School (Basic), Newport Army Air Field, Newport, Arkansas.

1. In accordance with Paragraph 2, Air Inspector Bulletin No. 1, AAFEFTC, dated 15 May 1943, the following report of action taken as a result of Training Department Inspection by the Station Air Inspector during the week of 11 October 1943, is herewith submitted:

a. Section II.

(1) Paragraph (1).: Noted.

(2) Paragraph (2).: Noted.

(a) Paragraph (2) (a).: Final statement slips mentioned have been accomplished.

(b) Paragraph (2) (b),(c).: Squadron Commanders are constantly reminded of the necessity for keeping accurate, neat and concise records. Grade slips mentioned are now corrected.

(c) Paragraph (2) (d).: Upon recommendation of the Station Air Inspector, the record of first day student ground orientation has been left on daily log slips, however, in the future this will be recorded on a no-flight slip.

(3) Paragraph (3).: Fire extinguishers which were not painted have now been replaced by red ones.

b. Section V.

(1) Paragraph (1).: Noted.

(2) Paragraph (2).: Noted.

(a) Paragraph (2) (a),(b),(c),(d), and (e),(f).: Corrective action has been taken. All grade slips missing have been replaced. Untidy grade slips have been replaced. All grade slips have been checked for accuracy and completeness and those deficient have been corrected.

(b) Paragraph (2) (g) & (i).: A good housekeeping policy has been adopted and policing details have been posted for each day in order to eliminate further discrepancies.

(c) Paragraph (2) (h).: Close supervision is now being maintained on all parachutes and inspections in the future will be made at the correct time.

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c. Paragraph c.: Noted.

d. Paragraph d.: Noted.

e. Ground School.

(1) Paragraph e (1).: Noted.

(2) Paragraph e (2).: Noted.

(3) Paragraph e (3).: The following is a list of Class 26 equipment which is available and being used by Ground School at this time:

1 Turn Indicator
2 Magnetic Compasses
2 Rate of Climb Indicators
2 Airspeed Indicators
2 Bank and Turn Indicators
1 Flight Indicator
2 Suction Gauges
2 Pitot-Static Tubes
1 Complete Airplane Mock-up (BT-13A)
1 Fuel System Mock-up.
1 Complete Airplane Electrical System Mock-up.
1 Oil Pump Mock-up.
1 Valve Operation Mock-up

Requisitions have been submitted for that which we desire but do not have and reasonable assurance is given that we will receive it in the near future.

PRESTON BROWN,
Major, Air Corps,
Director of Training.

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HEADQUARTERS
ARMY AIR FORCES PILOT SCHOOL (BASIC)
NEWPORT ARMY AIR FIELD
Newport, Arkansas

8/ECT/hg

October 25, 1943

SUBJECT: Criticism of Basic Ground School Curriculum.

TO : The Commanding Officer, Central Instructors' School, Randolph Field, Texas.

1. In accordance with memorandum from the Eastern Flying Training Command, Maxwell Field, we are attaching hereto a further criticism of the curriculum for Basic Ground Schools.

2. It is requested that this criticism be acknowledged by endorsement hereon.

For the Commanding Officer:

WINFIELD R. FAHS
Major, Air Corps
Adjutant

1 Incl
Incl 1 - Criticism of Basic Ground School Curriculum

A True Copy:

J. Locke

J. LOCKE
1st Lieut., Air Corps
Post Historian

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CRITICISM OF BASIC GROUND SCHOOL CURRICULUM

I FLIGHT INSTRUMENTS COURSE

A. It is felt that the material covered by this course is too extensive for the allotted time and that ten (10) hours should be devoted instead of the present six (6) to this material.

B. Give one (1) full period to teaching the Magnetic Compass instead of the present twenty (20) minutes.

C. Give two (2) periods to teaching the Altimeter and the various setting systems.

D. Give at least one (1) period to showing training films as follows:

TF 1-351 "Gyroscopic Flight Instruments"
TF 1-530 "Instruments Flying"
TF 1-517 "The Sensitive Altimeter"

E. Re-edit examinations for errors and ambiguities.

II RADIO COMMUNICATIONS COURSE

A. The amount of time devoted to teaching Radio Communications Theory is insufficient to cover the subject properly and is resulting in perplexity rather than true knowledge. It is suggested that Radio Theory be either omitted entirely or given more time, this time to be taken from the last two periods of instruction which can be condensed.

B. It is suggested that the fourth chapter on "Radio-Telephone Procedure" be taught the first period, since this procedure must be used by the student the first day he is in the air at Basic Schools.

C. "Pro-Words" are obsolete in many cases in the Study Guide (particularly on Page 23, Paragraphs 24 and 25). New Study Guides should be prepared with up-to-date pro-words.

D. Time should be allotted for the demonstration of the process of obtaining maximum power output for any given frequency.

E. Include "R-S System" for reporting signals in Periods 4 and 5.

F. Simplify terminology used in teaching the "Transmitter" and the "Receiver", since the present language is too

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technical for a layman's comprehension.

G. The following specific errors in the "Student's Study Guide" should be corrected:

1. Page 2, Paragraph 5, Sentence 4 - "120" instead of "60".

2. Page 2, Paragraph 5, Sentence 6 - "60 cycles per second" instead of "120 cycles per second".

3. The diagram showing reflection of sky waves from the Kennelly-Reaside layer should be corrected to make allowances for the focusing effect obtained when waves are reflected from a spherical reflector.

4. Page 26, Paragraph 26 - "Scott Army Airways" should be used instead of "Scott Radio".

5. Page 26, Paragraph 28, "E.T.A." should be included in the terms listed.

III NAVIGATION

A. It is felt that too much time elapses between conclusion of the Primary course in Navigation and the commencement of the Basic course in Navigation to enable students to remember important subject matter relating to "Radius of Action" (Variation, Deviation, Track, Courses, Headings, and Vectors); and that therefore, time should be included in the Basic Navigation course at the beginning for a review of essential parts of the elementary course; and that, further, "Radius of Action" should be assigned two or three periods, instead of the present one, in order that it might be properly taught.

B. Suggest that the Navigation course be allotted one (1) hour for teaching the Altimeter. It is probable, likewise, that a better coordination of materials in the course in Flight Instruments and that of Navigation should be considered, so as to remove duplications in instruction.

C. Four (4) periods should be devoted to teaching the D-4 and E-6B Computers. (Lack of E-5B Computers at this moment makes instruction of this instrument superficial at best.

D. Instead of five (5) hours devoted to laboratories on chart problems and cross-countries, it is suggested

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that one (1) each is sufficient for the purpose.

E. The lecture on "Time" should be removed from the Basic course and transferred to the Advance course, since cross-countries at Basic Schools are not sufficiently extensive to make this lecture of any considerable significance here.

F. The lecture on "Improvised Correction for Wind Drift" should be followed by a lecture on "Precision Correction".

G. In order to present the subject matter on Navigation in the most efficient fashion, it is felt that the topics should be rearranged as follows:

1. Federal Aids to Navigation and the Radio Range.
2. Radio Fixes and Radio Range Techniques.
3. Radio Facilities Chart.
4. Army Air-Traffic Rules.
5. Clearances and Flight Plans.
6. The Altimeter.
7. Review of Fundamentals: True Course, True Heading, etc.; Variation, Deviation, and Vectors.
8. Radius of Action (Home Base).
9. Use of E-6B (D-4, if E-6B is not available).
10. Use of E-6B (D-4, if E-6B is not available).
11. Radius of Action (Home Base).
12. Mid-Course Examination.
13. Improvised Correction for Wind Drift.
14. Precision Correction for Wind Drift.
15. Planning Cross-Country Flights.
16. Planning the First-Day Cross-Country.
17. Check-Point Laboratory (Check points in urban area; check points in rural one).
18. Planning Second-Day Cross-Country.

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19. Check-Point Laboratory (Cross-Country Weather Problems).

20. Planning Night Cross-Country.

21. Use of E-6B (D-4, if E-6B is not available).

22. Time.

23. Review.

24. Final Examination.

IV COURSE IN METEOROLOGY

A. It is felt that two (2) periods instead of one (1) are needed for the teaching of each of the three subjects, "Temperature", "Pressure", and "Winds".

B. The mid-course examination should be restored.

C. 1. It is suggested that these four (4) hours be made available by the following procedure: Two (2) periods on "Use of the Weather Office" be replaced by actual laboratory procedure in the Weather Office, itself, during interims on the Flight Line and an examination be prepared to cover this work.

2. To delete one lecture on "Fronts".

3. Delete one lecture on "Hazards".

D. Provide more information on "World Weather", particularly in the form of weather maps.

E. Flight problems on the backs of the weather maps are frequently out of date, since they are based upon information which, in practice, does not govern.

KARL C. TEUFEL
Captain, Air Corps
Director of Ground School

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HEADQUARTERS
ARMY AIR FORCES TRAINING COMMAND
FORT WORTH, 2, TEXAS

In reply refer to: 333.1

IIR/elr

18 January 1944

SUBJECT: Report of Training Inspection of AAF Pilot (Basic) School, Newport Army Air Field, Newport, Arkansas.

TO : Commanding General, AAF Training Command, Fort Worth 2, Texas.

THRU : Commanding Officer, AAF Pilot (Basic) School, Newport Army Air Field, Newport, Arkansas; Commanding General, 27th Flying Training Wing, Cochran Field, Macon, Georgia; and Commanding General, AAF Eastern Flying Training Command, Maxwell Field, Alabama.

EXTRACT

* * * * * *

7. Flying Training Department.

a. No instrument squadron or stage has been established at the time of this inspection, in accordance with letter this Headquarters, dated 11 October 1943, subject: "Instrument Flying Training".

b. Talks with groups of students and instructors revealed there was no standard procedure for breaking up formation flights.

c. Some students were unfamiliar with the different formation signals prescribed in AAF Regulation 60-15.

d. There were no definite instructions established as to the proper go-around procedure in follow-through landings.

e. Out of 220 total pilots on this field, only 69 have current Instrument cards.

f. The following provisions of T. C. Memorandum 50-9-1, dated 21 April 1943 are not being complied with:

(1) Some students who were just completing the course had not executed solo spins.

RESTRICTED

A True Copy
J. Locke
J. Locke
1st Lieut., A.C.

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(2) The Director of Training stated that the students did not come to a complete stop in 50% of their total landings.

(3) No rainy day schedule had been drawn up.

IV. COMMENTS AND CONCLUSIONS:

9. The experience level of instructors at this Post, computed from date of graduation, was 5.8 months.

10. The Air Inspector's form of report is considered excellent. A line is drawn down the center of the sheet, and one half of the paper is used for listing findings and the other half is used for endorsements, i.e. in this type of report the deficiencies and corrective action taken are listed on the same page, and eliminates any confusion as to which indorsement is the proper answer.

11. Due to inclement weather the past few weeks, Eastern Flying Training Command authorized this school to hold the students an additional week in order to complete the flying course.

12. The Air Inspector's Department did not maintain a file on inspection reports from higher headquarters.

13. The Air Inspector's check lists were being destroyed at the completion of each report.

14. The Director of Training stated that no landings were being given from the rear seat.

15. The Air Inspector does not attend Aircraft Accident Boards as an ex officio member.

16. The War Room at this school was considered excellent.

17. The Commanding Officer was cognizant of the high fatal accident rate at this school, and had organized a plan through the Air Inspector's Department to check the final product of student graduates in an endeavor to raise the caliber of trainees and promote flying safety.

18. Ratings by Departments:

Air Inspector	Excellent
Flying Training Department	Very Satisfactory
Ground School	Excellent

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* * * * * * *

For the Air Inspector:

JAMES H. CRAWFORD,
Major, Air Corps,
Assistant Air Inspector, Training.

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2nd M/Ind. 5/PE/ms

Director of Training, AAF Pilot School (Basic), Newport Army Air Field, Newport, Arkansas, 24 January 1944.

To: Commanding Officer, AAF Pilot School (Basic), Newport Army Air Field, Newport, Arkansas.

1. In compliance with Paragraph 2 of 1st Wrapper Indorsement, the following report of corrective action taken as result of the Training Inspection by the Assistant Air Inspector for the Training Command is herewith submitted:

III - 7. DEFICIENCIES AND IRREGULARITIES:

a. No instrument squadron or stage was previously established at this school because of the provision contained in EFTC Memorandum 50-1-7, Paragraph 2-a, which states that, "It is directed that all instrument flying training be conducted by an instrument group until such time as instrument instructors are available to justify other organization--". At the time of the original publication of the above mentioned EFTC Memorandum on 27 October 1943, this station had sufficiently qualified instrument instructors to justify another type of organization, which was in the form of sufficient instrument instructors attached to each flight to enable the Instrument Training Program to be successfully conducted, and was a temporary expedient which has at this time been remedied. This temporary expedient was discussed with Members of A-3 Division, Headquarters AAFEFTC, and was approved verbally.

(1) At the present time the Flying Training Department is organized into two (2) Phases or Stages; one, the Transition Phase; the other, a Diversified Phase. In the Transition Phase, the student has a Transition Instructor and receives training in all Transition requirements. At the completion of the Transition Phase of thirty (30) hours, the student becomes an Upper Classman and enters the Diversified Phase of his training under a new instructor who is a qualified Instrument Instructor; thereupon his Instrument Training begins in addition to other Diversified types of training. In this way provisions of EFTC Memorandum 50-1-7 are being complied with in that the Diversified Phase is the Instrument Group, the Group Commander being the Director of Instrument Training as described in above reference EFTC Memorandum.

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b. A standard procedure for breaking up formation flights has been instituted and is being employed.

c. The formation signals described in AAF Regulation 60-15, as pertains to basic students were outlined at this station in a Local Training Bulletin on 14 January 1943, and have been in effect since that time. This has again been brought to the attention of all students and instructors.

d. Definite instruction as to proper go-around procedure in follow-through landings have been established and will be adhered to by all instructors and students.

e. Thirteen (13) additional officers have obtained Instrument Cards since subject inspection and it is desired to explain that the number of pilots with Instrument Cards would have been considerably higher had not inclement weather throughout the month of December prevented the instructors from using airplanes on any occasion for this purpose, due to the fact that every instructor and airplane was utilized to bring Class 44-C up to schedule since they were considerably behind, in order that they might graduate on schedule. All pilots assigned to this department will be urged, and in most cases required, to obtain Instrument Cards.

f. (1) All students are required to execute solo spins upon attaining proficiency. At the time of inspection inclement weather has made it quite impossible that students were unable to perform solo spins since most of the flying during the month of December and first part of January was restricted to dual flying.

(2) T.C. Memorandum 50-9-1, does not stipulate what per cent of the total landings shall be full stop landings. However, the percentage of full stop landings has been raised so that in the current program students will execute full stop landings on 80% of their total landings.

(3) T.C.Memorandum 50-9-1, does not stipulate that a rainy day schedule be drawn up. However, this station has always utilized the time during rainy days by having instructors

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conduct their students in small groups on tours of familiarization to the Sub Depot, Hanger, Parachute Department, P.L.M., Crash Station, Control Tower, Post Operations, Weather Office, the Map Room, and since its installation, the Direction Finder. These visits have not been scheduled other than that the Flight Commander requires each instructor to personally take his students through the above listed departments explaining their function. Steps have been taken by this office to obtain space and equipment so that during rainy days educational technical movies may be attended on the line by students and instructors. It is felt that by having this facility on the flying line, groups of students with their instructors may come and go at will and may be immediately on call should conditions permit flying to be resumed.

IV - 14. COMMENTS AND CONCLUSIONS:

1. No landings are being given to students from the rear seat. This training has never been included in suggestions or directives from Eastern Flying Training Command.

V - 22. RECOMMENDATIONS:

1. It is suggested and advised that this station not include instruction in landings from the rear seat during the Instrument Phase until so directed or suggested by Eastern Flying Training Command Headquarters. Landings from the rear seat are not considered by this Department to be essential to student pilot training and would merely require more time be spent in a students training should such a requirement be instituted.

PRESTON BROWN,
Major, Air Corps,
Director of Training.

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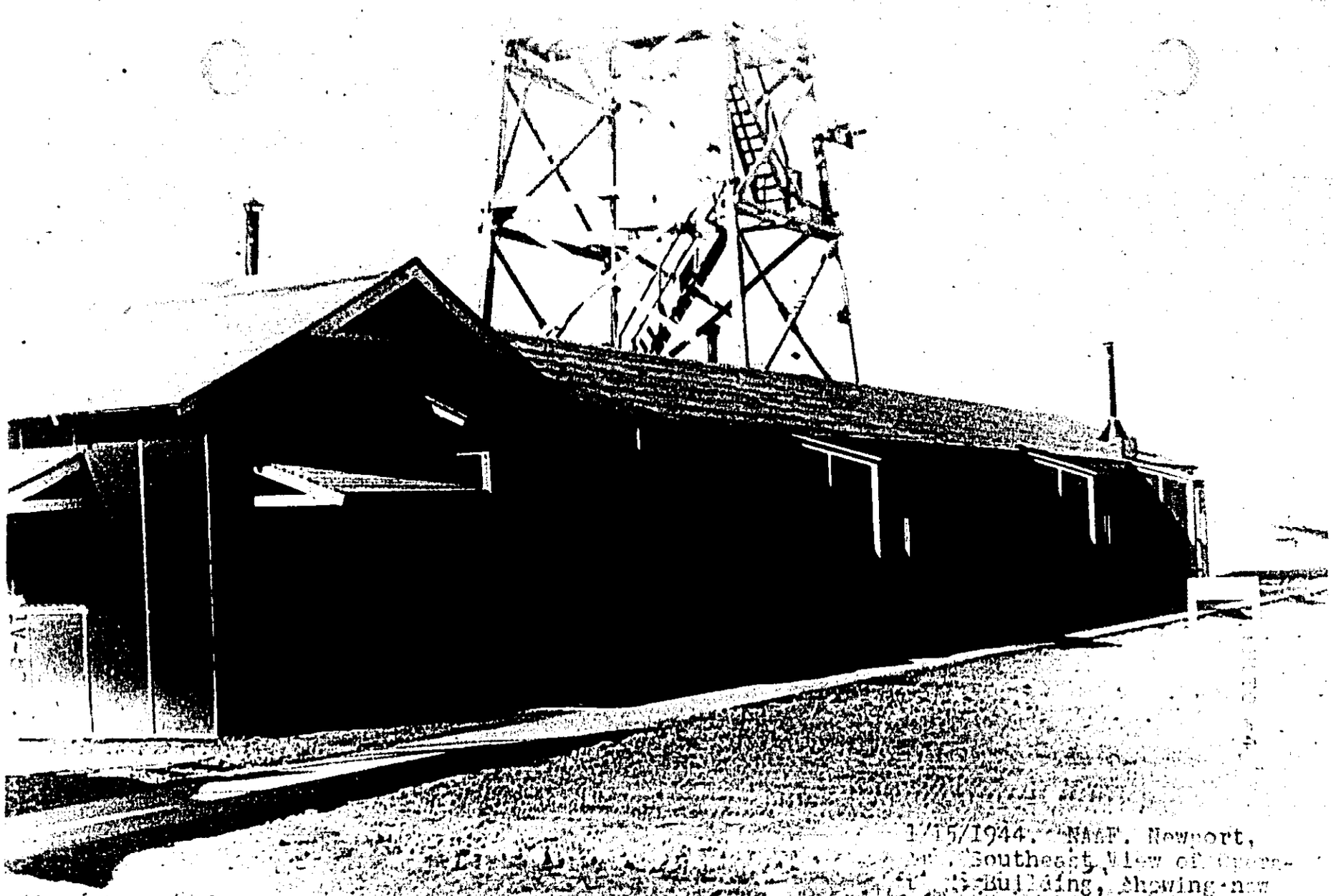

1/15/1944. NAAF. Newport,
Southeast View of
Building, Showing new
Department Addition.

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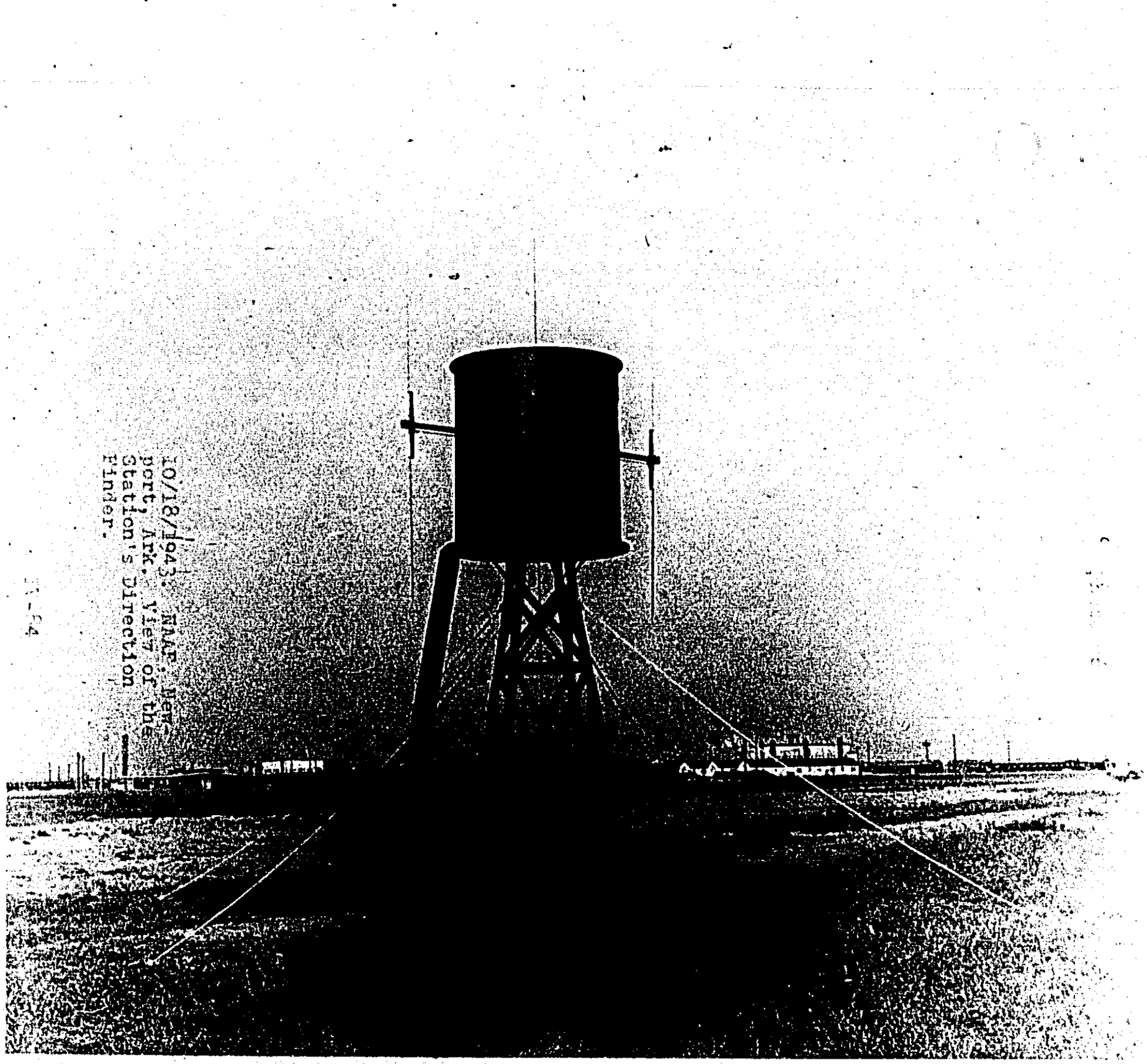

10/18/43. NAT. Newport, Ark. View of the Station's Direction Finder.

