

# **A FOOTNOTE TO HISTORY**

**Enlisted Pilots**

**in the**

**United States Army Air Services**

Dwight E. Turner

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INTRODUCTION -- On May 31, 1957 an era ended. On that date M/Sgt. George Holmes retired, becoming one of only two and the last enlisted man to fly for the United States Air Force. For the past half century the image of any pilot of our country's armed forces is of an officer, who in addition to his wings would also be wearing bars, leaves, eagles, or stars of his rank. This hasn't always been true however. From its beginning until the last grizzled master sergeant retired in 1957 there has been a small but significant number of enlisted men who also wore their wings with pride and contributed to the development of military aviation.

When Andy Weigel asked me to speak about enlisted pilots my first thoughts were about what my experience had been as one of the twenty-five hundred enlisted aviation students of the World War II period. Fortunately someone else had had some deeper interest in the subject and the ambition to seriously research it and put it on paper. Therefore, my comments are largely in the nature of a book report.

The times were very hectic when we received our wings in 1942, and no one had the time or interest to look back and contemplate the events and people who had preceded us. Our interest was in learning about the airplanes we were suddenly being given the opportunity to fly. Very quickly our lives were overtaken by the onrush of events and interest in our origins faded into the background. Thirty years later however, careers were being completed and some people did look back to where it began.

Lee Arbon was one of the Staff Sergeant pilots of 1942, who completed his military career as a B-47 aircraft commander in SAC. His interest in the subject resulted in a book. THEY ALSO FLEW, The Enlisted Pilot Legacy, 1912-1942, was published in 1992 by the Smithsonian Institution. The extensive research, documentation, and interviews accomplished during the writing of the book leaves us in his debt. We are also indebted to another of the enlisted pilots, James (Mac) MacWilliam, who was a prime mover in creating the Army Air Corps Enlisted Pilots Association and tracking down long forgotten enlisted pilots, of whom there are now about a thousand still around.

BEGINNINGS OF MILITARY AVIATION -- For most of us the first introduction to a flightline leaves an impression of acres of ramp and fleets of identical airplanes parked in orderly rows. But of course it was not always thus. The

Wright Brothers 1909 Military Flyer was the first aeroplane acquired by the Army Signal Corps. Then several years elapsed while experience and knowledge was accumulated to determine what the role of the new toy was to be--and who was to use it.

As it happened, it seems that the first pilot in the U. S. Army was an enlisted man, a balloonist. Sgt. William Ivy who had worked as a stunt balloonist, was with American Forces in Cuba in 1898 and carried an observer aloft to observe the Spanish fleet in the harbor at Santiago.

As the new machine, the aeroplane, came on the scene it became necessary to learn to operate it. Where to begin? There was no experience. What was to be the machine's mission? Would it be a courier, or an observation post, or . . .? Who would be the operators? Would there be enlisted chauffeur pilots carrying officer passengers? Would an officer be leading the charge, as in the cavalry, followed by enlisted pilots in the balance of the formation? We now know what has evolved through eighty some years, but I suspect there must have been many discussions in staff offices and seminars and over beers about what form the crews of these new machines would take.

In any event, early in 1910 Lt. Benjamin Foulois, who had received a few hours of instruction from the Wrights but never soloed, was directed to teach himself to fly the new military flyer and then establish an aviation school at Fort Sam Houston. We now pick up the tale of the man destined to become the first enlisted pilot in the U. S. Army Air Service.

Vernon L. Burge was born and educated in 1888 in rural Illinois. In 1907 he enlisted in the Signal Corps and, having a good mechanical background, was assigned to the newly created Aviation Section to work with balloons and dirigibles. By 1910 he had experience which caused him to be assigned to Fort Sam Houston to work for Lt. Foulois as an "aeroplane mechanician." Over the next two years he gained much experience in maintenance and repair--some no doubt caused by the self teaching Lt. Foulois was undersoing. In 1911 Cpl. Burge was ordered to accompany a new Wright aeroplane to the Philippines and report to Lt. Frank Lahm. Lahm's mission was to establish an aviation school at Fort William McKinley. By early 1912 Lahm had gained enough experience to pronounce himself ready to establish a pilot training class, whom he expected would be officer volunteers.

