

BEE TEE



VOLUME I

MARCH, 1942

NUMBER 2

GARDNER FIELD ♦ CALIFORNIA

In Line of Duty . . .



LT. GORDON D. McKENNEY
Los Angeles, Calif.



A/C MILLER DRAUGHON
Temple, Texas

That we of Class 42-E and its instructors might better remember them for what they have meant to us and the purpose for which they worked, this publication is reverently dedicated to the memory of Lieutenant Gordon D. McKenney and Aviation Cadet Miller Draughon, who met their deaths in line of duty at Gardner Field on the morning of February 11th.



LT.-COL. K. C. MCGREGOR

Commanding Officer

To 42-E

The time has come for another class to graduate from Gardner Field. To you it may seem that you have been here a long time; to us on the Faculty, it has been short. We wanted to teach you so many, many things. We wanted to show you how best to serve your country in the future. We wanted to instill in you the knowledge that an Air Corps Officer obeys orders automatically and cheerfully, that he is honest and honorable unquestionably and that he will always carry the fight to the enemy, whatever the odds.

Possibly, we aimed too high. Possibly we tried to cram too many things into your busy days and nights, but anyway, we are proud and happy to have worked with you and are sincere in our belief that you will stand out above any other group from any other school in the world.

K. C. McGregor

K. C. MCGREGOR,
Lt. Col., Air Corps,
Commanding.

Commandant of Cadets

TO THE CLASS OF 42-E:

Congratulations on completing your Basic training. I have enjoyed our association very much and hope we may someday have the pleasure of flying together.

JOHN C. HABECKER
1st Lieut., Air Corps
Commandant of Cadets



LT. JOHN C. HABECKER



LT. H. R. O'BRIEN

TO THE 153 IN 42-E:

42-E, the last class to enter the Service before the outbreak of the present war, came to us at Gardner Field on January 20, 1942.

The record established here in Ground School Basic subject matter, has been an enviable one. This largest class in Gardner Field history should produce much evidence in the months to come of the good work well done during their training phase at this school.

The civilian instructors join me in the sincere hope that our work will be aided in the near future by the assignment to this field of as many 42-E commissioned officers as Uncle Sam sees fit to send.

HARRY R. O'BRIEN
1st Lieut., Air Corps
Director of Ground School

Training



Lt. C. F. Jenkins
Director of Training



Lt. C. E. Tolhurst
Commander "A" Stage



Lt. L. R. Branstetter
Commander "B" Stage



Lt. E. M. Jones
Asst. "A" Stage Commander



Lt. K. C. Diehl
Asst. "B" Stage Commander

Tactical Officers



Lt. W. F. Difford



Lt. R. M. Bennett



Lt. D. H. Finley



Lt. J. S. Murphy

To Tactical Officers fall such duties as inspection of rooms, preparation of daily schedules, maintenance of discipline and enforcement of regulations among the Cadet Corps and other similar assignments.

Through the efforts of these men, student flyers are helped to orient themselves to the strange, new routine

of the fast-moving basic training school curriculum. In these action-packed days there is no room for the lag-gard. The man who gets behind has no place in our fighting air force. Tactical officers see to it that there is no lost motion, no wasted time in the cadet daily program, from the time he hits the floor in the morning until taps at night.

Published By

The Aviation Cadets of Class 42-E



D. D. Cummings, F. C. Pauls, W. H. Brooks, and W. J. Bradford

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For Them We Fight . . .

For them we fight: those of the Revolutionary War, those of World War I and those of the present worldwide conflict who have been killed in action proudly fighting for and defending the rights and privileges of this great nation. We train not to avenge their deaths, but to fight as they fought—to free this nation from aggressors and protect the freedom of this nation, its democracy and its opportunities for life, liberty and pursuit of happiness.

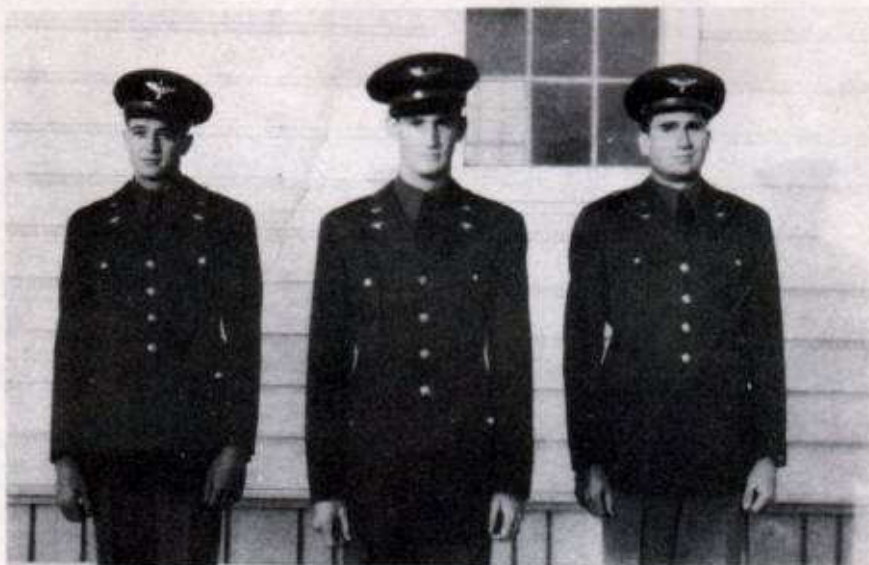
Through the years, the outstanding successes achieved by American armed forces have been traceable directly to the individual initiative of its men. From Washington and his frozen forces at Valley Forge and the single-handed display of bravery of Sergeant York of the first World War to General MacArthur and his staunch stand against a heavily outnumbering foe of the present war, unselfish ambition and disregard for personal well-being have been deciding factors in American victories.