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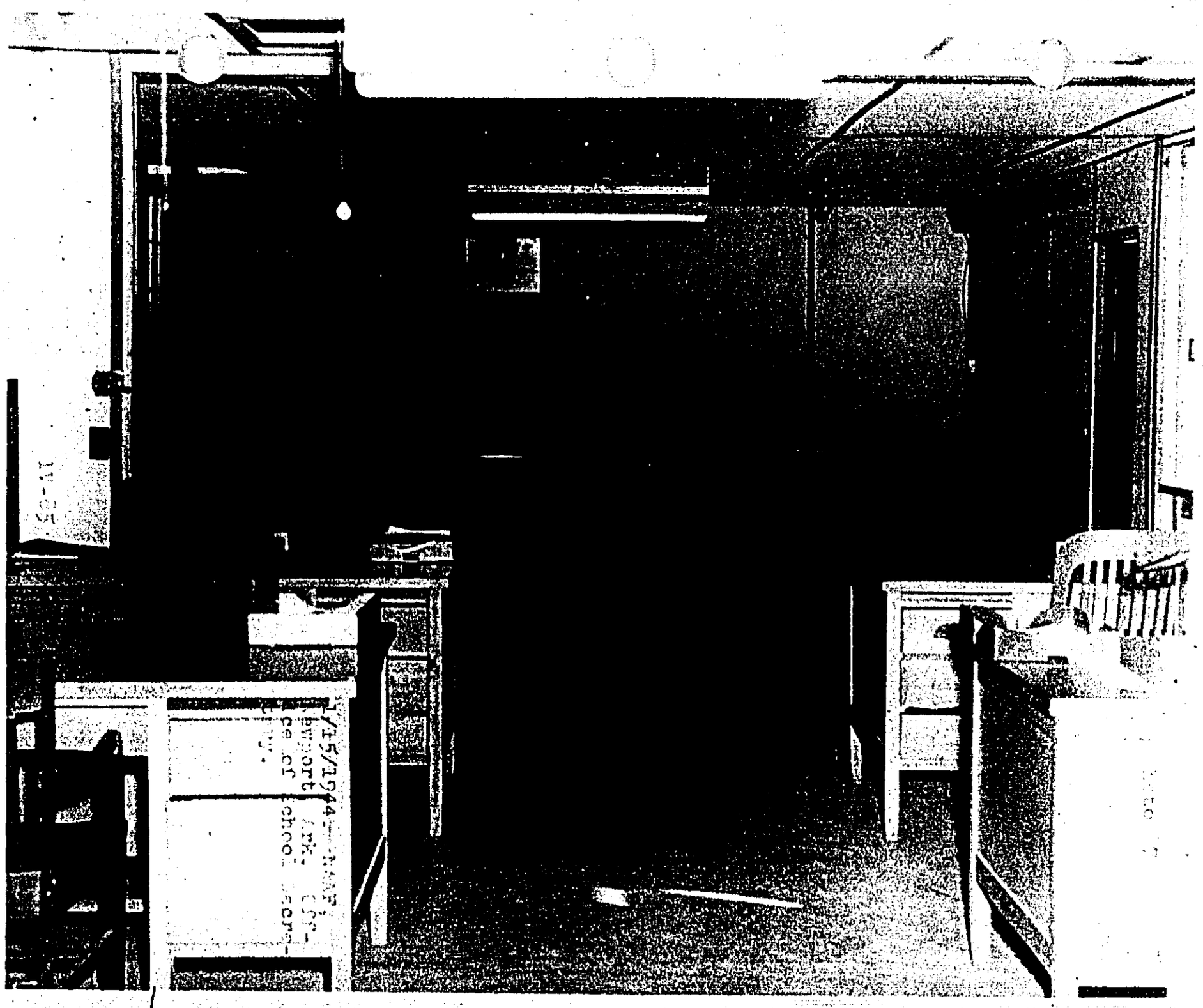

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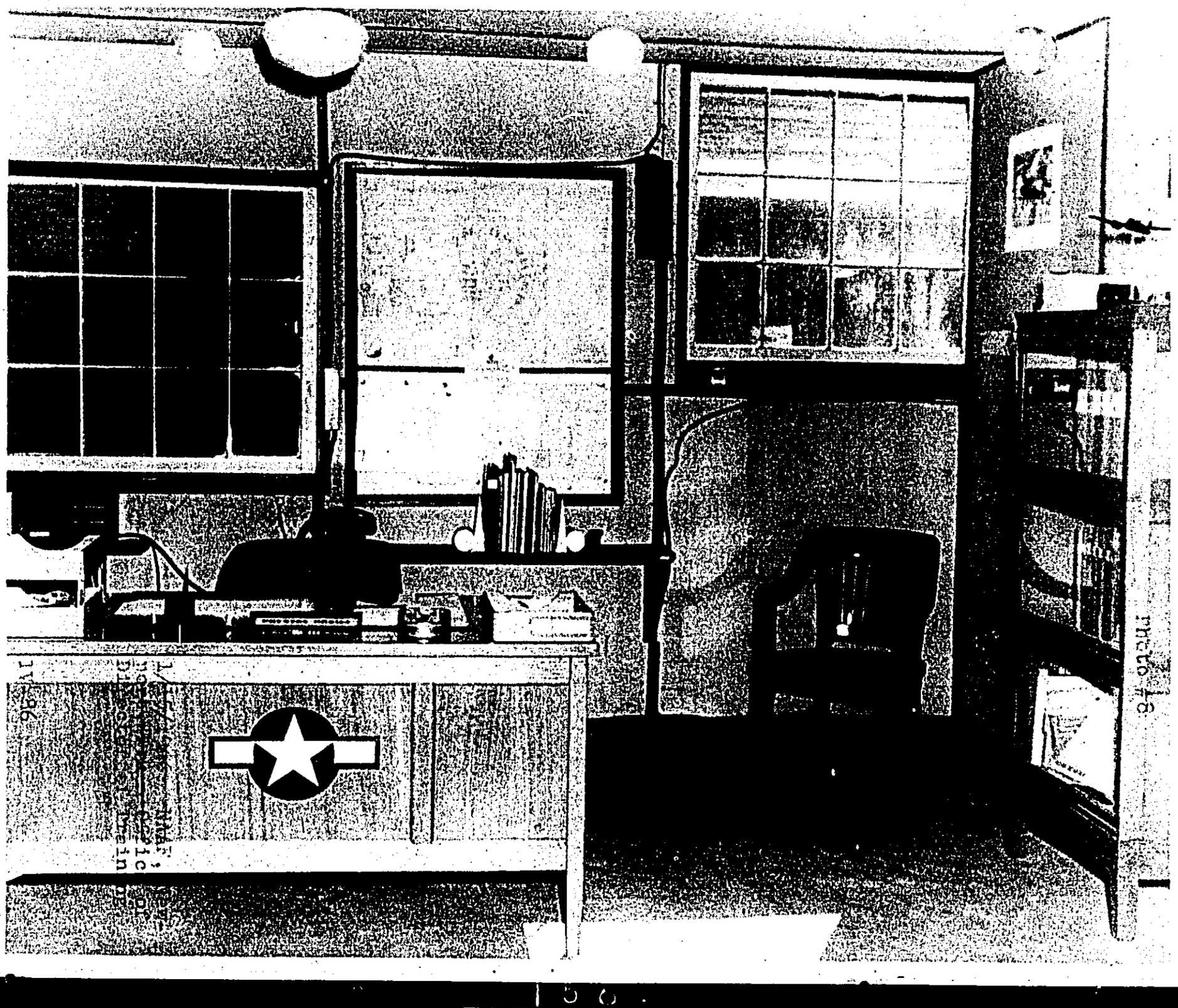

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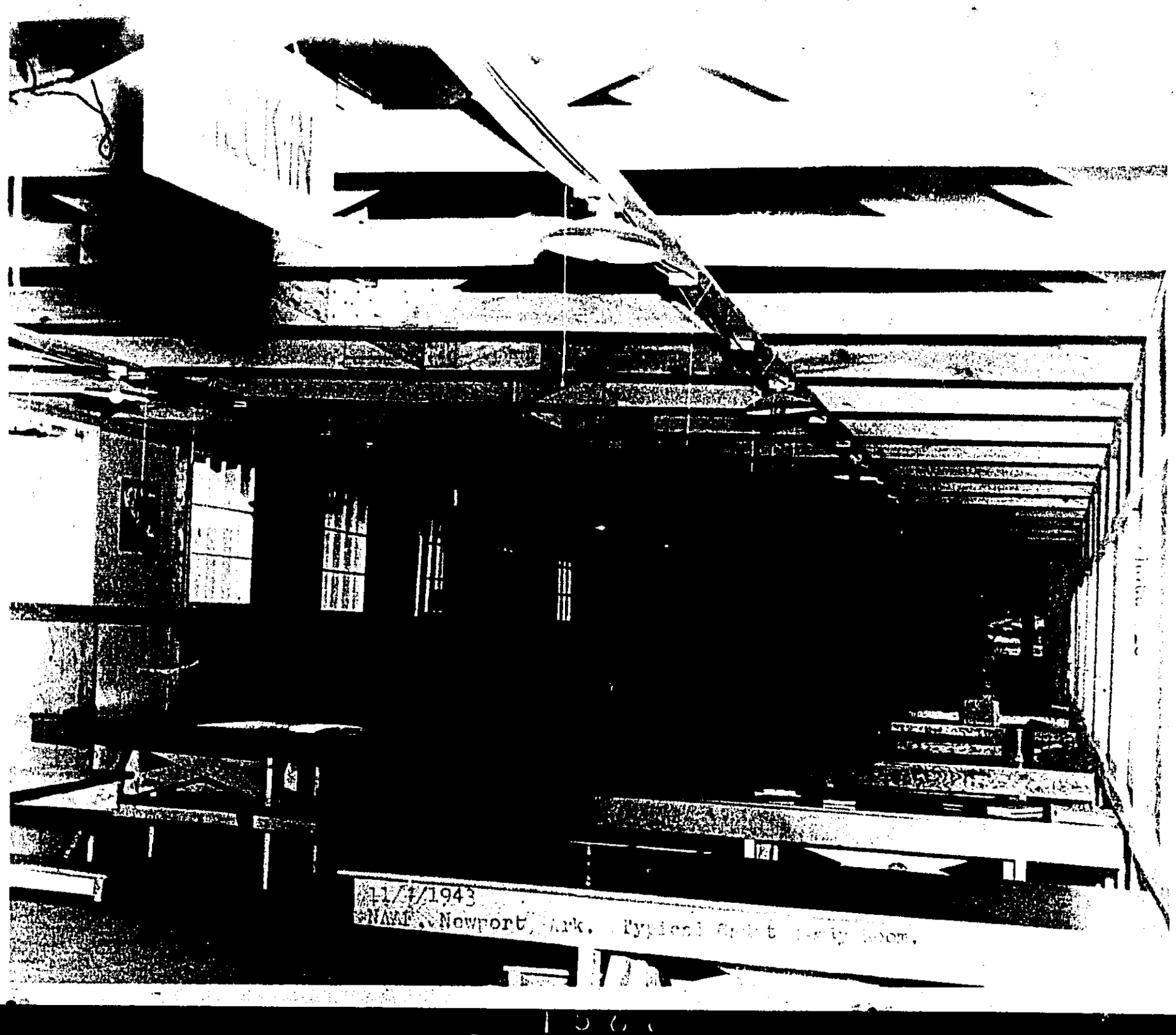

11/1/1943
WAAF, Newport, Ark. Typical [illegible] room.

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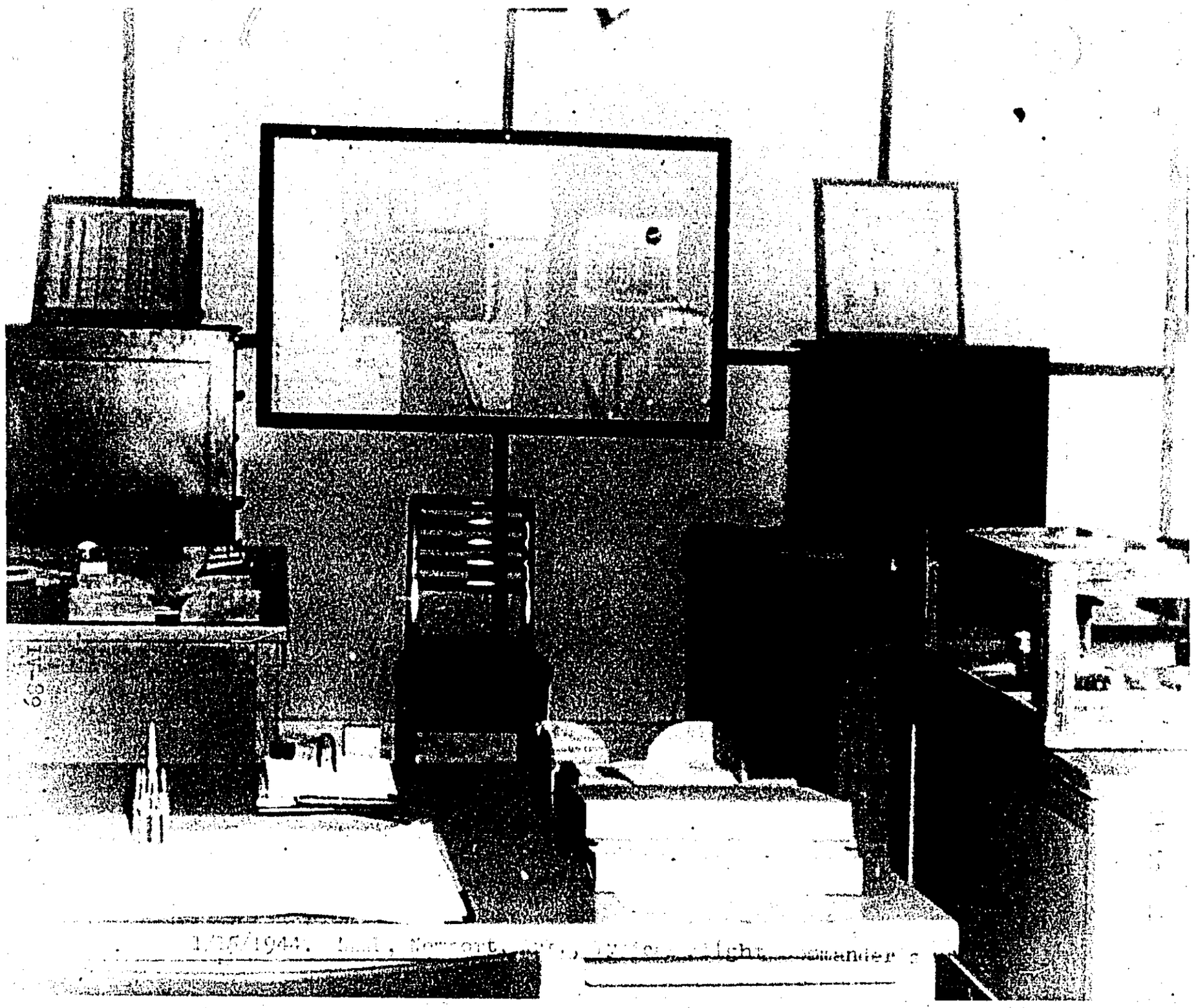

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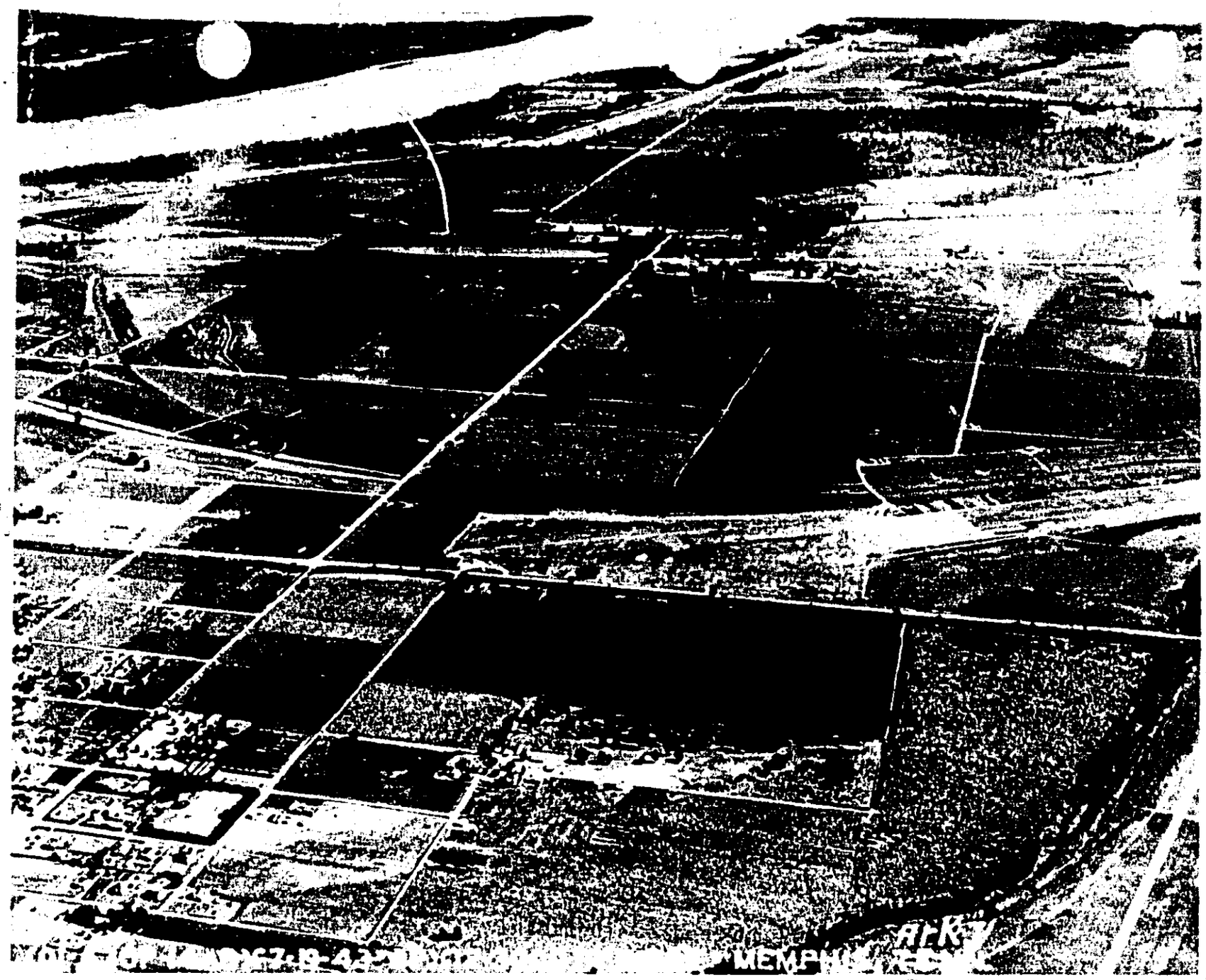

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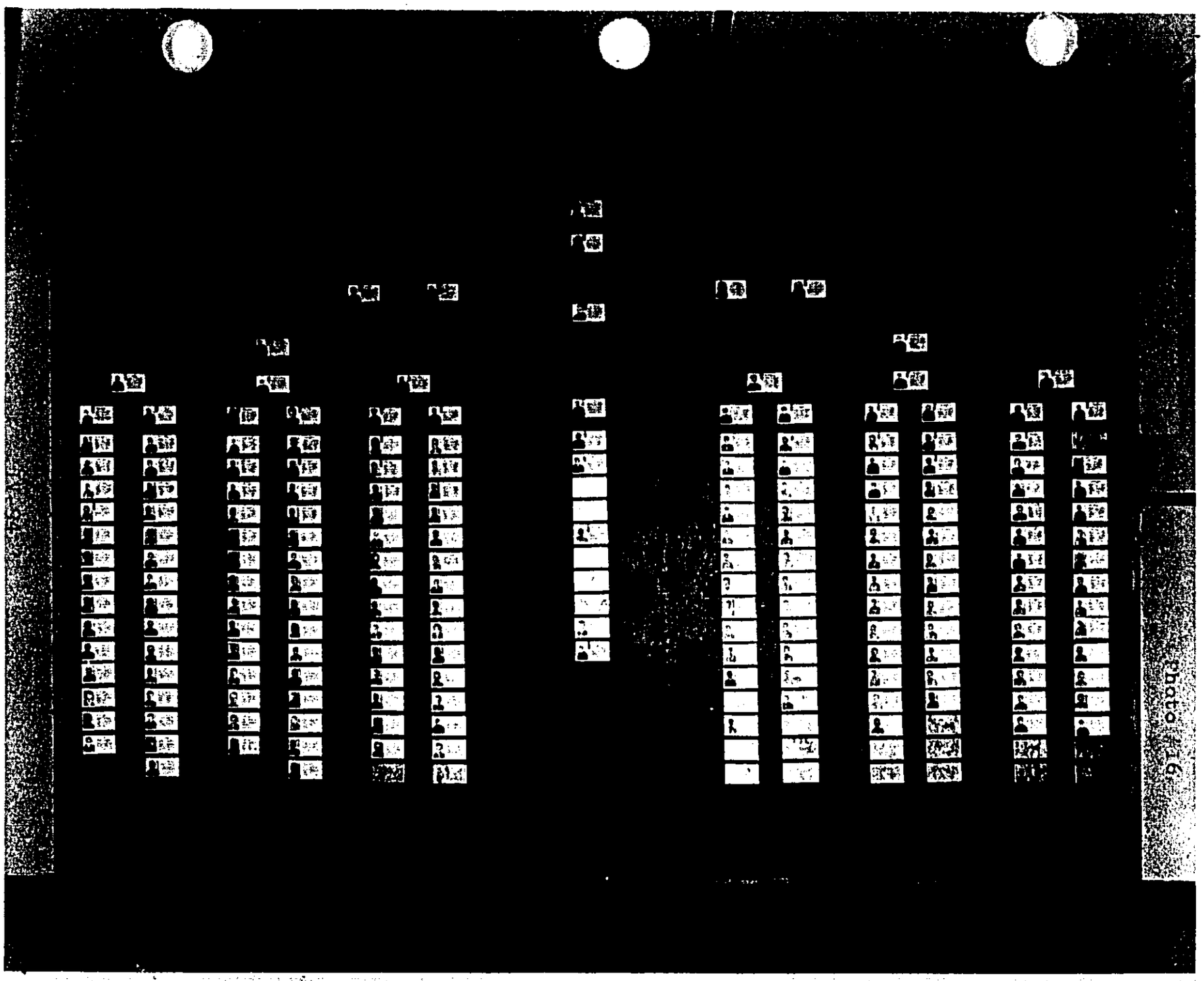

Photo 6 of 9

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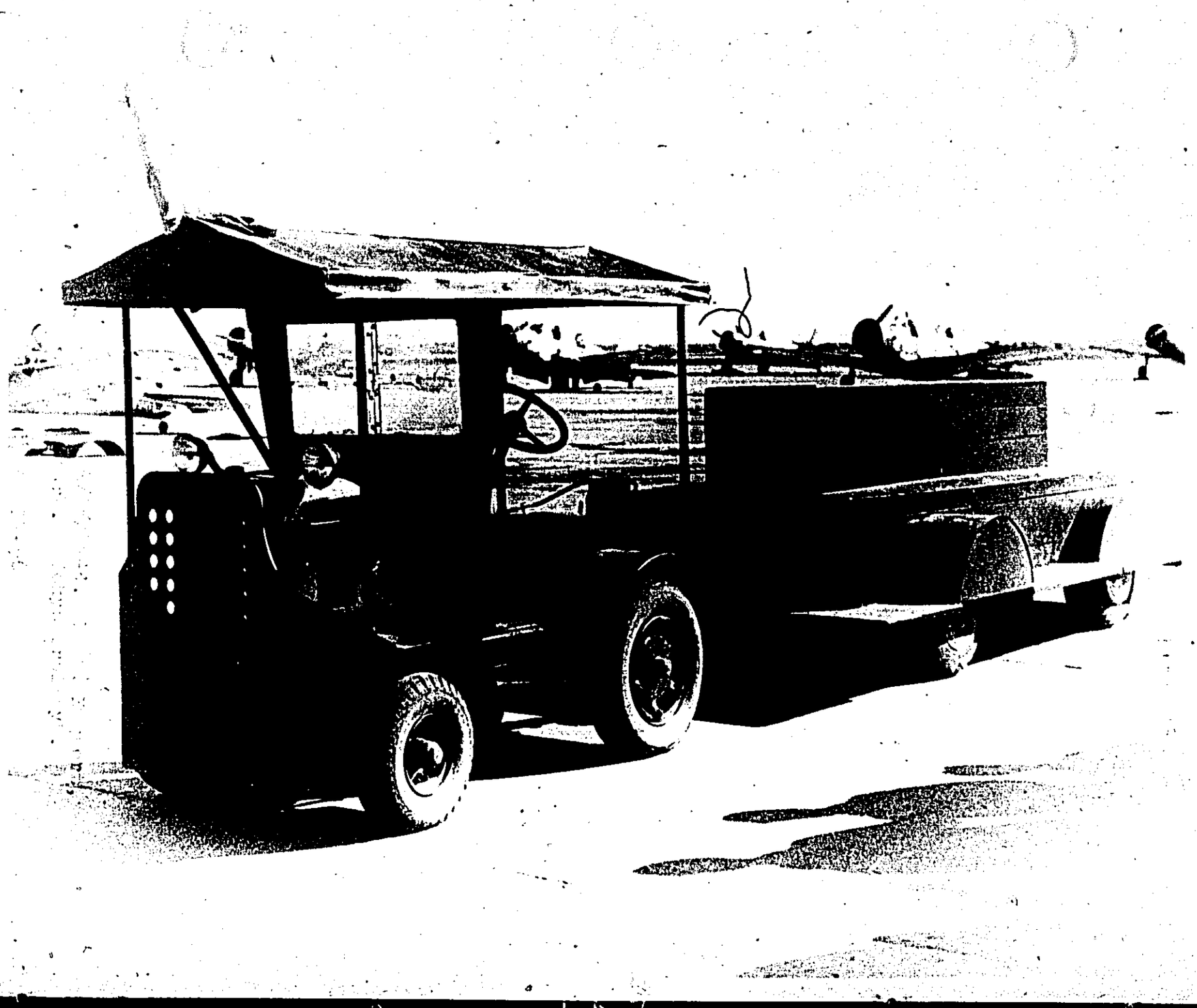