Fate intervened here. The class needed one more student than had volunteered, and Burge, who had been quite bitten by the flying bug from his experiences of the previous several years, stepped forward. To his own

surprise he was accepted by Lt. Lahm as a student. After about two months instruction he passed the tests specified and a request was sent to the Aero Club of America that he be issued an aviator's certificate. In August the envelope arrived containing his aviator certificate, no. 154, and thereby establishing him as the first enlisted man to be trained as a pilot.

EARLY BIRDMEN -- During those early formative years of military aviation a handful of enlisted men were trained or informally acquired piloting experience. From the beginning officialdom attitudes had been ambiguous about allowing enlisted men to fly. When the very first, Cpl. Burge, was reported to the War Department as part of the pilot roster justifying need for additional aeroplanes in the Philippines the reply scolded Lt. Lahm: "...not...policy...to train enlisted men in flying aeroplanes." Since he was not specifically prohibited however, Lahm retained Burge in duties as an aviator and a mechanic. In this hit-and-miss manner a number of enlisted men acquired flying time. Some at a formal base level school and some by informal instruction from any pilot they were able to ride with.

Sgt. William Ocker became the army's third enlisted pilot in 1914. After 14 years service in calvary and artillery he forfeited his rank of Sgt. in order to enlist in the Signal Corps and apply for assignment to the Aviation Section. Like most of the early enlisted pilots he gained much early experience as a "mechanican." Through varied assignments he became interested in inflight radio experiments, and demonstrated flight stabilizer devices. By 1932 he had been commissioned and advanced to rank of major. That year he and Lt. Carl Crane published "Blind Flight in Theory and Practice," a subject for which the Air Corps was not ready. Airlines were first to recognize the need for blind flight capability, and Ocker and Crane were invited by Pan American Airways to teach the system to its pilots, after which flight cancellations decreased dramatically. Following its experience in carrying airmail in 1934 the Air Corps saw the need for instrument flying capability.

First formal authority to train enlisted pilots, or "aviators," appeared in the National Defense Acts of 1914 and 1916. However there were fewer than two dozen such pilots when the U.S. entered W.W. I.

During the period before W.W. I the enlisted pilots had participated in the growth and varied missions which the Air Service was participating. Units were assigned to duties supporting actions along the Texas-Mexican border. In addition to flying they often had duties such as line, flight, and crew chiefs, inspectors, instructors, even 1st Sergeants.



Some completed training and W.W. I service and left for other careers. Some became otherwise well known, such as Walter Beech who after discharge was by 1924 General Manager of the Swallow Airplane Co. Subsequently of course he and his wife, Olive, founded the Beechcraft Co.

In 1920 the first aviation cadet training program was authorized. A number of former enlisted men obtained cadet appointments. Carl McDaniel for example, completed advanced training and graduated from DH-4s at Kelly Field, only to see his entire class discharged due to lack of officer pilot spaces. He was allowed to reenlist and became a "buck-ass private . . . with wings." Actually he was promoted to Sergeant within days, then stayed at that grade for three years due to promotions being frozen. During this time we may note that he continued to fly. In fact, during the next couple of years he remained at Kelly Field flying anything available, including the GA-X (Ground Attack Experimental), a real monster of a triplane with two Liberty engines. This was as a member of the 3d Attack Group. After a long and varied career Carl McDaniel retired as a Major General, one of eleven enlisted pilots known to have attained flag rank.

By 1923 Sgt. McDaniel had passed exams and was appointed 2d Lt. in the regular army. Reassigned across town to Brooks Field, he was made a flight instructor. At that time there were eight enlisted pilots stationed at Brooks performing various ground and flying duties, including flight instruction. One of them, Sgt. Billy Winston, was primary flight instructor for Charles Lindberg in 1923-24.

