OFFICE OF THE ENGINEER

Being an historical narration of the founding, the struggles and vicissitudes encountered, the persons connected with, and the accomplishments of the Engineer Section, first of the Northeast Air District and later of the First Air Force.

HEADQUARTERS FIRST AIR FORCE
MITCHEL FIELD, NEW YORK
PREPARED, DESIGNED AND REPRODUCED BY THE

ENGINEER SECTION

HQ. FIRST AIR FORCE • MITCHEL FIELD, N.Y.
To All Concerned:

This collection of historical data, relating to the Engineer Section, Headquarters First Air Force, compiled in compliance with paragraph 1, Air Force Regulation 364-120, as amended by Change No. 1 thereto, dated 9 March 1964, is published for your information and interest.

The writing of an organization's history is a process which is continuous throughout its existence. The final chapter cannot be written in the lifetime. This much of the historical data of the Engineer Section is accomplished now rather than later in order to incorporate first hand knowledge of early events from the memories of the few original personnel still present.

A novel and most valuable feature of this publication is the splendid collection of drawings by Corporal Raymond Harrel. These drawings were largely sketched from life but were made from photographs of individuals who were no longer at hand.

The written contents reflect the painstaking research and sifting of facts included in the recollections of Mr. Edward B. Fere and Master Sergeant Walter F. Balch. To Technician 4th Grade George A. Banning, goes credit for cover design and layout. The help of the typing was borne by Mrs. Mary G. Wells, Private Herbert Frey, and Mr. Fere. Captain J. D. McFadden rendered helpful editorial assistance. In addition, mention is due Captain Robert R. Wilson, Lieutenant Robert F. Britell, Robert E. Bower, Corporal Robert Roberts, Technician 4th Grade Robert Smith, and Private Leslie Ogilvie for other art work, photographs, procurement, and administrative assistance.

It is hoped that future members of the First Air Force Engineer's staff, in pursuing these pages, will be inspired by the accomplishments of past hectic days, and that the yet unwritten chapters of the section's history will continue to record that there are no tasks too big for Engineers.

R. B. Carte

R. B. RATT, Lieutenant Colonel, Corps of Engineers, Engineer.
WHAT'S PAST IS PROLOGUE

"...cry Peace, and let all the days of war..." Shakespeare.
Julius Caesar, Jr.

In the last days of September in the year of 1939, after Nazi Germany and the invasion, the continent of Europe exploded in the face of a continent-wide war. There have been times, war, and events of war adequate enough to warn the world, but the world still stood. So peace — a peace institute in the last days of 1938 and 1939.

And what of America? In the last days of September, the last safe behind the steel barriers of a neutrality act designed to prevent the very thing which was exploding in her house. As an illustration, imagine a war to be almost upon us. The air overflew the city, and the airplane crossed the fortification walls. The old symbols had vanished, but what had moved over them, and as it was a new war.

Well, things were different in America. The country began to wonder: What would be the fate of America? But there was no element about. A great massive of blue salt water, 2,000 miles across. Yet America was the last war. The country, the city, the air, the military present, the air defense plan, was the protection of a great force necessary to keep out the enemy. And in America, as it was, it was a divided nation. No war was said to have erupted. It was a divided nation.

Then came the first invasion. The first invasion of Europe, which was to become a reality. The first invasion, the first invasion of Europe, which was to become a reality. The invasion of the air over a island, was expected. But this was not expected further in our-time. The time we are now in, is to be expected. The time we are now in, is to be expected. This was just an invasion — an invasion war.
WHAT'S PAST IS PROLOGUE

The plane that flew fields from which to set out and fields must be maintained and protected and planes must be leased. For all these things England learned the hard, hard way - experiencing them through flame and fire and devastation which warranted her land.

Life to learn, and yet in deep earnest now, the United States, already half global, for the battle, recognized the need of similar preparations. The draft was the first step: arms and supplies, the second. The third was the bidding of these basic factors into a strong new alloyed weapon which would be the harbinger of a freer world where men will no longer live as a line could live and were understood by the illusions of power and dictators. A world in which men would hold his head high, proud of his race, a race of men envisioned by the present World, which will dearly love, worry and worship before God.

This then is the prologue, the prologue to a story which is not yet ended, not one which never ends. It is the tale of man against evil, the one which is recurrent and has been since the race of men walked the earth. Our story from this point on will deal with one tiny segment of the great military circle of the United States of America. This story will deal with the great tragic-comic heroism drama enacted on the stage which we know as the Globe, the War seen through the eyes of one small unit, that of the United States of America. The dramatic presentations, failures and successes of this unit, its men, military and civilian, who added each his part, sometimes slowly and at times with bumpy clarity, not always seeing the great goal of a successful ending, working one with the other, all only too human at times in their relationships. Yet heroes, these, on a large canvas, our common men - sometimes he evil hooded and spurred on by faith in the righteousness and purity of the mind of their country. In this tale, the War is almost in their actions.
Chapter 2

BIRTH

"O, never close us, he is born with teeth."—Shakespeare, III, Henry VI, 514.

The forces that have grown upon the army command and so altered the former petulant pattern and organization are interesting and instructive. The war in the desert by a new plan—a new army even uses a water-tight case when another army opposes him. In the same manner, a peculiar organization for the air corps would be totally inadequate for warfare in new, material and installations. A fluid pattern was adopted by the War Department which could be extended or expanded as outside pressure influenced the progress of events.

It must be borne in mind that the United States was not a belligerent during the year of 1940 and for almost another year thereafter. The constitution and expansion of the air corps and the allied arms and services made a definite break from the strictly line-in-the sand type of thinking that prevailed throughout the entire country during the 1920's and 30's. The first peace-time draft law was already in effect. In December the men between 21 and 35 registered and the first call came in February. Here was the growth of an industry. The country was changing from a provincial to wartime basis, if not for the United States, then for other nations, under the new arrangements of the London treaty act. The United States was gearing for war!

and yet seen more potent thus all of these, the metamorphosis was brought about by the hard, grim facts of war. Hitler, in July of 1940, had declared, not without some reason, "There are no more hostages." France had fallen under the usual unrelenting conditions and only 20 miles of water separated Holland from the combined air and ground forces of Hitler's Third Reich. On the 5th of August 1940 the Battle of Britain began. Hitler had said not long before, "A great desire will be destroyed," ability successfully and with the attitude of this British dictator, "the enemy is ours, we must destroy or save."

The amazing "Battle of Britain" was characterized by the success of a small, efficient, and economically operated air force in holding off the world's mightiest air arm. This was to be the model for the U.S. Army Air Force. The secret of economic operation lay in choosing
facilities there have been posted. This temporary status of the Mitchel Field Headquarters was to continue until late the following spring when the work was completed and the temporary station was finally established.

The Northeast Air District comprised some two-dozen and one-half states stretching from Maine seaward to Minnesota and Wisconsin, south through Iowa and Missouri, east through Kentucky and Virginia, including the northern portion of North Carolina, and north up the eastern seaboard states.

The Northeast Air District was constituted by authority of the Secretary of War in a letter from the Adjutant General's Office on 19 November 1917 and a staff headquarters was directed to be set up including general and special staffs. Among the letters was the single word "Engineer." This order was changed on January 10 to include the additional words as assistant to the Assistant Adjutant General with the additional phrase "military officer" following the title. Just what the War Department in Washington anticipated with regard to morale that would support this addition is not clear, but before this date the majority of the staff officers were filled. In the 29th Air Office Order 10, the Northeast Air District received its Engineer:

"22. Each of the following named officers of the Corps of Engineers is relieved from assignment as duty as Air Base Engineer at the station shown after his name, is assigned to the district indicated, and will report to the Commanding General for assignment to duty with the Corps of Engineers:


By order of the Secretary of War

U. C. Marshall
Chief of Staff

OFFICIAL:

E. B. Adams
Major General

THE ACTING GENERAL"

The preceding seemingly casual quotation from paragraph 22 of War Department Special Order No. 38, dated 26 December 1940, is the birth of the Engineer Section.
Chapter 3

INFANCY

"Blue, Blue, the green Engineer." George Fanger, The Senior Strategist.

A Staff Engineer's duties by established precedent traditionally were to act as an advisor to the Commanding General, prepare plans for troops, determine engineer equipment, supplies, and searching material requirements, plan and supervise training in service tasks of Engineers. Surveys, mapping, reproduction and distribution were included.

This completed the general responsibilities of the Engineer.

Major Fisher assumed his new duties as Engineer of the Northeast Air District alone. The primary task that he faced was to make an engineering survey of existing and potential airports in the Air District according to priorities established by the AEC. AEC Director and the AEC Reserve officers for duty in the survey. This duty was a continuation of a task begun by him in his former capacity as Base Engineer.

The District Staff and the few typists and secretaries available were assigned into an addition built onto Hangar No. 2 at Harding Field. The feeling of anyone assuming a particular position which is satisfactory, and for which there is no precedent, may be imagined. In this instance the problem that faced the Major was gargantuan. He, as Engineer for the new Air District and his first duty was to field the survey. The possibilities of the future in construction projects and in troop training were only dimly realized at this time. Certainly, the primary matter of the year was the organization of the office in order to proceed at once on the survey.

The problem that presented itself almost immediately was: What were the means available to explore the farthest limits of the duties and responsibilities of the Engineer? (These proved to be very wide.) What assistance could be obtained in dealing with the problems posed by the Engineer mission?

Major Fisher attacked the situation relying on his previous engineer staff experience. There were elements of modeling in the dark, but generally the transportation of Engineer ground problems to Air Corps problems was obvious. The difficulty lay in the measure and extent of the jurisdiction and more important in the lack of coordinated information about these problems at hand.

For about a month Major Fisher worked along organizational plans alone only by a stenographer and he was the only person in the AEC's Department. The name of this indefatigable individual was Briggs. Nothing more definite is known about him. Another wallow in on less slightly later, was an Air Corps private, Philip N. Litsenberg, also the Assistant Engineer's Section who moved to the Air Section when he returned in 1943 from Air Corps Officer Candidate School to the Air Section, First Air Force, in charge of personnel. The intinerary of this position with troops activities in the Engineer Section, brought him more within the bounds of this account. For reasons beyond the scope of this story he had changed from Private Litsenberg to Lieutenant Tracy. Major Fisher, always shy of overt compliments, stated that he was "an excellent typist, industrious and capable as a clerical assistant in office work. His personal habits and character while under my observations were excellent." Personnel was a major problem.

Writing informally to the Office of the Chief of Engineers early in January, the Major said: "The stenographer - typist problem is very acute - our work is more extensive than that of other branches in the Air District; its vital importance and urgency is being strongly emphasized in my directions. If you can assist us in obtaining proper personal assistance in grades, ratings and civilian service, we can keep ahead of schedule; otherwise I'll be struggling and the way our plans move from local solutions - . This is the opening put in the battle for a Table of Organization.
INFANTRY

...for the section. The training of an officer corps was a prime factor. By the end of March 1941, Fort Belvoir, Virginia was furnishing most of the requisite enlisted personnel, but the situation was slow.

Major Fisher, harassed by office detail and barely keeping his head above water, with a numerically inadequate office force, sought every possible opening for obtaining personnel. No wire, no personal acquaintance was left untried. Letters went out hourly begging for experienced men and for suggestions of names of men who could “fill the bill.” The standards were not low by any means. The Major himself a tireless worker, was moved to tears of joy and gratitude when he received a letter, which stated: “I believe the National Guard is the best type of man. Unlike express, who wants a man who will stay at home.” Major Fisher declared: “It is due to this kind of men who have a pulling power for men work.” The most amazing and satisfying fact of this highly descriptive task is the same for the thousands in similar positions—men who worked like horses, and fought against time to perform urgent engineer assistance against the day of war.

There were four officers who entered the section at the beginning of Fall and who, as part of the section personnel, were stationed in the field, each surveying a portion of the state/district.

First, Captain Robert W. Harkins arrived on 28 January 1941, and was assigned to Hertford Field with Ohio, Indiana, Illinois, Missouri, Iowa, Minnesota, Wisconsin and Minnesota for his field of endeavor. The following month, Captain Robert S. Harkins reported in and was assigned the southern sector, which included New York, Maryland, North Carolina, Kentucky, West Virginia and the District of Columbia, serving Fort Langley Field. The remaining areas were covered by Captain S. R. Hinkson who had New York, Pennsylvania, New Jersey and Delaware with his home station at Atlantic Field, and finally, Captain J. J. Martinez was assigned to Newport Field to cover the New England States. Captain Hinkson reported on 25 February 1941 and Captain Harkins was on 20 March 1941. The procedure pursued in this manner by these four officers and the four points of the compass is another chapter of this story.

In the meantime, the Northeast Air District by General Order 15, USN Air Force dated 25 March 1941, became the FIRST AIR FORCE.
LT. COL. ROBERT H. ALLEN

MAJOR EDWARD H. MITCHELL
Chapter 4

GROWTH

"...in those days, when the number of the disciples was multiplied..."

Acts, 6:1

Technical Sergeant Walter W. McElvey arrived at Mitchel Field on the 13th of February 1944. He had left MacDill Field in Florida on the 30th of January and had obtained a sight delay warrants - a very rare instance in the section, as time would prove. The Sergeant found most sections of the headquarters at skeleton strength and he himself was the skeleton in the Engineer Section. McElvey was instantly designated "Chief Clerk", a position which placed him directly in charge of whatever enlisted man happened to be on loan from the Adjutant General's Section at the moment. Some civilian assistance was forthcoming but it was hard to obtain and usually was gobbled up by the higher General Staff Sections. Another highly unpleasant situation arose from the fact that Major Fisher was the lowest ranking member of a staff which besides himself carried nothing less than one full Colonel and seven Lieutenant Colonels in the normal run of staff meetings the Major went to the bottom end of the table. Things would be different later, but for the present it was a case of "live horse and you'll get lay". The Major had no intention of waiting long.

The enlisted men of the early days of the Section were drawn from the ranks of the Regular army entirely. Indeed this was about the only dependable source. The draft had just begun to deliver manpower but the first group were only just finishing their basic training. Staff Section duties would have been heavy even the best of the selectees, who were just being initiated into the complex world of cryptographic initials as, BF, AF and XF. The National Guard component was still in its formative stage, having been called into Federal service only a few months before. Generally they were called as units and functioned as such until the historic and traditional state units gave way to the sweeping ways of warfare. There resided only the regular army as a hearing of trained personnel with enough experience to cope with the intricacies of staff work.