In the present theater of war, especially in the Air Corps, even a greater opportunity for personal initiative presents itself—as has already been applauded by Allied audiences in the case of Capt. Colin Kelly who crashed to his own expectant death only after successfully accomplishing his objective and looking after the lives of his shipmates.

Let us, as aviation cadets of the Army Air Corps, if the opportunity ever presents itself, pledge ourselves to the challenge and seal the American tradition of those gone before us—to die defending those rights in which we believe, rather than live in a land where those ideals are shackled.

A/C Roy V. Fox

Cadet Officers



C. W. Stuart
Adjutant

T. B. Jennings
Battalion Commander

D. S. Green
Sergeant Major



H. Gerick
Captain "A" Company



C. P. Pelusi, Jr.
Captain "C" Company

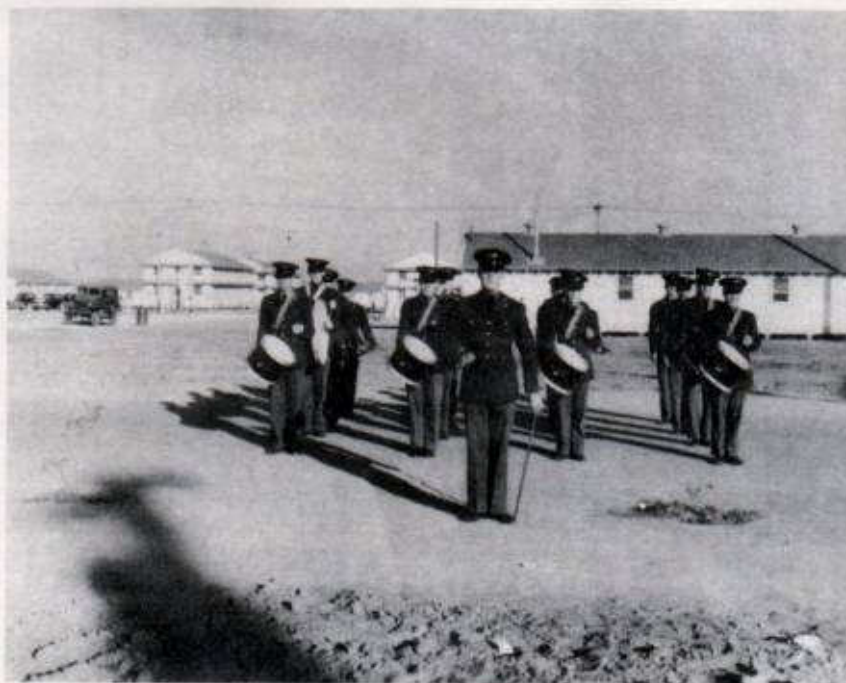


W. C. Grounds
Captain "B" Company



J. W. Hutton
Captain "D" Company

Drum and Bugle Corps



Members—J. E. Knight, W. A. Ralston, J. E. Brewer, J. N. Kerr, J. R. Bonswor, P. B. McElroy, D. N. Harris, A. E. Cearnal, J. H. McClelland, Jr., A. L. Weekel, N. D. Kool, H. N. Lien, H. R. Resner, T. H. Storer, W. H. Van Horn, E. R. Stapleton, and E. L. Howell.

Ground School



Left to right, front row—Mrs. Alyce Willis, Director H. R. O'Brien, Chloe Ann Mitchell, Paul Brown. Middle row—D. W. B. Stewart, George Tabain, H. B. Shapiro. Back row—L. Wheeler, Lt. R. L. Butler, H. P. Miller, E. L. King.

Time Out For Basic Training . . .

By Roy V. Fox

"Gardner Field, U. S. Army Air Force, Basic Flying School," read the sign at the gate. We were here at last and didn't know what was in store for us.

Before the outbreak of war, basic training was a cadet's idea of heaven on earth, where he practically would be issued a new streamlined convertible coupe, where glamour girls would flock to his beck and call during frequent open posts and where flying was merely a pastime. But since the Nipponese decided they were being oppressed for some reason or another and started shooting, war conditions have warranted drastic changes. They are not making convertibles any more—not even automobiles; and as for glamour girls, maybe they're waiting but we haven't had much opportunity to investigate. In fact it was five weeks before very many of us even set foot off Gardner Field.

Ideas of a fun-flourishing country club were immediately dissolved and we found out that we were here for a definite purpose—to learn to fly B-T's and become officers and gentlemen. This was a job for most of us, even though we were hot pilots in primary and thought we were the essence of chivalrous manhood. The strict military discipline jolted many of us at first and we soon found out that there was more to flying than the snap we had in primary Ryans and Stearmans. Stages, night flying, formation flying, instrument flying, cross countries, etc., greatly added to the initial difficulties we had in actually learning to fly a B-T. We readily discovered we weren't such finished pilots after all!