T/Sgt. Carlton P. Smith was another who acquired a lot of informal flying experience; enough to purchase his own plane and do some barnstorming. Finally sent to first formal training at Brooks Field in 1924, then to Kelly for advanced training, after which he was assigned to 3d Attack Gp. at Kelly. In 1926 he moved to Fort Crockett, Galveston, Texas with the 3d. While there he accumulated nearly 500 hours in the Curtiss A-3 among other types. He also developed interest in radio for communication and navigation purposes.

The new Air Service began to spread its wings and in 1924 planned a flight around the world. Major Fred Martin was scheduled to lead the mission and needed a mechanic to fly with him. Sgt. Alva Harvey at the time was an instructor mechanic at Chanute, and had also obtained as much informal instruction as could be wheedled from any cooperative pilot. His flying experience, legal or otherwise, turned out to be the deciding factor in him being picked to fly with Maj. Martin. They did not complete the flight, but ended up wrecked on an Alaskan glacier. They

survived of course and in the meantime Harvey's application for pilot training had been approved and he graduated from pilot school in 1926.

At about the same time the round-the-world flight was becoming airborne S/Sgt. Boyd Ertwine was beginning training as one of new 2d Lt. Carl McDaniel's first students. After graduation he too, was assigned to the 3d Attack Gp. at Kelly Field. Various assignment followed. Early one morning in 1933 he could have been found at 32,000 ft. in an open-cockpit P-12 carrying instruments for cosmic ray research for scientists at Cal Tech. Still later came W.W. II and after 14 years as M/Sgt. he was promoted to warrant officer in Feb. '42. By July he was on active duty as a Lt. Col., and soon to become commanding officer of the 10th Transport Group.

There are lots more stories but . . . we must move on. There were no further enlisted pilots trained after 1933. Since many of the pilots flying as enlisted pilots held reserve commissions, over time many were called to active duty as officer pilots. The result was that by 1939 there were only 27 enlisted pilots remaining active.

THE WORLD WAR II ENLISTED PILOT PROGRAM -- As the war clouds gathered in Europe--Czechoslovakia in 1938, Poland in 1939, and western Europe in 1940, there was renewed discussion of how best to provide the flight crews that it was becoming obvious would be needed.

While these arguments were proceeding there were some who saw the events in Europe and were impatient to get into action. The result was that many eased across the border into Canada where they were welcomed by the RCAF with open arms. After the U.S. became involved in the hostilities there were 137 RCAF trained pilots who transferred into the USAAF as S/Sgt pilots.

Early in 1941 the War Department crystallized its recommendations about enlisted pilot training, and after final clearance by General Arnold and Bureau of the Budget, the request was sent to Congress. Public Law 99 consisting of one paragraph, was enacted on June 3. One significant provision in that single paragraph stated that men in training would be issued a \$10,000 NSLI life insurance policy, to be paid by the government during the course of training. With statutory authority obtained the staff people went to work, and on August 1, 1941 Army Regulation 615-150 was issued, entitled "Aviation Student Training." Actually there seemed to be some real urgency, and a press release went out on June 4 to publicize the new program to prospective students. Those who got the first word scrambled to apply, and the first class of 122 students arrived at the Spartan School of Aeronautics, Muskogee,

Oklahoma on August 21. Other primary classes quickly followed at schools in the southeast, gulf coast and west coast training centers.

When the actual regulation arrived at bases it contained the eligibility requirements that aviation student candidates be: 1. enlisted men of the army, 2. be unmarried male citizens, 3. between 18 and 22 years of age, 4. a high school graduate with specific credentials, with excellent character and health. Each candidate had to sign an agreement to reenlist for a three year term and to reenlist again at completion of training to serve three years as an enlisted pilot. Also, to remain unmarried during training and during his first enlistment.