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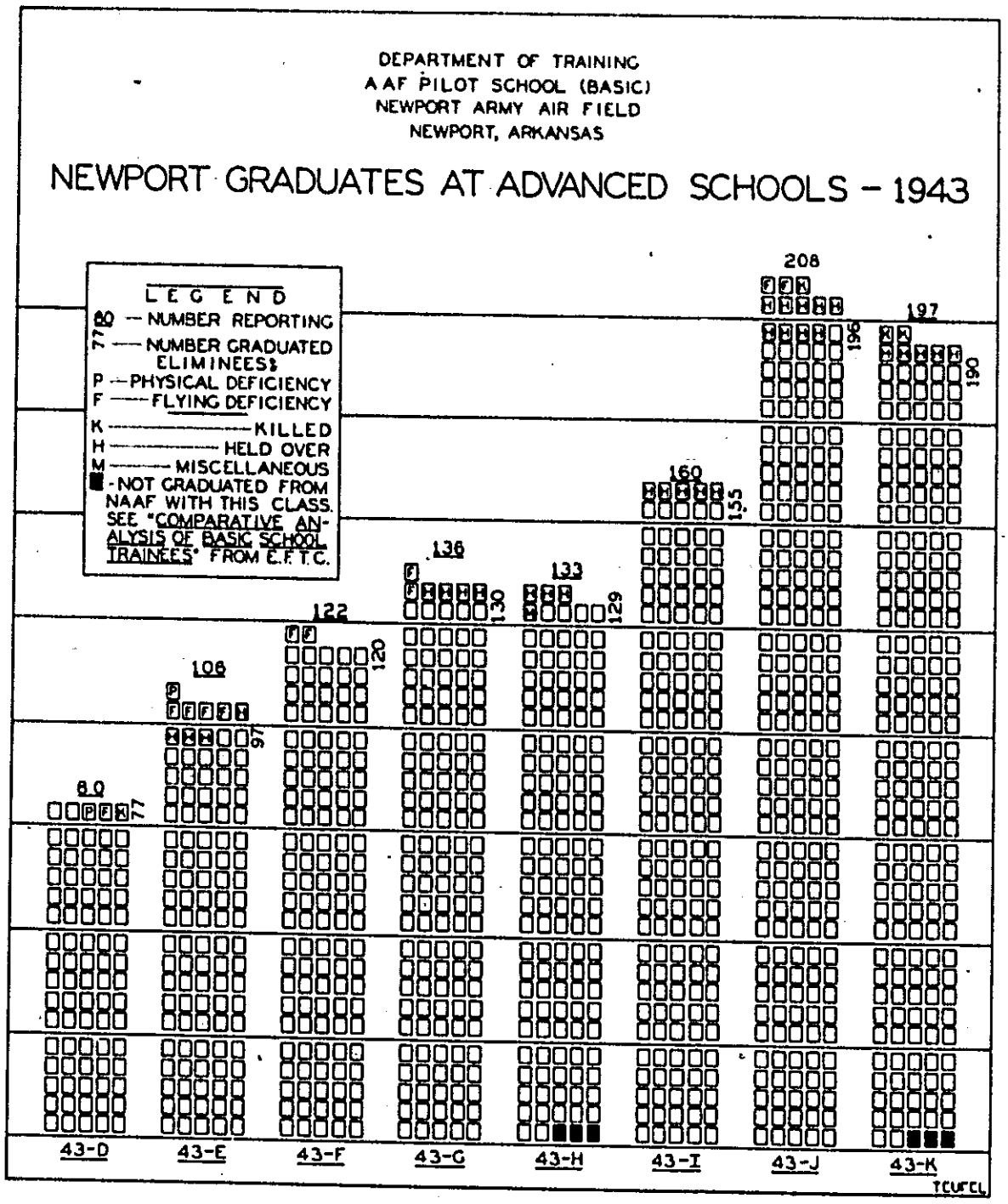
DEPARTMENT OF TRAINING
A.A.F. PILOT SCHOOL (BASIC)
NEWPORT ARMY AIR FIELD
NEWPORT, ARKANSAS

NEWPORT GRADUATES AT ADVANCED SCHOOLS – 1943



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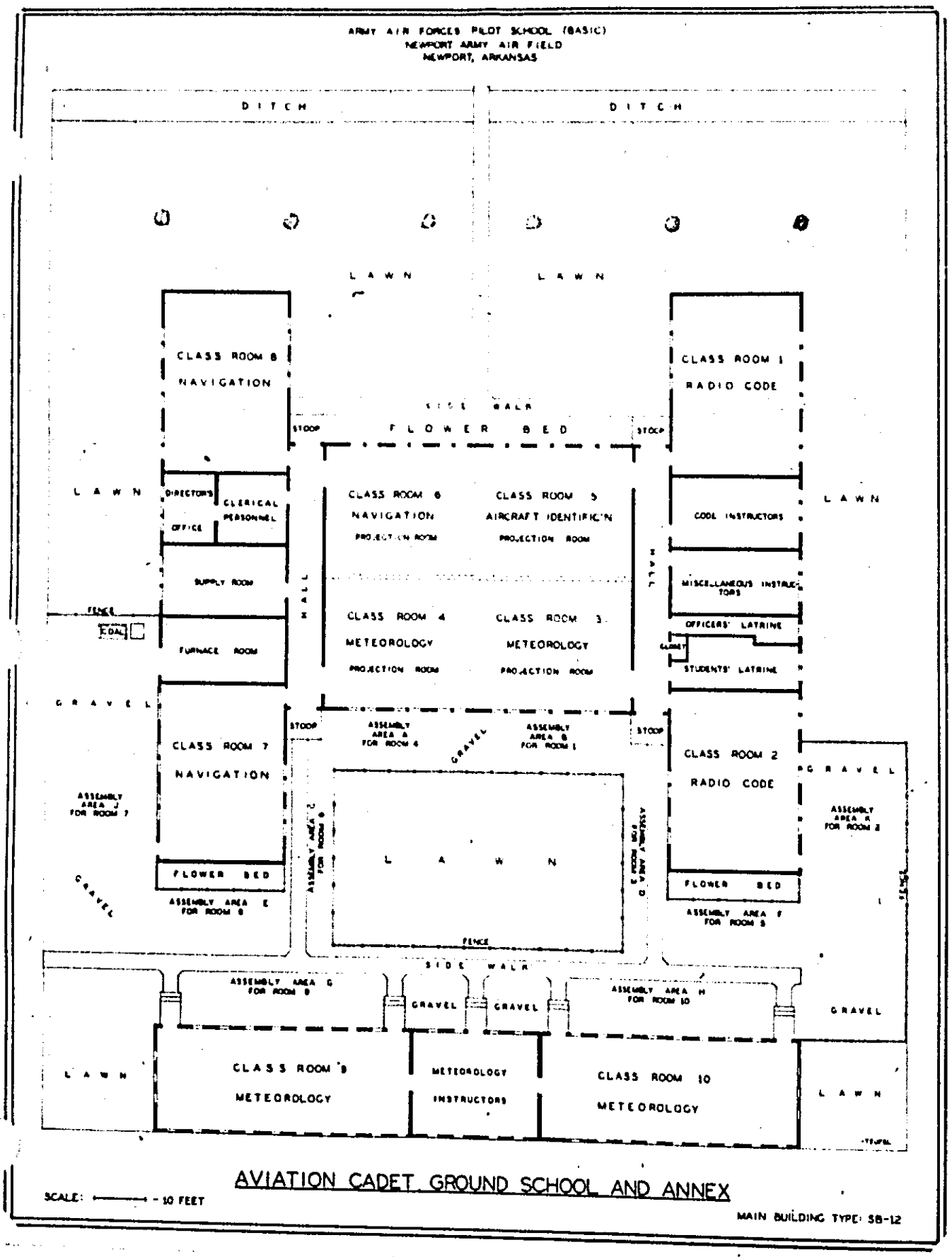

AVIATION CADET GROUND SCHOOL AND ANNEX

SCALE: ——— = 10 FEET

MAIN BUILDING TYPE: SB-12

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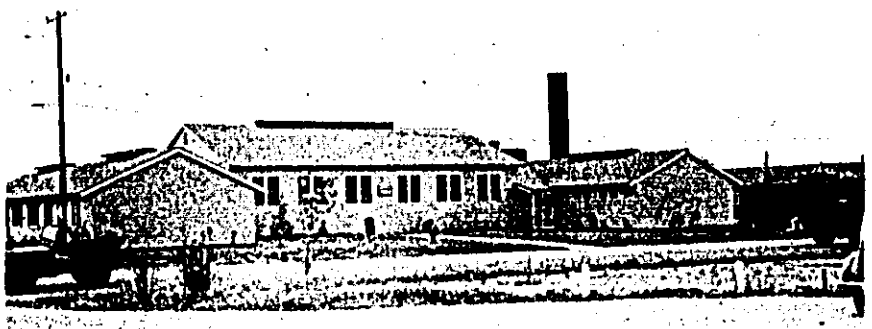
#1



10/1/1943. NAAF, Newport, Ark. Aerial View of Cadet Ground School (center foreground), from the South (300' altitude)

7/31/1943. NAAF, Newport, Ark., North View of Cadet Ground School. Terracing has since been improved.

#2



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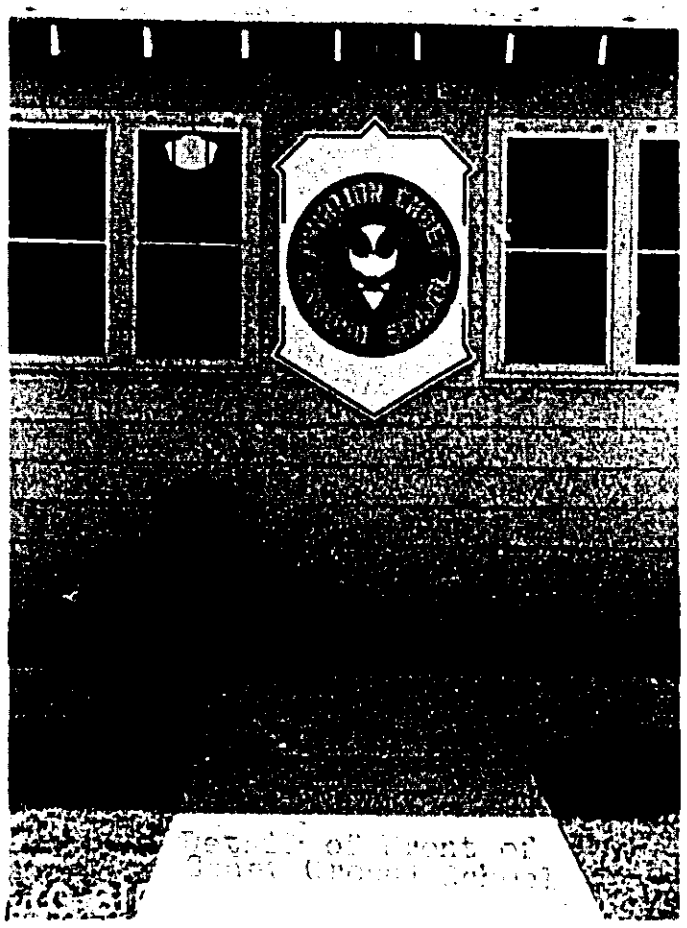
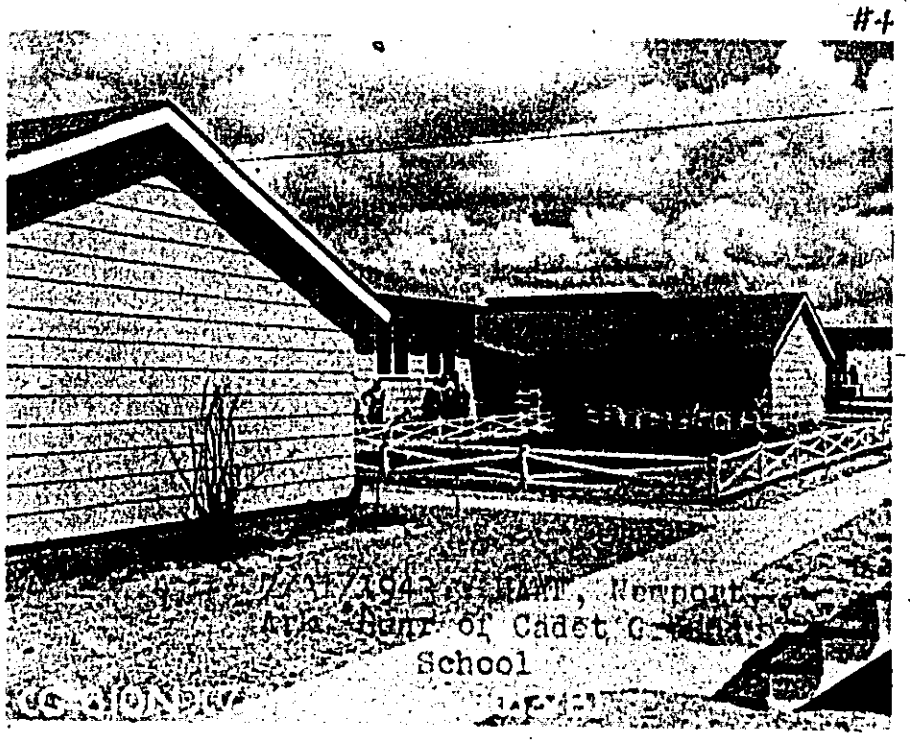


Detail of Front of Cadet Ground School

#4



7/31/1943 [illegible], Newport, Ark. Bunr of Cadet G[illegible] School

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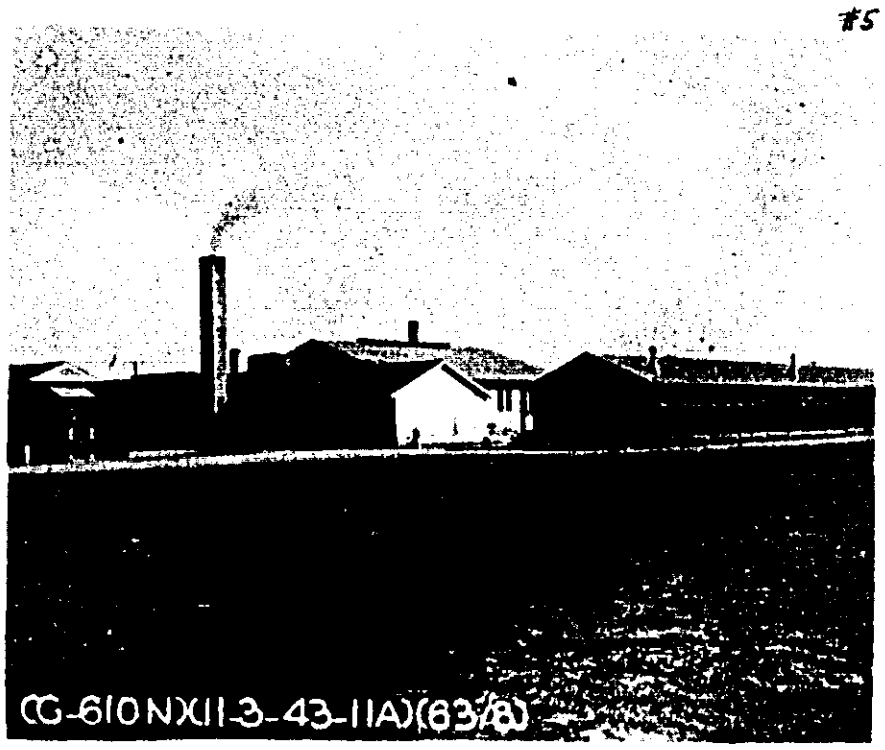
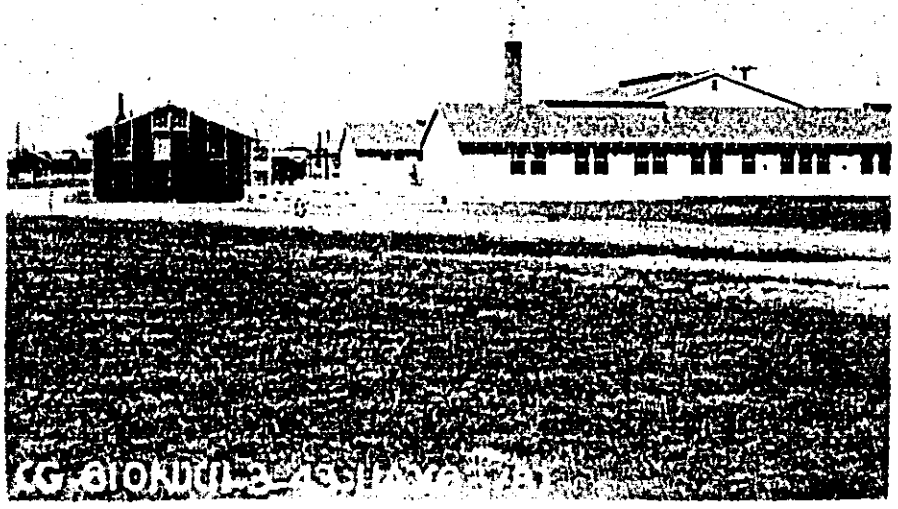
#5



NAAF, Newport, Ark. Southeastern View of the Aviation Cadet Ground School.

NAAF, Newport, Ark. Eastern View of the Aviation Cadet Ground School.

#6



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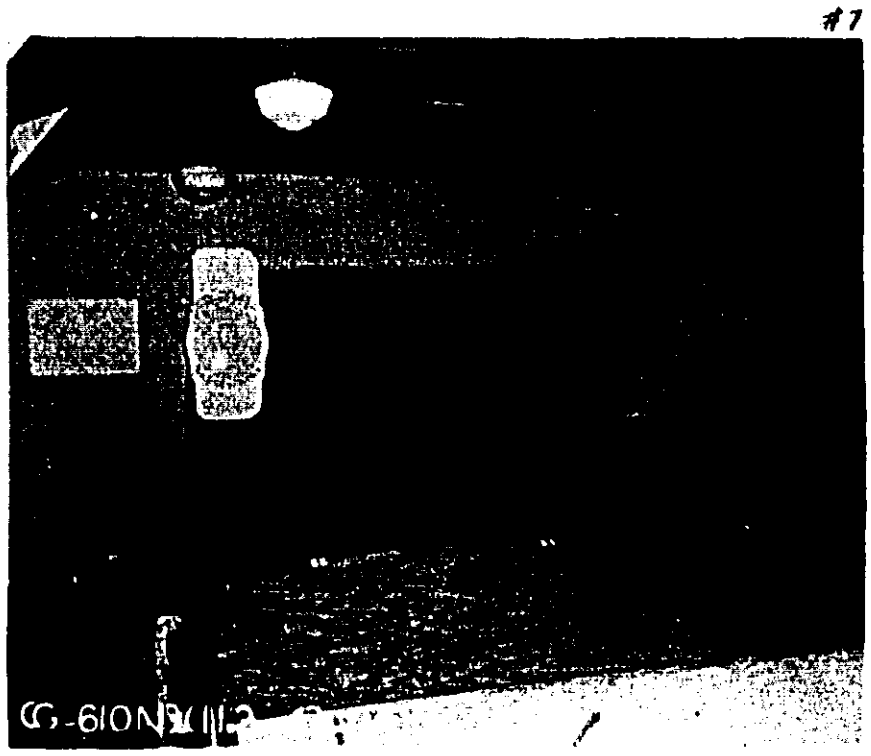
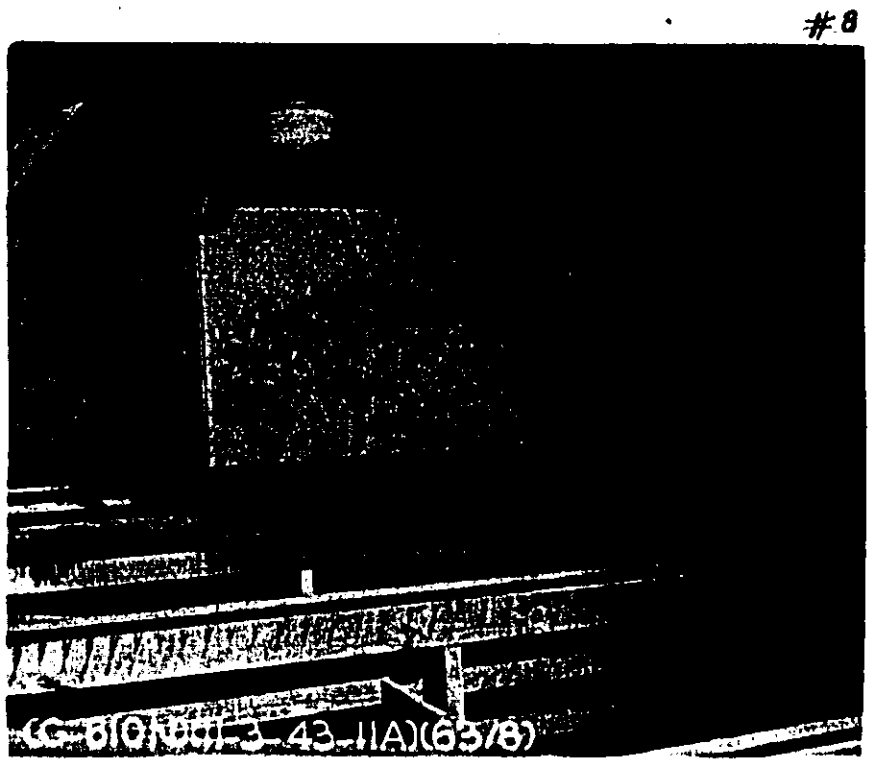


NAAF, Newport, Ark. Front View of Room #7, Cadet Ground School. (For Navigation Instruction)

NAAF, Newport, Ark. Rear View of Same Room.