Following hard on McElvey’s arrival came Mr. Ed Park, a dapper-like civilian with long experience in court reporting and秉承 suppress-
GROWTH

The Engineer Section at this time had its first move. By official order dated the end of March 1942, all personnel were transferred from the "camp" at Skagway, No. 3 to Building T-33. This order lasted something over two months. Early in June they transferred to Building C11. This was to be the section home for the next six months. Just prior to this move the section received its first promotion order. Captain Walter was up to Major on the 12th of May.

The next group of enlisted personnel to arrive were an newly mustered group of seven men from the 8th Engineer Battalion stationed at Fort Leonard Wood, Missouri. They reported to the section in mid-July and were welcomed by the Major with enthusiasm. That night still be interviewed they detailed the events in an informal letter to Headquarters Air Force Combat Command at Rolling Field, N.C. The personnel recruited from the 8th Engineer Battalion were every army, but not too formal as electrical drafting and office qualifications were nonexistent. The Sergeant had 20 years service and had a good register, but all of his experience is as a Civilian Surgeon, and as an outside field soldier. None of them are type erect men - an infinite capacity to drink. The letter continued in much the same style encountered with each one. Of these, the two men were selected out to be transferred pretty definitely were Staff Sergeant R.W. Farnsworth, with 16 years service behind him and Sergeant Gordon Carlson. Sergeant McDonald, Sergeant Clive, and Corporal Hall were transferred in mid-August to Westover Field - Elizabethtown and Cattaragus remained with the Section for some time longer.

These seven men were, as this time proves, one of the most interesting groups to enter the Section. Certainly no seven other men placed at random for a shipmen would have more varied or romantic adventures than these. The future would hold tragedy and heroism for them.

In the case of the three, Bell, Clive and Cattaragus, all of whom went to Westover Field, fate was having had by on a larger scale. assigned to the 8th Engineer Battalion stationed at Fort Leonard Wood, Missouri. They reported to the section on the 12th of May and were welcomed by the Major with enthusiasm. Bell and Clive transferred to Westover Field and were later assigned to the Engineer Section. Cattaragus went off with his unit for the Philippines and arrived there shortly before December 7, 1941. These men of the 8th Engineer Battalion were survivors, some through the most tragic days of this war. Cattaragus, when last heard from, was a prisoner of war in Japan.

Mr. Howard Cattaragus was notable in a different way. Almost from the start he made
lead story material. Not long after joining the Engineer Section he was visiting a friend at a house near Skagway, house that at times was an impossible to leave. The Turf Club. After a suitable and convenient reception he had been taken out. Mr. Cattaragus noticed that in one of the other booths a customer with a foreign accent was attempting to sell a set of blueprints to another individual. Cattaragus wandered over and was seated with the fact that the blueprints were for a tank. A tank with secret plans. Cattaragus went in search of an M.T. To was a sizable motor in the garage. The man was arrested as a spy and Cattaragus received the section in the local press as the soldier who trapped a Nazi. The F.B.I. and U.S. Army also took the matter to the extent of raiding the home for P.T.s to hunt for.

Cattaragus was utilized within the section as a typist and a "trapper," later he transferred to the Air Corps and went to Naval Air Station, Shetland, where he was assigned to the 9th Air Force in Britain. A recent letter from him is reproduced here in full.
GROWTH

3/53 Sp. R. J. Cunningham 17120541
79th Tank Bn.
A.P.O. 963
a/o Postmaster, New York, N.Y.

Marlbn, Feb. 16, 1944

Dear Fern,

I got a newspaper from you today and was darned glad to get it.

I noticed in it that Bob was reported killed in action over here. I think I knew him at one time. Didn't he used to be in the 56th at one time? I believe he left about 6 months before I did. Oh, Fern, can you send me Col. Fisher's address? I want to write him a letter and tell him of some of my experiences over here. And I can truthfully say that I've got some good stories to tell when I get back.

One of my best friends was killed here. I haven't had it as very bad yet, but the place is pretty dangerous. I've been on 9 missions so far. I got the air raid alert about three weeks ago. I've only gotten a few shots at fighters so far. But now I'm considered a veteran over here. But, regardless of that I still get scared.

I think though that what I have seen over here has done more to make a man out of me than anything else ever could. I wouldn't trade a million dollars for some of the things I've seen over here. But, I wouldn't give a dime to do them over again. I've seen both enemy planes and ours go down several times. Someday when I get back to N.Y. I'll tell you about them all. But you probably know more about most of them than I can tell you. But that gives you an idea of what we are doing over here. And at the present most of it is coming from the 8th A.F., which we are in.

If you ever hear any tales about a plane called "THE JOLLY," think of me.

Love

P.S. - When are you going to get a service flag for the ones that have left the boys? Yes, V.F. Also, how about some more poetry?
GROWTH

Sergeant Gordon Carlson and Corporal Joseph Clancy were retained within the Section. Only one of these men has thus far been neglected—Staff Sergeant Pemberton. His role is limited to that of Sergeant Lahners who enters the Section at this point along with Sergeants Lucas, Rossner and Oriswell. However, before these men are introduced, three officers have been added to the Drainage Personnel.

Major Fisher had dealings with various outside agencies in regard to airport data. Among these was the New Hampshire Planning Commission. Within that organization was a Lieutenant Commander Reserve Lieutenant named Herbert C. Persons. As the Major was office-bound at this time, he saw in Persons an excellent man for the Section, who had experience and abilities ready made for the job. The correspondence began sometime in February and became hot and cold for a few weeks. On March 11, 1941, a letter left Mitchel Field for General Headquarters urging the immediate assignment of Lt. Persons. On May 3rd no reply had been received. Lt. Persons on his side was having his own troubles with physical exams and release from his civilian position. A letter accompanied the first and insisted letters from Major Fisher. The New Hampshire Development and Planning Commission arranged the matter of his release.

Lt. Persons reported on 2 June 1941—the first officer besides Major Fisher to be assigned to the Section office. Lt. Persons assumed the portfolio of supply and Airport data compilation. At the end of July, Lt. Persons became a 1st Lieutenant, A.C. The promotion had been pending before the entrance into the Section.

The inclusion of Captain Ryan Melberg in the Section was an entirely different problem. Melberg was an Engineer officer stationed at Mitchel Field as Prevent Engineer, and Fisher and Pemberton Officer for the Air Base. Here under Major Fisher's watch was an Engineer going to waste. On the 30th of July, Captain Melberg relinquished his personal duties and entered the Engineer Section as Executive Officer. Within two months Captain Melberg was promoted in a certificate of competency by the Second Corps Area.
GROWTH

The third officer of this trio arrived some time later, but the correspondence to bring him to Mitchel Field began in August 1st. The name of Allen R. Furse first appeared as Engineer Section correspondence from Captain Kegley, then at Selfridge Field, Michigan. Kegley had known Furse at Fort Belvoir. The latter detailed his experiences including academic, civilian and military. Such leads as these were exactly what Major Fisher wanted, and negotiations were opened immediately for the transfer of Furse from Fort Belvoir, where he was serving temporarily as a Platoon Leader and accomplishing odd jobs on the Engineer Board. 1st Lieutenant Allen R. Furse had studied engineering at the University of Kansas and had later worked with government engineers for a short time. After an initial amount of haggling, Lieutenant Furse presented himself at Mitchel Field and was stationed in Major Fisher's office. His entire stay at Mitchel was to be devoted primarily to semicircle, personnel, and finally operations, but for the present he was assigned the job of handling the surplus of correspondence for the Major. He was mentally alert and because of his previous experience in Engineer office functions was able to reconcile the job at hand quickly. He was here to stay for quite a while.

Sergeant Farhurst, one of the "notorious seven" was sent to a surveyor's course at Fort Belvoir by Major Fisher in an effort to educate at least one of these men for retention in the office. While there he formed a friendship with another student, a National Guardsman from Pennsylvania named George Scharbrodt. Sharrbrodt, a Technical Sergeant, learning about the Engineer Section from Sergeant Farhurst asked the latter to discover whether it would be possible for him to apply for transfer into the Section. Receiving written permission to apply he discovered that to transfer would mean applying for discharge from the National Guard and re-enlisting in the Regular Army as a private, thereby losing his rating status in the way, so he wrote to Mr. Furse thus on the 3rd of September 1941:

GEORGE E. SCHARBRODT, Jr.,
HQ. 88 INF. 125TH ENGINEERS (Combat)
Dallastown, Pa., Pennsylvania.

4-41

Lt. Furse,
Engineer Section,
First Air Force,
Mitchel Field, N. Y.

Dear Sir:

Sergeant Farhurst informed me that he spoke to the Lieutenant in regard to my assignment into the Engineer Section of the First Air Force.

I am desirous of information as to the procedure to follow in enlisting.

At present I am a Technical Sergeant in the 125th Engineers, a National Guard Regiment. I understand that I cannot transfer from the National Guard to the Regular Army and that I must get a discharge to enlist. This, naturally, would mean enlisting as a private and my main purpose in writing is to find my chances for advancement.

My qualifications are:

I am 21 years of age. I enlisted in the 125th Engineers in May 1939 and was placed in the Map Section of Headquarters 44th Service Company, since that time I became very adept in Map Section in the various Forts and also in survey.
GROWTH

I am now attending the Engineer School at Fort Belvoir for a six-month course in Surveying.

I have worked at Photography long before my graduation from high school and have followed it ever since.

I worked as a Drafter for 2-1/2 years at the Enterprises Manufacturing Corp. of Pensacola, in Philadelphia.

At the present time I have the highest average in the class of 65 men.

I graduated from High School in 1937 with a degree in Mechanical Arts.

I spent one year at Swedel Institute of Technology in Philadelphia in Civil Engineering but had to stop due to our induction on February 17, 1941.

I will be in school at Fort Belvoir until December 1st, and if anything favorable can be gotten I am sure our discharge then. Thanking you for the permission to write, I remain,

Technical Sergeant George Rember, Student Company No. 1, A.E.F. N.A.,
Fort Belvoir, Va.

Captain Weisberg replied for 3rd Lt.,
Pensacola, on the 13th of September.

HEADQUARTERS FIRST AIR FORCE
Office of the Engineer (S-1A)
Anniston Field, Ala.

Sept. 13, 1943

Tec. Sgt. George Rember, Jr.,
Fort Belvoir, Va.

Dear Sgt. Rember:

Your letter of September 2nd, 1943 to Lieutenant Peiper has been referred to me. Your information that you must first get a discharge and enlist in the Regular Army as a private is correct. I have required, and transfer from the National Guard to the Regular Army are not author-

RICHARD L. WEISBERG

Very truly yours,

Capt. Rember, Jr.,
Captain, A.E.F. N.A.,
Engineer.
GROWTH

Technical Sergeant Richard L. Roenker arrived in July to serve as a draftsman. Roenker was more nearly the typical regular army soldier. He was well grounded in basic military art and as an excellent Ekko man who attended the Camp Perry contests. He was also a remarkably fine drillmaster whom everyone was sure under his easy decision next spring from the practice. Technical Sergeant Roenker.

Roenker came directly from Officer Candidate School, testing resigned in the I.N.A. weeks. An auto accident in which his wife was severely injured, called him from beloe in her absence. In applying for leave he was informed he could have it only by resigning from school. He resigned and the leave was granted. Soon after, he was assigned to the Engineer Section.

Technical Sergeant George Lucas came to the section directly from Puerto Rico just as Sergeant Muelsey was about to leave for Panama. Lucas was designated as Chief Clerk in his place.

Technical Sergeant Kylie R. Driskell was tapped from the house of the Engineers of the 9th Infantry Division in August.

The fourth officer promotion in the section was for Major Plumer. On 11 November he became LieutenantColonel, U.S.A.

Here, at last, some semblance of a working section was forming, and none too soon either, as events would prove. The major had four officers in the field and three officers besides himself in the section — along with these an aggregate of enlisted personnel on whom to build. There were also some six W.N.A.A. girls who were spasmodically to work in the section as typists and stenographers. This was not the cheapest of all possible arrangements, but it would serve until a better situation could be evolved.

This was the Engineer Section of the First Air Force on the eve of December 6th, 1941.

M/WT. LTJG A. DRISKELL
Chapter 5

FIRST STEPS

"lift up thine eyes, and look from the place where thou art northwest, and southwest, and westward, and southward." Genesis, 1:10.

The airport survey program was the first all-important function of the new Engineer Section. During the major portion of the first year, it overshadowed every other duty and, in the final analysis, was the basis for the development of airfield facilities for the First Air Force in the days of great expansion which would come in 1942 and early 1943. Strangely, this survey program did not spring full blown out of the directions which constituted the Northwest Air District. It had its origin when Major Fisher arrived from headquarters in Minnesota, to assume the post of Air Base Engineer at Mitchell Field.

Throughout the months Major Fisher pursued the project by correspondence and personal contact, trying to make captains and lieutenants and every person able to help in his research. Then suddenly, in December, 1940, the Major received word that another assignment was impending. With the war only recently under way he pleaded to remain, stating his happiness in and fitness for the work at hand. He was ordered to the Air Corps, asking further that his choice be assigned to the Engineers. His assignments with state aviation officials would, if he were relieved, be jeopardized and the carefully built up liaison would collapse. He emphasized this "business and policy for this type of assignment." The Major's fears were justified by a telegram on the following day which stated: "I am of the opinion that you are slated to become Air District Engineer of the Northwest Air District." The Major stated that the news "was climactic to me" and requested a Christmas leave from December 29th, 1940 to January 7, 1941.

With the formation of the Northwest Air District, the inclusion of the additional territory brought larger problems entirely beyond the physical scope of one man's abilities. At this period Major Fisher became the first Assistant Engineer. Of these, the first was Captain Robert Eugene Kline, C.B.