This is where my memory begins to kick in. I was at Sheppard Field in Texas helping to open a new Air Corps mechanics school. It was probably September when I became aware of AR 615-150 on the squadron bulletin board. I had already been in the Air Corps for two years, but because I was still a minor had to get my parents permission to reenlist to attend flying school. As I recall they weren't too happy at the idea but did consent. My application was still in process when December 7 arrived. That changed the rules of the game forever.

Anyway, in Feb., of 1942 I was put aboard a train along with a handful of similar pilot students, and sent on our way to Santa Ana, Calif. Why they didn't keep us in Texas where we were already near all sort of flying schools I'll never know. In any event, we arrived at the train station in Los Angeles on the morning of February 23, to be greeted by huge headlines shouting about a Jap submarine shelling Santa Barbara. My class spent a month at Santa Ana preflight, two months flying Stearman bi-planes at Hancock College of Aeronautics, Santa Maria, two months in basic at Lemoore, and two months advanced training in AT-6's at Stockton, from which we were graduated on September 29, '42.

The first of the new Sergeant Pilots was graduated in mid-March of 1942. All of class 42-C was assigned to fighter training. One group of fresh new Sergeant Pilots reported to Dale Mabry Field, Florida for P-39 training. Given the disorganized nature of the times--three months after Pearl Harbor--it wasn't too surprising that there weren't airplanes at Dale Mabry for them to fly. The reason being that a class of Chinese students was bending airplanes faster than they could be repaired. After some floundering the eager new pilots were transferred to Harding Field, Baton Rouge, Louisiana to the 82d Pursuit Group. Upon arrival--guess what--the 82d had moved--to Muroc Dry Lake in the Mojave Desert. When they finally caught up with the Group, the ramp was filled with P-38's. After studying the pilot's handbook and memorizing the cockpit to pass a

blindfold test, they were shown how to start the engines and turned loose to become fighter pilots.

When I read how those guys were checked out in the P-38 it caused a flashback, because it was exactly how we checked out in the A-20 a half year later at Blythe, California. Five hours tech order study, memorize the cockpit for a blindfold check, someone helping me to start the two monstrous engines and closing the lid over the cockpit, and I was on my way. I still remember my first take-off--passing above the end of the runway at 200 m.p.h. with the gear still down. The A-20 moved a lot faster than the AT-6.

With transition completed the three squadrons of the 82d Group moved to three Los Angeles area fields to take over aerial defense of that metropolitan and coastal area. We may now think that it was pretty ridiculous but at the time it was very serious. Santa Barbara had been shelled by a Jap sub, there was great confusion and many rumors. Some of the members of my class, 42-I, were wearing a ribbon indicating survival of the Pearl Harbor attack. That paranoia led to hasty and reckless actions on our part--we are still coming to grips with the forced relocation of many California citizens of Japanese descent.

Now--another flashback. At the same time that those first Sergeant Pilots were beginning west coast defense patrols, my class was beginning primary flying at Santa Maria. Memory is selective. My selective memory recalls only two flight rules: Don't fly over the chicken farm located two miles southeast of the Hancock School Field, and don't fly higher than four thousand feet or the interceptors would be after us. Now I have found out who the guys in the interceptors were.

While the 42-C pilots were defending L.A. subsequent enlisted pilot classes were being graduated--a new class every month, from various schools of the three major flying training centers. Most of class 42-D was drafted to fly student navigators, bombardiers and aerial gunners. Nearly all of the men in classes 42-E, -F, and some from 42-G went to transport (troop carrier) groups. Others from 42-G went to tac recon, photo mapping and to Air Transport Command.

We from classes 42-H, -I, and -J were posted to fighter, bomber, troop carrier and anti-sub units as needed. At the AACEPA Association (Sergeant Pilots) 50th reunion two years ago, battle streamers were placed upon an Army Air Forces flag indicating that enlisted pilots had participated in nearly every campaign or action of W.W.II.