#8



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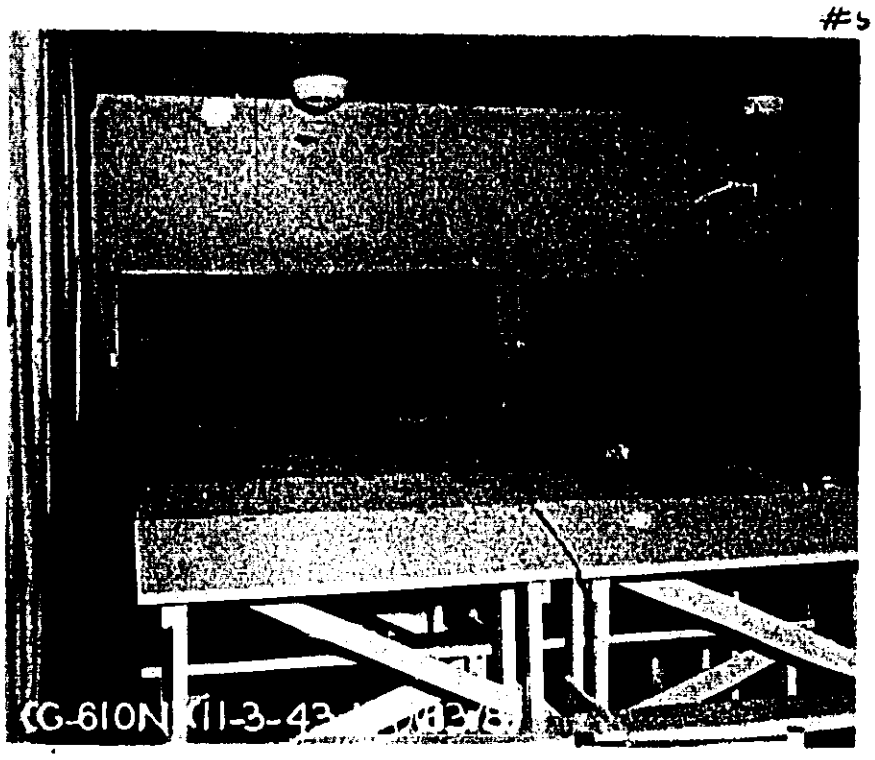
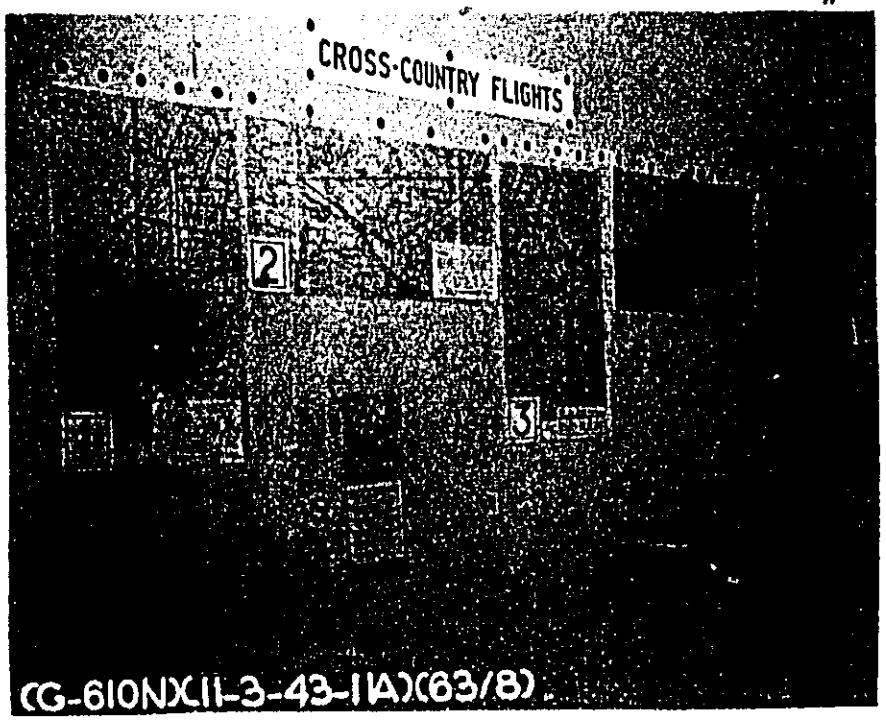


NAAF, Newport, Ark. Rear View of Room #6 (Part of Center Auditorium, Cadet Ground School) For Navigation and Meteorology Instruction.

NAAF, Newport, Ark. Pre-flighting charts for Student Cross-Country training. In Cadet Ground School. Mounted under plexiglass.

#10



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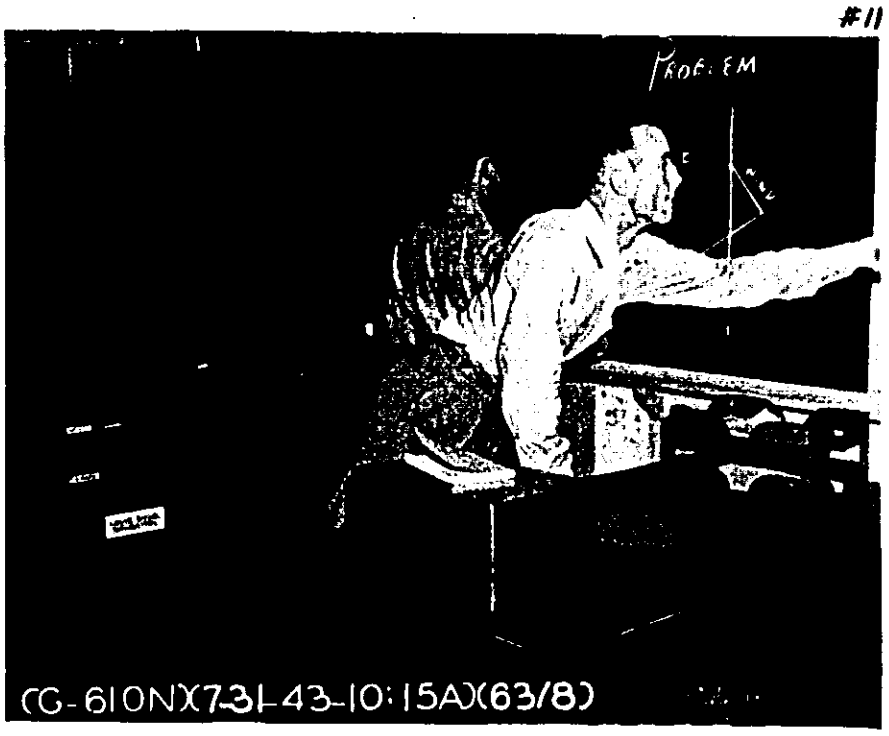
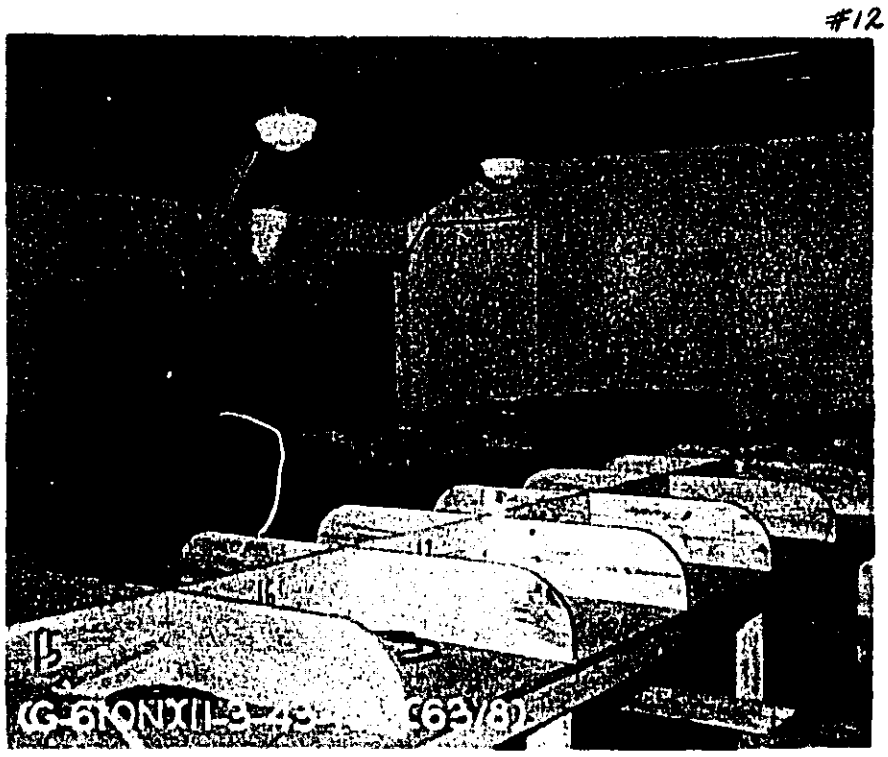


NAAF, Newport, Ark. Navigation Instructors' Office In Cadet Ground School.

NAAF, Newport, Ark. Room #2, Cadet Ground School. For Radio Code Instruction.

#12



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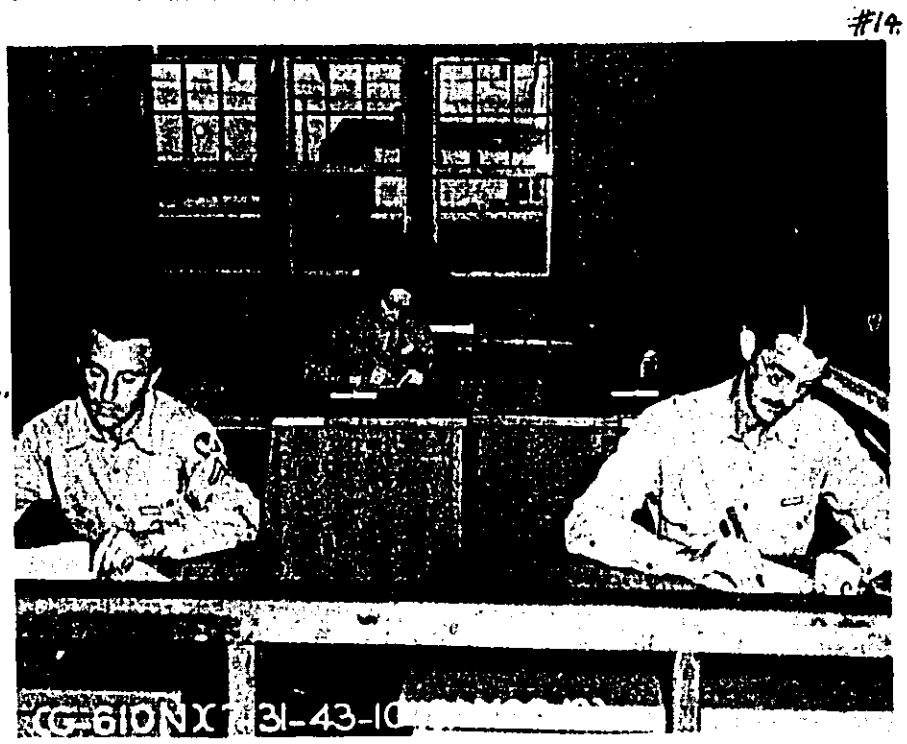
#1



NAAF, Newport, Ark. Radio Code Oscillators in Code Instructors' Office, Ground School.

NAAF, Newport, Ark. Code Instructors' Office, Cadet Ground School.

#14



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NAAF, Newport, Ark. View of Center Auditorium of Cadet Ground School. Note display of model aircraft and black-out arrangements, since replaced.
NAAF, Newport, Ark. View of Room #9, in Annex to Cadet Ground School. (For Meteorology Instruction.



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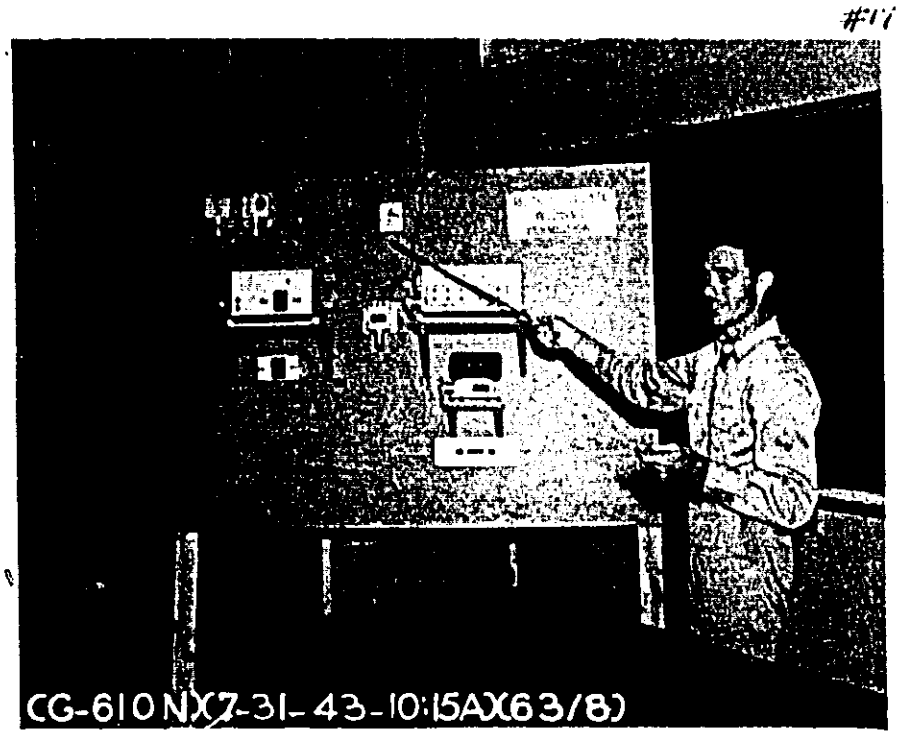
#17



NAAF, Newport, Ark. Easel for #183 Command (Radio) Set in Ground School. It functions like plane set.
NAAF, Newport, Ark. View of Storeroom in Cadet Ground School.

#18



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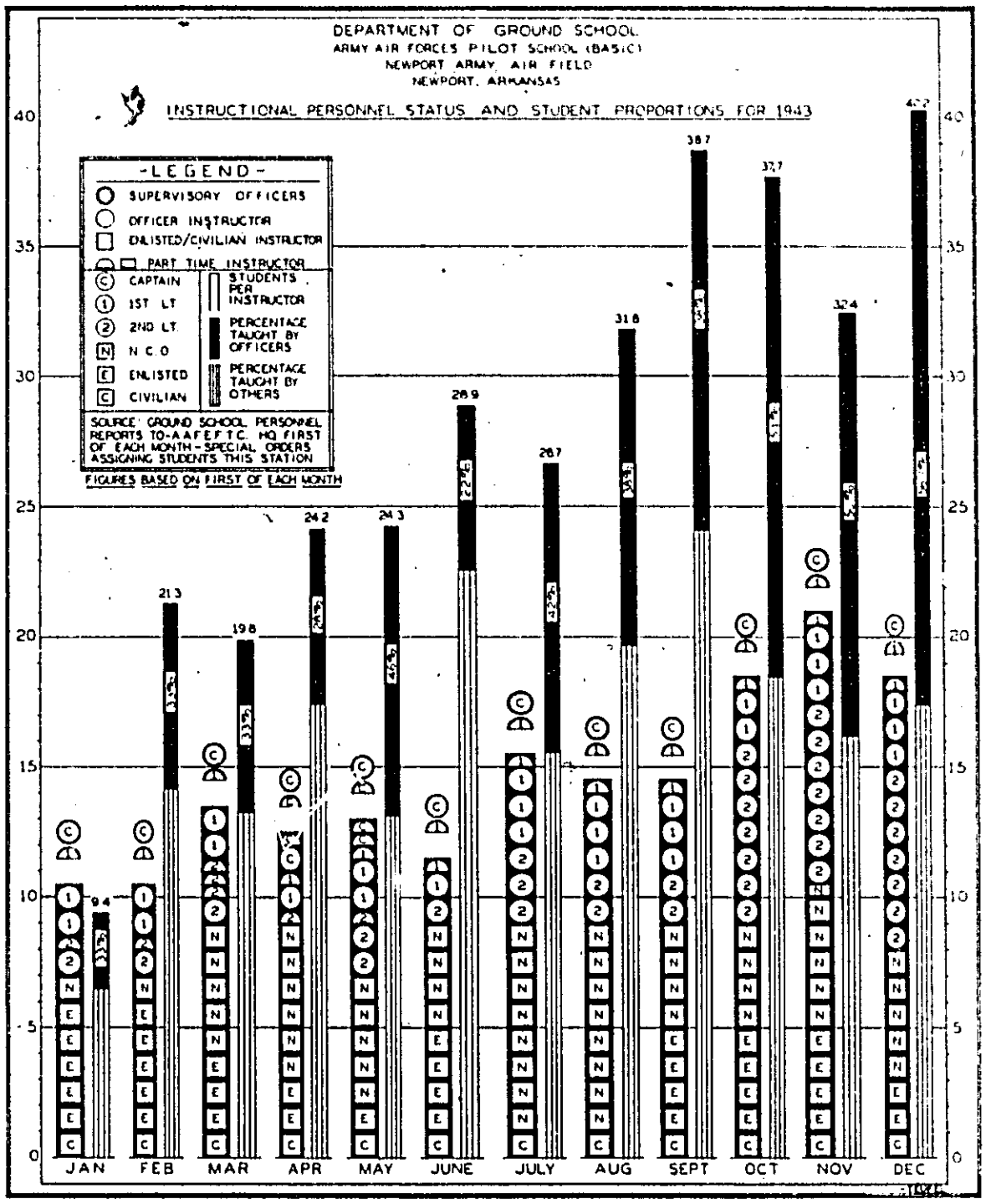

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DEPARTMENT OF GROUND SCHOOL
ARMY AIR FORCES PILOT SCHOOL (Basic)
NEWPORT ARMY AIR FIELD
Newport, Arkansas

GROUND SCHOOL DIRECTIVE FOR AVIATION STUDENTS
Edition of 1 February 1944

I. GENERAL
The course of study at Basic Ground Schools include the following subjects and hours:

Radio Communication	8	Navigation	74
Flight Instruments	6	Radio Code	12
Meteorology	36	Aircraft Ident.	9

In addition to the above hours of instruction, required by the Directive, twenty-three (23) extra hours are taught, ten (10) in Navigation, eight (8) in Meteorology, and five (5) in Radio Code.

Except for authorized absences, students will attend each hour of each subject above-mentioned; and, in case of absence, will be solely responsible for the material covered in the missed lessons and to make up, at hours later specified, missed quizzes and exams. Students are advised that academic work has recently undergone intensification and that regulations governing reversions and eliminations have become much more stringent. It is therefore essential that every student be fully aware of the contents of this directive and accept his responsibility therefor accordingly.

II. GROUND SCHOOL DISCIPLINE:
Section Marchers must know these regulations very thoroughly, and are responsible for the compliance of their Sections.

1. Sections entering or leaving the academic area will do so in proper military formation.

2. Sections will assemble OUTSIDE the Ground School buildings, and will enter the buildings and the class-rooms in SINGLE file. This is a military formation and students will march at attention. "Square" corners will be executed as necessary.

3. Seats in class-rooms are numbered consecutively. Students will always occupy the seat assigned to them at the beginning, and no changes are contemplated, except in Aircraft Recognition.

4. Students will remain at attention until the absentee report has been rendered, taking seats as ordered by the Instructor in charge. In the absence of the Instructor, the Section Marcher may seat his section pending the Instructor's arrival, and overcoats may be removed. If Instructor is present, overcoats will not be removed until "Take Seats" has been given.

5. Section Marchers will enter the class-room last, see that the Section is in order, and after presenting his absentee report, will take his seat at the order of the Instructor. A salute will precede the presentation of this report if the Instructor is a commissioned officer.

6. Students will maintain a position of semi-attention at all times in the class-rooms. Lolling, creating a disturbance, talking out of turn, or sleeping in the class-room will not be tolerated.

7. Students reciting or asking questions will rise and stand at attention. Permission to speak will be given if the hand is raised, or if the Instructor does not observe the hand, by calling, "Question, sir." In review periods preceding examinations, this rule may be relaxed to save time.

8. Marking on Ground School furnishings is regarded as destruction of government property.

9. All trash will be removed by the students at the close of each period and deposited in the metal barrel provided therefor in the rear of the main building. Due to the shortage of paper stock, salvageable paper is to be placed in the waste basket of the classroom. Do not crumple this paper.

10. At the conclusion of the period, the Instructor will turn the Section over to the Section Marcher for dismissal. Before doing so the Section Marcher will announce the assembly area for the next class. Before calling the Section to attention, the Section Marcher will order that overcoats be donned, if being worn. If the weather is inclement, the Section Marcher will assemble his section in the next scheduled class-room immediately. Permission to visit the bulletin board,

latrine, or PX will not be given until the formation has cleared the building, or, in case of bad weather, is in the next class-room. All Cadets not formally assembled under direction of the Section Marcher in the next class-room on occasion of bad weather, must fall out into formation in the proper Assembly Area when the assembly bell rings. Students other than Officers remaining in class-rooms after the ringing of this bell will be disciplined.

11. Section Marchers are required to report any student improprieties occurring in the class-room at the conclusion of the period, if it is patent that the Instructor has not noticed them. This is one of the primary duties of the Academic Section Marchers.

12. CADETS WILL NOT SMOKE INSIDE THE GROUND SCHOOL BUILDINGS. Smoking is permitted in the court between buildings. Continuance of the smoking privilege depends upon careful attention being paid to depositing all butts IN THE BUCKETS provided therefor. BUTTS WILL NOT BE PUT IN THE METAL TRASH BARREL.

13. Latrines are inspected after each class-period. It is hoped that students will cooperate fully in keeping these rooms suitable for gentlemanly use.

14. All grassed portions and the front area of the main building are "Off Limits" for students.

15. Headdress will ALWAYS be worn outside the buildings. It will never be worn inside the building except when 'under arms.'

16. In the interests of health, students are requested to get their shoes as free of mud as possible before entering the buildings.

III. MAKE-UP PROCEDURE:

1. Authorized absentees from daily quizzes or course examinations will make up this work within a period of five academic days, except when hospitalization or other indisposition renders it impossible. Unauthorized absences and tardiness in make-ups will result in a grade of ZERO.

2. Make-ups will be taken between 1945 and 2035 Hours on Tuesdays and Fridays, except that individual make-ups will be given if conflict arises because of night flying. Rooms for this purpose will be announced as necessary. Students will be required to present permission slip from their instructors to the person in charge of the make-up class, and the responsibility for obtaining these slips belongs to the Student. These slips will also authorize the student to be excused from Study Hall for the time required, should conflict ensue.

3. Students will not crowd around the Make-up Instructor's desk, but will remain in file. Necessary assistance in the clarification of questions will be given by this Instructor, if qualified.

4. Talking in make-up class is strictly forbidden, and rules usually governing the conduct of examinations are considered in force.

5. Make-up grades will be posted on the Academic Bulletin Boards by early afternoon of the day following the make-up work.

IV. NIGHT STUDY HALLS:

1. Night study halls will be held between 1945 and 2035 o'clock, Monday through Friday, for students making grades on quizzes BELOW EIGHTY (80) PERCENT. Room numbers for this purpose will be announced as required.

2. Attendance upon one study hall for each delinquency is mandatory.

3. Individual written orders will be issued to all delinquents for this purpose.

4. No student will leave the Study Hall during the hours above stated except on permission of the Instructor to take make-ups or for emergency reasons.

5. Study halls are strictly for study. Students need not remain at ease, but talking, in whispers, will be permitted on the subject matter being studied. Disturbances or obvious inattention to duty will not be tolerated. Students need not be assembled solidly, but seating will begin at the front of the room, and not more than one vacant seat will appear between any two students.

6. Students with night flying or tactical duties will be excused until the next free evening scheduled for Study Hall.

7. In exceptional cases, the Director or his Assistant will postpone Study Hall one evening, if good and sufficient cause exists.

8. Study Halls are not to be regarded as punishment.

V. POLICY ON RE-EXAMINATIONS:

1. In accordance with sub-section "a", paragraph 8, Section IV of AAFSETC Training Bulletin #79, 17 July, 1943, only one re-examination will be permitted if the course examination is failed. In meritorious cases, where failure of a student in aircraft Recognition is due to physical ineptitude, and not to inattention, the Director will make application to Headquarters of the Eastern Flying Training Command, for relaxation of this rule, providing other Academic grades merit this consideration.

2. If course examination is failed, and regardless of the grade attained in the re-examination (re-taken), the final grade for the course will be seventy percent (70%).

3. No re-examination will be taken until at least forty-eight (48) hours have transpired from the time the course examination has taken, but must be taken before ninety-six (96) hours have elapsed. Students failing course examinations will be placed on Academic Confinement until the re-examination has been taken.

4. Failure in a re-examination means that the student will be reverted to the following class. Only one reversion is permitted during the student's training career, the second automatically requiring elimination.

5. No re-takes will be given to students failing daily quizzes in course except in rare cases where an obvious injustice would otherwise be done. Permission to this end will be granted by the Director only upon application of the Student concerned.

VI. CADET RELATIONS WITH WAC INSTRUCTORS:

1. WAC Instructors are to be regarded as representatives of the Director of the Ground School, and as such are entitled to all the courtesies given other Instructors. Behavior which calls attention in any way to the sex of these Instructors is regarded as improper.

2. Social relations with WAC Instructors during the hours between 0700 and 1935 are forbidden. Social engagements between students and WACs will not be made during these hours.

3. Any impropriety in the above connections is regarded as serious.

VII. GRADING:

All grades in daily quizzes will be in multiples of five percent (5%) when seventy percent (70%) or above. Grades below seventy percent (70%) will be in multiples of ten percent (10%). Grades for course and re-take examinations will be in multiples of one percent (1%). THE GRADE ATTAINED ON THE COURSE EXAMINATION WILL COMPRISE ONE-HALF OF THE FINAL GRADE GIVEN ON THE COURSE.