The eight weeks seemed an eternity but things were thrown at us so fast that it was over before we realized it. During the meantime, however, we developed a distinct respect and love not only for B-T's, but also for the overbearing upperclassmen, officers at every turn, punishment tours and strict military discipline. Life was really worth living—once we became accustomed to it. Dances with girls from surrounding cities, Saturday night bull sessions, flight parties, post theater, P. X. gatherings, USO shows and religious activities on the post presented a well-rounded environment for cadets training for commissions. We even managed to find a

little spare time and used it, not for loafing, but for extra-curricular activities such as the cadet glee club, drum and bugle corps, athletics and publications.

Yes, basic training will leave many pleasant memories, not only of activities, but also of classmates. Some of the upperclassmen had been our friends at home and many of us made new friendships. "Deep in the Heart of Texas" became a theme song and Lone Star patriots even learned to appreciate the unheralded Yankees. It became one big happy family, fraternizing and working together for a common cause and purpose.

Off we go now for advanced with the training of two flying instructors and a host of ground school officers behind us. This next phase of training will bring difficulties just as have the first two. However, they will be new and exciting difficulties and the training thus far should prove enough to solve them. That's all for now, fellows, best of luck and we'll be seeing you at advanced.



Advanced Field Named For Cadet's Father

Arthur L. Foster, Jr., son of the late Lt. Arthur Foster, for whom the Army's new Advanced Flying School at Victoria has been named, flew to Texas to join his mother in participating in the dedicatory ceremonies held there Sunday, February 22.

This recognition by the war department will perpetuate Lt. Foster's name throughout the services and country to which he gave his unmeasured devotion. It was through his efforts that the first experiments in night flying were carried out at March Field. Lt. Foster was a conscientious officer and an outstanding worker throughout his service. He was killed in an airplane accident near Brooks Field, San Antonio, Texas, on February 10, 1925.



"I DONT THINK I'M GONNA LIKE
THIS KNIGHT FLYING"



"DO YOU THINK THAT 40 HOUR
CHECK WORRIES ME —?"

Flight



K-FLIGHT—left to right—Lts. Patton, M. M.; Harrison, P. W.; Crowder, R. G.; Gould, A. D.; Funderburk, W. O.; Arnold, J. C.; Eppright, B. D.; Beamer, M. R.; Blood, G. F.; McNearney, H. O.; Riley, E. V.; Brady, H. G. (Flight Commander.)



L-FLIGHT—left to right—Lts. Farnsworth, K. M.; Parker, D. A.; Darden, R. T.; Cole, D. C.; Halm, J. E.; Lassman, H. L.; Brady, J. (Flight Commander); Lovett, H. W.; Butler, C. J.; Mansfield, E. F.; Pascal, W. (Assistant Commander); Anwyl, P. R.

Instructors



M-FLIGHT—left to right—Lts. Mayer, J. L.; Willis, J. C.; Murray, W.; Bryant, J. B.; Diehl, K. C. (Flight Commander); Walker, R. L.; Peterson, D. W.; Grimm, J. S. (Assistant Commander); Faulkner, R. S.; Lantz, R. F.; O'Neill, O. B.



N-FLIGHT—left to right—Lts. Brown, S.; Collins, C. D.; McKenney, G. D.; McCreery, J. H.; Feely, O. J.; Galbreath, S. C.; Reitz, W.; Watson, H. M.; Klyne, R.; Sanders, W. B.; Beach, R. W.; Donnelly, G. A.



