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advertising department of the Shell Oil Company and later was a distinguished artist whose painting "The Convoys" from the Metropolitan Museum was in that time being displayed in an art card series in every New York Subway train. All of this was only shadowed in the Mitchell Field Museum.

Of all the Camouflage training material originating with the First Air Force Engineers, the most popular and effective was the booklet entitled "100 Camouflage Questions and Answers". During February 1944, Chief Williams and others put together the material for publication. The work was still in progress in late February when it was transferred to the newly formed 95th Engineer Aviation Camouflage Battalion at Richmond.

In the late summer of 1944, Major Force formally relinquished the post of Camouflage Officer to devote his time entirely to the Executive Section. Captain Charles R. Williams, Jr., returned from the Field Officers' Course at the Engineer School, assumed the Camouflage post. One of his first projects was the completion of the "100 Camouflage Questions and Answers". The question and answer was illustrated by the 95th Engineer artist group. The first edition appeared early in June. Since then, 6,000 copies of this publication have been distributed upon request.

The advent of Dessart as Camouflage Officer, coinciding with the publication of Army Air Forces Training Standard 15-1, marks a significant change in policy. This Training Standard stated in Part I that every officer and enlisted man within the Army Air Forces would be trained in camouflage. The prediction required any course for training officers and enlisted men in the arts of concealing offensive units and placing the units out of reach, or, in the words of the training instructions, "The training for this purpose is designed for the training of personnel for the Air Forces existing overseas or in the United States area. From this time on, the Camouflage Sub-Section will no longer be in the hands of enlisted men with no military training.

In May, Sergeant Matthew Turner and Technical Sergeant Leonard A. Hendrix obtained transfer to full duty with the new 95th Engineer Air Force Headquarters Company. A portion of the resulting gap was filled by the transfer of Private Albert Johnson from the duty of classified interpreter and general utility man to the position in the Camouflage Sub-Section. The remainder of the gap was filled by a recent recruit, Private Joseph Haffari.
"FOR THE COMMANDING GENERAL"

"In a lengthy text of war I paint each state and bale....
....from every kind of our interests I report...."

"The Wise"

William Frederick O'Connell.

Much of the makeup of the following paper centers upon the Office of the Engineer. It must be borne in mind, however, that the Office was never an independent agency. As a Staff Officer of Headquarters, First Air Force, the Engineer assisted only to serve the Commanding General. Every project of importance, every specific item described in this book and passing over, was the concern of the Commanding General. The very internal organization of the Engineer Section reflected the organization of the General Staff to the Headquarters. In matters of Operation, the Engineer Section was under the supervision of the Chief of Operations; the former, the Engineer were authorized by A-1 and A-2 Memoranda. The Construction Section, in preparing NO plans and providing construction teams, directly served the General Staff of the Command. The Small Airfield Project, the Airport Survey, found the fullest expression of talent in adding the planning of material for the Command. The Construction Section formed the closest relationship with the A-4 of the General Staff. In fact, Construction's main objective was the supply of facilities for the Command.

From the beginning of the Southeast Air District under Major General James E. Chappell, and continuing under the successors, Major General P. Donald C. Kirkpatrick, Major General C. E. Stoughton, and finally under General Chappell through the entire growth of the First Air Force, the relationship was unceasing. Colonel Firman's great professional and personal abilities and his personal and professional support of the Command were evidenced throughout the Command's existence. The Engineer Section concentrated on the objectives of the Commands, always with the objective of organizing a team that would serve over eight of the ten needs of the Command. He was very clear in his boss, his methods of line ordering, and his personal support of the need of the Command.

Until the arrival of Major General Charles C. Trachtman in the Spring of 1947, the section was a whole less personal contact with the commanding General and the Chief of Staff. Personal contact, however, was limited to his own personal contact with the Chief of Staff and the General. Not until the Assistant Engineer with the Engineer of the General Staff at Headquarters, General Bailey, there was a marked increase of direct personal contact between the section and the General. In order to
Chapter 13

TROOPS

"Courage is always on the side of the big battalions."