Captain Kline was a Reserve Officer, commissioned in 1929. In December, 1940, he was stationed at Fort Benning in the Engineer Replacement Training Center. When the decision was reached to request his assignment to the Northwest Air District, he was discovered that the Captain had two other commands waiting for him - Fort Leonard Wood and the Office of the Under Secretary of War. The Office of the Chief of Engineers decided in favor of N.E.D. A further complication arose from the fact that a Captain Athy was the third choice for the Beltrami Field assignment. This was contemplated by the Office of the Chief of Engineers in a letter dated 17 January 1941. After the administrative details of this swap were worked out, Captain Kline was ordered to Beltrami Field, Michigan, as of 27 January 1941. Captain Kline's way was not particularly smooth at the start because of the lack of a clear directive outlining the duties. Not until the 7th of March would this difficulty be cleared. On that date Major Fisher wrote: "Enclosed herewith is a copy of letter from Captain Kline relative to our basic directive and its ramifications. It is quite a relief to learn that they found the directives and are immediately sending it to Beltrami Field. This should clear your difficulties on that score." It was this directive which cleared the doubt for undisturbed action. It definitely allowed these Assistant Engineers with the First Air Force and restrained the bases from piling necessary duties on them.

On the 19th of February Captain Netto, graduate of the Virginia Military Institute and a former cavalry officer, was ordered to duty with the Corps of Engineers. In 1934 he had been an Engineer. Captain Netto was the only assistant not personally selected by Major Fisher and was assigned to the Langley field by Lt. Col. Davison, who then delegated to Major Fisher authority to select the remaining three.
FIRST STEPS

Our first step was to check the length, 200 feet of the old airfield, which was to be a rear site. The survey was made on a cloudy day with a 10 mph breeze blowing off the south. The sea was constantly coming in.

The survey officers divided their time between inspection trips and periods spent in their offices assembling and compiling their reports. Each report was completed and forwarded to the Engineer Section of the 12th Corps in Richmond. However, no actual survey was made for publication.

On the many fields surveyed during this period, perhaps the one that was to be most intimately associated with the future history of the Engineer Division was the old Richfield Air Force at Richmond, Virginia. This was a civic airport linked to Captain Buell's schedule. The survey report, completed after personal inspection on the 21st of April 1943, described the field as a "grazed and cleared level tract of 300 acres. The surrounding countryside is flat and nearly in brush and clover green young place. The wall is nearby clay. The surface was power gravel and each 100' wide in served landing strips 300 feet wide." Concerning the present capacity for fighting use, the airfield was considered "suitable for landing medium bomber aircraft of the B-24 class. It is well suited for peace time maneuvers." Expansion was recommended after acquisition of all or part of the adjoining property.

The construction of paved runways for heavy bombardment aviation was advocated.

A site board was appointed by the Commanding General, First Air Force, to select from the fields surveyed suitable sites for development into bases. As a result of an airport in a given vicinity area, the Board visited the one or two fields there for which the survey had indicated the greatest potentiality. The Board considered tactical and logistical aspects of the proposed air base and made its recommendations. The site Board, composed of three Air Corps officers, one medical and one Engineer officer directed, on November 31st, "that the site at Richmond, Virginia, is suitable and desirable as a group station and that the said site can be obtained from the city of Richmond. The City of Richmond itself was on record as being "willing to cooperate in the National Defense in the limit."

In many ways Richmond is typical of the air fields surveyed. It is unique in that it was the chief center of the First Air Force and proved to be of particular interest to the Engineer Division by reason of its commanding position, the airfields surveyed for the survey, however, were consigned to it. The names of all bases in use throughout 1943 and early 1944 which were small and installations in 1941 will be familiar to the entire division. Besides Richmond, Millville, New Jersey; Hackensack, New Jersey; Utica, New York; Rockland, Virginia; Winter Haven, Florida, and Baltimore, Md., among others, spring directly from this project.

The project lasted for approximately a year and a half. It was started at the time of the second world of England and continued throughout the stalemate that followed. In additional, psychological factors were included in the German attacks on Russia in June 1941, along with the push through the Balkans to Crete. The British and Ethiopian Campaigns were also in full swing, and little by little the independent nations were falling before the Axis. The Japanese attack on the 7th of December, being a turning blow directly in the middle of the survey, served to speed up the project.

By May 31st all reports were in and the project completed. At the time of its inception, the object of the 12th Engineering Survey was to gather vital information pertaining to airfields to be used if war should come. When war did come, the First Air Force was prepared to the extent that planning of its war-time airfields could be accomplished as a result of the survey. The object of the survey could not, of course, be accomplished.
Chapter 6

WAR

"That Day is a Day of Wrath, a Day of Trouble and Distress, a Day of Wasteness and Ruination, a Day of Darkness and Shadow of Death ..." September 1:25.

Sunday morning, December the 7th, 1941 was much like any preceding Sunday: the offices of the Engineer in the north wing of Building 40 were open for anyone who had work to make up. There was no feeling of momentous events looming. Lt. Colonel Fisher was in for part of the morning and took the opportunity leisurely to read over the accumulated papers in the "tin canner" and departed for a late business at his quarters on the post. Major Weisberg arrived to do some routine work and let it. Fisher dropped in to keep abreast of the morning reports filling up in his Air Force Section. There was nothing unusual about the day. It was an ordinary Sunday at Dutch Field.

The first reports of the bombing at Pearl Harbor began to come over the radio approximately at 7:45 a.m. The nation sat stunned by the news. Many sections of the country had long looked for disaster from Japan. The submarine warfare of Germany by threatening England necessarily on the same had impaired the traditional security of our eastern shores. Moreover, the war-destroyer world of fifteen months before was widely regarded as a possible provocation for a German attack. The unexpectedness of the news from Japan was emphasized by the presence of Japanese planes photographing in Washington on the very morning of the attack. The United States, in effect, was looking for trouble from the east and received it from the east.

The attack virtually placed this country in a state of siege. Without the aide had all the victories then concerted against us. It was only sensible, therefore, to assume that the blow to the west would be quickly followed by another in the east. This was the natural assumption of everyone in the country after the first wave flashed from Pearl.

[""O.K."" translated "Pennsylvania Dutch" is an affectionate nickname given Colonel Fisher during his youth days at the United States Military Academy. The nickname has stuck throughout his entire military career.]

The afternoon of December 7th was pregnant with history, yet no hint of this interesting possibility was evident when Colonel Fisher returned from dinner. No radio professed that portion of Building 40 occupied by the Engineers, and consequently no suggestion of the mainline being started for at least two hours. Dutch's Section was interested in the news from the West that the country had ever then passed from an armed peace to war.

Colonel Fisher was seated at his desk when the news finally came. The barbarism of this astounding event was Mrs. Fisher. She had been listening to the radio when the program was interrupted and an announcement in almost seconds dropped the line and into America's lap. The telephone "O.K.".

One after another, as the news reached them, officers and enlisted men began strapping into the office until by 1:30 all were present. Upon Mrs. Fisher arrived she discovered the personnel of the Section gathered in little groups, each trying to figure the next move of the War Department and all talking in most tones about the blow that had fallen.

The War Department was not long in acting, an instant allocation of $2,000,000 was made to the First Air Force for the construction of defenses, and a huge dispersal program for aircraft was set in motion. This was, in effect, motivating the East Coast for any blow that might fall. The First Air Force was expecting the very worst. Some, official some, even through from Washington giving the details and the full extent of the tragic day's happenings. Every officer on the staff was violently aware of the loss of a major portion of the Pacific naval power and, hitting much nearer home, the awful declaration of
WAR

Commemorative Plane. This impression would be heightened further within the next few days as reports from the Philippine Islands came in of planes being blown to bits on the ground like "sitting ducks".

It was with this essential knowledge of the height of the tragedy that Colonel Fisher began the late afternoon to order the few Engineer Groups then available to Bases of the First Air Force to construct such rudimentary defense as could be accomplished with the utmost speed. In collaboration with Colonel M.E. Keeney, setting Chief of Staff for the First Air Force, Colonel Fisher set to work reviewing the material in the airport data files and laying plans for the dispersal of planes and facilities. The accumulation of forces and realignment of defenses of the First Air Force was a simple in miniature of the grand scale military movement that began on the 7th of December throughout the entire nation.

The Engineer Section, faced suddenly with War, established itself immediately on a wartime basis. The former semi-leisure of the peace was gone from the ancient Air Base. Fisher's voice echoed over the telephone. Gone were "leaves and turpentine" until further notice. The office was open, open, and more open. This attitude was reflected in a similar way by a rest of staff which, posted to conceptional places about the office, shouted to each of the section personnel: "Follow up and see that it's done"; "a sense of humor and persistence will carry you far"; "The mission is a split psychology". It was Personified in "You can catch more flies with honey than you can with vinegar" — a sentiment which was at variance with the somewhat dour Boston-New England countenance. Characteristically, it, more adapted a motto, the purposely involved and labyrinthine wording of which upset sensitiveness on everyone and proclaimed further that this attitude, above all others, would win through. Even nine years decisions, it stated, could be rectified by a single right one, and the point was driven home by the ringing phrase: "Submission is Fatal", a tenacious weapon on the activity preceding Pearl Harbor.

The catastrophic change, however, did not waive Colonel Fisher from maintaining his original functions of training and Engineering, but rather intensified and added to them. The month of December would bring many changes and transformations, and the slight organization of the war period would serve as a shock absorber for the section during the period of national uncertainty which followed the Japanese bombing. Intrinsically the Section was unchanged but it had entered on a new phase of existence. The period of adolescence was over. It had a man's work to do now!

Pearl Harbor Bombed!
Chapter 7

INCREASED STATURE

"Take ye the sum of the Congregation..." Numbers 1:2

During the past several days, the news of the United States formally declaring war on the Axis Nations, and in both cases more accuracy precautions were put into effect at once. Every military installation and our black market regulations, street signs were altered in all coastal cities, and restrictions prevailed everywhere at the moment of the situation. The pyre had already placed the blame of Pearl Harbor on the shoulders of the Japanese to the war's end, and every officer was personally alert to see that every place that wore the ship, cans, mail, and military, were on the streets of the war, alert and many, very much of them over ever. In this situation as many attacks, whether real or imaginary, was inevitable.

At 11:00 hours on the 8th of December, First Air Force headquarters received a flash warning that enemy bombers were only hours from New York. Almost every minute screamed Naval Airfield went into action. Anti-aircraft units, recently imported, fired ready; every available plane took off to meet the attack. The sound of the ships could distinctly be heard, coming down with gas and jingling noises through which everyone imagined, imagined the appearance of the enemy. Schools closed, people were hurried from the streets, and the streets called, Marching orders from the streets when the news of the attack was terminated. The bombers were now aircraft, otherwise would spread themselves at the entrance of war. They had been on Atlantic patrol when sighted and were still visible with white smoke (tornado smoke). There had not been time to pierce the sky, nor could not over in such magnificent scale again. As they went on, aircraft were practiced, fiery spectra我自己, and an efficient service prevailed.

After the 8th of December, the situation began to grow quite serious, little by little. During the space year of 1942 it seemed slow, went off, and grew again.

Lt. Col. Fischer, participating in the search of surrounding areas with excellent young Air Force officers, was then given the service of 5th. Maj. General Joffe, a secretary of the War College with an engineering, strategy instructor and A. E. training. His reports were issued on the 8th of December. On the 8th, Joffe was assigned to work on the regular staff job of the battalion, helping in the completion of airport data from the survey reports, later assisting in the new construction committee, and ultimately becoming Chief Air Officer. He was the last officer to enter the section until June 1942.

Eighteen days later a most significant event took place. Private Joseph V. Martin, a topographic draftsman, reported for duty. Martin was the first selector assigned to the section. Although the staff was made up of professional soldiers and members officers, all previous personnel, with the single exception of George Fishein, were professional soldiers. Subsequent interviews had been to resign from the National Guard and enlist as a regular before he could join the section. Not, however, the right territory was correct. The small crew of professional army men was physically incapable of handling the growing numbers of the Engineers. The Colonel, whose preference for the regular army had never, had finally to the inevitable. Weekly in terms of relative new regular army personnel, were becoming involved. The column that is that the Colonel was able to maintain the maintain as long as he did, for...
the draft law had been in force sixteen months before Martin arrived. Nevertheless, with very few exceptions, all enlisted personnel could enter the service upon the selective service system or thru enlistment for "the duration plus six months". Officers would be obtained thru the reserve or thru direct commissioning until October 1942 when the first group of officer candidates school entered.

As it happened, Martin was an excellent clerk and became almost immediately an essential member of the unit. He served as clerk and runner and gained ready access for St. Fort. This arrangement continued until his eventual request for reenlistment.

Martin was followed quickly by Private Beno W. Shaffer, formerly of the Pennsylvania National Guard, who entered the 380th of December. Two days later, Private Robert A. Cipollaro and Pfc. Battaglia, selected from the Engineer Replacement Training Center, Fort Belvoir, Virginia, reported. Both men, stenographers, came under the friendly aegis of Mr. Fort. Both predicted that their basic training and present service made easy to enter the regular army. The military had made them efficient quickly in handling both new duties behind Mr. Fort as he took new official correspondence in stride. Both men worked hard to keep pace with the rapid fire dictation. Cipollaro realized that the enlisted man's mental ability to assume such duties dictated by him. We all of personnel, as he arranged in words, accepted his service: attitude of the chief and the enlisted men. Cipollaro was assigned to general administrative stenography; Battaglia was detailed in each under it. Both, Cipollaro and Battaglia remained in those positions.

The arrival of two enlisted men in the outfit was more than brief. The regular army contingent, regarding them as stragglers, registers, or even, satellite so as to attend to the newcomers. The situation, however, was different. The prestige army attaches satellite type of men, just as other types are attached to law, medicine, or teaching. The status of men, well and uneducated within the ranks, as a professional attitude of small groups. The arrival of men from the east laid the foundation for the situation. Demobilization of the regular army by Americans grew slowly. The Civil War draft laws were highly unpopular. Even an official of the National Guard, who inquired about the situation, found that the Army was more than a starched. Only in his present war has the fairness of enlisted service become gradually apparent. The arrival of the airmen is that he is feeling up and about to contact with the men and learn the techniques of airmen.