LT. H. G. BRADY
Flight Commander

"K" Flight



O. E. Allison



W. S. Arnett



C. A. Beck



C. H. Bridges



E. G. Butler



B. V. Carr



M. H. Carson



P. H. Cauthan



C. E. Dehler



R. J. Dygert



H. Gerick



G. M. Goddard



J. D. Grace



D. S. Green



H. E. Horton



T. B. Jennings



P. A. Johnson



G. A. Kemper, Jr.



T. A. Kingsbury



C. E. Kirkpatrick



M. E. Laxon



G. J. Leslie



H. G. London



B. S. McCarty



M. T. McDonald



A. C. Madeley, Jr.



J. P. Namle



E. K. Nelson



M. H. Nicholson



C. O. Ortiz



R. H. Ottman



T. J. Peterson



L. E. Roll



C. W. Stuart



J. E. Wiggins



F. H. Whyte



LT. J. F. BRADY
Flight Commander

"L" Flight



F. A. Bidelsbach, Jr.



W. H. Biesel



J. L. Blair, Jr.



C. R. Bowen



W. J. Bradford



V. L. Brazil



W. H. Brooks



W. L. Boydston



W. E. Brinkman



C. C. Cannon



R. S. Carter



R. D. Cawyer



R. S. Crowell



H. L. Denton



E. R. D. Donham



H. O. Evans



E. D. Gamard



J. W. Gunn



W. J. Hart



R. E. Hendricks



T. F. Hetherington, Jr.



W. M. Hieronymus, Jr.



J. W. Hutton



J. D. Kesterson



J. B. Kuhns



C. L. Lockhart



R. A. McClintock



M. M. Marks



H. M. Middleton



H. C. Rossman



W. W. Sams



R. W. Spence



H. A. Stroud, Jr.



LT. J. S. GRIMM
Flight Commander

"M" Flight



R. L. Artusy



W. H. Bailey



B. Berry



J. D. Biscayart



J. R. Bonswor



C. H. Bowers



R. H. Clark



D. D. Cummings



R. A. Davis



C. C. Foster



A. L. Foster



R. V. Fox



J. R. Gregg



T. C. Green



E. B. Jones



E. G. Jordan



R. F. Kenney



J. N. Kerr, Jr.



J. E. Lewis



P. B. McElroy



J. P. McGowan



J. L. McMath



W. D. Maddox



C. A. Neel



K. E. Oveson



L. R. Peterson



R. D. Plunkett



E. W. Randall



D. L. Sisson



W. H. Sonntag



P. A. Timm



J. P. Wheeler



J. C. Whiteley





LT. S. C. GALBREATH
Flight Commander

"N" Flight



C. M. Angell



W. Berry



R. C. Bills



J. E. Brewer



A. E. Cearnal, Jr.



H. G. Chaffin



W. B. Coke, Jr.



C. L. Cole



J. D. Conlin



R. M. Coose



J. C. Fergeson



W. C. Grounds



D. N. Harris



J. W. Howard



J. E. Knight



R. H. Long



H. I. Lewter



E. L. Martin



J. H. Newland



L. New



C. B. O'Bierne



F. C. Pauls



C. P. Pelusi, Jr.



W. A. Ralston



R. L. Rawles



M. E. Skousen



B. M. Smith, Jr.



G. E. Terhorst



J. C. Thompson



R. L. Thorn



ATTENTION ALL BARRACKS
CALL TO QUARTERS IMMEDIATELY.

Schedule for tomorrow

Reveille 6:00
Police call - 6:05
Breakfast 6:10
Police call 6:35
Flight line 7:40
Police call 7:45

Ground school 7:50
Police call 10:00
Recreation 10:10
Police call 10:30
Lunch 11:30
Police call 12:10
BLAH BLAH

POLICE CALL
BLAH BLAH BLAH
POLICE CALL
BLAH
LIGHTS-OUT
RIGHT NOW
10:00 PM

YES SIR! MISTER
YES AN ARMY AVIATION
DEPT- GET- \$75 A MONTH
CADET- EXPENSES BE ONE
AND UNCLE SAM'S THREE
MUSKETEERS BOMBERDIER
NAVIGATOR PILOT



"DISPAIR"

Brooklyn 3:11

Photographic Department



In appreciation of the valuable assistance offered The Bee-Tee by the Gardner Field Photographic Department, the staff would like to give recognition to these enlisted men and officers.

Personnel of the Photographic Department, shown above in various occupational duties, includes Lt. J. C. Cooper, Staff Sergeants Frank Hechtlinger and Neil J. Evans, Sergeants T. F. Killian and J. Wash, Corporal J. A. Altschul and Privates R. J. Kenning and G. G. Rizzel.

In addition to the individual cadet pictures, many other pictures contained herein, which would have been impossible to obtain otherwise, were supplied by these men and their photographic equipment. They deserve our appreciation for their work.

Star Gazing ✧ ✧ ✧ ✧ ✧

Flight parties, rather informal stag binges held by the various flights at the termination of basic flying, are quite extravagant so far as expenses are concerned. Usually such socials for thirty or forty fellows cost in excess of a hundred dollars. In order to finance such events, a star system has been set up by flight commanders. A cadet in good standing may have one of these stars for the reasonable price of twenty-five cents, providing he has made a worthwhile enough mistake to warrant it.

At press time for this magazine, M Flight's Duke Cummings, rich Texas playboy, had contributed twenty-seven stars toward the event, with three more weeks to go. Cadet McClintock assumed a dictatorial position when he assessed his instructor five stars for landing with his canopy closed. Ed Gamard really deserves a shining star though; he flew a cross country with his flaps down.

C. P. Pelusi, very definitely the ladies' man of the cadet detachment, pulled the unpardonable when he got lost over Gardner Field on a cross country and called his instructor to ask him his own position. Mister Angell upheld the "good" name of N Flight and is said to be one of its better "hot pilots." Cadet Pauls took up acrobatics early in his basic training with a slow roll close to the ground while night flying.

A/C Randall managed to get M Flight off to an early start when he ran through a fence and nosed his plane up on end. And what made him angry was the fact that he had to stay with the plane and be late for a date at the first cadet dance. H. P. Neil takes instructions seriously. His instructor told him to follow him in for a landing on a cross country. Cadet Neil was practically on his tail when the stage ship ordered him to give it the gun and go around. Mr. McGowan took the prize, however, when after giving Lt. Grimm a good check ride, was ordered to "roll up that 60 degrees of flaps you've been dragging all the way from the mat."

Lt. Peterson's students weren't taking any chances. Every morning they would greet him with the customary salute and several big, shiny apples. Another M Flight ace who can't tell one airport from another is L. R. Peterson. He dropped from the sky and onto the run-

way of the British field at Lancaster, but was chased off the same with a minimum of wasted words from Lt. Willis.