Marie de Jovigné, letter to her daughter.

It was inevitable at the time of the formation of the section that the Corps of Engineers would be gathered into the fold of the Air Force organization. The primary mission of the Engineers, which was to serve as legal the other catch was, was essentially the training of all of them as an integral component of the larger Air Force organization. The Engineer Section during the late spring of 1950 had, as we have seen, an effective auxiliary force organization, for supervision, and administration of troops. July 1, this time, the Air Force was presented with the First of its Engineer Regiments. This was the 381st Engineer Regiment (Light).

The 381st Engineers had a long and rather humble history back to World War 2, as a General Service Regiment with the Ground Forces. Indeed, until the establishment of the 381st Engineer Regiment to the Army Air Forces, all Engineer units were Ground Force organizations. Throughout, the 381st Engineers had been assigned to Army Air Force at Langley Field, now AEC as a general utility organization to engineering forces. On May 27, 1945, the 381st Engineer Regiment (Light) was assigned to the First Air Force and transferred to the Second Bombardment Wing for training. This was the unit directly under the control of the section. It now have received Langley Field.

This Regiment was the first of the kind in the United States Army and would be for some months to come the parent Regiment of all future Engineer division units. By the fall of 1952 the installations were finished, expanded, and well equipped.

The remainder of the 381st was moved to the new site in time at Langley early in 1953 and returned to full strength. The significance of the 381st Engineers lies in the fact that it marked the first for all future Engineer Regiments. The Engineers were the ones who in the training played an integral part in the activities of the unit itself. Throughout the entire mission of the 381st, the unit Air Force was established as a technical support system. There was no adequate method to plan large numbers of personnel or to provide major support in this training. If none of the units in the Regiment to be anti-staffing as a team, no unit in the Regiment to be anti-staffing as a team. It was more evaluation which would show the potential to be utilized in all future Engineer training.

MAJ. JOHN L. WILSON
The struggle of the 200th Evacuation Hospital would last for a year. The hospital was established to serve as a mobile field hospital for patients who were transferred from overseas. The hospital was equipped with state-of-the-art medical facilities and was staffed by experienced medical professionals. The hospital was located in a remote area, making it difficult to provide adequate supplies and medical equipment. The hospital was constantly on the move, providing care to patients in various locations throughout the country. The medical staff worked tirelessly to provide the best possible care to their patients, often working long hours to meet the demands of the situation. Despite the challenges, the hospital was able to provide excellent care to its patients and was widely respected for its professionalism and dedication.
TROOPS

In the late winter, Major Wohlgemuth left the nation and Colonel Fisher, always with an eye to the main chance, selected Major R. P. Hughes to organize a Troops subsection which would supervise personnel, operational, and supply matters for the unit. The constitution of this subsection took on a more solid form when the pressure of events in 1963 brought the activation of Headquarters Troops battalion to full focus. It was under Major Hughes that standard operating procedures were set up and operational unit training sessions were held at all units. The Air Engineer, Headquarters, gave him this interest in the development and training of all units, and he inspected many of them personally. This interest of the Air Engineer, General E. G. Goodwin, was stimulated by the activation of the First Air Force Engineer Aviation Battalion. Numerous others would follow within the year and some would be in action overseas, by year’s end.

For some time the Chief of Engineers and the Troops subsection were working on several designs of bulldozers, graders, and scraper units small enough to be carried in planes and helicopters. Their ultimate goal was to produce heavy units capable of complete construction and maintenance of all roads by air. A summer equipment design had passed the experimental stage. August 10, 1962, the 1st Provisional Engineer Battalion (Airborne/Aviation) was constituted which was the first Air Force, specifically at Keesler Field, and September 1962, the 46th Engineer Battalion (air) was activated with Major R. P. Hughes commanding. It was in command of the 28th Troops Battalion Headquarters and Headquarters Company and 3 construction companies, each with several platoons and then the logistical aspects of "standard" installations. Its mission was that of the battalions within the limitations of the statutorily assigned mission.