A full month elapsed before any further change took place. The three new enlisted men continued their administrative duties under the watchful eye of Mr. Fort. The other men were also arrived from the distant eastern office that the new stenographers were to take on. These men were drafted in Champlain and Roosevelt, both of Fort Belvoir. By the 15th of January 1942, when the men arrived, the office learned that "sharply" men were far away. The situation was further, in the office, the influence decayed of stenographers, "Wells" and "Wallace," a similar situation when considered of these incoming trainee was similar to that situation. The regular army stenographer men were encouraged and made their work with the state of things at Fort Belvoir. However, proved excellent in their work and remained steadfast in the office until ordered overseas. But this was not until later.

A sort of gray atmosphere pervaded the section. From time to time orders would now
INCREASED STATURE

In operating the office and compiling it in another spot, this annual existence was formed on the Section by external events. The move from Building "C" to the new Plant resulted from the establishment of a new headquarters for the 8th Air Force Base Command, to which personnel of the Section were assigned. The move was made on 1 March 1942.

Private William F. Lougrippe, recommended to Colonel Fisher by an executive of the American Water Works and Electric Company where he had been employed in the Engineering Department, was made a Skill Certificate in a Technical Position at Fort Jackson, where the necessary arrangements were completed by his own request letter with only a few measurements. Yet all was not well, Lougrippe reported to the Base Engineer at Willow, in accordance with his orders, and was turned into the Ninth Material Squadron where he was not to work for three months, drafting a position for the future of his own affair. This was discovered March 7th, he was reported from Fort Jackson on February 4th. The 8th War was making a note to it. Now he said, "This is another...please get Lougrippe into our Engineer Section without delay, then authorize the correspondence (attached) to follow, U.S.P.T. By hand, 1311. Private First Class Lougrippe was a full-fledged member of the Engineer Section, assigned in construction.

During all the revolutions of the Chaplin code, Private Albert T. Denson quietly entered the section at the 26th of February and reported at quietly one month later.

In April, a Table of Organization was given the section authorizing four Master Sergeants, three Technical Sergeants, four Staff Sergeants, three Corporals, three Technicians 3rd Class, three Technicians 4th Class, three Technicians 5th Class, and three Radio Specialists, who gave Colonel Fisher authorization for the instruction of the score of lettered pages to be let to the moment. Meanwhile, at Warial Fitch, reorganization was going on and ten sections were transferred from 1 Air Force Base Command; one section to Headquarters and Headquarters Squadron, First Air Force, on May 31. The order of enlisted men at this date was: Master Sergeant Robert, Technical Sergeant Irwin, Technical Sergeant Irwin, Staff Sergeant Grinnell, Corporal Saul, Corporal Giansanti, Corporal Battaglia, Corporal Succato, Corporal Succato, Private Allen V. Sloan, and Private Allen V. Sloan. The three men at the end of the roster 4th Class entered the section through different channels. Joseph Mazzoni, a technical illustrator for New York City, operated by his Draft Board, was qualified to find himself assigned to the 8th Engineers unit in the Army in the Georgia Islands. After sufficient training he was transferred to Air Corps until at Whitehead Field. The latter organization, equally specified, was Mazzoni, a basic private in charge of certain technical duties around Squadron Headquarters. The repercussions of the war increased itself in broadening of the instructs duties and it was one of those which caught the critical eye of the Section, who asked for his assignment to this Section. Mazzoni entered on his new duties on May 21, 1942. He was first utilized as a confidential runner along with Martinelli until the 3rd Section of Cunningham was organized. On the 10th of June, Mazzoni was promoted to Technician 5th Grade.

Private Allen V. Sloan enlisted directly into this section. He had worked in the
INCREASED STATURE

New Augustus Fillingham was with the Pershing and his place within the Section was altered to make room for him to become a soldier. He had an Engineering Degree from the University of New Hampshire and his civilian work consisted primarily with airfields. Evans enlisted in New York City and was sent to Mitchel Field in civilian clothes on the basis of a request letter from Colonel Fisher. The next day, May 5th, he was sent to the Air Base Squadron for basic training in the buildings and assigned to the Engineer Section for duty in the afternoon. His work was with E. Pershing's Airport Section.

Ralph J. Battaglia, then the sponsor of his brother Salvatore, enlisted directly into the Section. He appeared on May 9th and was assigned to clerical work in construction and remained there until late in 1943 when he left for Air Corps Officer Candidate School.

On May 11th, 1943, orders were issued by the Engineer School at Fort Belvoir transferring Captain George R. Kinser and Corporal William B. Mcintyre to Headquarters First Air Force. These were of the very few enlisted assignments not directly occupied by Colonel Fisher. The two were sent into the Section almost out of the blue. Kinser remained a month and a half and was transferred to the 90th Engineer Topographic Company (Artillery, Bradley Field, on the lot of August). Corporal Mcintyre remained as a valuable addition to the Section. He was a graduate Institute Architect and had recently come from Fort Belvoir Officer Candidate School, as indeed had Kinser. Largely because of a gentle nature he had not managed up to that point institution’s ideas of hardening, neither vocal accomplishments which were deemed most desirable in an Engineer officer. Colonel Fisher, however, felt that his work was splendid and on June 2nd made him a Sergeant, and on the 1st of September raised him to Staff Sergeant.

So May 12th, negotiations were under way with the Air Corps Replacement Training Center for three more selections. Two were to be stenographers and one a Mechanical Engineer. Only, the Engineer, never arrived, having been granted by another unit while the transfer was in process. The two stenographers were Private Phillip M. Parks and George R. Kinser. These men were requested by Colonel Fisher in an informal letter in which he described the men in the Section as a prime assignment for some worthy civilians personnel. Our present urgent need is to obtain sufficient civilians who will ultimately have the
INCREASED STATURE

qualifications to fit in our work. In order to eliminate the necessity for personnel on hand working until 7:00 P.M. daily without overtime, Farms arrived in the 31st of May and took up stenographer duties along with certain filing. On the 6th of June, Farms was promoted to Technician 9th Grade.

Throughout the first half of 1942, as these men entered, the section itself was changing. Major Robert Furlong, the executive officer, went to Command and General Staff School, Lt. Fox, who had been working in the base with the Executive and the Construction Section, fixed his attention on the former. Another shift in the office balance was made with the departure of Major Whitman, who sailed for overseas under secret orders.

To compensate for these departures early in May, Colonel Peltier brought the three survey officers in from the field. He had, indeed, not only in mind for some time, recruiting certain of the personnel's miscellaneous duties for work. Captain Butler acquired the new construction section, a long held need. Letters and requests for construction were flooding the office and a dual time commitment on this phase of work was essential. Captain Peltier was placed in charge of the new France section which administered the new English section which recently arrived and was under the supervision of Major Weiss. At this time would the section be stabilized completely, for modern warfare does not permit a fixed form, yet the section now was settling down into a warfare form which would be recognizable for a long time to come. Very soon after arrival all three of these Captains were promoted to the grade of Major.

Captains Peltier and Evans and, during their tour of duty in the field, acquired each a dog, one with more wiles than the other. Accordingly, requests were made for Corporal Stewart, transferred from Langley Field on the 30th of May, and Private Evans transferred from Langley Field in the 9th of June. Both enlisted men were draftsmen. Stewart, a very personable individual, was regular Army, and McClain, a man with whose capacity for work was phenomenal, was a civilian. McClain was to go with the section as Chief Drafter. This would soon leave Evans, however, with his field army background, would rise to a Staff Sergeant and,, doping out more for the field, would be transferred to the Seattle Air Force Headquarters Command.
INCREDIBLE STATURE

The advent of the 2nd Lt. Nicholas Longsden Buckmaster on the scene on the 6th of June was the indication of one of the most intense administrative and administrative removals that the section was to see. Colonel Fisher was assigned to active duty. In. Buckmaster, the son of an officer of the Imperial Russian Navy, born at the turn of the century, was a member of the team. With the new to the point as far as the Colonel was concerned, he had excellent rapport, construction knowledge, and could therefore fit well into the new construction section which was encountering with an already overcrowding list of responsibilities. Communication began and forth for orders until Lt. Buckmaster finally reported to full winter uniform on the 8th of June, one of the hottest days of 1942. The arrangements had taken seven months. He was assigned to Major Ball in the Construction Section. Working unhesitatingly and with fervor, he had remained in that Section, assuming charge when Majoristles (later Lt. Colonel) became the Engineer. On the 15th of August, Buckmaster was promoted to Lt. Colonel.

From late June to mid-July, a group of men moved the section from a disorganized cramped area. Before this, the Engineers were scattered throughout the 405th Eagles and were unable to work together. The regular officers were given a list of duties and, because of their specialized requirements, they assigned enlisted personnel to be in many instances above the general level. Martino was tasked for two corporals from the 405th Engineers. Both of whom were to stand as examples of personal initiative. These two were Frank C. Martin and Joseph C. Bolhofen.

Burgart, a Philadelphia, educated and(?) reserved, but a top-notch team background and a liking for more that assisted to a possible reputational situation. His background was studied in a clerical capacity at the Engineer Library. Martino was to become, in 1944, the first man from the section to complete Field Engineer. Candidate Buckmaster, from which he returned to Mitchill Field as a 2nd Lieutenant, out of Engineers but in the Transportation Corp.

Three other privates from the 405th Eagles, Lawrence L. Field on June 8th, and Frank Buckmaster and John T. Longsden on July 8th, were drafted and worked with the Construction Section until their transfers to the newly formed 405th Engineers in February 1943. Private Field was a big, friendly individual whose electric personality made the section soldier rather than the administrative type. Compared, however, was an excellent service of the staff, careful, accurate, and quiet in manner. He was assigned to Lt. Forrest and worked in supply with Burgart.

The superintendence of Buckmaster that entered the Section at this time was greatly needed. The first group of engineers who had been reassigned to the Section had turned out to be good soldiers but only possible staff personnel. The Colonel was able to handle the Section now, at least, with the aid of an assistant.

In August 1942, a retiring Maj. left First Air Force Headquarters for Mitchill Field, which was then "from necessary orders relieving Maj. John S. Wilson, C.E. present assignment and duty with 405th Engineers". "At your station and assign him to Engineer Section, these headquarters," Wilson had a unit to which he had been attached from the General Personnel Office. The hilly fields had released him but, over caution, placed him in the position with which they declared suitable. Maj. Wilson was a man from K.T.S. and had been connected with projects of the Construction Gunboat. He had been commissioned originally on the 30th of June, 1941, and was actually a regular of the 1st Air Force Engineers. The 405th Engineers, officially Headquarters Air Force, Eastern Defense Command and First Air Force, maintained its dual character with its channels of command from Washington passing through the J.I.C. headquarters until 30 September 1943, when it was placed directly under Headquarters Army Air Forces and reorganized as Headquarters First Air Force. From that time the phrase "these headquarters" went "but the whole" and thereafter the organization in its correspondence referred to itself as "this headquarters".
INCREASED STATURE

Captain Wilson was assigned to Europe and operations for the entire stay in the Section which lasted for seven months. The last two of these seven months were spent at the Command Operations School at Fort Belvoir where he was not unusual for officers of the Section at this time. The school assignment was made desirable because Wilson had been unable to present a five-day lap report on his return. This caused a minor scandal within the office. The Colonel wrote to a letter which read, as a note of entertainment. Certainly he was holding himself in at the time for the class was covered with a painted glass. The letter was great but the sound of words that followed contained a tonelessness-of-productiveness. "You should be mindful you are at war," he wrote. "Your status is identical to that of any other figure officer in this Engineering Section, including myself. You should prepare your work affairs the same as either experienced officers are doing these days so as to travel light on short notice, very seriously."

Despite this, Captain Wilson took the five days.

Soon after, the Colonel, whose name has not been told to us, reported and was warned by the Colonel. After the usual courtesy conversation, which invariably ensued if the officer were addressed in dictating letters, the Colonel talked to Colonel Fisher and asked some pertinent questions. "When are we going to get a promotion? When do I get a leave? And do I get expenses off?" The Colonel was unimpressed. Twenty minutes later the officer was on his way to an assignment in going overseas.

After a few days, he was selected for a transfer to the 1st Fighter Command for Photo Interpretation. He dates from September 1 to November 1942.

Captain Hughes and Captain Wilson in the Troops and Operations Section early in September was the Lieutenant Col. Richard Fish. This officer was directly commissioned from the ranks. He had held a Reserve Commission early in the 1930's but this had lapsed and he had been drafted in 1941. He served his way up through the enlisted grades to Sergeant, when an official AG O Letter appeared with the subject: "Appointment of Former Officer in the Army of the United States." Late in April of 1942 he applied for his Reserve commission. He had an excellent background and was a graduate of the Virginia Polytechnic Institute. His application was forwarded to various offices and picked up now fifteen endorsements on the way and finally was approved. Colonel Fisher being one of the correspondences. Within a month the Colonel was a second lieutenant. His commission, dated the 15th of August, was received on the 24th, and
INCREASED STATURE

A fire fighter in "road pitched" personnel, sought constantly to "fit his page to square hole" and in building his staff left little room for chance. McFarlin enjoyed the sudden distinction of being the only officer whose assignment to the section was not accidental. Commissioned from civil life he reported to First Air Force Headquarters from the Army Administrative School at Miami Beach. The personnel classification officer faced with a scarcity of sentiment openings, placed McFarlin's civilian background of engineering and suggested that he "drop around to the Engineer Section and see for a job." Colonel Fisher, not too impressed, unanimously concurred that he might be placed temporarily in construction. This was October 10th. On the 17th, 1st Lt. William F. Perrett, and 2nd Lt. Thomas M. Best entered the Section. Perrett, also a direct commission officer had served as an apprentice with the Engineer Board at Fort Totten which Col. Fisher regarded at that time as the "battleground of all Engineer officers not training." Lieutenant Best was an established architect in Chicago during the 1930's with a background of the best in the accepted academic tradition, acquired at the Ecole des Beaux Arts in France and the best in modern architecture, Louis Fouilhoux, Louis Kahn, Wright, Taliesin. He was assigned for a time to the Construction Section as a matter of routine - Col. Fisher had avoided a plan of training under which officers were to rotate through the various sub-sections to absorb a complete picture of staff duties. This program was never adhered to completely because many of the officers were highly specialized in technical fields, however, were well-equipped and the Colonel had another assignment in mind for him in the near future.