Mr. Nicholson, K Flight's star, was caught early in training peeling off dangerously close to students who actually were trying to master stalls and spins. He explained his actions by saying he was bored by such simple maneuvers. Cadet Madeley is a jinx to airplanes. He flew one to Daggett which cracked up later that day. In the meantime he ran over a field light and tore off a flap. That night while night flying he was lost and flew a tight formation in the same zone with Mr. Green, finally realizing something was wrong. Taft Field No. 2 was turned into a track field one day by Jennings and Gerick because they failed to check with the dispatcher. Planes were flying in all directions; Lt. Brady asked his student, who was checking the "T" if he could figure out the traffic pattern. The befuddled student answered, "That's no traffic pattern, it's a Hemet rat race."

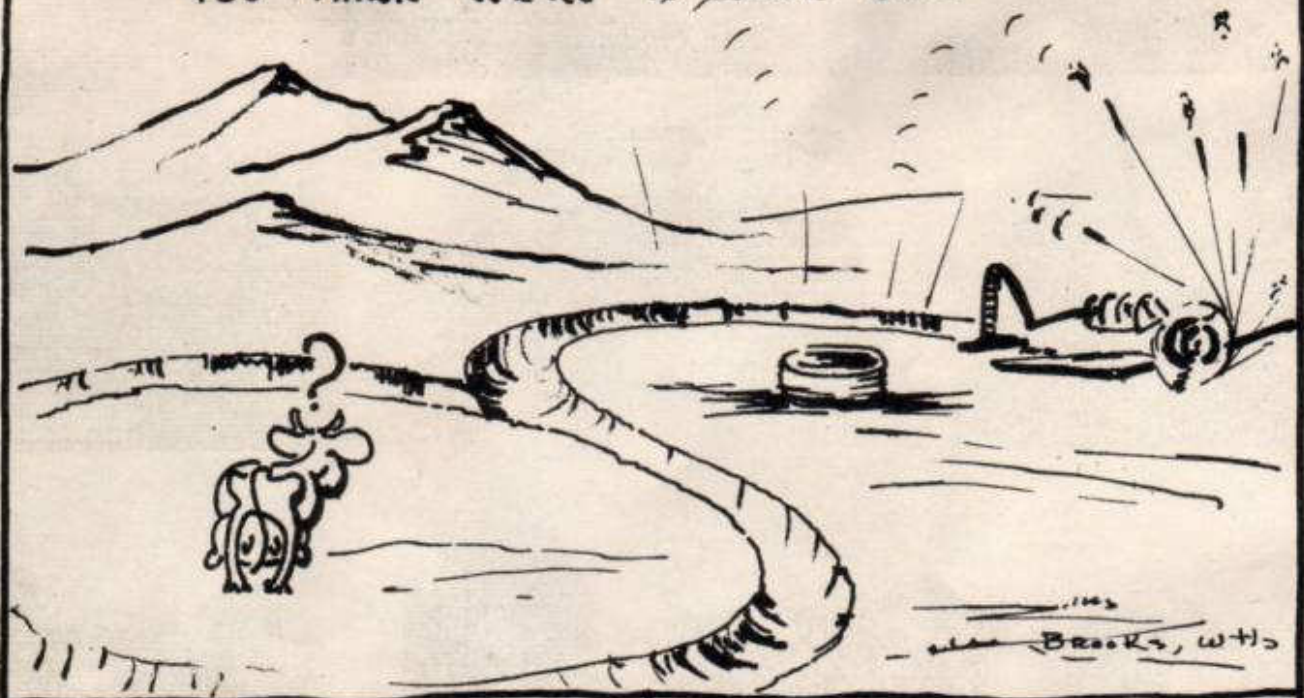
We pause momentarily from the flight line and stars to pay tribute to a Mr. Zilch who thinks that he can hide from a lieutenant by sticking his head under the barracks, ostrich fashion. For this, his loss of balance and being out after midnight, Cadet Zilch received confinement to post and 38 punishment tours which required the like number of hours of walking. This amounted to 186.2 miles at 128 thirty-inch steps per minute, in a military manner!

Messrs. London and Arnett thought for awhile they were going to have to write home for money to pay off their stars. Mr. Dygert advises that one should not do slow rolls with his safety belt unfastened. He also has been able to kill more birds while doing chandelles than he ever did while hunting with a gun. R. L. Rawles has his own idea of a perfect landing: canopy closed, landing downwind in the last half of the field, turning off the mat before reaching the end, taxiing with flaps down and cutting his engine in low pitch.

These, with many other less spectacular everyday occurrences went to make up four very interesting and entertaining flight parties. While at the time the stars were given, we may not have appreciated them, by the time the socials were underway not a single one was regretted and a good time was had by all.



IN THE FIRST PLACE YOU COULD HAVE
 PICKED BETTER PYLONS AND SECONDLY DON'T
 YOU THINK WE'RE A LITTLE LOW

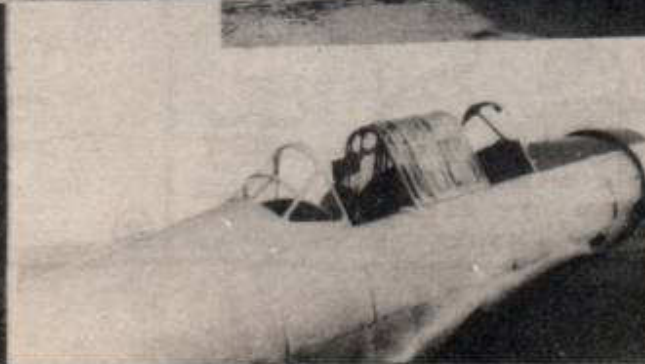


GUESS THAT'S WHAT
 THEY MEAN BY AVOIDING
 COLD FRONTS

Brooks



Brooks W.H.