The men of class 42-J were the last to graduate as S/Sgt. pilots, for a total of 2574 produced under Public Law

99. Air Force had been reviewing personnel practices and began to realize that there were inequities in the program. The result was that, beginning with class 42-K all of the enlisted students were graduated as flight officers. Early in 1943 it was directed that all of the enlisted pilots be promoted to flight officer. Those of us at Will Rogers Field, Oklahoma City were promoted on Jan. 17. In the meantime there had been many rumors about promotion. Our Squadron Commander had told us to go ahead and buy officer uniforms. I went home for a Christmas leave in Dec. '42 wearing no rank insignia on my new officers uniform--altogether very illegal.

There were many incidents resulting from lack of knowledge and confusion about the role of the Sergeant Pilots. There were arrests for impersonating a pilot; hesitation by operations offices to sign flight clearances; and discrimination in the way of discipline. A lot of airplanes were being damaged, for good or bad reasons, and where the pilot was at fault S/Sgt pilots were often reduced to private and perhaps made to drive a truck for a week or two. Officer pilots might be grounded for a week or so for the same offense. Ed Wengler was one who nicked an airplane and who was so reduced in grade. He subsequently retired as a Major General--claiming to be the only one who ever started from private--twice.

Those actions were stopped after someone figured out that the Sergeant Pilots had been created by act of Congress and could only be reduced by Congress. So grades were restored, with back pay. In the meantime the Sergeants were supposed to be being promoted to Flight Officer. For those already overseas it sometimes took awhile for the word to filter down. There were also uneven policies in the process of getting flight officers promoted to 2Lt. Fifth Air Force seemed interested and worked at getting its people promoted. But one of my class mates who left Oklahoma City for Africa told me that he returned to the U.S. still a flight officer.

In any event the vast majority of the Sergeant Pilots eventually were commissioned. At that point we lost our separate identity, and the unique beginnings were generally forgotten.

ENLISTED PILOTS IN THE SOUTHWEST PACIFIC -- Most of us in getting into, around and out of New Guinea spent some time riding in troop carrier C-47s. Very probably some of our pilots on those trips were enlisted or former enlisted. The 374th Troop Carrier Group was brought up to strength in the fall of 1942, when several S/Sgt. pilots were assigned. Subsequently they were involved in all of those operations that we remember. The other Group that we remember from the many times they flew top cover for us was the 49th Fighter Group. Sammy Pierce was still a S/Sgt when he got the

first of seven confirmed victories over New Guinea with the 49th. He was one of seventeen of the Sergeants to become aces.

Now I would like to wrap up by tracing a bit of the route by which I arrived at the 8th Squadron. Strangely, the special order which sent me overseas has survived, so I have a list of names that some may recognize. Class 42-I at Stockton consisted of 150 aviation students, 50 cadets, and one student officer. Upon graduation we went to varied assignments. Fifteen or twenty of us found ourselves at Blythe, California for combat crew training in the A-20 with the 46th Bomb Group.

There were already a number of student enlisted and officer pilots a month or two ahead of us in the crew training program. We had just begun to fly when the whole Group was moved to Will Rogers Field, Oklahoma City. During January, February and March '43 a number of 3-man A-20 crews flew out of Will Rogers in shiny new A-20s bound for South America and finally to Africa.

Our turn came in April '43 when 54 of us boarded a troop train headed west for Hamilton Field. On April 24 Eleventh Ferrying Group issued Special Order no. 57 listing we 18 pilots and 36 gunners. The pilots were listed as 10 flight officers, 7 officers, and one S/Sgt. I have no idea why our one S/Sgt. hadn't been promoted. Immediately thereafter F/O Jay Shoop, our four gunners and myself were aboard a C-87 along with a load of priority cargo headed west--to Hickam--to Canton Island--to New Caledonia--and finally to Brisbane, Australia after about 30 hours of flight. Once all 54 of us had reached Brisbane over the next few days we were put aboard an Australian train--another experience--headed north to Townsville, and then inland to Charters Towers. After twiddling our thumbs there for three or four weeks, where as usual no one told us anything, we were picked up by Troop Carrier C-47s and headed north for the first of several trips across the Coral Sea to Port Moresby. Again we waited, until the weather or something approved, and finally flew over the Owen Stanley range to Dobodura, arriving at the 3d Group encampment in a G-I truck in the rain. After getting settled in I flew for the first time in the 8th Squadron on June 10, with Major Wilkins.