2nd Lieutenant Thomas M. Best was the first officer to enter the Section from Officer Candidate School. From this time on most of the new officers would come from the enlisted ranks having passed through the refining fire of O.C.S. Best had served his enlisted days in the Army Engineers - The Mother Contingent Battalion. His stay with the Section was brief lasting from the 17th of October until the 29th of December when he was transferred to the 9th Engineer Company in San Juan. On the 27th of November Col. Fisher put in his protection to 1st Lieutenant but nothing happened. Best was to be an excellent officer with the 99th and later with the 3rd Air Force Cadet School at Walterboro, S.C.

The fourth officer, 2nd Lieut. Charles D. Hastings was also directly commissioned. He was a native product of Chicago and refined in the polite atmosphere of the Harvard Yard and the Harvard Architectural School. From this he had returned into spectacular transactions enough to join a construction firm in New England. On May 9th, 1942 his application for a 1st Lieutenant's commission was "in the mail." The correspondence which this caused was a deal on government paper stocks and for a time it seemed that the War Department was diverting its entire time to this lone New Englander. Col. Fisher's interest in his stemmed directly from the fact that he had recently been working in airports throughout the New England area. He was commissioned as a 2nd Lieutenant on the 2nd of September and proceeded at once to Miami for his period of training. He reported to the Section on October 1st. Best and was assigned to the Troops and Operations Section to assist Major Hughes. One of his duties was to supervise the specialist education program of Selectees whose skills were of no engineering type. He was detached this program from Major Klop, who by late fall of 1942 had succeeded in obtaining a formidable list of men, many of whom eventually became integrated intimately in the section.

Under this program, Private Wilfrid A. Johnson was removed from the Naval Center at Camp D留下, N.Y., and was transferred to the First Air Force by firing Special Orders on the 9th of October. Johnson was assigned immediately to work with Sergeant Riedel in "Troops and Operations." The growing files of this section
would occupy him from then on. Johnson was
followed closely by Pvt. Ray Basse, who had
been a civilian draftsman with the Army Air
Force. He was invested early in October at the
request of Major Klop. He reported on October
30th and was assigned to the construction drafting
section. Basse had already occupied that section
until ordered overseas approximately a year later.
He was characterized in a letter to Col. Fisher
from Major Klop of Headquarters Army Air Forces
as an extremely able individual and well equipped
to carry out his duties — — in this section.
Col. Fisher found his exactly that.

In November the Construction Files of
the following extract is reproduced: "It is re-
quested that the Post Engineer, Hitchell Field, be
assigned to install necessary enlargement lighting in
Building 7 for Hitchell Field. The Engineer
section of these headquarters will occupy that
building on and after November 17, 1943, and the
installation of the request lighting is essential
to its operations."

On November 2nd Private Frederick J.
Burkhart, James J. Hilson and Joseph W. Hinson
were shipped from Camp Inman, S.C. Burkhart
returned only 3 months, working as a typist. Visual
difficulties and severe eye strain led to his
transferring to the 92nd Engineer and the kindly
counseling of Captain Arthur E. Stone (of glorious
memory) on the 9th of January 1945.

Hilson, classified as a basic private, was
chosen by Major Klop for the post of confidential
runner. Hilson was dismissed with a
thorough investigation by the S.D.I. before being
allowed to carry out this highly secret duty.
In his spare moments he acted as assistant
to Corporal Mision in the Technical Library Files
and Intelligence reports. It was his Private
Section's pleasant duty to keep any officer who
retained an Intelligence document over the allotted
10 days.

Private Hinson was assigned immediately
to Sergeant Goober and worked for a great
while in the Supply Section. His background
with a refining company in New York where he served
as a general factotum on everything from trash
to accord mops would be the greatest help to
him in his new duties.

Private Albert Mision, the last of the
specialist in accounting for 493 entered the
service on December 30th. His varied background
included bookkeeping - typist and a short service in
a defense plant. Mision had appeared in Septem-
ber at the office and was given a typing test
by Sergeant Gilpin. The latter, favorably
impressed, gave the go-ahead signal and Major Klop
requested his assignment to the section. For
months Mision was featured as a roving and seclusive
typist and was transferred finally to the Com-
puter Section when Evans and Bente left the Section
for the 90th Engineers in the Spring of 1943.

The Table of Organisation had long
authorized 11 officers for the section, more than
sufficient for the general run of business. But
aside from the Staff duties Col. Fisher viewed the
through training of officers for staff positions as an equal obligation. With the rise of
many opportunities from overseas and the accentuation of towns, many of the most essential men were given
the additional advantage of attendance at one or more courses. Instructed at this practice was
informed the section needed all help. After only this situation a tentative request for additional
officers was forwarded to Washington. This
proposal, first breached in August, would place 3
officers near and above the T.O allowance within
the section for the purpose of learning staff routine.
Informally, the idea was either to move these up within the section as cells were to
for assignment of officer ranking officers, or to
send these student officers out after an intensive
period of training. The authorization came through on November 6, 1943. Lt. Col. Neeley, of the
Operations of New England, Washington, D.C.,
write on that date: "The purpose of this post is
to provide officers for Headquarters assignments with task forces or replacements for officers on
present staffs who are released for "task force
assignments."
Future section officers would enter under this arrangement.

COL. JOSEPH KLOP
INCREASED STATURE

As the year moved to its full, two officers from Officer Candidate School at Fort Belvoir were ordered into the Section. 2nd Lieut. Ralph W. Haskell and 2nd Lieut. Robert L. Wilson had graduated in the 12th O.C.S. Class. They were assigned to Mitchell Field in October and spent a month with the 818th Engineer Air Force Headquarters Company in the habitat train. Here the work was not too oppressive as the unit under Lieut. Haskell was just forming. On the 21st of November both officers were ordered into the Section. Haskell soon after was sent to the Supply school at Governor's Island where, after two happy weeks he managed to bully them into giving him a diploma; armed with this, he became Capt. Person's right hand man. Wilson on the other hand was stationed at the Fort and assigned to Major Champ to assist the burden of the executive and to replace Captains Fure who had been detailed to the Camouflage Course at Fort Belvoir. On his return he was to pick up the Camouflage Section which had been dropped hastily by Captains Horrocks who departed for an overseas assignment in Mid-America. Both remained as assistant executive until the departure of Lieut. Haskell. It was the success of Haskell and Wilson which confirmed Col. Fisher in follow-up appreciation of O.C.S. On numerous occasions he expressed himself in full accord that the training and large proportion of the future officers would come from these people.

The next and final arrival of 1941 was a Reserve Officer, 2nd Lieut. Stanley Van Greenway.

One of the Lowell, Mass., Van Greenways, he had a background of Engineering learned at R.I.T. He also had had some experience with the 209th Pre-Technical Air Force Engineer Regiment at Westover Field and had had four other assignments previous to being assigned to the Engineer Section on Dec., 1941. This officer was in one of the periods of re-shuffling at this time and Van Greenway, much to his surprise, was ordered to the Camouflage Section and one month later went to the Camouflage Course at Fort Belvoir. Then in February he went to the Supply school at Governors Island where he remained for four weeks — later he would be assigned to construction, where his condensed passion for collection of Engineer catalogues and implements frequently confounded well skilled with sudden losses of mail from all parts of the U.S.

The year of 1942 also brought with it the following promotions for the officer personnel. Lt. Fure became a Captain and AAC by a War Department Special Order of 2 May, with the promotion backdated to 1 March. On 11 May, Lt. Col. Vose and Captains Van Greenway and Captains Haskell were called to duty for promotion to Colonel and major respectively backdated to 1 February. Lieut. Person became Captain Person on 27 May. And, on Memorial Day, Captains Bates and Hughes were made majors — these last promotions also were backdated to 1 February. The year of 1942 had been an expensive year for the First Air Force Engineers.
Chapter 8

CONSTRUCTING

"...building wood and steel the house may be taken pleasure in 1942..." - Segal, U.S.

In the beginning, the Office of the Engineer contained no Construction Section. The duties which would come to that section in time were not clearly in line with traditional Engineer functions. In a matter of fact, up until the great mobilization period at the start of the war, construction other than fortifications was a province of the Quartermaster Corps, in which the Corps of Engineers itself had no concern. The administrative processing of requests for construction fell to the Lt. Col. Section, which prepared a regulation for a new barracks or mess hall or hospital so that the way it would seek to obtain a task or a construction supply of toilet paper.

The major construction programs of the pre-war mobilization period were entirely planned and ordered by the higher echelons of the War Department. Construction orders in that day were tailored to meet the training needs of a growing Army, and the overall training picture was the basis of expansion. Negotiations took on the heavy work and accommodation construction less the planning phase. Characteristic buildings of that period were the so-called accommodation type, well-framed and faced with wood siding. Such barracks building in that immediate post-war era called for heated and unheated inventory facilities sufficient for its occupants. Airfield construction was not attempted on the scale that would come later. The number of naval type airfields available at the drop was fairly small and by far the greater part of new production of aircraft was eventually for foreign countries. Aircraft to fly from large numbers of airfields soon did not exist.

Of course, the Engineer of the First Air Force was conducting a survey of potential airfield sites. In that same year, at least the need for airfields, even war would soon be necessary. Also, a few new, such as Norwalk, were being constructed and developed under the overall supervision of the War Department, but the great period, when military airports would break out on the face of the land like a rash of warts, was not yet in sight.

Thus, the picture on the Eve of December, 1941. The first reaction to the outbreak of war was the deadly fear of raids along the East coast by long-range German bombers which would presumably take off from bases in Norway or from Italy. To meet this threat, the War Department ordered immediate construction of housing facilities at scattered East coast bases to accomodate the interceptors stationed, which it was hoped would intercept or turn back the expected raiders. Also decreed was the construction of new units dispersed around airfields in the hope that losses might be minimized the raids upon the airfields which would be the certain preliminary objectives of the expected enemy raids.

In this situation, there was not enough the necessary construction of mobilization type buildings. Speed of production was every bit as important as the total time the primary concern. Out of these needs, the traditional construction was born. This term covered a multitude of meanings. Initially it meant wooden frame, semi-study structures with dirt floors and tar paper covering. It also included hastily transported wooden-frame type buildings inherited from the CCC program of the 30's. Some were the typical prefabricated type, and later, and in each barrack. Buildings from then on would be heated by pot-bellied stoves sitting in the middle of floors, and laundry facilities for the occupants of a half-dozen or more barracks would be concentrated in single buildings, usually located as far as possible from the individual buildings they were designed to serve.

CAPT. NICHOLAS B. STELZENOFF

CAPT. NICHOLAS B. STELZENOFF

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CONSTRUCTING

Construction had by this time become a function of the Corps of Engineers, but was still not a concern of the Engineer of the First Air Force. In a matter of fact, the First Air Force itself, was not the instigator of these first emergency programs. Little evidence exists of any concern of the Engineer with construction at the beginning other than recommendations for selection of airfield sites capable of development. The entering wedge of the Engineer into administrative matters of construction appeared early in 1942, when the War Department, realizing that the overloads on the emergency defense construction program could be handled efficiently only by local action, permitted the Eastern Defense Command to establish a field in the name of the Division Engineer, which would be must for emergency projects of the request of Air Force Commanders. Any requests, processed through the headquarters as emergency projects, were transmitted with the same technical matters pertaining to paving on airfields, extensions of utilities and the like. The personnel of the A-1 section who usually processed all papers in this matter were sent in the foreign nomenclature of technical engineering. Colonel Lane, the assistant Chief of Staff, A-1, with tears in his eyes, pleaded with his good friend Colonel Flaherty to have all papers that had to be written in this foreign tongue. Thus began the Construction Section. As this function grew, it became too involved to be handled in the Signal's rear area. A new "technical engineering" section appeared in the Engineers' Table of Organization, but the friction of the Table almost never did contemplate that it's been would cover the miscellaneous duties which would form in the Construction Section. However, "General Engineering" will be the subject of the Construction Section. It took form with the arrival of Captain Bate or the spring of 1942. Lieutenant Joffe and Ford divided their time between construction matters and other duties.

In the initial work of this group, one of the most curious aspects of the First Air Force was the appearance of a new Air Force Base Command. As has been previously mentioned, the Engineer of the First Air Force served also as the Engineer of the Headquarters First Air Force Base Command. Channels of communication in construction matters were from bases through the Base Command to the First Air Force. When any document arrived from a Base requesting construction of an enlarged guard house, Captain Bate and Lieutenant Joffe gave serious consideration to its merits and decided upon it the considered opinion of the Base Command in the matter. When they put their vote on the executive, shaped in the other how of the case and gave consideration to the same extent to the impression of First Air Force and ordered the official opinion of First Air Force in the matter. This cumbersome arrangement was eliminated. By May 1943, it had become apparent that the Base Command duplicated by too much the services adequately performed by headquarters itself. Some time in the spring, the First Air Force Base Command was quietly eliminated.

Construction matters in the First Air Force went on in this manner until 1942, when the First Air Force became the instigator of construction projects on a large scale. At this time, the Command, having been charged with detailed and specific missions of landing and defense, was told in effect to write its own need for construction needed to carry out its missions. The first groups of projects it prepared were for the development of the divergent needs of an Air Support Command, a Fighter Command and a Bomber Command. All would require troop housing and technical facilities, tailored in all cases to the characteristic organizations of the respective Commands. Specialized facilities for aircraft were a common requirement. Some of the Air Support Command required movement of service which to permit multiple take-off of aircraft. Bomber Command bases, on the other hand, required movement of service length and bearing power to permit the take-off of heavily laden aircraft. An additional requirement for Bomber bases was the provision of safe storage of large quantities of bombs to be used against submarines.
Constructing

Here the Construction Section played its first major role. It worked closely with the A.E.C. to determine the location of the several dams to be constructed. When the requirements for the dams were set, the Engineer Section drew up the programs of construction.

Concurrently the Civil Aeronautics Administration sought new appropriations from Congress for the development of civilian airports which would enable military needs to be met. Much of the airfield construction needed by First Air Force could be accomplished within the CAA program, but at the same time many requirements were beyond the scope of its authority. The work often had to be accomplished by the United States Engineer Department, employing CAA funds, supplemented by War Department funds. The consequence is apparent. For years the War Department was swamped with detailed and undirected work. In most cases the needs of the War Department were not understood and the location of the projects was not always suitable. This situation was not peculiar to the First Air Force, but was common to all Commands. In recognition of this condition, the

The work load became so heavy in the succeeding months that the Officers of the Section were entirely unable to cope with the volume. It was then that Colonel Fishier's policy of selecting and disciplining the best personnel paid its dividends. Many of the officers receiving from the Section during the Summer of 1942, and thereafter, would be the work of the years to come.