Flight Officers



A-FLIGHT—front row, left to right—Lts. Bordner, Bagley, Walker, Holton, Haggard, Jones. Second row—Lts. Brandon, Mills, Martin, Gregory, McMasters.



B-FLIGHT—left to right—Lts. Williams, Phillips, Robinson, Cook, Stutsman, Case, Rogers, Nelson, Lyon, Bennion, Goodrich.

For 42-7

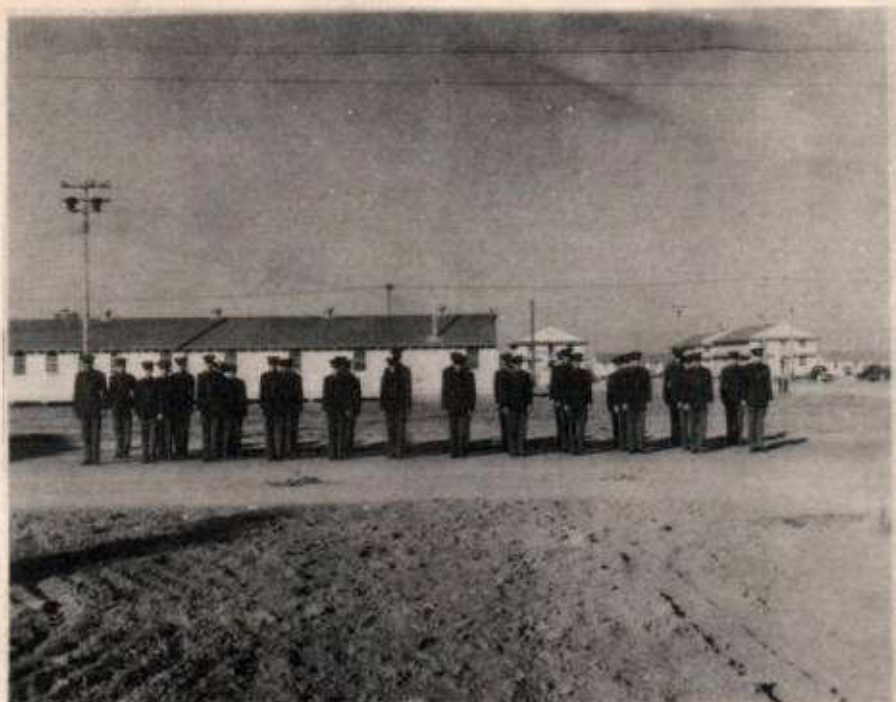


C-FLIGHT—front row, left to right—Lts. Harlan, Jenkins, Parry, Miller, Marshall, Heatley. Second row—Lts. Porterfield, Davis, Nance, Phillips, Simmons.



D-FLIGHT—front row, left to right—Lts. Root, Frisbie, Southam, Swanson, Kirkpatrick, Easley. Second row—Lts. Rupley, Wagner, Newman, Janeway, Stetson.