PROCEDURE IN CASE OF FIRE

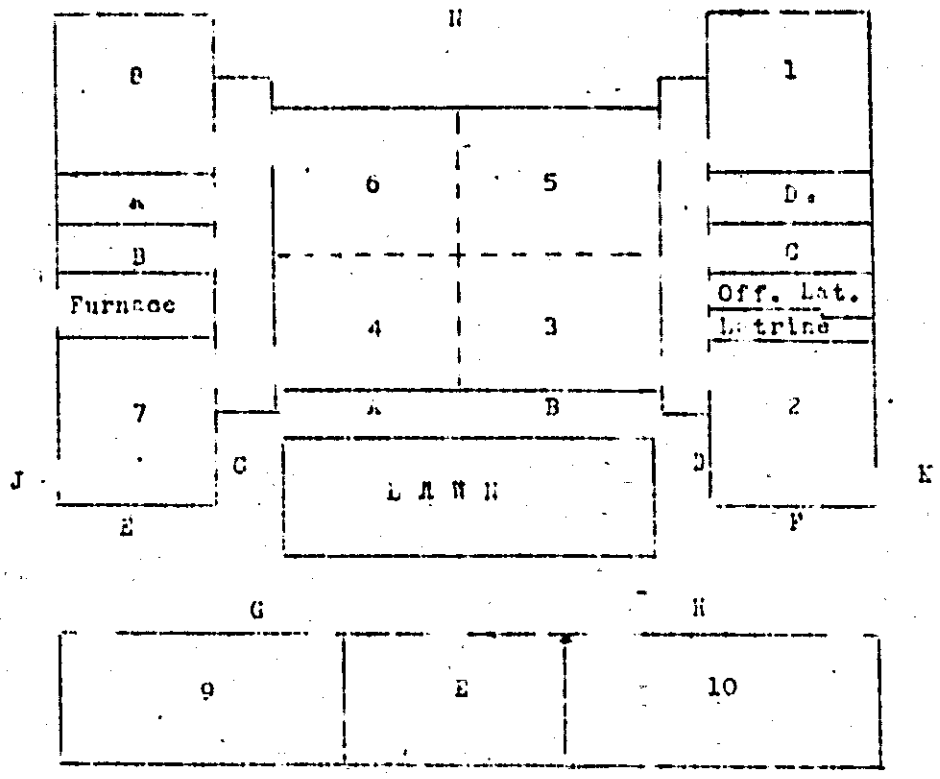
1. The signal for fire, or fire drill, will be the repeated staccato ringing of the bell system of the Ground School. At this signal, the following procedure will be immediately instituted:

a. Aviation Students at the order of the Section Marcher will proceed as rapidly as possible through the nearest external door-way. Students in the north end of the main building will file out the north doors (falling out into the road, and using sidewalks only), while students in the south side will use south doors. Section Marchers, as soon as the alarm has been given, will proceed to the appropriate door and hold it open until the last member of the Section has cleared.

b. Sections outside the building will be brought immediately into formation at a distance not less than thirty feet from any building of the Ground School, and will remain at ease until the bell for resumption of normal activities has been sounded. This will be a long continuous ringing of the Ground School Bell system. Students then will return to their class rooms in proper formation by means of the same path by which they emerged.

c. Proper functioning of this procedure is the responsibility of the Section Marcher.

THIS DIRECTIVE RESCINDS ALL FORMER DIRECTIVES HITHERTO PUBLISHED.



Numbers 1 through 10 - Classrooms.
Inside letters: Room A - Director's Office
Room B - Supply Room
Room C - Instructors in Navigation, Flight Instruments, Radio Communications and Aircraft Recognition.
Room D - Radio Code Instructors
Room E - Meteorology Instructors

Outside Letters: Assembly areas:

A - Room 4	B - Room 1	C - Room 6
D - Room 3	E - Room 8	F - Room 5
G - Room 9	H - Room 10	J - Room 7
K - Room 2		

These assembly areas are marked by painted letters nailed to the walls of the building at the spot shown.

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IV-112

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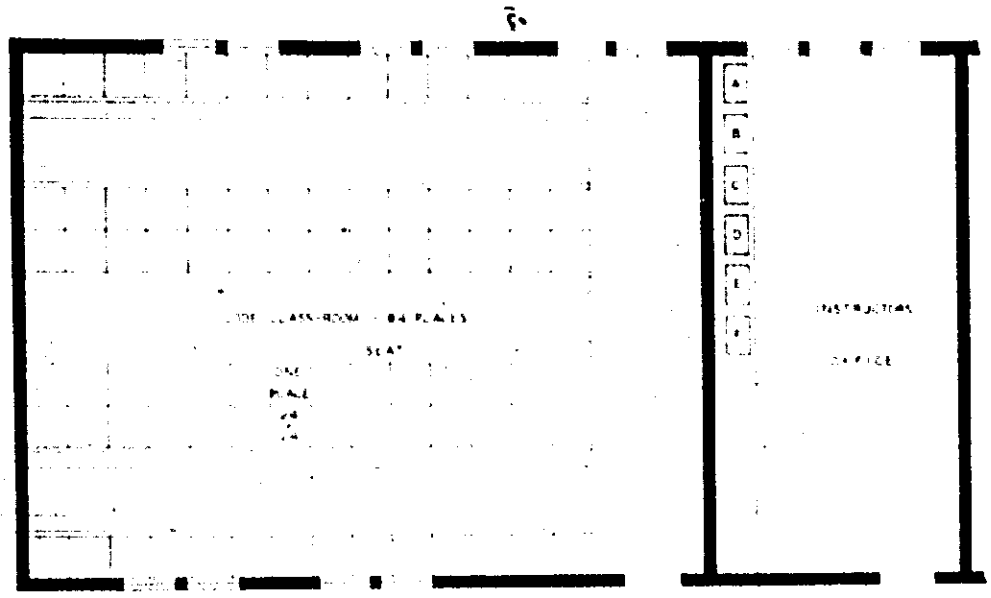
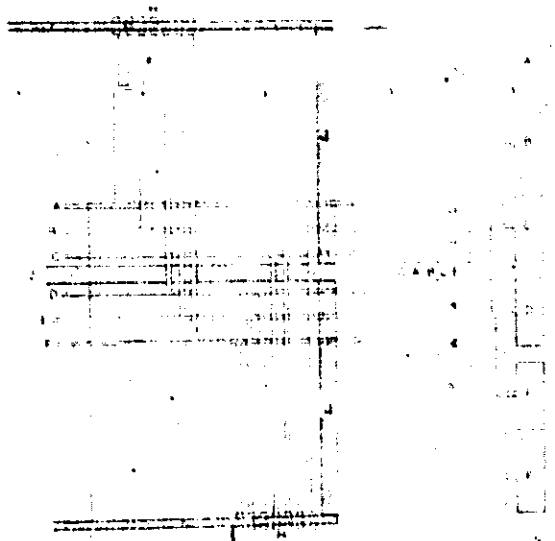
DEPARTMENT OF GROUND SCHOOL
ARMY AIR FORCES PILOT SCHOOL (BASIC)
NEWPORT ARMY AIR FIELD
NEWPORT, ARKANSAS

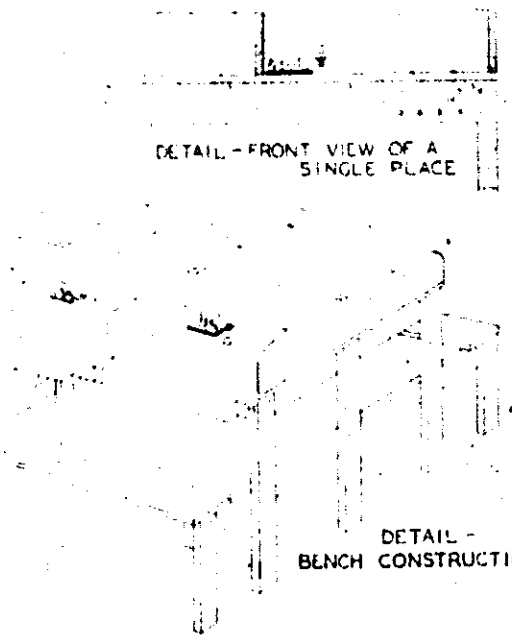
RADIO CODE TEACHING SET-UP



CODE ROOM SET-UP - GENERAL PLAN



DETAIL - WIRING DIAGRAM SHOWING TWO-PLACE HOOK-UP
(UNDERNEATH VIEW)



DETAIL - FRONT VIEW OF A SINGLE PLACE

DETAIL - BENCH CONSTRUCTION

LEGEND

A - SOLID TONE OSCILLATOR
B - OSCILLATOR - 4 W P M
C - OSCILLATOR - 6 W P M
D - OSCILLATOR - 8 W P M
E - - - OSCILLATOR 10 W P M
F - OSCILLATOR 12 OR MORE W P M
G - - - - - - - - SENDING KEY
H - - JACK PANEL AND JACKS
J - SUPPORTING TIMBER

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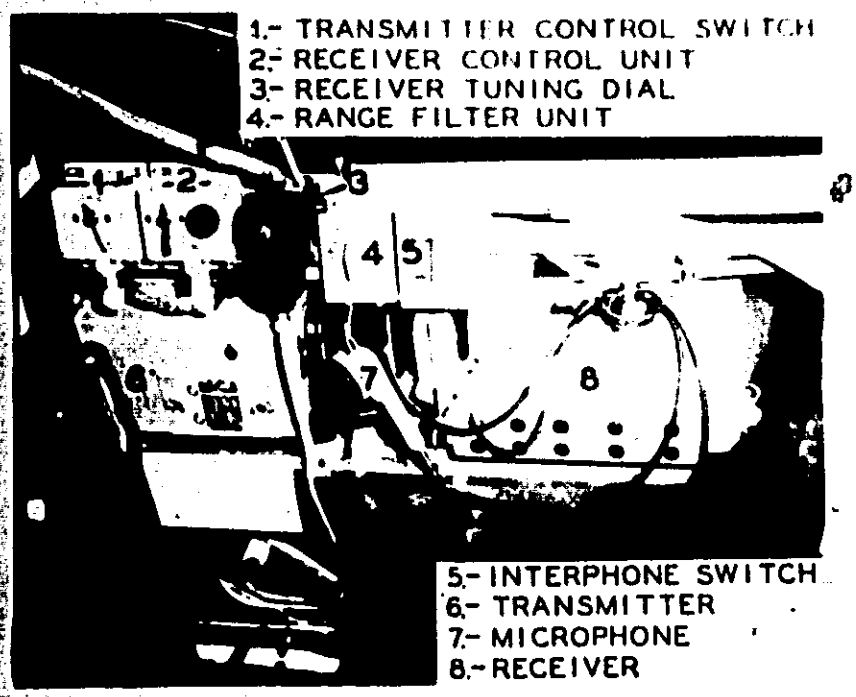
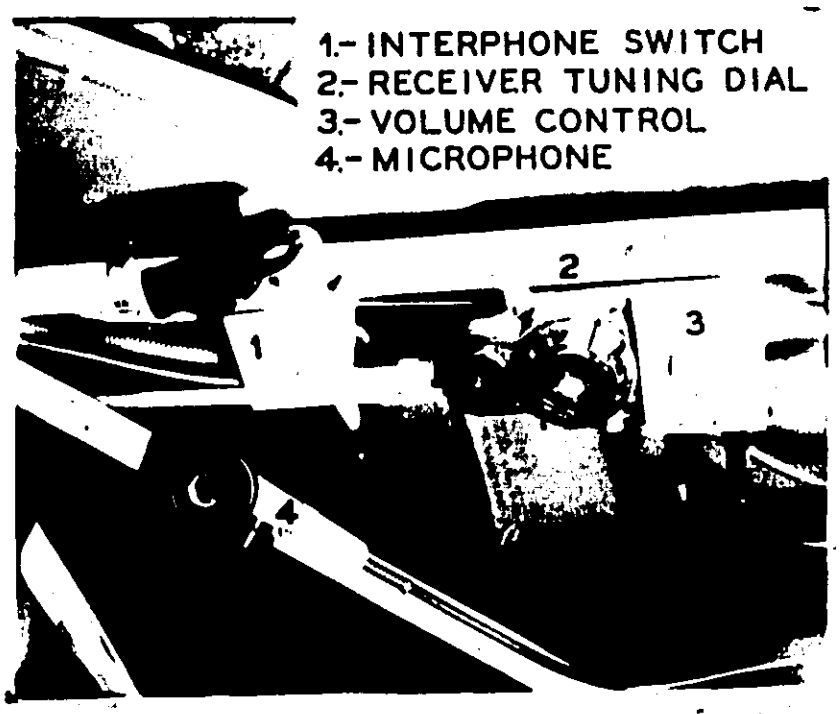
#19



Mounting of #193 Command Set in BT-13A, from F/O 401-50BC-1. Front Cockpit
Same as above. Rear Cockpit.

#20



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DEPARTMENT OF GROUND SCHOOL
ARMY AIR FORCES PILOT SCHOOL (BASIC)
NEWPORT ARMY AIR FIELD
NEWPORT ARKANSAS

CLASS-ROOM HOURS - 1943

LEGEND
SUB-MACHINE GUN
CHEMICAL WARFARE DEF.
MEDICAL COURSE
FLIGHT INSTRUMENTS
AIRCRAFT RECOGNITION
NAVIGATION
METEOROLOGY
RADIO COMMUNICATIONS
CODE

	43 D	43 E	43 F	43 G	43 H	43 I	43 J	43 K	44 A	44 B	44 C
	166	166	160	160	166	480	720	720	720	960	960

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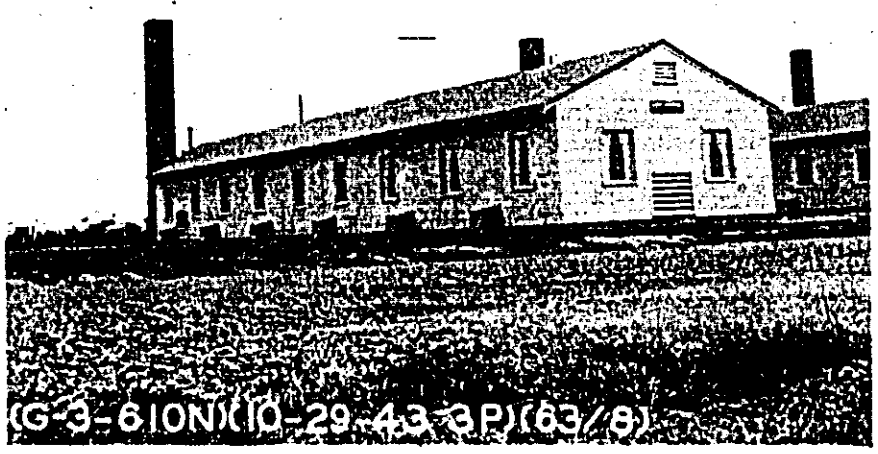

NAAF, Newport, Ark. Exterior View of one of the Link Trainer Buildings.

NAAF, Newport, Ark. Interior View of the same Building, showing Link Trainers.



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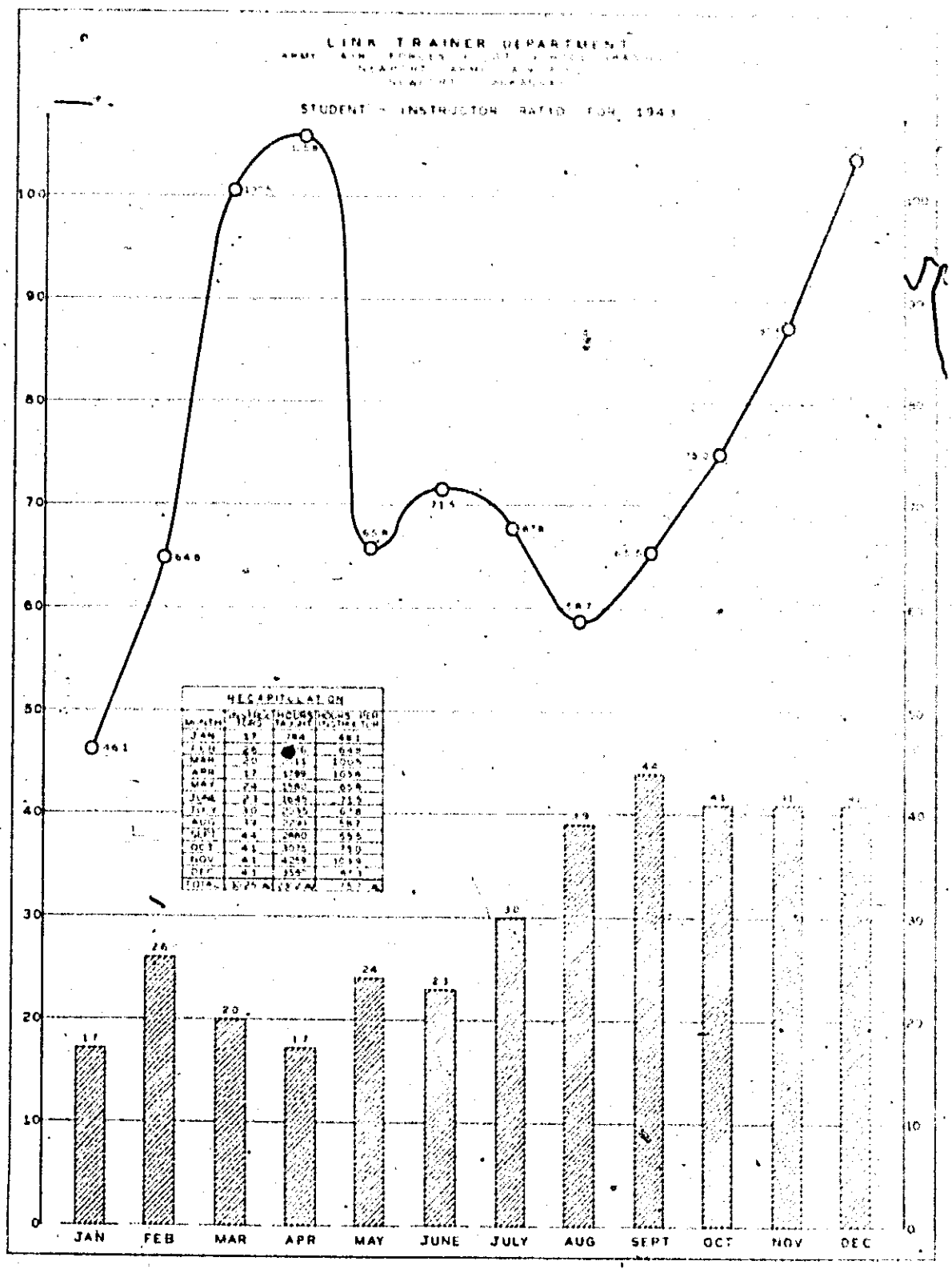

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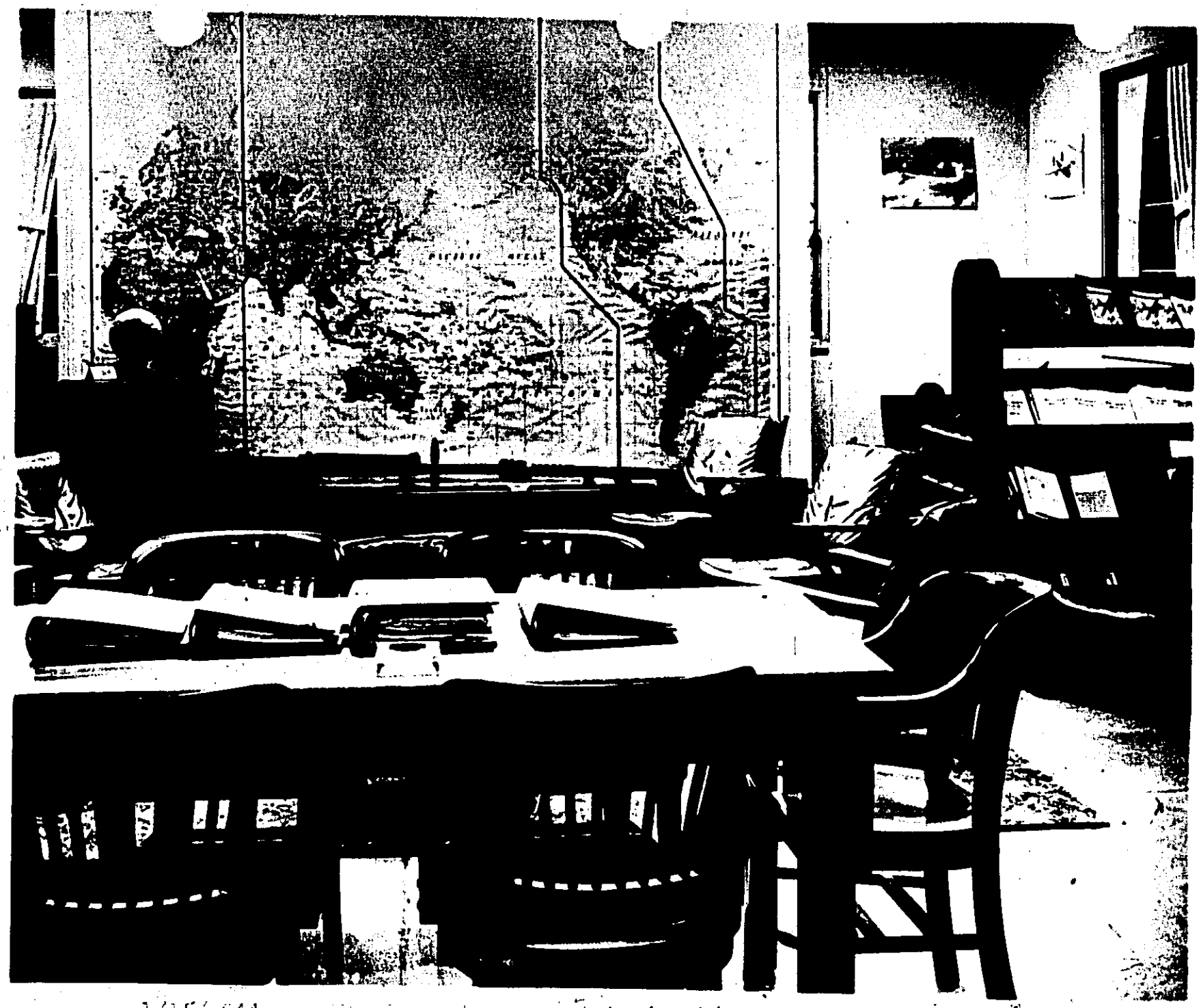

2/15/1944. [illegible], U.S. Interrogation of [illegible].