In the formative stages of the construction program, channels of communication were long and circuitous. Letters started in the office of the Corps of Engineers Corps of Engineers, reached the office of the First Air Force, then to the office of the Chief of Engineers for clearance, then to the Engineer Section for authorization, then to the office of the Chief of Engineers, for clearance, then to the Engineer Section for authorization, and on to the Engineer Section for authorization, and on to the Engineer Section for authorization. The situation was not peculiar to the First Air Force, but was common to all Commands. In recognition of this condition, the

Sgt. Maj. William H. McEntire

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Late Fall and early Winter were characterized by the aftermaths of the big base construction program of the Spring. The removal of hazards to pilots in the approach nose was a matter of concern in the very earliest War Department official directives, but in the rush to obtain beneficial use of existing textile facilities, little actual work had been done in the interests of flying safety. Now the time had come for all construction plans to be reviewed. Pilots harassed were carefully studied to see if they should be removed and what should remain as we held fast to justify the cost of removal. Other matters made the subject of late season study were water supplies, which were often inadequate for fire protection; a lack of concentrated water supply; airfield water supplies, which were frequently of insufficient size to accommodate hangars and shelters for fire fighting and crew equipment, which were becoming available in quantity.

On the 5th of November 1943, there came into the Construction picture a letter from Headquarters Air Forces in England to all Air Force Commanders ordering that sufficient construction had been authorized for all present and anticipated needs, and stating finally that the programming of construction must now be brought to a decision. The letter declared that all decisions would be given until the first of December, unless other instructions were given. A complete analysis of all of their construction requirements was to be submitted to the War Department.

Captain J. D. McFarlan

Early in this year, in October of '42, early in the construction work, Lieutenant Colonel Charles A. Parks and Major R. L. L. McFarlan examined the construction plans of the first few airfields, and it was concluded that the conditions at those places were not adequate for the needs of the Base Command. The Commanding General, Lieutenant Colonel B. P. McFarlan, immediately ordered the construction of new buildings to meet the needs of the base.

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CONSTRUCTING

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CONSTRUCTING

empire building had to be turned over and tactfully discouraged. Those which were truly justified had to have the justification developed and presented to superiors. In many cases, no politics existed which were applicable to the improvements requested and it became necessary to seek the formation of policies. Approval of plans for all new construction was in this line known as the secret province of the

Colonel Palmer, who had been in Construction for three months until his departure in July to the Aviation Engineer school at Randolph, left the

LT. STANLEY H. VAN GORENRT

these months until his departure in July to the Aviation Engineer School at Knowlton. After his

Colonel Palmer's theory of officer training, each new officer to arrive in the Section was to spend a period of opportunity in the Construction Section because of the opportunities for administrative training which arise from the great volume of formal correspondence handled on the Section. Whether that training was always 100% effective in a section which might be disputed at great length, but certain it is that the personnel of the Section was greatly increased by the pressure of those officers who could and did carry so much of the burden of routine correspondence matters. Valuable contributions to the work of the Section were also obtained from the top-notch enlisted personal. Files, records, and tabulations, and assembly of personnel Engineer intelligence were the fields of Sergeant Langley who was assisted by the ever-popular and efficient of the well

A Design Section within the Construction Section began its modest development during 1943. Plans for standard facilities were developed there to continue with numerous authorized and existing installations developed for the purpose and ready for building site operation developed for the various bases and for the training of future base administrators. The design of the facility was then developed into single structures.

Early in 1943 the Construction Section prided itself on Colonel Palmer's plan of personal relations, upon Lieutenant Hanes' departure from Construction at the end of January 1944, it was decided as a student officer, Lieutenant Stanley H. Fowley, whose work was then transferred to the Executive Section. He was followed in turn by Lieutenant Stanley H.
CONSTRUCTING

The arrival of the new constructor always sets the halls of the important construction sections of the construction department. This specific day fell in late June, 1943, with one departure in August 1943. Consequently, Miss Irene Brown, who had been with the Engineer, working for the last six months, was given exclusive attention to construction matters.

Early in May 1943, Headquarters Air Force declared in a letter that the construction budget for fiscal year 1943, which would cover July 1, was to be sharply limited and that funds for the program '43 would be available only to projects which could be placed definitely under contracts before June 30th. May 31st was set as an absolute deadline for selecting projects which could hope to be under contract before that date. The First Air Force expected all Services to complete the cost before the end of May; complete cost estimates for all facilities needed to be worked out on the stations. Actually, this series of construction requests would meet the end of fiscal year 1943. From that on, little could be heard of construction desires from bases not affected by major operational changes.

However, this was by no means the end of construction. A series of major changes in the status of First Air Force was seen then in the spring. The Defense mission had declined and training was peacetime. The First Air Command had long felt handicapped in training activities by the prevailing bad flying weather in the northeastern portion of the United States, in which many of the activities took place. Base plans, bases, long bases, having been selected mainly for defense reasons, were not used. The end of summer, three events took place which opened the doors to new phases of construction. First, was the formal opening of the Combined Air Defense Training Center for the training of anti-aircraft crews in conjunction with operational Air Force units. This involved major construction of training areas for firing under simulated flight conditions in the vicinity of four air bases. Two other events occurred about simultaneously; the end of the Antisubmarine Command and its re-designation as a Replacement Command, and the final release of First Air Force from the defense mission and the assignment of the station as a subordinate unit of Eastern Defense Command. The first of these events created a need for the establishment of complete new bases, preferably in a climate most favorable for fighting. The separation from OSO opened the way for the Fighter Command's long desired plans for the bitter weather weather of the northwest. The new base was on a flat, open area just 15 miles from the coast of the Gulf of Mexico.

The new base was selected for its suitability as a training station, and the presence of the Air Service Command and the Third Air Force helped. Bases were planned on air transport bases, and the base was even closed down to avoid the damage caused by the new mission. Training areas were selected, and the base was established. The base was established. The Northwest OSO construction program was necessarily well under way when both Northwest OSO and the Antisubmarine Command shifted from operational training to replacement training. Consequently, there would be no further training of whole units. Training would therefore itself entirely replace replacement. This change radically altered the makeup of training organizations on bases. Moreover, the new type of training was on a large scale and the organizations were greatly expanded. Training was of intensive construction followed immediately on the heels of the First. The final factor contributing to new construction in 1943 was a shift at year's end of emphasis of maintenance to personnel processing maintenance sub-units. They were no longer to be administered under a separate Com-

LT. JAMES M. JACKSON
CONSTRUCTING

ment, but would become individual subordinate units under the Comans for which they worked. They were sub-units of the engineering divisions for their service.

At the beginning of the fiscal year, the Army Air Forces had the original Engineer. Colonel Fisk was transferred to a higher headquarters and was succeeded by Lieutenant Colonel Alonzo, recently returned from overseas. This new Engineer organized his Section, that the transition occurred without the slightest interference with work. A change in the organization of the Construction Section was made. Simultaneously with the departure of Colonel Payne, the Construction Section received its last student officer of the year, Lieutenant James H. Jackson, who had been in the Section about six months with the Service. He was the only student officer stationed in the construction Section and was to continue it after his departure. As a matter of fact, his abilities were so greatly evident, and in March of 1943, he was sent for duty to the Headquarters to Washingtion.

In 1943, the Service was involved in the construction of many facilities to be the subject of complete survey and reconnoissance to determine what the construction was needed before the authorities would approve the plan. Deficient plants were the result of the development of the Service and the cost of construction. The duties of the engineers were of necessity changed. The principal types of preliminary designs, designed to teach specific theories of design, had to be left out and the emphasis was placed on systematic training methods. The Design Section under construction began anew to plan ranges and training facilities.

This series of programs reached its culmination towards the end of 1943. It was then apparent that the Army Air Forces would be required to meet the needs of the construction program in the shortest possible time. In this connection, two new types of preliminary designs were introduced. These were the continuation of the program of construction and the introduction of new types of preliminary designs.

The construction of the new construction program was handled by Captain Stullman, who was assisted by Captain McVicker and Lieutenant Jackson. The beginning of the year brought the assignment of two additional student officers to the construction, Lieutenant Joseph E. Pate and Lieutenant Donald E. Sweeney. The departure of Lieutenant Gannam, in April, led to the assignment of the second student officer to the construction. Lieutenant Joseph E. Pate, in April, for an exchange assignment, left the construction program to the present year. Captain Stullman, Captain McVicker, and Lieutenant Jackson, Staff Sergeant McCutcheon, Corporal Shurman, PFC Democrat, PFC Doolin, and ENS Francis Morse.

The end of the year 1943 brought changes in the personnel of the construction program. With the departure of Lieutenant Jamison, now in charge of the Construction Section, the Engineering Section and the Construction Section were now the responsibility of the Engineering Section. The beginning of the year brought the assignment of two additional student officers to the construction, Lieutenant Joseph E. Pate and Lieutenant Donald E. Sweeney. The departure of Lieutenant Gannam, in April, for an exchange assignment, left the construction program to the present year. Captain Stullman, Captain McVicker, and Lieutenant Jackson, Staff Sergeant McCutcheon, Corporal Shurman, PFC Democrat, PFC Doolin, and ENS Francis Morse.
Maturity

"...But when I become a man, I put away childish things."

1 Corinthians 13:11

With 1943 the Engineer Section was almost 21 years of age. During this year many twenty-eight members were added to the roll and on the other side of the ledger there would be many departures. Significantly this is the year in which all of the old guard of regular army men, with the exception of Sergeant Mealy, leave the section for overseas service. It is in part the fulfillment of that portion of Colonel Fisher's mission which trained men for combat staff work. It is also the year of great change both in the outlook of the men itself and within the section.

On the 4th of January, Private Sam (Milt) Villers reported and was assigned immediately to Captain Fenn and Lieutenant Baswell for work in Supply. Villers was a Texan who had done secretarial work with the State Employment Commission in 1937 and had previous experience in that business. He was obtained by the Engineer from Camp Joseph T. Robinson in Arkansas. On the 1st of March, he was promoted to Private First Class. On May he became Corporal Villers and on the 1st of September obtained his sergeant's stripes after finding he could handle the Special Production Program, arrived and was assigned to the Camouflage Sub-section because of his former education in layout and advertising arts. Roberts' versatility added him to the rearrangement of the filing system which occupied much of his spare time. The re-ordering was done in collaboration with Sergeant Mealy.

A few days later, Major Robert Plante departed from the office to serve with the Anti-Submarine Command at the Captain First Class transferred from the Camouflage Sub-section to the Executive post which he would hold until the early of September when Major General P. Hughes relieved him at that same time. Fore was promoted from Captain to Major.

The last few officers to enter the section had been almost entirely from Fort Belvoir, Virginia, either from Engineer Officer School or from the Engineer Board. Lieutenant Hood, Baswell and R.E. Wilson were representatives of this group. On the 1st of January, three new officers from the Engineer Board reported to the Engineer section on orders from the office of the Chief of Engineers. These were 2nd Lieutenants Stanley S. Freberg, Robert E. Ertell, and R.B. Williams. Freberg in civilian life had been a commercial artist and had had a thriving business in Chicago. Upon induction into the Army Forces, he was assigned to the Infantry and proceeded from there to Infantry Officer Candidate School, Fort Benning, Georgia. Upon graduation, he applied for Camouflage Training at Fort Belvoir and was assigned as a Camouflage Officer. Upon completion of this course he was assigned to the Engineer Board and worked on terrain models for shipment overseas. Freberg was assigned to the Construction Sub-section upon arrival at Mitchel Field. On March 1st, he was detailed to temporary duty with the Army Air Force Intelligence School, Harrisburg, Pa., for the six-weeks course and upon his return was assigned to assist Major Fore. In line with his Harrisburg training he was transferred on July 9 to the 7th Photo Intelligence Detachment at Mitchel Field. He left there in the fall for a overseas assignment.

Lieutenant Ertell was a commercial artist in civilian life from Buffalo, New York. Upon induction into the Army Forces, he was assigned to an Engineer Officer Candidate School at Camp Shelby, Mississippi. He was detailed to Officer Candidate School at Fort Belvoir, Virginia, receiving his commission early in December, 1942. Lieutenant Williams, a scenic design teacher at Dartmouth College, upon induction was assigned to a General Service Engineer Regiment at Camp Claiborne, Louisiana. From there he proceeded to Officer Candidate School the latter part of August,
Maturity

receiving his commission late in November. Both officers were detailed to Cameron Field in the Operations Sub-section in charge of special inspections and inspections. On their arrival at Mitchell Field, Brazil was placed in the Operations Sub-section in charge of special inspections and inspections. Under Lieutenant Bandy, Williams was made assistant in the Cameron Sub-section to First Lieutenant Nyer Still and retained that post later under Captain Souther.

The Cameron Sub-section was further augmented at this time by Private John Lienau, one of the promising young American artists. Levine, was attached to the Main Field through the special inspections program and at the personal request of Colonel Fisher. The Colonel had seen his work and after much correspondence with Levine’s agent, Mr. Halpert, of the Downtown Galleries, requested the Adjutant General’s Department to assign him immediately to this Section. Levine reported on the 30th of January.

During 1942 Colonel Fisher had proposed the name of Master Sergeant George Lass to the Section for the rank of Sergeant. His appointment came through late in 1942 and Sergeant Lass was relieved of the Chief Engineer of the office. His place was taken over temporarily by Master Sergeant George Hisker. On the 30th of January, Hisker returned to the Airport Section fulfilling the post to the returning prisoner, Master Sergeant Walter R. Ashby, for a year and a half. Sergeant Hisker had been working in the Engineer Section of the Sixth Air Force, which defended the Panama Canal Zone and the Caribbean Area.

After being returned, in mid-February by First Lieutenant Freeman, a graduate from Purdue with eighteen years of excellent professional experience behind him, Freeman entered the Army initially reporting for active duty on July 2, 1942, at Camano Field, Kemper, Ill. He was ordered to Mitchell Field on the 5th of January 1943 and arrived here on the 17th of February. Lieutenant Freeman had barely set foot in the Section before he was ordered to headquarter at Norfolk, Virginia, for the eight-week field officers course. Returning to the Section on April 28th, he was assigned to the Operations Sub-section in charge of inspections and promotions. His duty in the following months would involve detailed inspections of Engineer units of the First Air Force and the writing of technical reports.