Class



"A" FLIGHT



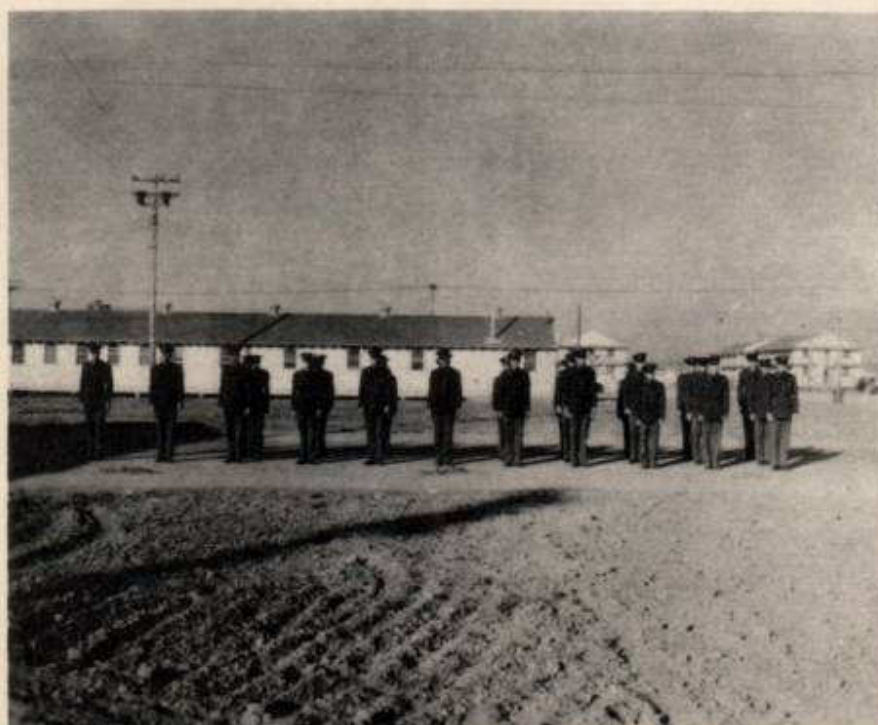
"B" FLIGHT

42-J

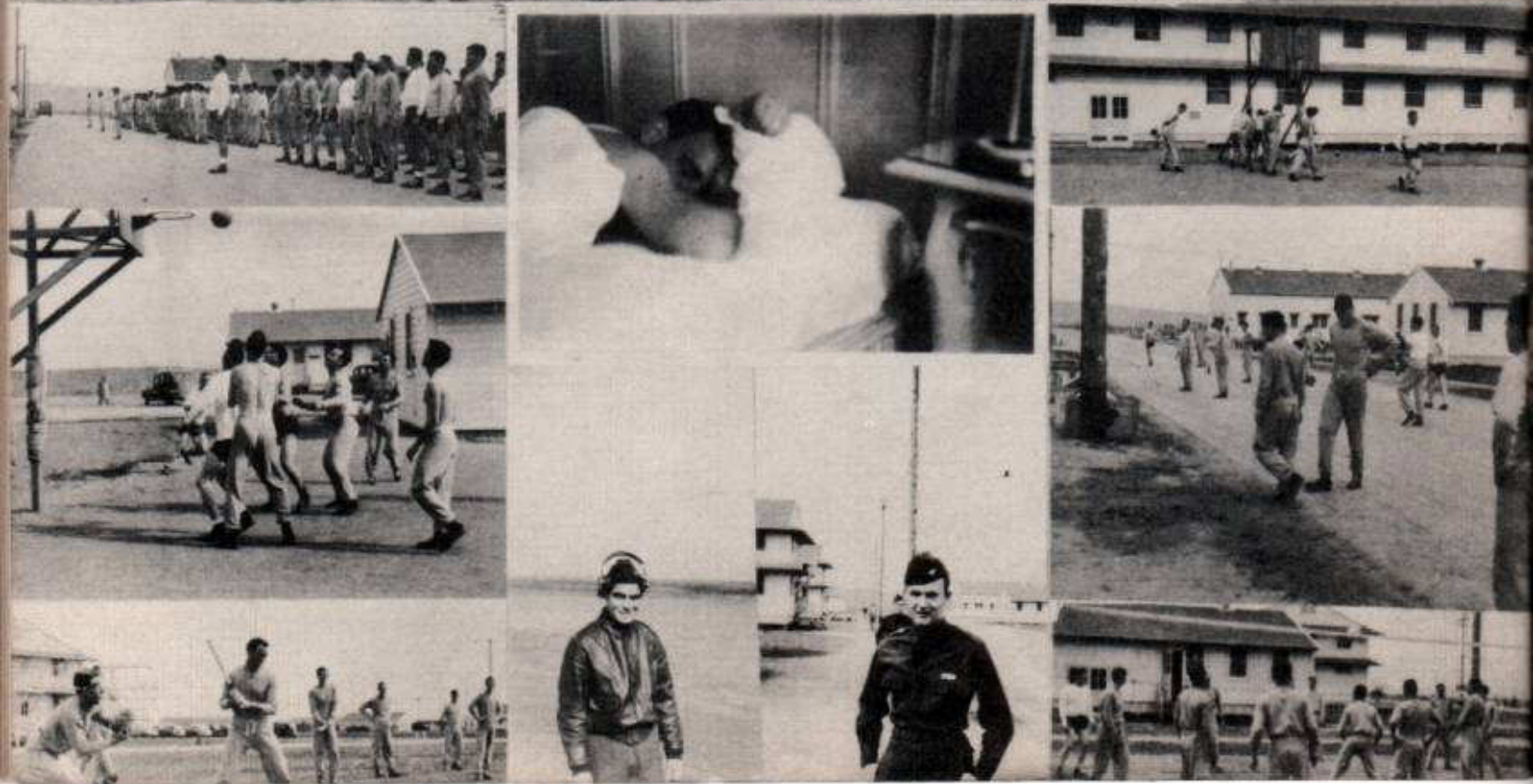
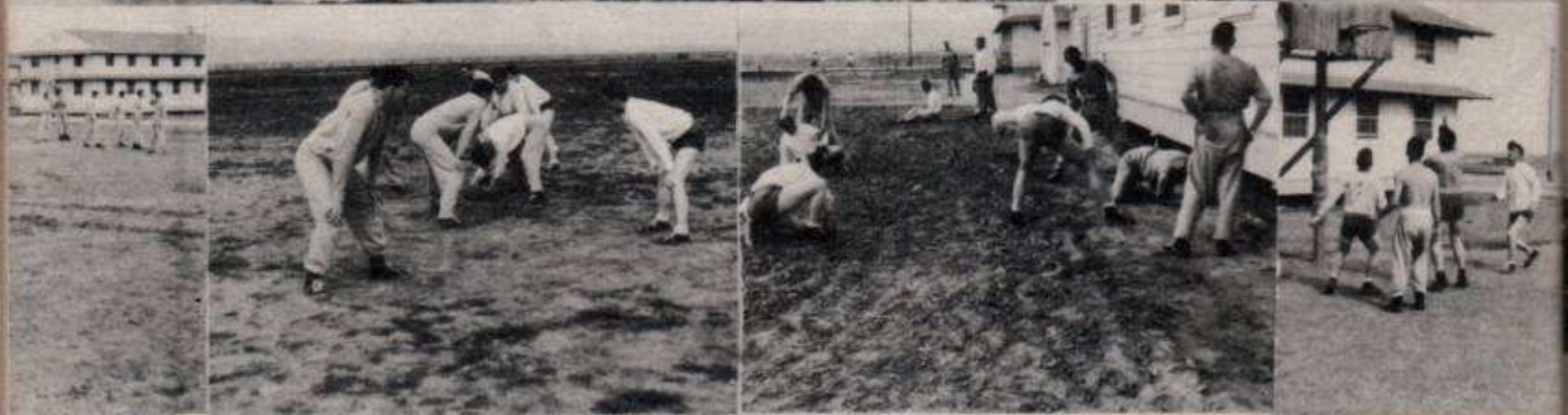
41D