It appears that I was the only F/O pilot of that group to be assigned to the 8th Sq. F/O Harrington, Arens, Ladd, and Shoop went to the 90th Sq. Caldwell, Weidler and Monroe were assigned to the 89th; and I have indications that Ruse and Sturm were somewhere else in the Group.

The record also says that at least six of the seven officers on those orders came to the 3d along with our gunners. I haven't found any record of one of the officer

pilots nor of our one S/Sgt pilot. Some of you may want to look at some of these names.

While we were getting acquainted with New Guinea there were others who were completing crew training and being assigned to the far east. Most important, people for the 8th Sq.: Shortly after our arrival Ed Shook, Hobart "Doc" Rankin and Darwin Trout arrived already proficient in B-25s.

In perusing the 3d Group book I have found three other Flight Officers whom I was able to identify: T. L. White went thru training with us at Stockton and Oklahoma City, but arrived at the 89th Sq. on separate orders. W. K. Maddux, class 42-G, was in the 89th. And H. R. Prince, class 42-J, was somewhere in the Group. I suspect that there may have been some others among the B-25 replacement crews assigned to other squadrons but any references may have been to their later officer rank. I have also noted two other names listed as F/O: Joseph P. Haley and Jack H. Agee appear thus in the 3d Group book but don't appear in any of the enlisted pilot class rosters thru 42-J. Perhaps they were in one of the subsequent classes graduating directly as Flight Officers.

Before I quit I want to take note of some others who were on those special orders with us: our gunners. Crew assignments were very flexible over there and we often hardly knew who was riding--backward--behind us in the turret. I do remember one. S/Sgt. Benny Cessna had come with us as one of the gunners on S/Sgt Clifton's crew. Subsequently I recall that Benny Cessna and I were paired together quite regularly during the last two or three months I was with the squadron.

That about concludes this thumbnail history. By the end of 1943 we had been commissioned, and no one cared about what path we had taken.

Attachment:

Special Order 57

Dwight E. Turner  
31 Fairfield Drive  
Fairport, NY 14450



21 AIRPORT OF EMBARKATION, HEADQUARTERS  
Eleventh Ferrying Group, West Coast Wing  
Army Air Forces, Air Transport Command  
Hamilton Field, California

SPECIAL ORDERS )  
NUMBER 57)

April 24 , 1943

1. The following named AC Officer and Enlisted Men of Shipment #AFA-409-A having reported to this Hqs. with compliance of par. 1, Secret Special Order #104, Hqs. Army Air Base, Will Rogers Field, Oklahoma, dated April 14, 1943, will proceed at the proper time by Air (Contract Carrier) to \*\*\*\*\*reporting upon arrival thereat for duty.