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THIS PAGE IS UNCLASSIFIED



[illegible], U.S.F. Hornet, ark. [illegible]

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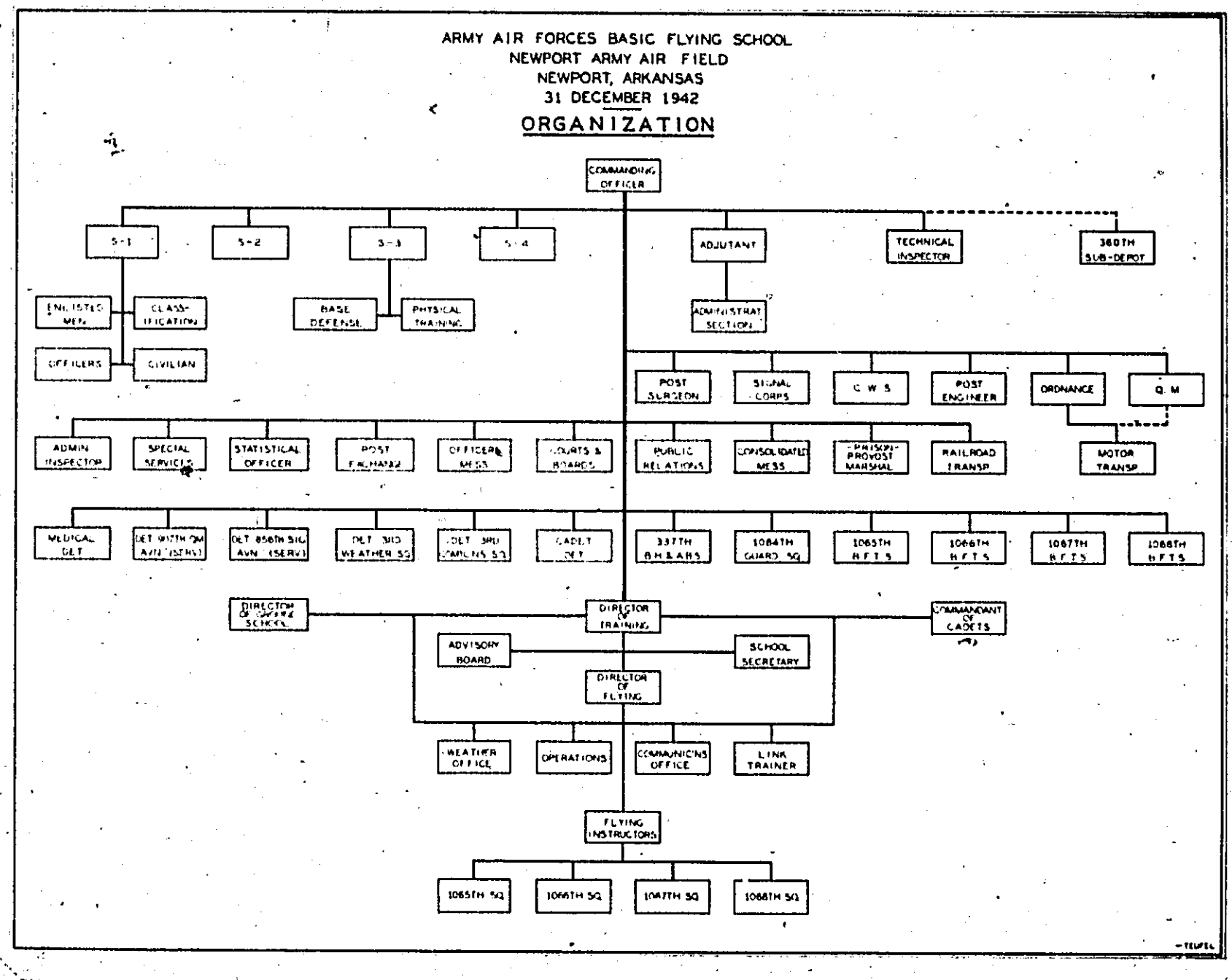
ARMY AIR FORCES BASIC FLYING SCHOOL
NEWPORT ARMY AIR FIELD
NEWPORT, ARKANSAS
31 DECEMBER 1942

ORGANIZATION



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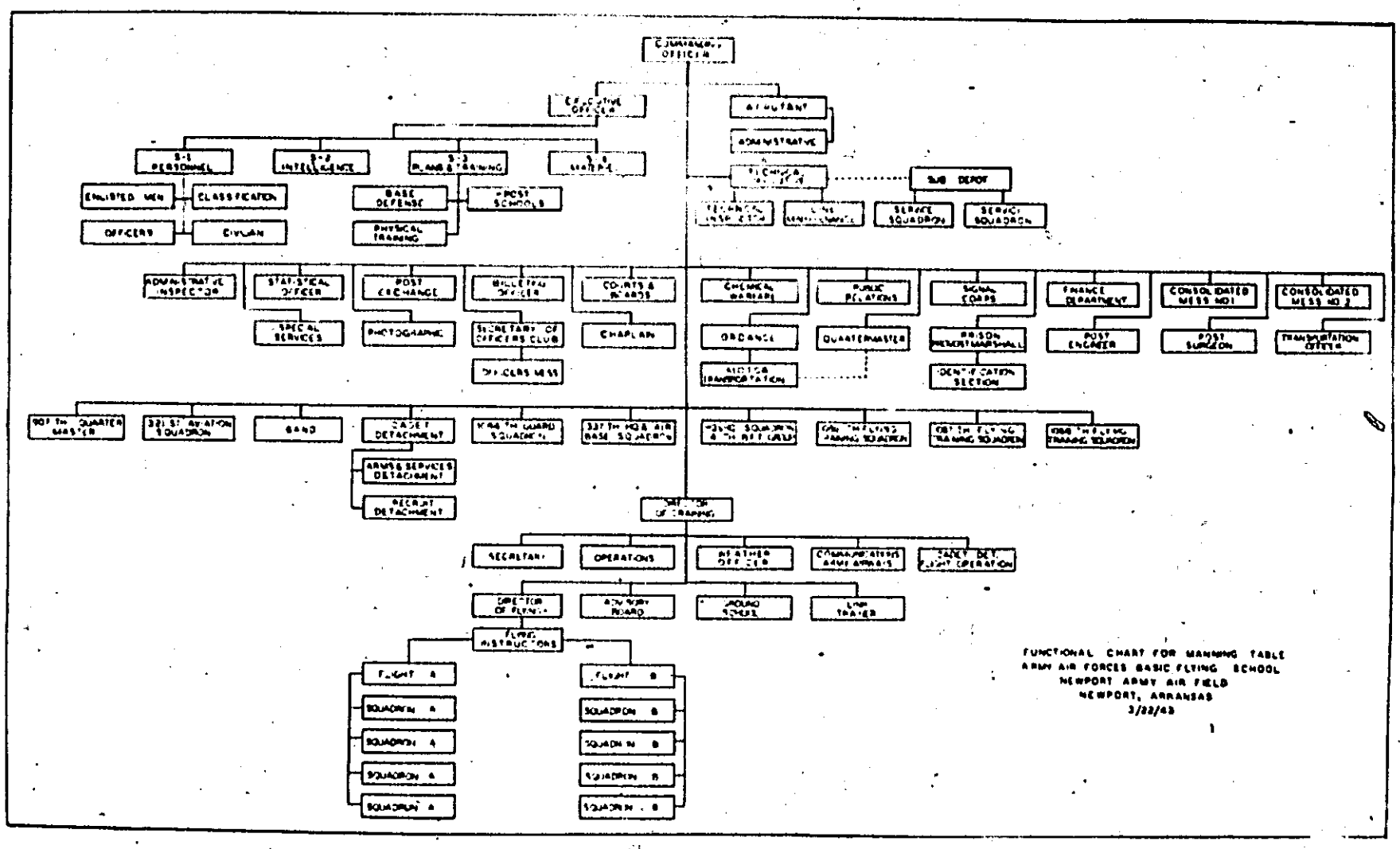

FUNCTIONAL CHART FOR MANNING TABLE
ARMY AIR FORCES BASIC FLYING SCHOOL
NEWPORT ARMY AIR FIELD
NEWPORT, ARKANSAS
3/22/43

V-2

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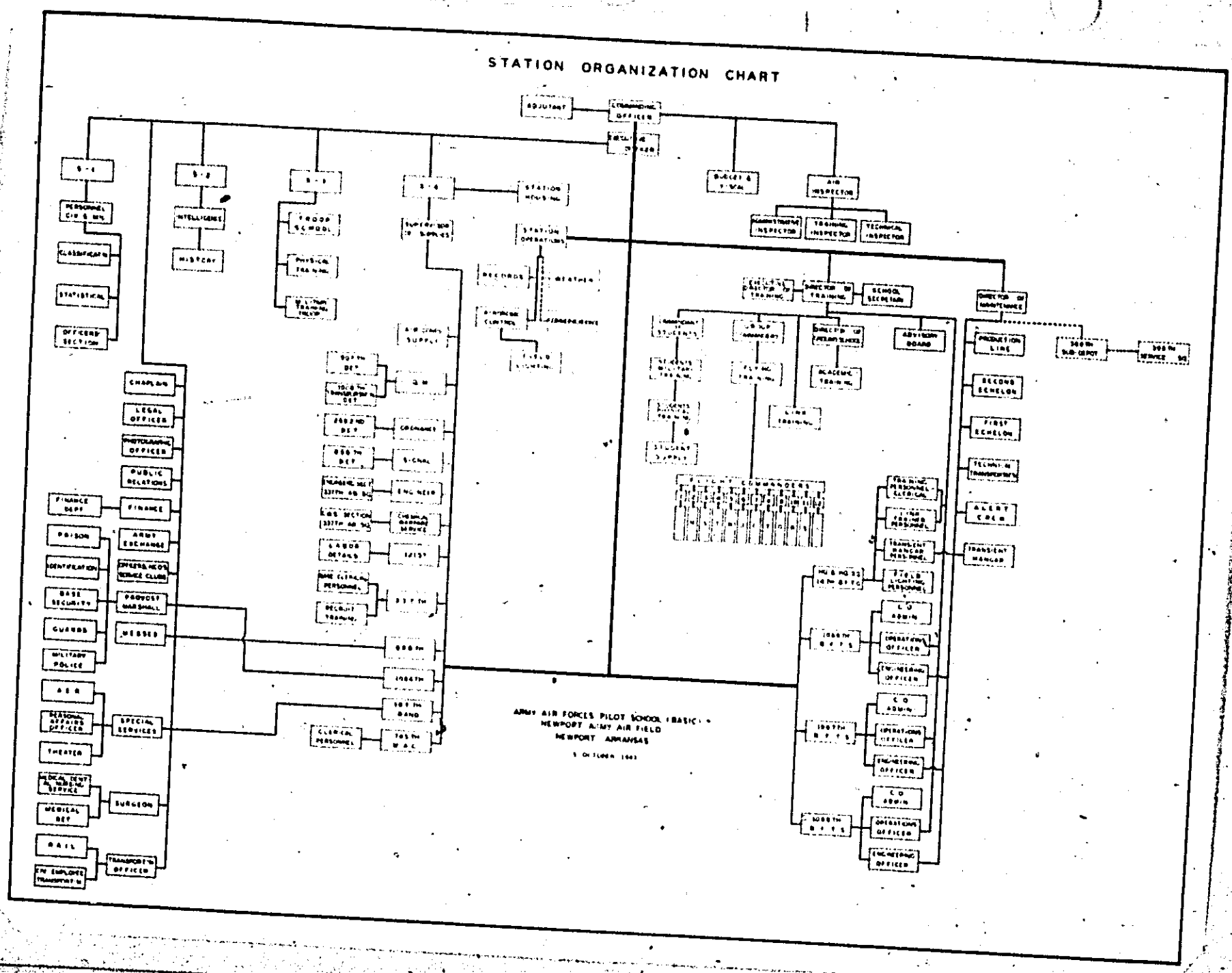
V-3

STATION ORGANIZATION CHART



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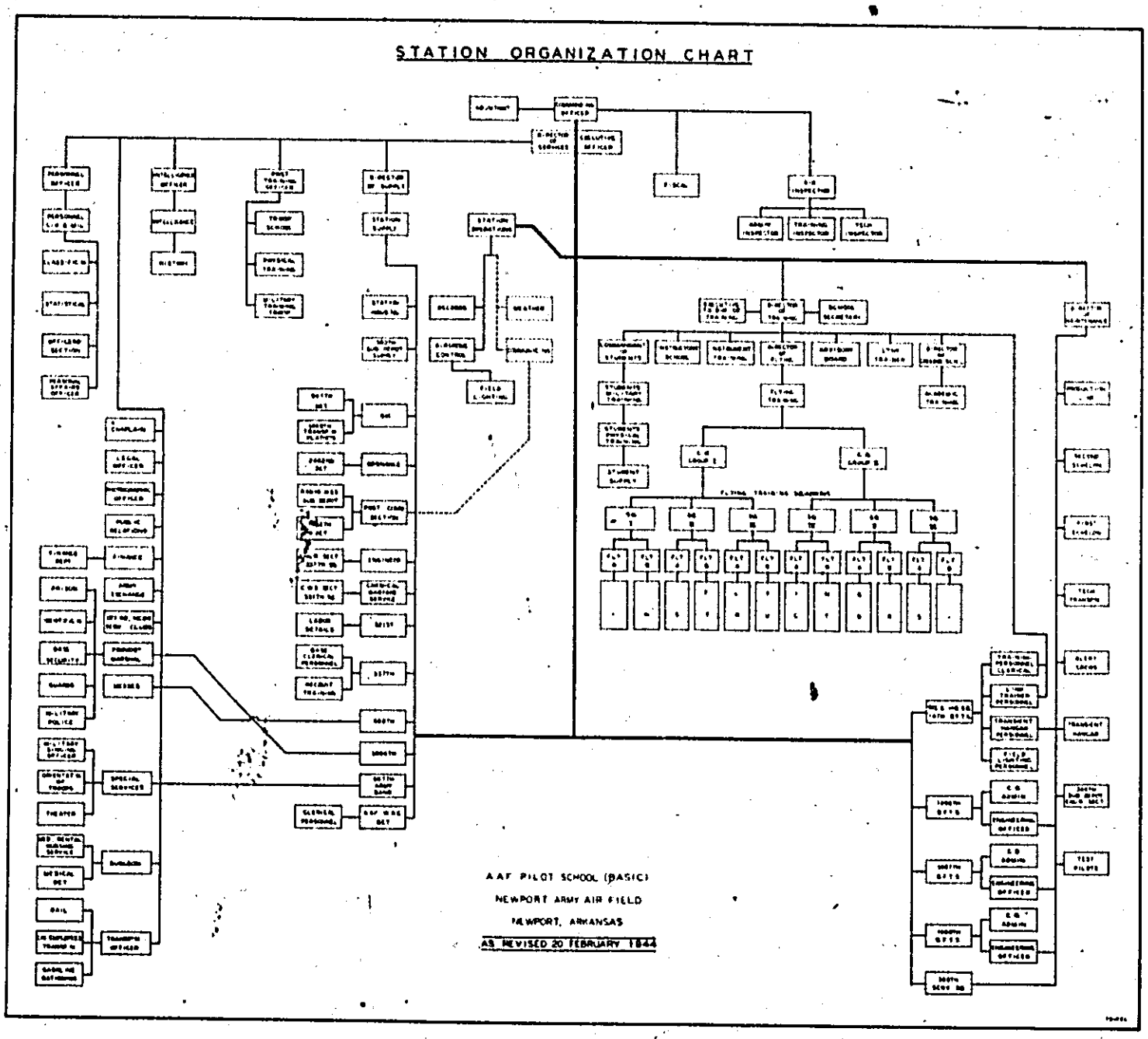
STATION ORGANIZATION CHART



AAF PILOT SCHOOL (BASIC)

NEWPORT ARMY AIR FIELD

NEWPORT, ARKANSAS

AS REVISED 20 FEBRUARY 1944

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WXF:ME.

WAR DEPARTMENT
REAL ESTATE SUBOFFICE
SOUTHWESTERN DIVISION
DONAGHEY TRUST BUILDING
LITTLE ROCK, ARKANSAS

FER TO FILE NO. _____

5 January 1944.

Subject: Tract Register - Newport Army Airfield and Auxiliary Fields.

The Commanding Officer,
Newport Army Airfield,
Newport, Arkansas.

1. Pursuant to verbal request of Captain Sinclair, Post Administrative Inspector, Newport Army Airfield, there is inclosed herewith copy of the tract register for the Newport Army Airfield, Main Field and Auxiliary Fields.

2. Your attention is invited to the fact that the amount of compensation to be paid for the taking of the land embraced in the Newport Army Airfield Project is dependent upon further court action and cannot accurately be determined at this time. The amount shown under "Price" is based on the appraised value placed on the tracts by War Department appraisers.

For the Division Engineer:

George L. Orr

George L. Orr,
Captain, Corps of Engineers,
Head, Division Real Estate Suboffice.

1 Incl. -
Tract Register.

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CR FORM 220 (7-16-43) WAR DEPARTMENT, OFFICE OF THE CHIEF OF ENGINEERS, CONSTRUCTION DIVISION, REAL ESTATE BRANCH

ORIGINAL [X] FINAL [ ] TRACT REGISTER [illegible] DIVISION

(SEPARATE REGISTER TO BE PREPARED FOR EACH REAL ESTATE DIRECTIVE) 13 SEP [illegible] DATE PREPARED

PROJECT RESPORT AIRFIELD (OFFICIAL NAME OF PROJECT) PURPOSE AIRFIELD (AS SET FORTH IN DIRECTIVE) DATE OF DIRECTIVE 5/4/42 DIRECTIVE NUMBER [illegible]

TRACT NUMBER	LANDOWNER'S NAME	ACREAGE	PRICE	"P" PURCHASE "D/T" DEC. OF TAK. "U" UNNEGOTIATED	LAST ACTION STEP TAKEN	REMARKS
		MAIN FIELD (ACQUISITION IN FEE)				
AN 1	R. D. Wilmans	1,353.80	112,536.00	D/T	D/T filed 11/21/42 and $112,536.00 deposited. Verdict 5/28/43 for $169,000.00. Appeal has been recommended. Partial disbursement of $111,536.00 has been made.	Compensation include crop damage estimate at $23,536.00. An additional 80 acres was added to this tract by directive dated Aug. 24, 1942.
AN 2	Eugene F. Thomas & Matilda Wilmans Thomas	960.00	65,850.00	D/T	D/T filed 11/21/42 and $65,850.00 deposited. Verdict 5/28/43 for $96,000.00. Appeal has been recommended. Partial disbursement of $60,871.62 has been made.	Compensation includes crop damage estimated at $11,850.00.
AN 3	Chas. Holden & Cora Holden	320.00	22,887.00	D/T	D/T filed 11/21/42 and $22,887.00 deposited. Verdict 5/28/43 for $40,000.00. Appeal has been recommended. Partial disbursement of $22,887.00 has been made.	Compensation includes crop damage estimated at $3,587.00.
	TOTAL	2,633.80	201,273.00			
		RAILROAD RIGHT OF WAY (ACQUISITION OF EASEMENT)				
ANR 1	Elizabeth Irwin	13.48	1,055.00	D/T	D/T filed 1/13/43 and $1,055.00 deposited. Verdict 7/13/43 for $3,750.00. Appeal has been recommended. Partial disbursement of $875.00 has been made.	Compensation includes crop damage estimated at $130.00.
ANR 2	J. R. Holden	9.28	120.00	D/T	D/T filed 1/13/43 and $120.00 was deposited. Verdict 7/13/43 for $500.00. Appeal has been recommended. $120.00 has been disbursed.	
ANR 3	A. S. Cathey	10.50	815.00	D/T	D/T filed 1/13/43 and $815.00 deposited. Verdict 7/13/43 for $4,000.00. Appeal has been recommended. $815.00 has been disbursed.	Compensation includes crop damage estimated at $115.00.
	TOTAL					

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OR FORM 220
(7-16-43)

WAR DEPARTMENT, OFFICE OF THE CHIEF OF ENGINEERS, CONSTRUCTION DIVISION, REAL ESTATE BRANCH

ORIGINAL ☒ FINAL ☐ TRACT REGISTER SOUTHWESTERN DIVISION

(SEPARATE REGISTER TO BE PREPARED FOR EACH REAL ESTATE DIRECTIVE) 13 St. [illegible] DATE PREPARED

PROJECT NEWPORT AIRFIELD (OFFICIAL NAME OF PROJECT) PURPOSE AIRFIELD (AS SET FORTH IN DIRECTIVE) DATE OF DIRECTIVE 5/4/42 DIRECTIVE NUMBER [illegible]

TRACT NUMBER	LANDOWNER'S NAME	ACREAGE	PRICE	"P" PURCHASE "C/T" DEC. OF TAK. "U" UNNEGOTIATED	LAST ACTION STEP TAKEN	REMARKS
AW 4	J. R. Holden	19.56	1,250.00	D/T	D/T filed 1/13/43 and $1,250.00 deposited. Verdict 7/13/43 for $2,500.00. Appeal has been recommended. $1,250.00 has been disbursed.	
AW 5	J. R. Holden & Josephine R. Biggedike	14.11	985.00	D/T	D/T filed 1/13/43 and $985.00 deposited. Verdict 7/13/43 for $2,750.00. Appeal has been recommended. $985.00 has been disbursed.	Compensation includes crop damage estimated at $155.00.
	TOTAL	66.93	4,225.00			
	TOTAL	2,700.73	205,498.00			

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CR FORM 220 (7-16-43) WAR DEPARTMENT, OFFICE OF THE CHIEF OF ENGINEERS, CONSTRUCTION DIVISION, REAL ESTATE BRANCH

ORIGINAL [X] FINAL [ ] TRACT REGISTER — SOUTHEASTERN DIVISION

(SEPARATE REGISTER TO BE PREPARED FOR EACH REAL ESTATE DIRECTIVE) — 13 SEP 1943 DATE PREPARED

PROJECT NEWPORT AIRFIELD (OFFICIAL NAME OF PROJECT) PURPOSE AIRFIELD (AS SET FORTH IN DIRECTIVE) DATE OF DIRECTIVE 8/6/43 DIRECTIVE NUMBER NDNR

TRACT NUMBER	LANDOWNER'S NAME	ACREAGE	PRICE	"P" PURCHASE "D/T" DEC. OF TAK. "U" UNNEGOTIATED	LAST ACTION STEP TAKEN	REMARKS
			MILLTOWN AUXILIARY FIELD (ACQUISITION IN FEE)			
NW 1	W. L. Clayton	480.00	27,500.00	D/T	D/T filed 1/5/43 and $13,500.00 deposited. Amended D/T filed 7/13/43 and an additional $7,800.00 deposited. Partial disbursement of $13500.00 has been made.	Compensation includes crop damage estimated at $7,800.00.
	TOTAL	480.00	27,500.00			
			MILLTOWN AUXILIARY FIELD OUTLET DITCH (ACQUISITION OF EASEMENT)			
NW 2 R/W	Margaret B. Hays	4.70	300.00	P	Option accepted 8/9/43	
	TOTAL	4.70	300.00			
			ELGIN AUXILIARY FIELD (ACQUISITION IN FEE)			
NE 1	H. E. James	200.00	20,338.00	D/T	D/T filed 1/5/43 and $14,730.00 deposited. Verdict 6/3/43 for $20,338.00. Acceptance of verdict was recommended. Partial disbursement of $14,378.00 has been made.	Compensation includes crop damage estimated at $4,730.00
NE 2	Heirs of J. O. Taylor	80.00	8,200.00	D/T	D/T filed 1/5/43 Disbursement complete.	Compensation includes crop damage estimated at $2,600.00.
NE 5	L. T. Slayden	160.00	18,900.00	D/T	D/T filed 1/5/43 and $13,500.00 deposited. Verdict 6/3/43 for $13,500.00 for land and sev. damage. Approval recommended. Partial disbursement of $14,010.00 has been made.	Compensation includes crop damage of $510.00 not included in verdict.
NE 6	Metropolitan Life Insurance Company & Tom Oliver	40.00	7,000.00	D/T	D/T filed 1/5/43 and $4,675.00 deposited. Verdict 6/5/43 for $7,000.00. Approval recommended. Partial disbursement of $4,605.50 has been made.	Compensation includes crop damage estimated at $1,975.00.
	TOTAL	480.00	54,438.00			
			WELDON AUXILIARY FIELD (ACQUISITION IN FEE)			
NW 1	Lena McDonald Neary	161.02	30,600.00	D/T	D/T filed 1/5/43 and $28,700.00 deposited. Additional $1900.00 deposited 7/28/43. Verdict 7/21/43 for $50,000.00. Appeal recommended. Partial disbursement of $28,400.00 has been made.	Compensation includes crop damage estimated at $10,000.00.
	TOTAL					

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CR FORM 220 (7-16-43) WAR DEPARTMENT, OFFICE OF THE CHIEF OF ENGINEERS, CONSTRUCTION DIVISION, REAL ESTATE BRANCH

ORIGINAL ☒ FINAL ☐ TRACT REGISTER — SOUTHWESTERN DIVISION

(SEPARATE REGISTER TO BE PREPARED FOR EACH REAL ESTATE DIRECTIVE) — 13 SEP 43 DATE PREPARED

PROJECT NEWPORT AIRFIELD (OFFICIAL NAME OF PROJECT) PURPOSE AIRFIELD (AS SET FORTH IN DIRECTIVE) DATE OF DIRECTIVE 8/6/42 DIRECTIVE NUMBER NCRE-

TRACT NUMBER	LANDOWNER'S NAME	ACREAGE	PRICE	"P" PURCHASE "D/T" DEC. OF TAK. "U" UNNEGOTIATED	LAST ACTION STEP TAKEN	REMARKS
NW 3	Attye McDonald Kettering	80.00	13,450.00	D/T	D/T filed 1/5/43 and $10,150.00 filed. Additional $3300.00 deposited 7/28/43. Verdict 7/21/43 for $12,000.00, exclusive of crops. Appeal recommended. Partial disbursement of $10,150.00 made.	Compensation includes crop damage estimated at $10,000.00.
NW 4	Mary McDonald Cornish	80.00	13,700.00	D/T	D/T filed 1/5/43 and $10,200.00 deposited, additional $3500.00 deposited 7/28/43. Verdict 7/21/43 for $12,000.00, exclusive of crops. Appeal recommended. Partial disbursement of $10,200.00 has been made.	Compensation includes crop damage estimated at $4,100.00.
NW 5	R. H. McDonald, et al.	20.00	4,400.00	D/T	D/T filed 1/5/43 and $3,250.00 deposited. Additional $550.00 was deposited 7/28/43. Verdict 7/21/43 for $3,000.00, exclusive of crops. Approval was recommended. Partial disbursement of $850.00 has been made.	Compensation includes crop damage of $1400.
NW 6	Ernest F. McDonald	60.00	11,500.00	D/T	D/T filed 1/5/43 and $8,900.00 deposited. An additional $2600.00 was deposited 7/28/43. Verdict 7/21/43 for $13,000.00, exclusive of crops. Appeal was recommended. Partial disbursement of $8,700.00 has been made.	Compensation includes $2900.00 for crop damage.
NW 7	L. F. Hicks	80.00	17,200.00	D/T	D/T filed 1/5/43 and $16,600.00 was deposited. An additional $600.00 was deposited 7/28/43. Verdict 7/21/43. Verdict 7/21/43 for $25,000.00 including crops. Appeal was recommended. Partial disbursement of $3,000.00 has been made.	Compensation includes crop damage, Estimated at $3600.00.
	TOTAL	481.02	90,850.00			
	TOTAL	1,145.72	172,888.00			