Nine days later Private Raymond A. Baughman, a specialist inspector, reported. The letter requesting his assignment to the Section was written by Colonel Fisher himself. Sergeant Coollard for sometime has been gathering together the nucleus for a photographer’s pool and it was to this that Baughman was assigned.

Between the arrival of Baughman on February 11 and the arrival of Nortz on May 1, there were two rather important departures. Lieut. Nyer Still was transferred to the 99th Engineer Aviation Command and reassigned to the 99th Engineer Aviation Command and transferred to the 99th Engineer Aviation Command. Captain John D. Wilson was transferred to Headquarters Air Force Personnel; this assignment would be an extremely fortunate one for the Section as it provided direct contact with higher headquarters in the matter of transfer and assignment of Headquarters Personnel of the First Air Force. Both of these officers had served the Section well during their stay here.

Dr. Lass, who served the Section long and well as a distinguished interpreter of Air’s and arm publications left the Section on June 29th. Upon his return, Lass was an old Engineer officer of the reconstructed type who never was able to reconstruct his former regular Army training with the more recent changes employed by the Air Forces. He applied for and obtained an assignment in an Engineer Combat Battalion stationed at Camp Fickett, Va. The first communication received from him at the new
Maturity

assignment indicates that he had passed from doubt and uncertainty to whistled happiness. Even the Irish, a real one, mocked his heart, and he stated in effect that he was now able to bear a real bugle instead of a mere phonograph record. Early in March of 1943, Ross departed overseas with his battalion.

On the final day of April 1943, the Engineer Section received from the Reception Center at Camp Upton Private Melvin J. Peterson. Peterson came in the Section as a meteorologist in the general pool; later he transferred to special- ized photography in the Supply Section. The duration of his stay within the Section was slightly less than six months. He departed on the 12th of October for Air Cadet training at Greensboro, N.C.

On the first of May, Private Mechanic Henry entered the Section from Fort Dix, N.J, for assignment to the 1st Department of the Camouflage Sub-section. Six days later, on May 7th, the Section was assigned a contingent of 7 new clerical-meteorologists direct from the Army Administration School at Louisiana State University, in Baton Rouge, La. The assignment of these men was one of the very few unanticipated and unplanned additions to the personnel of the Section. About two weeks before this, First Air Force Personnel had notified the Colonel that these men were available for assignment; they were accepted with alacrity. Accordingly, PFC's John Julia Eason, James P. Curry, Samuel A. Currys, Leonard O. DeRamus, Kenneth J. Eckersley, and Theodore J. Sadowski arrived. Only the first and best named men made any impression upon the Section. The remaining 6, the brothers Curry, DeRamus and Eckersley were transferred 4 weeks later to Headquarters 1st Airborne Engineer Aviation Unit Training Center then at Barksdale Field. Sadowski remained with the Section as a meteorologist and clerk with the Operations Section until the 3rd of February 1944, when he was detailed to Officer Candidate School. The distinguishing thing about all of these men was their extreme youth. Of the two that remained, Eason was 19 and DeRamus 21. For the most part all of these were friendly and conscientious workers.

May was also a great month for departures. The 38th Engineers Aviation Regiment at Richland drew the Section three key men: Lieut. Charles Fadell, who had worked only in the Operations Section, was ordered to join the regimental headquarters in the 1st Division. He left with him Master Sergeant Driscoll who had served long in Operations and Sergeant McNeil in Ordnance.

During the months of March and April, Sergeant John D. Conroy, who had served as the right hand of Captain Presley in Supply, had been working out an application to Infantry Officer Candidate School at Fort Sill, Ok. Toward the
Maturity

And of April, the First Air Force laboratory was prod-
celled. A quota, and on the 5th of May, sail suit-
able ceremonies instituted among the enlisted
personnel, was sent off with blessings. This was
one of the first of the farewell parties given by
the men for enlisted members of the section being
transferred out. It was to develop into something
approaching a ritual as men left the section of
new assignments.

The formation of the 60th Engineer
Air Force Headquarters Company from the
section. Technician 4th Grade Evans, Staff Ser-
geant Werner (who took a voluntary act to turn
sergeant for the opportunity to accomplish this
transfer), Corporal Nolit and Technician 9th
Grade Gray, draftsman and painter respectively,
were the next men. Major Kiley also, at this
time, was sent for Technician 4th Grade Willi
McClan-
to work under him at the Headquarters AAF
Anti-Submarine Command in New York City.

On the 26th of June, the Meshberger
situation was further enhanced with the arrival
of Private Herbert Freund from Camp Upton Recep-
tion Center. Freund was a strong, careful, in-
telligent worker who was assigned to the aero-
graphic pool upon his arrival and remained until
the 7th of April, when he was detailed to Air
Corps Officer Candidate School. Second Lieu-
tenant James M. Jackson arrived on the 29th of
the month from the 60th Engineer Air Force Headquar-
ters Company. Lt. Col. Balle making to strengthen
the Construction Section at this time assigned
the Air Force Headquarters companies for pos-
sible officers. Jackson was placed out of a
group of 47. He was a University of Illinois grad-
uate in civil engineering and had taken a one
year post graduate course in the Massachusetts
Institute of Technology and had 6 years civilian
engineering behind him when he reported to the
Officer Training School at Camp Clairemont, La.,
4 October 1942. He was ordered from there to the
60th Engineers and served with that unit for
6 months before entering the Engineer Section.
Jackson was promoted to First Lieutenant on 1
February 1943 and left the section one month later
for Headquarters AAF, Air Force.

On the 26th of July, Second Lieutenant
Stanley W. van Greveny departed for the 60th En-
gineer Aviation Regiment at Richmond, Va. The
last few months of his stay in construction had
been devoted to writing office summaries on var-
ious subjects. His tendering for field duty at least
was to be gratified. In the letter which accom-
pnied his transfer Major Force stated: "It is beli-
evied that Lieut. Van Greveny can be profitably
utilized in one of your organizations, and it is
suggested that his efforts be scrutinized for
suitability for promotion by comparing his with
other officers with similar educational back-
ground." In September Van Greveny was detailed
Maturity

on a special assignment to the Arctic Region and a recent letter from him to this office indicates that he is serving in the Aleutians.

Second Lieutenant William Robert Oslany was a Newfoundland lad born and bred. His background of engineering was supplied by Prince Alexander from which he graduated in June 1942 and along with numerous other Engineer students was sent to Officer Candidate School at Fort Devens. He graduated on the 26th of May 1943 and was assigned as supply officer for F & G Company of the 100th Engineer Aviation Regiment at Richmond, Va., and on July 9 was relieved of that duty, transferred to the Engineer Section and assigned to Construction for Indochina. His work in this department was extremely brief and he soon moved to the Supply Section as assistant to Captain Parrow and Lieutenant Russell.

Private Joseph Schoenhals was obtained through the voluntary induction program and was sent from the Reception Center to the 1st Airborne Engineer Artillery Unit Training Center at Westover Field, Mass., for his basic training. On the 26th of July, with the abrupt departure of Rosenfield for overseas, the need for draftsmen within the section became acute and Rettell wrote to the 1st Airborne Engineers requesting that Schoenhals be assigned to this office immediately. The 1st endorsement which verified the office of Schoenhals' transfer was dated 27 July. Schoenhals arrived on the 28th, was assigned immediately to the drafting section. He was promoted to PFC on the 1st of October.

For some months Headquarters Army Air Forces and the Office of the Air Engineer had been angling for the realignment of Colonel Fisher. Five previous assignments had been suggested but the Colonel feeling that his work within the Kelly City was incompletely had managed to by-pass them, but here at last in the Buildings and Grounds Section of Headquarters Army Air Forces was a job really made for his abilities and experience. The deal had been in the making since June and the Colonel remained until a successor could be chosen. On August 11 the successor arrived.

The Section from the very first has been known as another Engineer. Colonel Fisher had taken the Section in hand 15 July, and now he was to leave it to proceed further along the military highway. The situation within the Section was analogous to Victorian England without Queen Victoria. He had always been here. Now he was leaving. It somehow seemed impossible that this could be, yet there it was.

The new Engineer was Colonel Monch Joe Jacques. Colonel Jacques was a West Pointer and a graduate Engineer from the University of California. He had the additional background of course completing the Engineer School Officers' Course at Camp Grant and the Command and General Staff School. In 1962 he had been the Engineer of the South Atlantic Wing duty outside of continental United States and was awarded the Legion of Merit for this assignment, and for two months thereafter had served as Military Attaché at Bogota, Colombia. He left Bogota on 29th of July and arrived at Mitchel Field on August 11 to undertake Colonel Fisher's duties. Colonel Fisher took formal leave of the Section on the 15th of August and, after a 10-day delay return, reported to Headquarters Army Air Forces. With Colonel Fisher went Mrs. Fisher, a charming and attractive hostess and friend to the officers of the Section and their families. Her many kindnesses will not soon be forgotten.

The administrative change within the Section was more than a switch of two men, for it coincided with a transition in the Army Air Forces from operational unit training to individual replacement training. Under the impact of this shift, the mission of the First Air Force changed radically. The activation of new units would cease and inactivation for units already in training would follow. Personnel of these inactivated Engineer units would be transposed to replacement pools for dispersal to other more needy branches of the Service. Ultimately the training organizations themselves would go. This then was the progress over which Colonel Jacques was delineated before.

LIEUT. WILLIAM E. QUINBY

William Oslany
Maturity

There is no possible basis of comparison between Colonel Fisher and Colonel Jansen. The men were radically different temperamentally and had contrasting backgrounds that even had the problems facing them been similar, each would have arrived at his solution through different approaches. Under Colonel Fisher the section had been run as a group of little sub-sections correlated to each other, unified only by the Engineer himself. Colonel Fisher, in many instances of matters referred to his attention, personally handled the details from beginning to end. On the other hand, Colonel Jansen pursued the practice of referring all such matters to the responsible sub-section heads concerned. Colonel Fisher held a tight rein on all activities. Colonel Jansen assuredly at first, an early move was the shift of personnel among the sub-sections which resulted in a planning of sub-section duties and thereby relieved tension. Group athletics and weapon training for the entire section became almost daily events.

One instance which brought the full play of Colonel Jansen's diplomatic training to bear occurred early in September 1941, when Captain DeMestel represented the Engineer at a conference. The officer who had convened the conference was pleased because Colonel Jansen had not attended in person, and in an uncharacteristic letter to Colonel Jansen stated:

"I am sorry that you could not attend the Command and Staff conference we held recently. It is important that Engineer Sections of various echelons and commands know something about the work and aims that are necessary to be employed in carrying on the Engineer sections assigned to the unit Engineers under Army Regulations 301-1. Your representative did not know enough about the operations of the First Air Force to be of any assistance to us. He had no idea of the Army Regulations policy of a (sic) with Engineer and displayed practically no idea as to the general mission and operations of the First Air Force components under the category of defense holding at the present time in this Command."

To this reprimand, Colonel Jansen replied:

"I regret exceedingly that it was not possible to attend in person your recent Command and Staff conference and that my representative, Captain DeMestel, failed to make a better impression on you.

Our telegrams request to your office for amplification of the purpose of the conference elicited the response that the meeting was 'general in scope and for the purposes of orientation,' and consequently Captain DeMestel was given no specific instructions as to subject matter. However, he has always demonstrated himself to be thoroughly conversant with the operations of the First Air Force, as well as thoroughly grounded in his specialty of Camouflage - as much so, in fact, that I had not, nor would have, the slightest hesitation in selecting him as my representative."

This letter ended the incident.

The highly important fact concerning both Colonel Fisher and Colonel Jansen is that each, though poles apart in manner, disposition and approach, was highly successful in the duties of the Engineer.

The situation in Washington was aggravated in early August by the transfer of John Bacon from the Engineer Section to the Signal Section, thus withdrawing a pillar from Construction. Frances Brooks who had been so vital on the second floor for Supply, Camouflage, and Operations typing was rushed downstairs and into the gap. The second floor sections mourned this loss, and mot-

(Coll. Marshall J. Anderson)
Maturity

... Your booklet on China was and still is a lot of help. I tried to speak to our Secretary, but either my Chinese is bad or the dialect is wrong. It's a lot of fun anyway.

Best regards to everybody,

From the National Field Forward Section.

Private Herbert Fronsky, hearing of the need within the Section for qualified photographers, suggested to Lieutenant Delafield that his brother-in-law, who was facing imminent induction, would be an excellent addition to Clipper's staff. Accordingly, papers were exchanged between the bachelor and the guardian of special information, and on the 10th of August 1943, Private Milligan reported to the Section. Magazine was assigned a line to the photographic pool and, upon the departure of Sergeant Nakahata, an assistant to Delafield in the Technical Library.

Technician 2nd Grade George S. Hines, who, with Sergeant George Harvett, had served the Camouflage and Operations Section long and well in the capacity of photographer, was transferred on the 10th of October to the Detachment Medical Department at Mitchel Field for discharge from the Army. For two months prior to his departure Hines had worked in photography and in order of the surgeon for the Section with reluctance was forced to lose him.

All of us are well and getting along just fine - still plenty of work and glad of it.... Not a very pleasant day for transfer to a distant theater. Specifically named were Master Sergeant Richard L. Becker, Technician 2nd Grade George Harvett and Corporal Max Rosenstein. The orders came through early in August, and by the 10th they were on their way to the China-Burma-India Theater. In many subsequent cases, personnel of the Engineer Section were to be picked in small groups for that theater, where they would function much as they had during their tours of duty at Mitchel Field. A recent letter of Sergeant Becker from the Headquarters 19th Air Force states:

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Woman, Mary O. Welch
MATURE

Another pillar of the Section was withdrawn 27 October with the departure of Captain Herbert C. Pigor, who had served for two years and more as the Supply and Repair Data officer. Sometimes in mid-October Col. Gafford had written requesting that he be assigned to the Buildings and Grounds Division, Office of the Assistant Chief of Air Staff, Maintenance, Material and Distribution, Headquarters Long Air Force. It was a request which could not be ignored and would make a definite advancement for Captain Pigor. His duties within the Engineer Section were assumed by Lieut. Kanel.