The core was the activation of the Air Force Headquarters Company which was in their way as revolutionary as the Troops subsection. The Air Force Headquarters Company was comprised of a headquarters, engineering, administrative, and logistics platoons. It was intended that such a company would be stationed at the Headquarters of the 4th Air Force to give immediate assistance to any major engineering problem for necessary drafting, design, surveying, planning, and re-supply work and to forward engineering assistance in connection with the activities of the Engineer Aviation battalions and Headquarters under the Air Force Commanders.

The first of these companies within the First Air Force was the 4th, April 1962, at Keesler Field, Miss. It was followed by the activation of the 2nd Troops Battalion also at Keesler Field and the 3rd in November 1962. The latter unit was transferred from the 4th Troops Battalion after activation in March 1962. The 9th Engineers activated early in 1962. These units were, however, certified of their various and intensive activities and their inability to headquarters, installations, and the Engineer. They conducted land surveys, mannequin and construction, designed and constructed, and were licensed the square of the construction battalions by planting steel at their own element. They also issue orders in the Engineer air force, and served to extend the function of the air force, as the Chief of Engineers. The 3rd Engineer, also the 4th Troops Headquarters Company would serve as overseer for assignment; the 9th and 7th would be activated in November 1962 and January 1963, respectively.

The remaining battalions were activated neither for their mission as units nor their mission to the Engineer in the training of the whole First Air Force.

Also born were the Engineer Fire Fighting Platoon, organized for service on airplanes overseas, and the Utilities Detachment intended for airfield maintenance work in foreign theaters.

Major Hughes shortly acquired his office assistants, including Captains John Nelson, and Lieutenants Hamlin, Ford, Burack, and Martin.

CAPT. ROBERT B. WILSON
TROOPS

The early enlisted assistants included Sergeant Frederick and Corporal Parks. The initial move was to the inspection of the Engineer units. These inspections focused on the strength of a unit, the sufficiency of its supplies and equipment, and the state of training. The subject of supplies was extremely important with winners but with physical condition, mental qualities, and material qualifications of the personnel as well. Particular attention was paid to the Enlisted in officers for their assigned duties. Under "supply" the inspectors carefully noted what equipment and supplies were lacking, whether of Engineer supply or that of the army and arsenals. Inspections which were initiated to fill all shortages. Under "state of training," they reviewed every phase of planned training from basic military subjects to specialized technical training. As the units passed from basic to operational training, the report was enlarged to include all these examinations. The jobs assigned to units for this training were in several engineering projects needed by the Air Force.

Most of the unit training was conducted at净资产 and training schools, and at Roswell Air Base. Lt. Colonel Ericson, Acting Engineer, conducted the picture. Frequently officers went in pairs on extended inspection trips to these places. The training personnel would, at these inspection visits, maintain a continuing interest in the units long after their departure. Further assistance of inspection was derived from personal inspection visits by the Engineer section with the lower units who were transferred from time to time into the units. The Engineer section received necessary training from units which were serving for periods of one at Roswell, Shreveport, and, as far as the tour brought the section early in 1945, at M. D. Anderson from the Fifth Air Force of the Eighth and the Eighth and the Twentieth. The Academy of Roswell on bases was like a letter from an old trained friend.