"C" FLIGHT



"D" FLIGHT

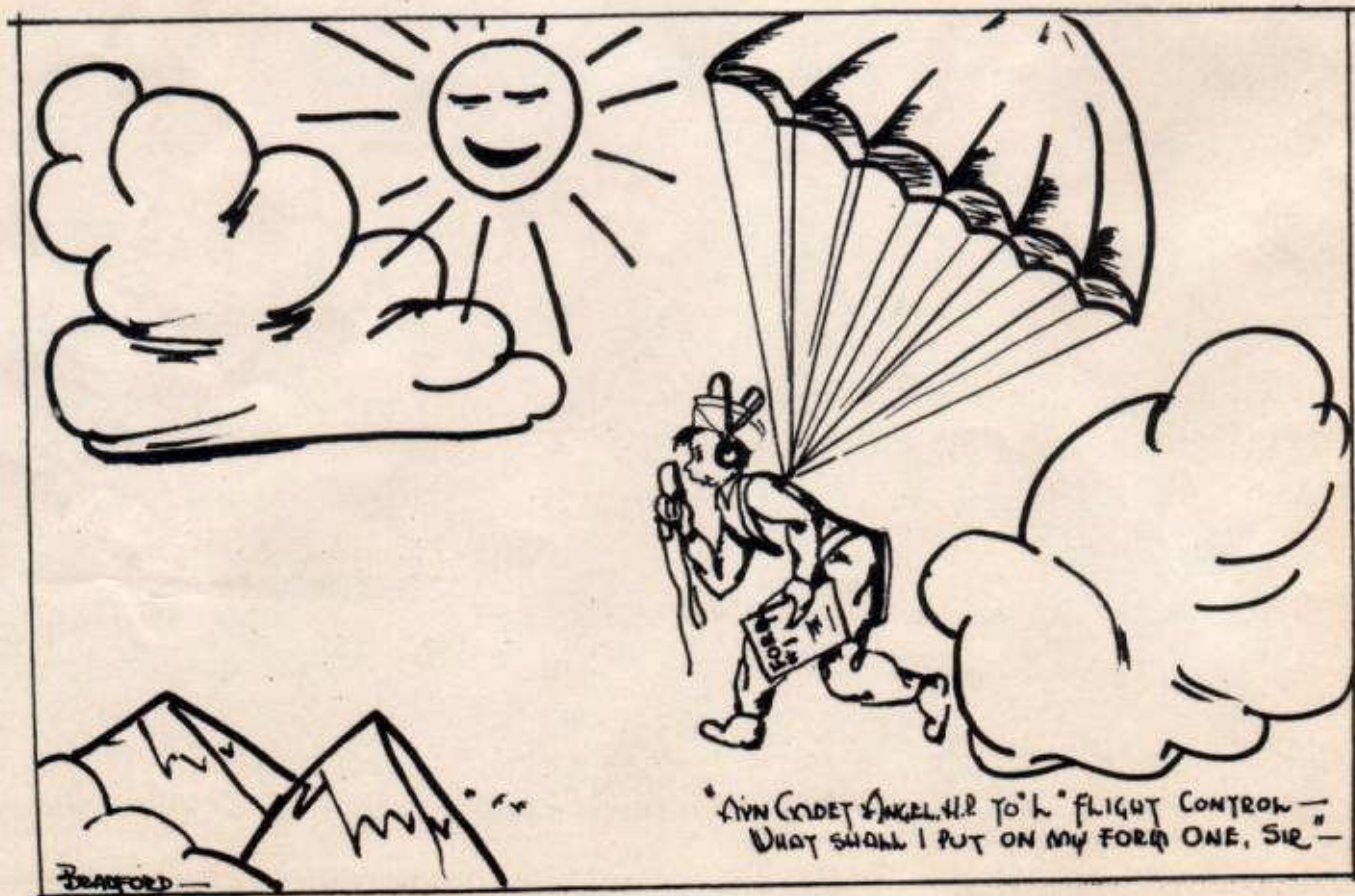




From The Editors . . .

Spare time has been scarce here at basic, but nevertheless the responsibility of publishing The Bee-Tee has given the staff a distinct pleasure. It is our sincere hope that these few pages will help those in Class 42-E recall in later years some of the memories of fellow classmates and activities at Gardner Field Basic Flying School. We extend our appreciation to those who have contributed their efforts toward the success of this publication.

—THE STAFF





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ALL INFORMATION