The 50th Engineer Air Force Headquarters Company, on the 27th of October, transferred Private First Class V. Gafford to serve as clerk and classified runner for the Engineer Section. Under Gafford's present work the importance of his work and his management of it is constantly increasing. He is especially helpful and efficient in the work of the Section and is an asset to the Section.

After the 50th Engineer was FIC Arnold factor, reporting for duty with the Construction Section to take the place of Sergeant Ralph Malancon, who was leaving almost at the same time for an Air Corps Administrative Officer Candidate School in Miami, Fla. Below had a technical background of architectural training and was a former Student of the Architectural School at New York University. Below was assigned to the Construction Section in charge of records and as a draftsman.

November 5th was the departure of one of the last remaining of the old guard. For about two months, Major Keno had shown that the days within the Section were numbered. For about a month prior to his departure, his desk was cluttered with travel information on the Far East and before leaving, he had practically been running the Section on Indian matters, military, Civil and personal. He was followed two days later by Sergeant Thomas D. Best, who was transferred to the 50th Headquarters and went to the 50th Headquarters as a stenographer to the Engineer's office in the Field.

Two days later, on the 50th Headquarters Company approached Disbandment, the second Lieutenant Daniel S. Shreeve was transferred to the 3rd Engineer Section for duty with Operations. Lieutenant Shreeve had been an artist in civil life. He entered the Army during the early days of the 3rd Engineer Section and was assigned immediately to the 3rd Engineer Section at Fort Sill, one of the battle zones of the nation. His duties of art work were last as a draftsman and designer. Shreeve was named under the mayo of the Corps of Engineers through Officers Candidate Course at Fort Belvoir, in which he was well early in 1943. Commissioned, he was assigned to the Engineer Board. He was one of the original cadre of the 50th Engineer Air Force Headquarters Company.

Late in November came rumors that Lieutenant Colonel Daniel S. Shreeve was to be joining the ranks of the 3rd Engineer Section. By the first of December these rumors were confirmed. He was transferred to the 3rd Engineer Section for duty with Operations. Lieutenant Shreeve has been an artist in civil life. He entered the Army during the early days of the 3rd Engineer Section and was assigned immediately to the 3rd Engineer Section at Fort Sill, one of the battle zones of the nation. His duties of art work were last as a draftsman and designer. Shreeve was named under the Mayo of the Corps of Engineers through Officers Candidate Course at Fort Belvoir, in which he was well early in 1943. Commissioned, he was assigned to the Engineer Board. He was one of the original cadre of the 50th Engineer Air Force Headquarters Company.

Miami, December 11, 1943

LIEUT. DANIEL S. SHREEVE
Maturity

Before the year's end, two more of the key personnel were to depart for overseas assignments. Master Sergeant George W. Batemen on the 27th of December 1943 left for the China-Burma-India Theater, to be followed two days later by Captain Norman J. Simmonets. On the 31st of March from 'Jewett's in China', Captain Simmonets wrote:

"A note about this job — you will enjoy knowing that I have a new calling — Supply Officer. Practically that post has assumed new dignity. I wish that little fat pig (Maxwell) were here with me. I would continue his education. In the theater the supply problem is one of local procurement and a damned interesting job it is. With it comes an appointment as purchasing and contracting officer. At least I will know why taxes are high for another 100 years. I will save the details for another letter."

Simmonets had served with the Engineer Section for ten full months.

Second lieutenant Joseph K. Fall, the last arrival of the year, was a graduate Civil Engineer from the University of Pennsylvania. After commissioning, he went to Officer Training School at Camp Claiborne, La. for six weeks. Upon graduation he was assigned to the 70th Engineer Air Force Headquarters Company for duty with the Engineer Platoon. He would remain with the Engineer Section in Construction until April 1944, when he would be ordered overseas.

The Engineer Section, First Air Force, until the beginning of 1943 had seen many postings and firings. As the war zones became more encouraging and as the Army of the United States, throughout the world, needed more and more trained men, the emphasis definitely was shifting to more personnel from the Section. 1944 would see even greater upswings.

During 1943 there were eleven officer promotions. Majors Batte and Hughes both became Lieutenant Colonels. Captain Perre received his Majority. Lieutenant Sembel, Stackoff, McParlan, and Simmonets were promoted to Captain of the staffel group. McFarlane, Halpin, Nilsen, and Maxwell pinned on silver bars. Lieutenant Colonel Jasello received his Full Colonelcy after his departure in December, but as the promotion had been intimated while he was in this office, it is noted here.

Pvt. Oliver V. Garwood
Chapter 10

WOMEN

Women of Action! We have to show those men educated to the task Can meet Man, face to face, on his own ground, and beat him there.

Princess Ida, act III, William Schwenck Gilbert

The fair days of August saw Centini 1913 held in their breasts through the revolution. Colonel Janisse had hardly settled himself firmly before the battle took place. The "battle" was in a concrete form, Third Officer Morton Wood, Women's Army Auxiliary Corps, who entered the Engineer Section at this time.

Women have always had to do with war. The old, rather sentimental, notion that women stayed home, tended the children, baked, cooked and sewed while their mates went forth to war, has been given the six o'clock blast of air and set within the fortress of Orleans. The idea had been blasted from the American scene when Kelly Fischer fired that cannon during the Revolution. The new and startling fact was the incorporation, legally and without let or hindrance, of women into the organization of the Army of the United States. Theoretically there is nothing wrong with that, nor actually there in practice. The fact remains, however, that it is strange and unusual and the personnel of the Army, as members of an old institution of long standing, who had hitherto been undoubtedly male in character, resented it. The resentment had sprung not as much from open hostility as from the fact that the male is generally self-conscious of his prerogatives and disapproves interference. This bordered on an inferiority complex.

The appearance of this saucer-topped damsel in the office in her neatly tailored uniform, with the visage of Dallas shown in bright gold on the label, brought with it a mild wave of horror to the pristine women of the7817

The path that led Third Officer Wood to the Engineer of the First Air Force was somewhat involved. Major Fere, whose social tendencies led him to initiate excursions with the new WAC staff director, was prevailed upon to take the WAC officer into the Section. When the new man was assigned to the Sub-Section head, the reaction varied sharply from obvious, unfeeling amusement to complete disbelief. Third Officer Wood was assigned to the Air Section where Master Sergeant Johnson served as chief M.S.E. Johnson had weathered all previous military contingencies and decided that this situation was at least the advantage of novelty and that he would be able to cope with it. Thus was the first WAC installed within the Section walls, seated under the direct gaze of Captain Tresson. The Captain's feelings about this addition to his staff, though undefined, were tinged with uncertainty. The records of airwaves were his pet project and the radical step of placing these sacred writings in women's hands was fraught with terrifying possibilities.
WOMEN

The Auxiliary Corps was formed from the start. It was furnished half-women which was not merely to meet the public and the military in the best of a woman's army. Furthermore, many WAVs were willing to take an overseas assignment. True, with them were present in their auxiliary status; in the last days of September 1943, the WAC stopped the extra and became the Women's Army Corps. During Officer Week, WAVS were strengthened into the Women's Army Corps. This maneuver was not without a certain amount of hesitation. Many WAV officers assigned to staff sections in first Air Force headquarters failed that they would escape the inquisitors of the base for which they served and once by side families there. The new lieutenants in the Engineer Section were sent as far as to purchase a set of造价的 Engineer wiring for their homes. It was evidence of a liberal determination to be an Engineer at all costs. Even after the mid-length of all WAV officers were given to understand that they were members of the Women's Army Corps and not social. Off came the uniforms.

Lieutenant Mott was a hard worker and earned from inactivity or delay. If a day seemed dull, she was not one to sit it out. Off she went to the course to keep some other work. Actually her previous civilian career had been punctuated with all sorts of jobs from employment of a beauty shop to work with an Engineer office in Texas. With such a background, staff duty would naturally come as a landside.

Pfc. Margaret Floyd

Pfc. Dorothy Green

Along in November, Lieutenant Mott discovered an opening at Army Air Base, Oakland, Calif., six times as site engineer assistant. She applied for it and the transfer was consummated with the blessings of the Engineer in the 4th of December. The duration of her tour of duty within the section had been a few days short of four months.

Ten weeks prior to Lieutenant Mott's departure, the first enlisted WAV reported for photographic duty. Private Cordellia Green was a boast product with a secretarial background in civil life. She was joined in the 15th of December by Private Margaret Moden, originally from Minnesota, also assigned as a photographer.

The reception of these two 'ladies' of the enlisted personnel of the WAV was cool to say the least. Nurses had been current among the WAV personnel of 'Rescuing a man for the fighting forces', and this looked very much like the forerunners of wholesale replacement. Each Engineer enlisted man inspired of Private Green and Moden if not quite such methodical as had been assigned to replace. This situation made the position of the WAV somewhat suspect. But as the month wore on and the Engineer company was no further pressed, the girls were given their duties to the section and were accepted as equals. The only exception still, dealt them in participation in Sergeant McCall's 'day talks', which are held in a room entirely secret to the male.
LEGERDEMAIN

Chapter 11

Legerdemain

When, to evade Destruction's hand, We hide they all, we pretend;
No soldier in that gallant host His self as well as we did
He lay concealed throughout the war, As he preserved his own. 

The Comedians, Act I
William Shakespear

Germany was interested in mobile camouflage, France in static camouflage, Italy was tremendously conscious of the need for camouflage and was debbling in it in an energetic sort of way, Russia was non-committal aud England very serious about it. England was not prepared for the necessities of the war in this respect—many of the later developments in this war were beyond the experimental stage in 1917. It was from these English experiments and findings, in the main, that much of the American camouflage sprung.

The Air Forces were alert to the necessity possibilities of camouflage and in 1917 without reserves the Corps of Engineers set up their own camouflage school at the California Institute of Technology in Los Angeles. Placed at this point, the Corps of Engineers did battle with the Air Corps to battle who should control this phase of training. Eventually the Corps of Engineers won the point and Fort Belvoir became the base of camouflage operations, conducting schools for officers who enlisted personnel being sent by the large experimental facilities of the Engineer Board. It was this school that taught two future officers of the section service to California and recruited them from Jefferson Barracks in Saint Louis. After this initial camouflage became an established engineer function.

Captain Samuel Johnson

The Comedians, Act I
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LEGERDEMAIN

In the early days of camouflage the first duty of its developers was to make it pure and simple. The early traditions of fair and square fighting made hiding and deceiving seem unnatural. This attitude was particularly prevalent in the "old guard." Old soldiers objected to having equipment cluttered up with nets and camouflaging things. Even banner screams were heard when the new Belvoir tailored battle dress, like Joseph's coat of many colors, was instituted along with painting of faces and hands. As a solace measure, camouflage personal was shaped; every effort was made to describe size and weight in connection with art. Camouflage was everyone's duty and responsibility and was a practical measure to be employed by everyone. Technical and artistic aspects were confined to Belvoir and only the practical application was allowed to filter through to the field.

The Air Corps Interest In Camouflage came from a number of sources - the awareness of the vulnerability of aircraft on the ground - the increasing of a creeping air strip - and the increasing activity of an aerial census. The school at Fort Belvoir soon discovered that the Air Force personnel associated with it seemed to have a keen interest in maintaining a variety of camouflage techniques, in the main, were proceeding along unconnected. Furthermore, Intelligence reports would alter this in time.

Late in 1943 Colonel Geoffrey of General Headquarters Air Force, as a member of the Engineer Section, wanted to develop a more comprehensive Art Section for Air Force. The first Air Force Art Section was formed at Belvoir and only the practical application was allowed to filter through to the field. The School of Art was organized to train technicians in camouflage and related arts. The school was staffed by officers and enlisted men who had been trained in various phases of camouflage.

The program included instruction in the use of various materials and techniques, such as screen printing, airbrushing, and dye cutting. The school also conducted research in the development of new camouflage techniques and materials. The school was closed in 1946, but its work had laid the foundation for the development of the modern camouflage system.
LEGERDEMAIN

In 1943, Major Fore was in the Engineer units. His role was as a member of the Engineer Forces Headquarters Company in the matter of training and reproduction and First Lieutenant Allen maintained liaison betwixt their work and his enlarged experimentation in Camouflage projects. It was also in the late fall that the idea of a Camouflage School for Noncommissioned Officers was conceived and born in the bosom of the 98th Engineer Liaison Battalion. The credit for this work he shares equally as Capt. Colonel Fitcher, Morley, and Chief, unfortunately, Josef never received the recognition of this plan as he was called overseas before the school opened. Major Fore was detailed to the Company Officers' Course at Fort Belvoir, and Captain Fore, after preliminary training, at the Officers' Camouflage Course at Fort Belvoir, was placed in charge of the section. First Lieutenant Stier then reported with planes, theory and practice, of the 98th arranged the schedule of the course and shek took over the school like a mother hen, watching every move, stepping off part of the class room and adding pertinent material there, training over training films, pictures and training aids of all sorts. She also directed the development of the Headquarters Company of experimental projects in camouflage. Many of his early ideas, he would bring into wide use later within the 98th Engineer Battalion.

A longConsidered project of producing a monthly camouflage training poster materialized in November. Corporal Ronkall, recently released from duty as a "classified runner" attached the art work to the poster under the direction of Chief. The poster was to be a two-month calendar which would serve a two-fold purpose. Not only would expiration of rules mean the production of a succeeding issue, but the number of the calendar would lend an added quality of usefulness to the poster and assure its display in motion locations. Initial distribution of the first issue was 7,000; the number printed less than 30. The camouflage poster proved popular, in two months demand was for 300,000, later with national distribution directed by the Air Engineer, 2,000 of each edition was consumed.

Early in January, Major Fore transferred to the North American Command with Captain Fore, just as he was promoted to major, succeeded him on the executive desk. For the following three months Major Fore was in charge of camouflage in addition to his other duties. This was unfortunate for the subsection, since his work as Executive during a very busy period required his full attention. 3rd Lieutenant Henry B. Williams, recently from the Engineer Board was assigned in January to assist Lieutenant Allen. Soon after two enlisted arrivals enabled the Camouflage room: Privates Frederick Roberts and Jack Levine. Roberts had formerly been with the