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OI FORM 220 (7-16-43) WAR DEPARTMENT, OFFICE OF THE CHIEF OF ENGINEERS, CONSTRUCTION DIVISION, REAL ESTATE BRANCH

ORIGINAL ☐ FINAL ☐ TRACT REGISTER [redacted] DIVISION

(SEPARATE REGISTER TO BE PREPARED FOR EACH REAL ESTATE DIRECTIVE) 13 St 4 DATE PREPARED

PROJECT HERPORT AIRFIELD (OFFICIAL NAME OF PROJECT) PURPOSE AIRFIELD (AS SET FORTH IN DIRECTIVE) DATE OF DIRECTIVE 9/15/42 DIRECTIVE NUMBER NOB8

TRACT NUMBER	LANDOWNER'S NAME	ACREAGE	PRICE	"P" PURCHASE "D/T" DEC. OF TAK. "U" UNNEGOTIATED	LAST ACTION STEP TAKEN	REMARKS
		AMADOR AUXILIARY FIELD (ACQUISITION IN FEE)				
MA 1	John J. Barbee & Rose Bronnstein	240.00	12,000.00	D/T	D/T filed 3/30/43 Partial disbursement of $11,737.50 has been made.	
MA 2	R. D. Wilmans & R. P. McCuistion	260.00	14,170.00	D/T	D/T filed 2/2/43 Partial disbursement of $13,032.61 has been made.	
	TOTAL	500.00	26,170.00			
		HERIN AUXILIARY FIELD (ACQUISITION OF EASEMENT)				
HER 7	W. R. Pratt	0.91	50.00	P	Check delivered 6/25/43	
HER 8	Harrison Bennett	0.40	25.00	P	Check delivered 6/26/43	
	TOTAL	1.31	75.00			
		HERIN AUXILIARY DRAINAGE DITCH EASEMENT				
HER 11 R/W	W. R. Pratt	2.10	700.00	P	Voucher forwarded to C of F 7/20/43.	
	TOTAL	2.10	700.00			
		HERIN AUXILIARY FIELD (ACQUISITION IN FEE)				
HER 1	R. G. Holden & Breuce Holden	30.00	4,890.00	D/T	D/T filed 3/30/43	Compensation includes crop damage of $730.
HER 2	Harrison Bennett	109.07	10,5[illegible]0.00	P	Check delivered 3/12/43	Compensation includes crop damage of $2575.
HER 3	J. F. Phillips (Heirs)	100.00	17,070.00	D/T	D/T filed 3/30/43 Disbursement complete.	Compensation inclu[illegible]es crop damage of $3[illegible]0.
HER 4	D. W. Minge	70.00	6,235.00	P	Check delivered 3/12/43	Compensation inclu[illegible] crop damage of $90
HER 5	C. H. Wilmans	100.00	8,865.00	D/T	D/T filed 2/2/43 Partial disbursement of $8815.00 has been made.	Compensation include crop damage estimated at $1550.00.
HER 6	Ben F. Phillips	90.53	14,250.00	P	Check delivered 3/12/43	Compensation includes crop damage of $4250.
	TOTAL	439.60	61,880.00			
	TOTAL	1,003.01	88,225.00			

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OR FORM 220
(7-16-43)

WAR DEPARTMENT, OFFICE OF THE CHIEF OF ENGINEERS, CONSTRUCTION DIVISION, REAL ESTATE BRANCH

ORIGINAL ☒ FINAL ☐ TRACT REGISTER — SOUTHEASTERN DIVISION

(SEPARATE REGISTER TO BE PREPARED FOR EACH REAL ESTATE DIRECTIVE) — 13 SI DATE PREPARED

PROJECT NEWPORT AIRFIELD (OFFICIAL NAME OF PROJECT) PURPOSE AIRFIELD (AS SET FORTH IN DIRECTIVE) DATE OF DIRECTIVE 5/13/43 DIRECTIVE NUMBER NCRS

TRACT NUMBER	LANDOWNER'S NAME	ACREAGE	PRICE	"P" PURCHASE "D/T" DEC. OF TAK. "U" UNNEGOTIATED	LAST ACTION STEP TAKEN	REMARKS
		DRAINAGE DITCH(PERPETUAL EASEMENT)				
N 1 DR	J. R. Holden & Josephine Biggadike	16.10	850.00	D/T	D/T filed 5/28/43	
N 2 DR	R. D. Wilmans	28.80	2,500.00	D/T	D/T filed 5/28/43	
N 3 DR	Roy H. Hinkle	8.70	325.00	D/T	D/T filed 5/28/43	
N 4 DR	Alfred Leland	3.30	500.00	D/T	D/T filed 5/28/43	
N 5 DR	E. D. Mink	6.00	350.00	D/T	D/T filed 5/28/43	
N 6 DR	Henderson Murphy	2.70	50.00	D/T	D/T filed 5/28/43	
N 7 D	R. D. Wilmans	3.47	100.00	D/T	D/T requested 7/22/43	
N 8 D	Chas. Holden	5.26	150.00	D/T	D/T requested 7/22/43	
N 9 D	Norine C. Wilkerson	14.53	600.00	D/T	D/T requested 7/22/43	
N 10 D	Wm. E. Lackey	8.49	275.00	D/T	D/T requested 7/22/43	
N 11 D	T. V. Lackey	8.49	145.00	D/T	D/T requested 7/22/43	
N 12 D	Jess Bonhill	5.12	300.00	D/T	D/T requested 7/22/43	
N 13 D	Chris Nichales & Goldie Clear	1.66	125.00	P	Check received 9/14/43	
N 14 D	P. P. Stegall	8.00	550.00	D/T	D/T requested 7/22/43	
N 15 D	Chas. Davis	1.49	100.00	D/T	D/T requested 7/22/43	
N 16 D	Norine C. Wilkerson	9.57	800.00	D/T	D/T requested 7/22/43	
N 17 D	Ralph L. Jackson	0.17	5.00	P	Check received 9/14/43	
N 18 D	Cleud Masters	5.05	250.00	D/T	D/T requested 7/22/43	
N 19 D.	B. N. Campbell	5.36	100.00	D/T	D/T requested 7/22/43	
	TOTAL					
	TOTAL	136.26	7,475.00			

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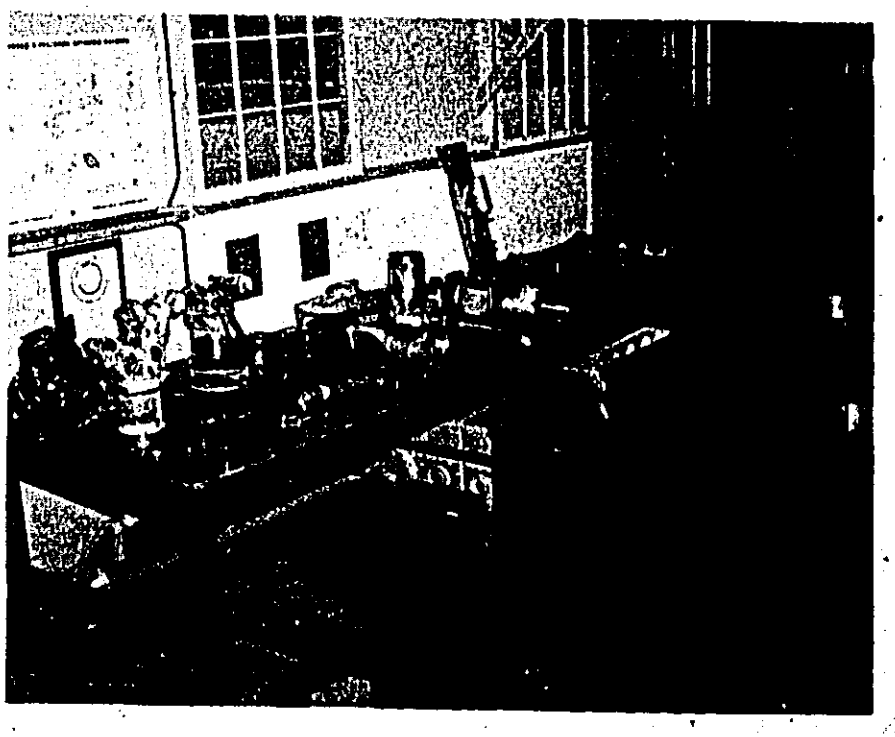
11/1/1943. NAAF, Newport, Ark. Interior Wing of Troop Ground School Building, showing mock-ups. Looking North.

11/1/1943. NAAF, Newport, Ark. Same room, taken from Southeast, showing other mock-ups.



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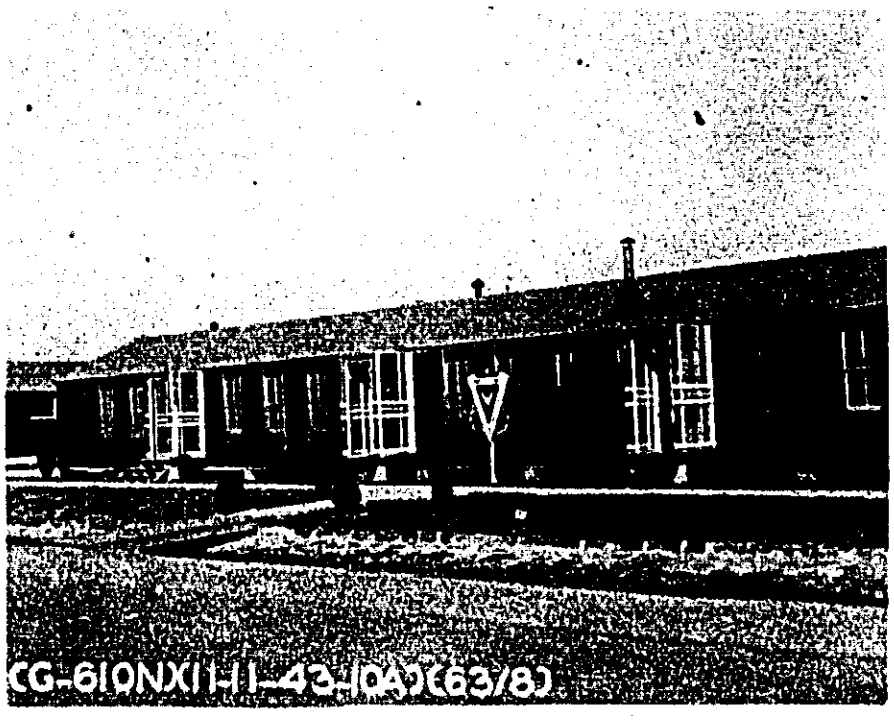
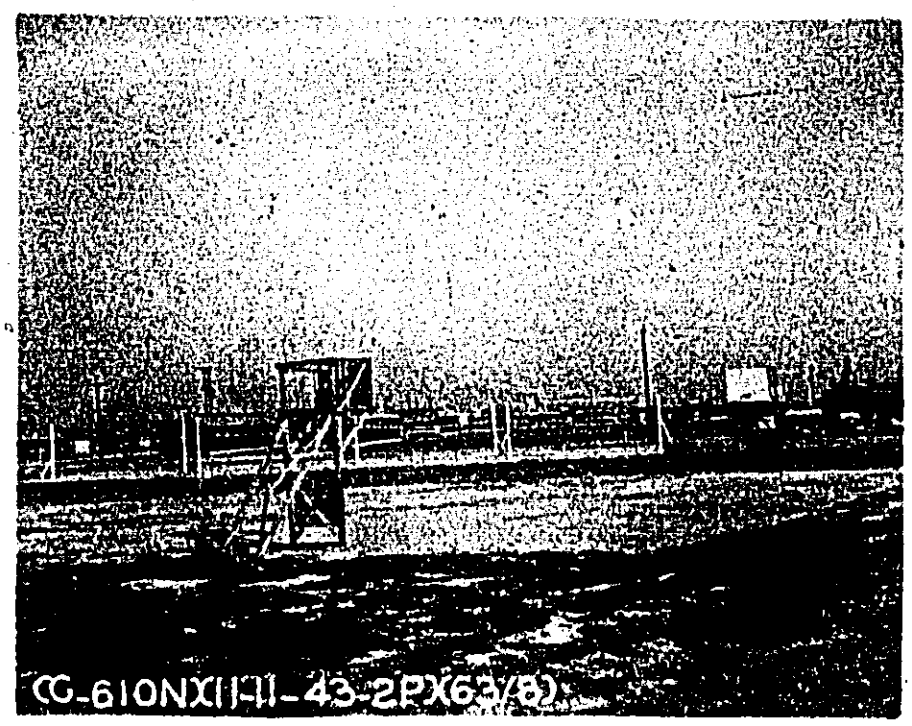


NAAF, Newport, Ark. Front View of Building assigned to Physical Training Department.

NAAF, Newport, Ark. View of Athletic Area of the W. A. C., taken from the Southeast, and showing Cadet Area in the background.



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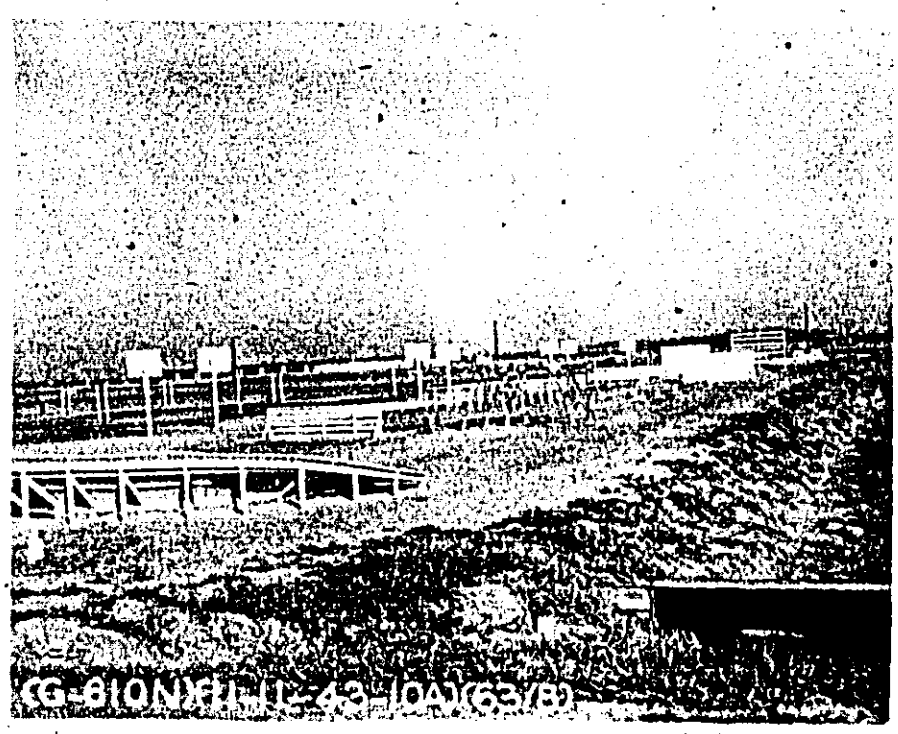
NAAF, Newport, Ark. Southwest View of Obstacle Course on the main Athletic Area.

NAAF, Newport, Ark. Southeastern View of Obstacle Course, with eastern portion of Athletic Area in background.



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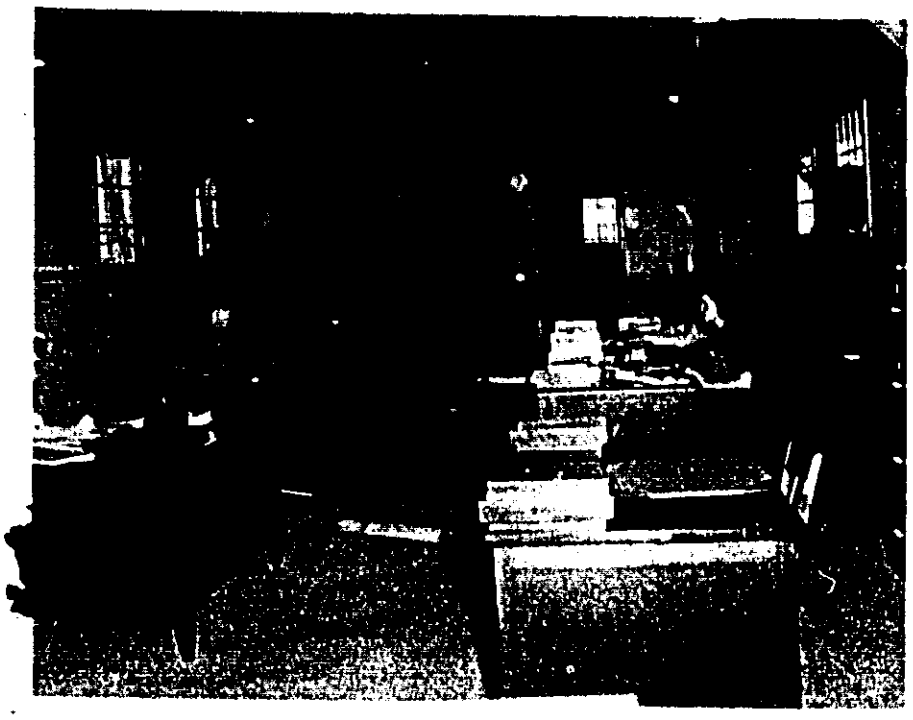
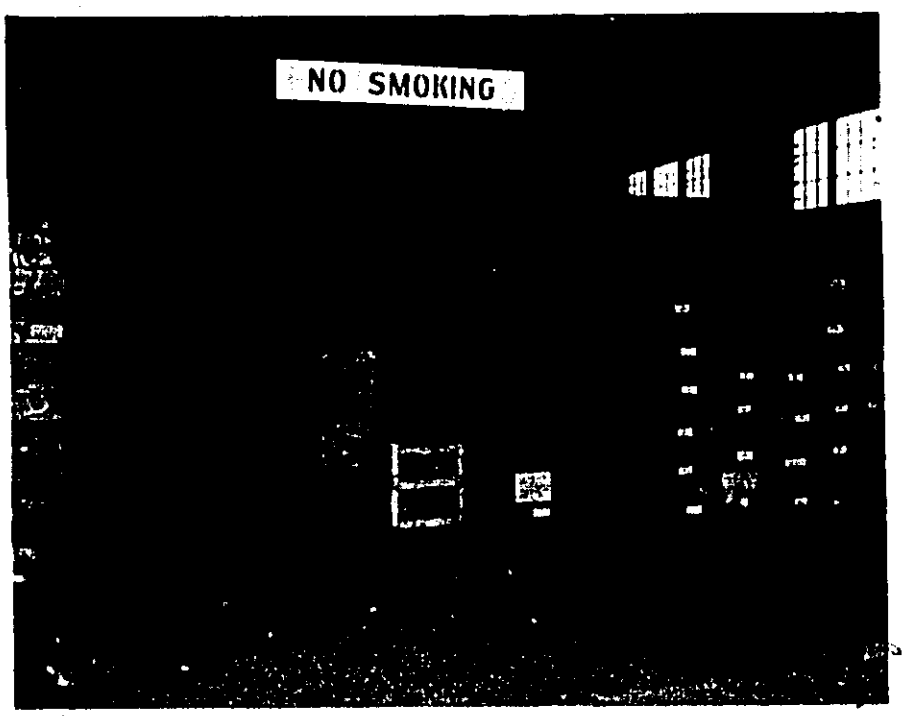


NAAF, Newport, Ark. 12/5/1943. Interior of Quartermaster Office Building

12/5/1943. NAAF, Newport, Ark. Interior of Quartermaster Property Warehouse.



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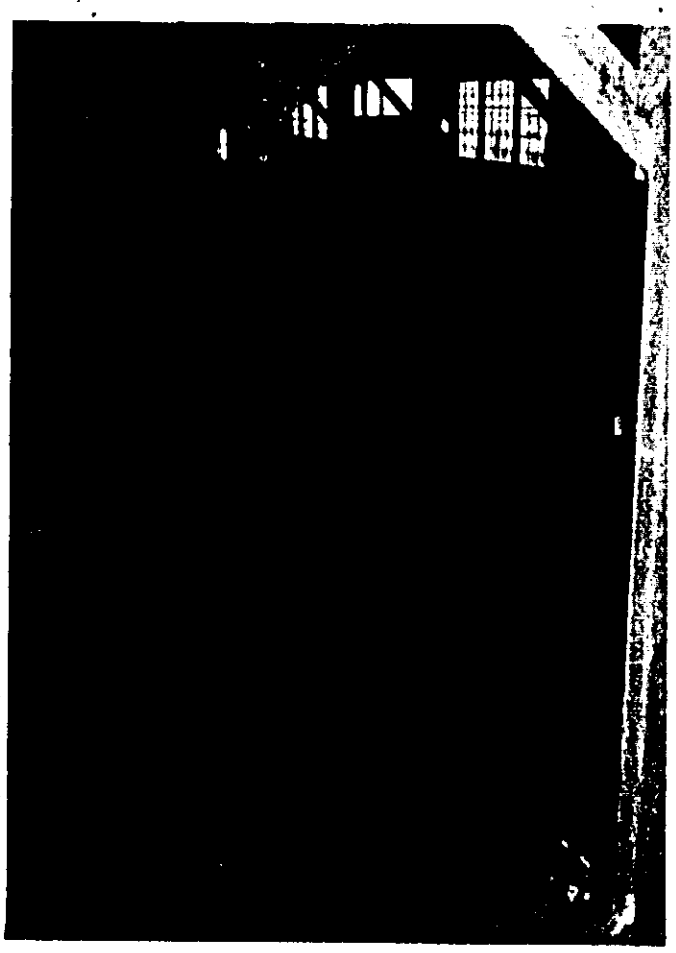

12/5/1943. NAAF, Newport, Ark. Interior Quartermaster Subsistence Warehouse.

12/5/1943. NAAF, Newport, Ark.. Interior View of Quartermaster Cold Storage Warehouse..