SHIPMENT AFA 409 A

F/O JACK K. HARRINGTON	T186402 AUS	Pilot
Sgt James Bowling	14020127	Gunner
S/Sgt Mark W. Taylor	18000751	Gunner
F/O GEORGE P. CALDWELL	T186440 AUS	Pilot
S/Sgt Mack (nmi) Cunnungham	18063399	Gunner
S/Sgt Harry N. Marlar	15066424	Gunner
F/O IRA J. WEIDLER	T186427 AUS	Pilot
S/Sgt Frank H. Wentz	15067664	Gunner
Sgt John Klatte	32417646	Gunner
F/O URBAN L. ARENS	T186600 AUS	Pilot
S/Sgt Winfred F. Westerman	17038017	Gunner
S/Sgt Augustine Perez	18067809	Gunner
F/O KENNETH R. LADD	T186590 AUS	Pilot
Sgt Leonard A. Parsons	38107150	Gunner
Sgt Michael Pecosky	33250068	Gunner
1ST LT ROBERT L. BOYDSTUN	0730852 AC	Pilot
Sgt Burt W. Hardenbrook	34205093	Gunner
S/Sgt George L. Johnson	34267723	Gunner
1ST LT BENJAMIN F. BURGESS	0730857 AC	Pilot
S/Sgt Henry J. Malicki	6983516	Gunner
S/Sgt Floyd G. Stevens	15089264	Gunner
1ST LT DONALD W. DOWER	0730882 AC	Pilot
S/Sgt Wilfred T. Lorton	15081379	Gunner
Sgt William R. Coleman	14129247	Gunner
1ST LT HERMAN P. PANCHER	0420635 AC	Pilot
S/Sgt Fred L. Shinkle	15070086	Gunner
S/Sgt Paul L. Valent	39240736	

2. The following named AC Officers and Enlisted Men of Shipment #AFA-409-B having reported to this Hqs. with compliance of par. 1, Secret Special Order #104, Hqs., Army Air Base, Will Rogers Field, Oklahoma, dated April 14, 1943, will proceed at the proper time by Air (Contract Carrier) to \*\*\*\*\*reporting upon arrival thereat for duty.

SHIPMENT AFA 409-B

F/O WILLIAM O. RUSE	T186439 AUS	Pilot
S/Sgt Emmor B. Mullenhour	15072688	Gunner
S/Sgt Edward A. Adams	11036100	Gunner



2nd Airport of Embarkation, Hqs., 11th Ferrying Group, West Coast Wing,  
AAF, ATC, Hamilton Field, Calif. SO #57, par 2. (Cont'd)

F/O ROBERT L. STURM	T186409 AUS	Pilot
S/Sgt MURRELL E. Hazel	16053182	Gunner
S/Sgt Louis Kaufman	32408834	Gunner
F/O HORACE B. MONROE	T186520 AUS	Pilot
S/Sgt Warren K. Lettsome	31128441	Gunner
S/Sgt Francis J. Larkin	33350244	Gunner
F/O JAY L. SHOOP	T187529 AUS	Pilot
Sgt Thomas F. O'Connor	31128441	Gunner
Sgt Art C. Haught	15069218	Pilot
F/O DAUGHT E. TURNER	T187531 AUS	Pilot
Sgt Joseph T McDermott	33327507	Gunner
Sgt George F. Parma	38113677	Gunner
2ND LT JOHN C. BALDWIN	0730843 AC	Pilot
S/Sgt Edgar L. Parrish	18116504	Gunner
Sgt Milo J. McClernon	16052244	Gunner
2ND LT WOODSON W. WOODWARD	0734054 AC	Pilot
Sgt Harold R. Sthling	32451871	Gunner
Sgt John H. Simon	33324095	Gunner
2ND LT CLARENCE M. SHULL	0733739 AC	Pilot
S/Sgt Herschel C. Piper	14055575	Gunner
Sgt Harry J. Spies	37419641	Gunner
S/Sgt Roy M. Clifton	18017242	Pilot
S/Sgt John I. Wheeler	16044933	Gunner
S/Sgt Benny C. Cessna	13023495	Gunner

The Officers and Enlisted Men of Shipments AFA 409-A and 409-B  
this Special Order, in lieu of subsistence are authorized a flat per diem of  
\$6.00 per day from time of departure from this station until time of arrival  
at final destination in accordance with existing laws and regulations. TDN  
FD 31 P 431-02 A 0425-23.

ROBERT H. DOHM,  
Major, Air Corps,  
Commanding.

OFFICIAL:

*Eugene C. Robinson*  
EUGENE C. ROBINSON,  
Chief Warrant Officer, AUS,  
Adjutant.