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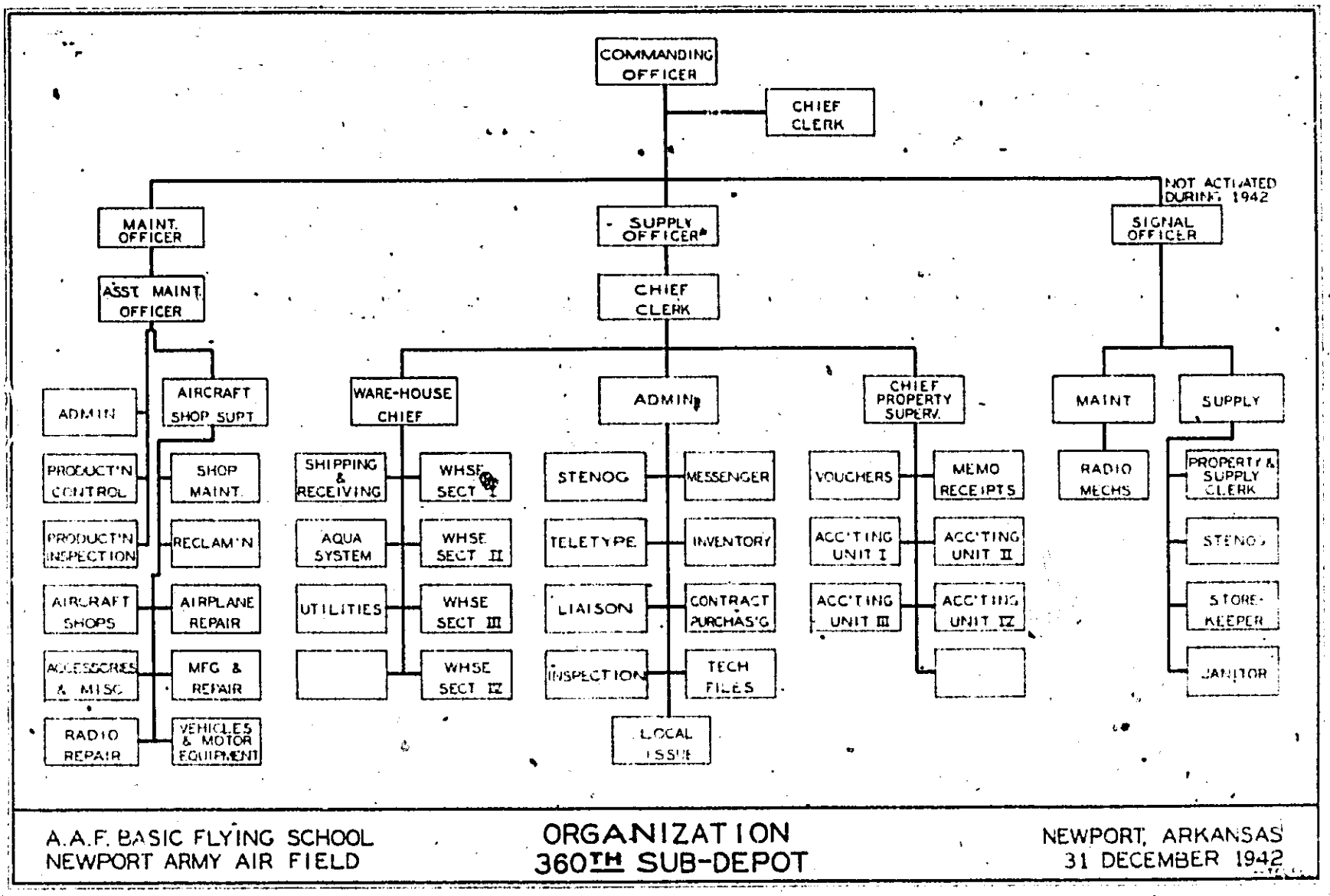

A.A.F. BASIC FLYING SCHOOL
NEWPORT ARMY AIR FIELD

ORGANIZATION
360TH SUB-DEPOT

NEWPORT, ARKANSAS
31 DECEMBER 1942

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TOTAL EXPENDITURES MADE FROM SUB-ALLOTMENTS RECEIVED FROM AAFBTC, MAXWELL FIELD, ALABAMA, AND SAN ANTONIO AIR SERVICE COMMAND, KELLY FIELD, TEXAS, FROM 1 JULY 1943 THROUGH 31 JANUARY 1944

PURPOSE OF SUB-ALLOTMENTS	EXPENDITURES BY MONTHS (In Dollars)							
	1943 JULY	AUG	SEPT	OCT	NOV	DEC	1944 JAN	TOTAL
AAF Civilian Personnel Payrolls	37501	37212	37870	38649	40923	41582	50136	$238,875
Ordnance Supplies & Material	40	37	65	140	26	0	47	355
Maintenance Material for Aircraft	421	420	514	246	312	248	426	2,587
Fuel & Oil for Aircraft	771	170	46	108	14	64	42	595
Individual & Organizational Equip. for AAF Activities	3	0	0	13	0	6	0	22
Elec.Supplies & Equip., Flying Field Equip., Machine Shop Tools, Office Supplies and Equip.	300	206	144	163	481	314	71	1,679
Commercial Printing Contracts	0	0	0	0	0	100	0	100
Salvage & Guarding of Aircraft	4	0	0	15	7	10	10	46
							TOTAL	$244,259

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TOTAL EXPENDITURES MADE FROM SUB-ALLOTMENTS
RECEIVED FROM EIGHTH SERVICE COMMAND, DALLAS, TEXAS
FROM 1 JULY 1943 THROUGH 31 JANUARY 1944

PURPOSE OF SUB-ALLOTMENTS	EXPENDITURES BY MONTHS (In Dollars)							
	1943 JULY	AUG	SEPT	OCT	NOV	DEC	1944 JAN	TOTAL
8th Service Command Civilian Personnel Payrolls	45620	45483	37052	39211	40453	42941	44955	$295,715
Recreational Equip.& Supplies (WEMA)	99	60	0	0	0	295	0	454
Engineer Repair & Utilities	8100	8178	12126	18011	18296	11874	13053	89,638
Quartermaster Laundry	0	0	212	0	158	7	25	402
Commercial Communications	4050	4150	2620	2773	8021	5054	3187	29,855
Postage, Alteration & Reclamation of QM Equip.Repair of Typewriters,etc.	140	136	7	157	81	12	0	532
							TOTAL	$416,596

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TOTAL EXPENDITURES MADE FROM SUB-ALLOTMENTS
RECEIVED FROM MEMPHIS ARMY SERVICE FORCES DEPOT, MEMPHIS, TENNESSEE
FROM 1 JULY 1943 THROUGH 31 JANUARY 1944

PURPOSE OF SUB-ALLOTMENTS	EXPENDITURES BY MONTHS (In Dollars)							
	1943 JULY	AUG	SEPT	OCT	NOV	DEC	1944 JAN	TOTAL
Subsistence and Ice	8801	8846	9039	18988	13554	14314	13657	$87,199
Sanitary Supplies and Equip. Stationery & Expendable Off. Supplies	200	170	172	97	19	15	29	702
Fuel and Lubricants	2000	1743	2385	4286	364	6482	5074	26,334
Misc. Purchases	33	12	132	188	114	132	112	723
						TOTAL		$114,958

VII-9

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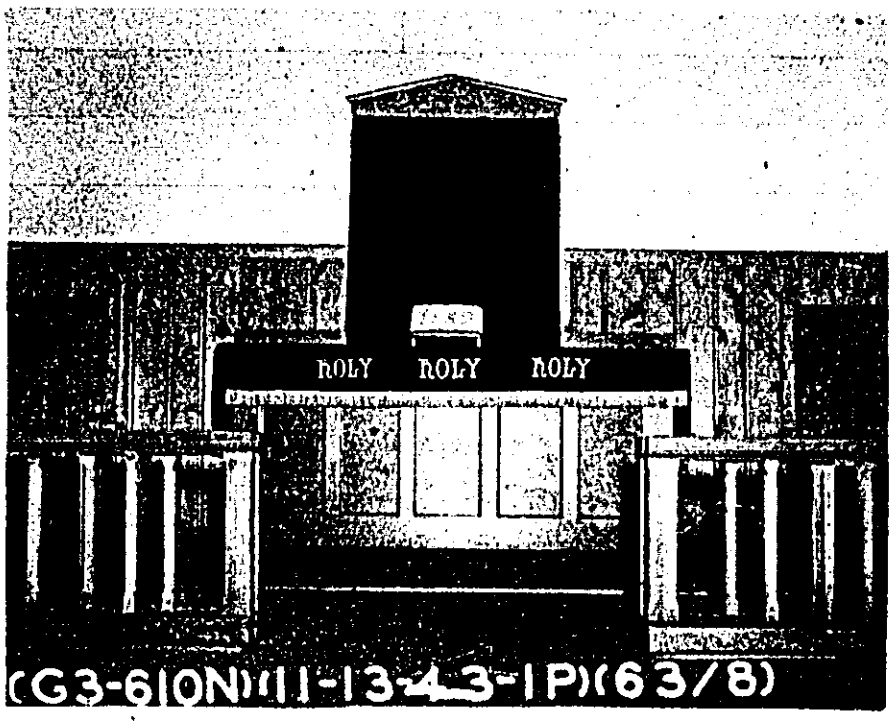
11/13/1943. NAAF, Newport, Ark. Southern View of Post Chapel

NAAF, Newport, Ark. View of Altar in Post Chapel.



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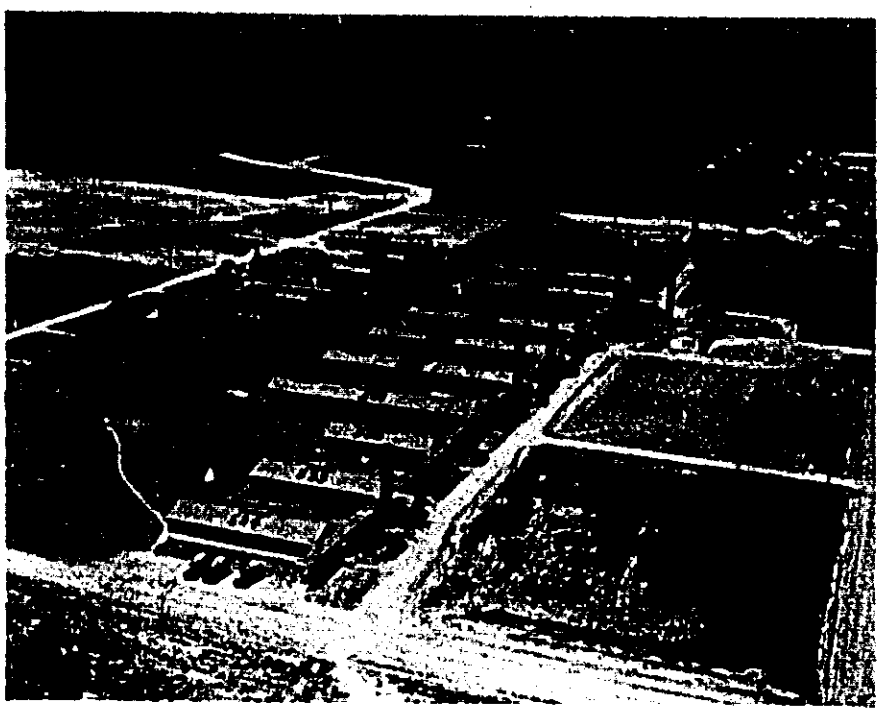

8/1/1943. NAAF, Newport, Ark. Station Hospital Plant. Use of Buildings is shown below:

520 - Nurses' Home
521 - Nurses' Home
522 - Nurses' Day Room
523 - Administration Bldg.
526 - Isolation Ward
527 - Officers and Cadets Ward.
528 - Women's Ward
529 - Convalescent Training Ward.
530 - Medical Ward
531 - Surgical Ward
532 - Dental Clinic
533 - Flight Surgeon
534 - Dispensary
535 - Supply Warehouse
536 - Enlisted Men's and Patient's Day Room.
537 - Mess Hall
538-541 - Barracks
542 - Carpenter Shop and Unit Supply
543 - Latrine
544 - Latrine (not shown on picture - left of #542)

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12/20/1942. NAAF, Newport, Ark. First Dental Chairs in Dental Clinic

4/25/1943. NAAF, Newport, Ark. Present Chairs in Dental Clinic.



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SUMMARY OF MEDICAL STATISTICS
NEWPORT ARMY AIR FIELD
Newport, Arkansas

COMPILED FROM THE WEEKLY 86ab STATISTICAL REPORTS FOR THE YEAR 1943:

2842	Average Strength	
915.88	All Causes	Annual Admission Rate.
822.71	Disease Only	
93.17	Injury Only	
22.10	Non-effective Rate	
8.85	Average Days Lost Per Admission	
9.22	All Causes	Death Rate
8.79	Aircraft Accidents	
288.19	Common Resp. Diseases	Annual Admission Rate for Certain Diseases
24.63	Pneumonia	
125.27	Influenza	
34.56	Gonorrhea	
2.85	Syphilis	
.76	All Other Venereal Dis.	
38.17	Total Venereal Disease	
39.94	Diarrhea	
20.93	Vincent's Angina	

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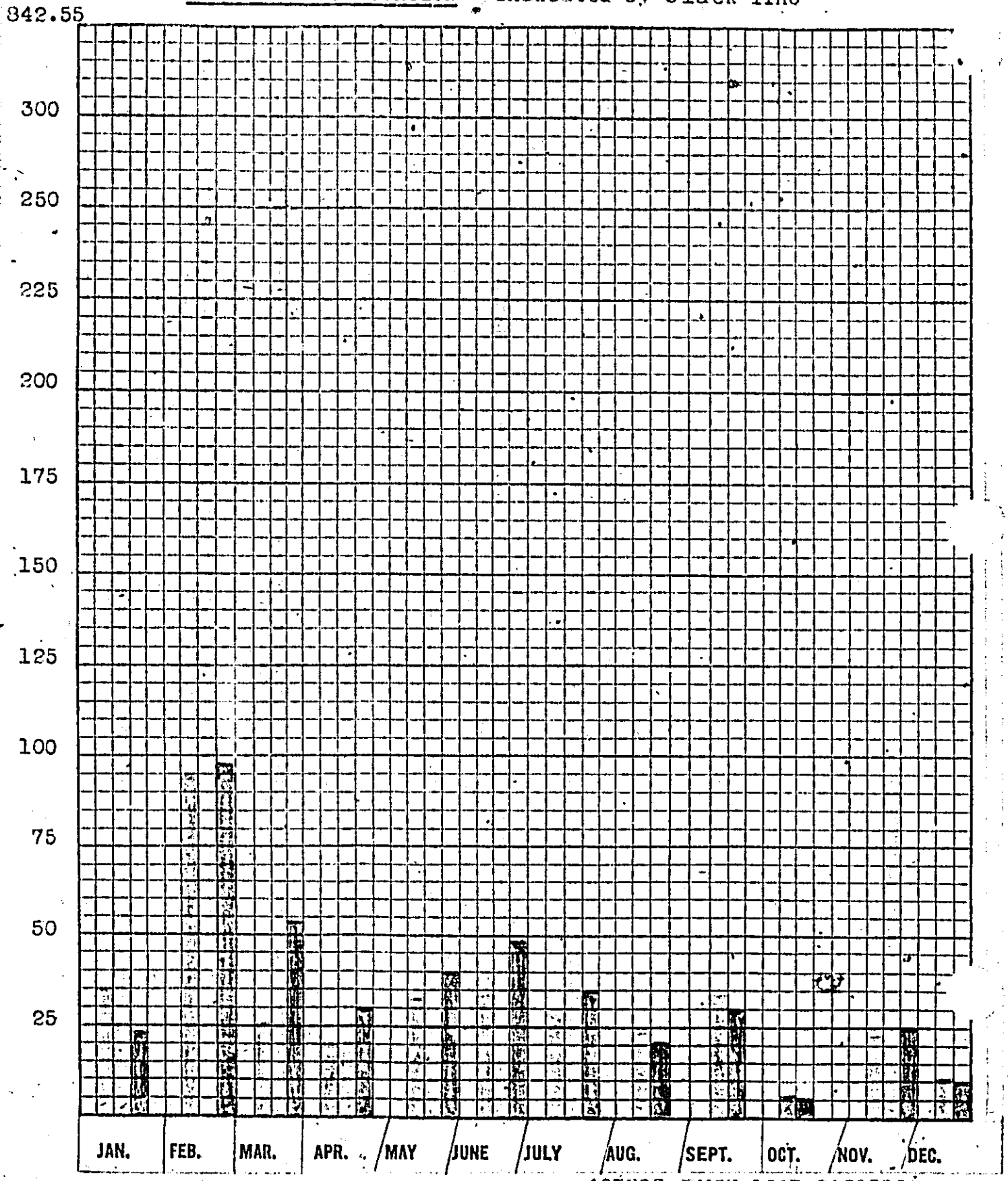
VENEREAL DISEASE RATES PER THOUSAND PER ANNUM 1943

Exhibit 1.

FOR WHITE - indicated by blue line

FOR COLORED - indicated by red line

FOR TOTAL FOR STATION - indicated by black line



Form 65a
MEDICAL DEPARTMENT, U. S. ARMY
(Authorized March 9, 1923)

VITAL STATISTICS CHART (SMALL)

U. S. GOVERNMENT PRINTING OFFICE 3—0381

Mounted inside down to
preserve left-hand scale.

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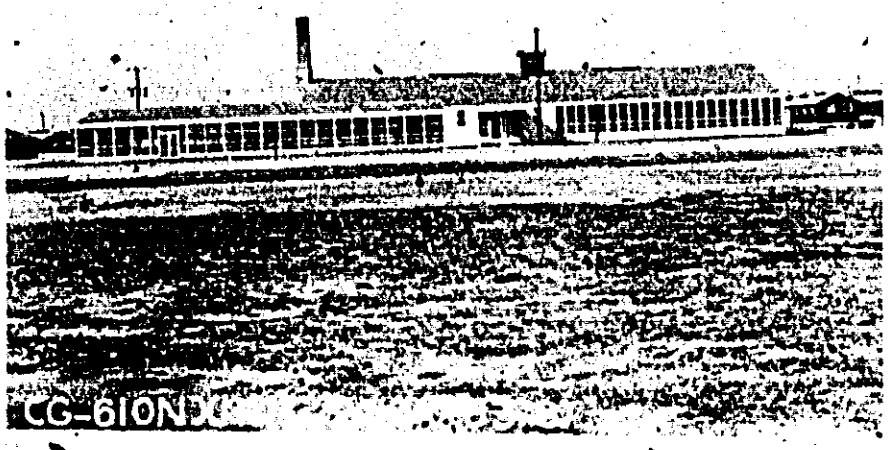
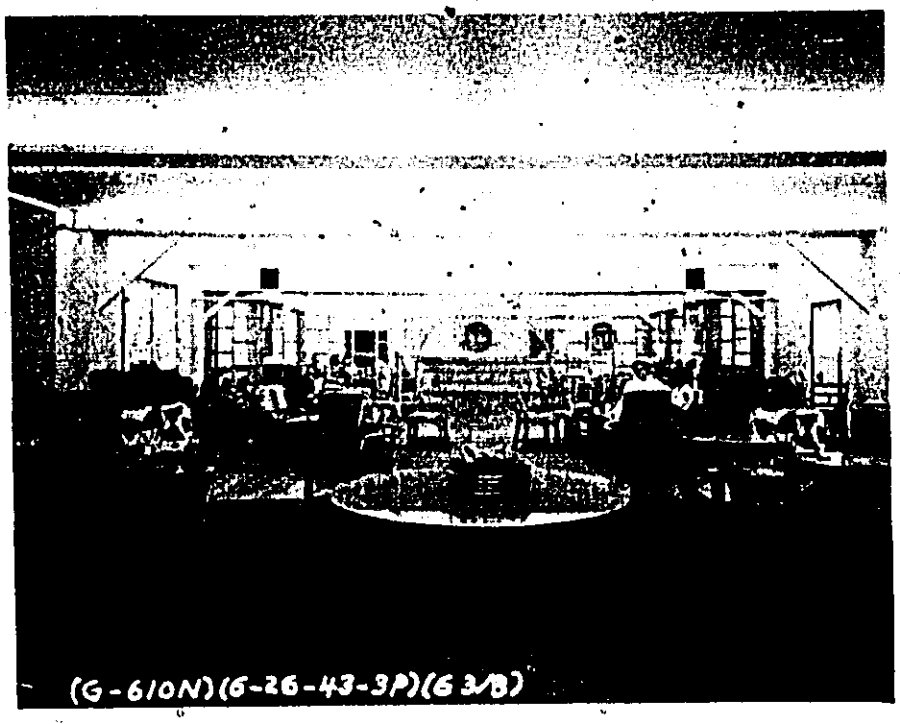


NAAF, Newport, Ark. Eastern View of the Officers' Club and Mess.

NAAF, Newport, Ark. Interior View of Officers' Club, showing lounge and bar in background.



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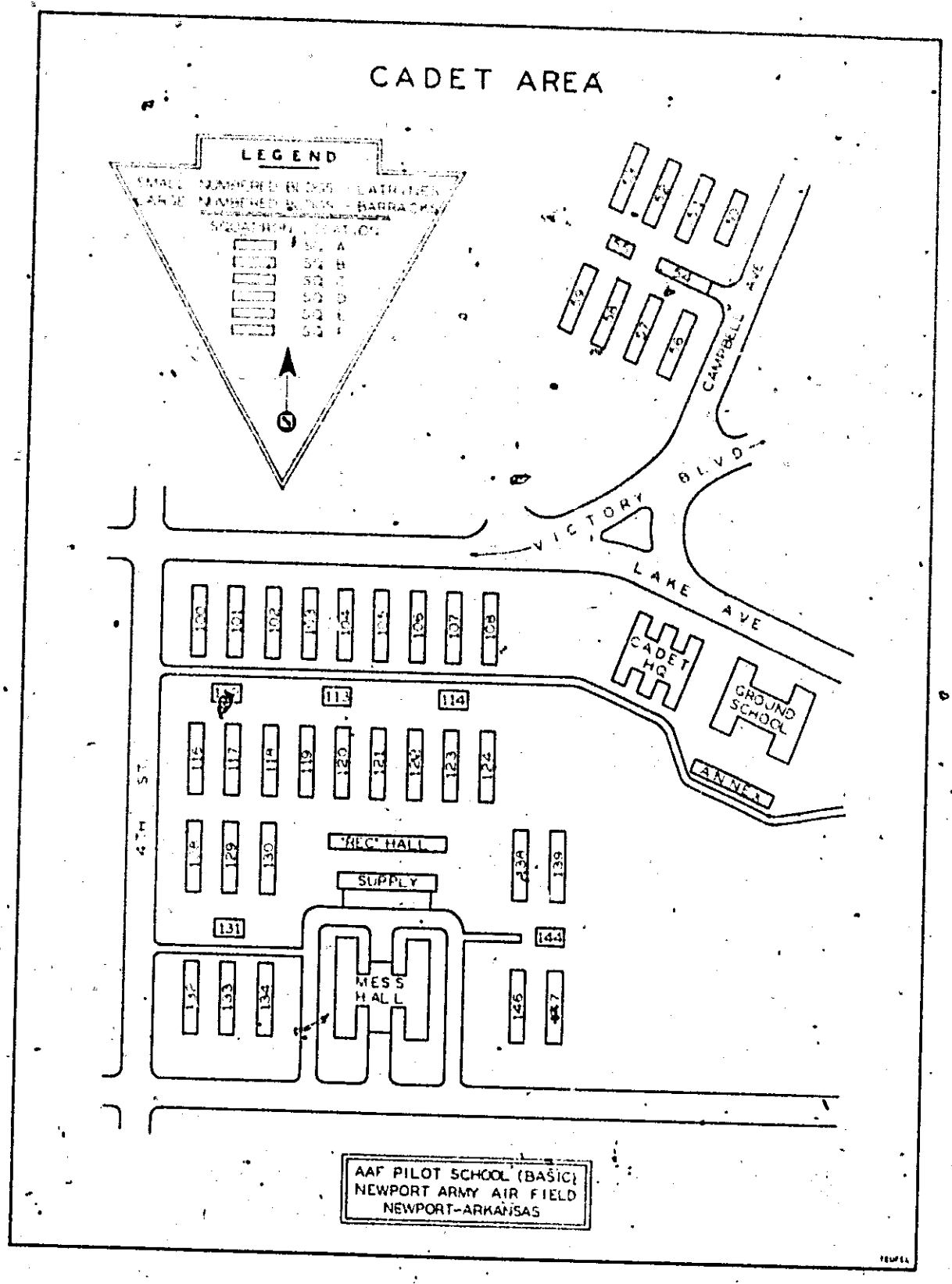

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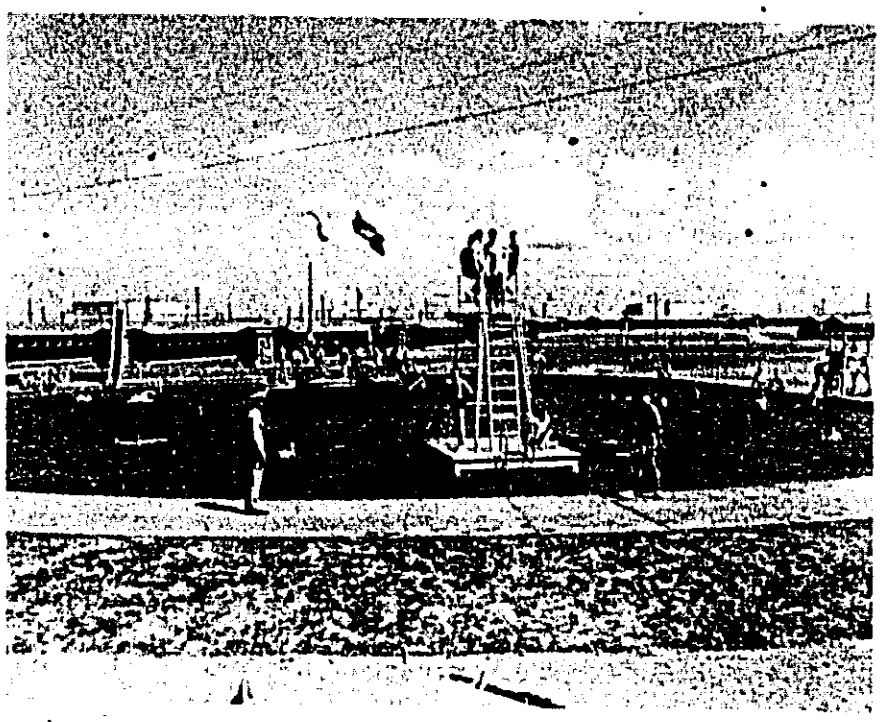

NAAF, Newport, Ark. Post Swimming Pool, 100' x 160'

NAAF, Newport, Ark. Interior of Recreation Hall #1, with part of benches in place.