Inspections were only a single phase of inspection and Supply. The Engineer had long been charged with supplying the line of Engineer projects. The nature of the units under the Fifth Air Force, like Air Corps and Army and Engineer, with the coming of Engineer units, there would be need for a Field Engineer Lines, the inspection of property and other branches to Engineer operations. It was not the Engineer personnel whose duties in connection with inspection were coming in a time to make this phase of Major Engineer Lines. He was also administered funds, both for the maintenance of the fields and the purchase of equipment. These funds were various, maintenance funds, maintenance funds, and funds, meeting funds. Moreover, the supply stores and basic technical training were of the Engineer's office building, and consequently for the property it contained. Among along with the help of Sergeant Conger and Mr. Robert Hett, Captain Parks had no officer assistant until the advent of Capt. Ralph Parks in the spring of 1943. The unit expansion program was in full swing at that time. Lt. Col. Ericson was thirty-three years and higher. The arrival of Lt. Parks allowed time for either Captain Parks or Ericson to appear in the inspection trips. As these were concerned with supply, it was decided that the presence of a supply assistant would meet the inspection inspector to observe increased attention to unit training problems. Supply personnel derived from the trips would appreciate the problems of the unit. When Captain Ericson withdrew from the section in November 1943, Lieutenant Parks had already entered the section as an additional assistant, and was "learning the business." Lieutenant Parks only succeeded to Captain Ericson's position, with Georgia as his right hand man. Captain Willis, another valuable assistant in supply, has the longest record of service in that branch of my military service. In fact, Lieutenant Willis rejected the opportunity of becoming the Chief of the Flying Force Unit, in order to remain in the line with the Intelligence Section of the Supply Section. Colonel, Colonel, and Captain, kept records and Intelligence reports, W.A.R., W.A.R. and all other military publications in the reference library with particular care. Since Ericson, Willis had been particularly busy with the disposal of equipment for unrestricted use, and the additional supply for the same relations recently activated for training.
TROOPS

The 15, 51 and 54 duties of the Troops, Operations and Supply having been covered, the GI output of the infantry section related to the division's personnel inventory. Personal belief large to the duties of the section. Making in these conditions shifts the personal, district of the position of the divison's First Artillery, the division headed the needs of the field units. Schools were audit for specialized training of engineers troops a GI occupying school for some and services; ordinance schools for technical personal; chemical schools for col gas officers, etc.; school for tank drivers general and specialized schools for officer personnel, to every type of school available to the Academy, selected, or combattant, with the regular exception of non-combatants were obtained and processed by Operations. In case some officers and enlisted men in the airborne units desired parachute training. Through decision made a request was obtained from the Infantry Parachute School at Fort Benning, Georgia. The school itself had not numerous insufficient from Engineer relating units to share their training, necessitating the student to go through a new school, and just after the demand had created the Infantry School was organized. The 1951 duty in operations was taken up in Captain M. Kline after his arrival in the summer of 1951. The burton of these duties was transferred to Lt. Brown upon Kline's departure in early spring of 1952.

The processing of Officer Candidates at Fort Belvoir was also a portion of the Infantry's work. All applicants came through channels of the battalion and a final board within the battalion reviewed the papers in select candidates. The battalion also cooperated with the First Activity Board for other GI schools in recommending personnel fit to attend.

Along with these duties came something new, the special infantry program. The specialist, field of the special training section of the Engineer troops, initially, if a specialist was needed for a certain type of duty and certain numbers of specialists in that particular type of work were about to be included, there seemed to be no way to give the student section a direct course. Various offices were suggested and representatives were sent to various offices whose qualifications would fill them for assignment in some phase of Engineer special duties. In this manner, colleges, trade schools, corporation, labor unions, etc., in the service, were to send out these personnel officers, officers of their own qualifications, and a letter to the division general's department, requesting the assignment of the special individual, complained with the battle of the special, field officers. The program was a formal review of the division, began, while Lieutenant Branch was in charge of school personnel. Early in 1952, the students and special institutional program were taken over and concluded.

In September, after the

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LIEUT. ROBERT F. BENEDICT
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The Engineers
Colonel Harry E. Fisher

Colonel Harry E. Fisher, B.E., the original Engineer of the First Air Force, is a native of Marienberg, Pa. After taking a degree in Architectural Engineering at Pennsylvania State College, he entered the ministry. He was graduated from the U.S. Military Academy, West Point, New York in 1924. His first duty assignment as a 2nd Lieutenant of Engineers was as a student officer at The Engineer School, Fort Belvoir, Va. His duty was with the 12th, 1st and 3rd Engineer Regiments. Later he was assigned as a member of the 3rd Engineer Rifle Team which won the championship of the 3rd Division. Thereafter he served successively as Secretary-Treasurer of the Alamosa Road Commission, Chief Instructor of the 14th Engineer Regiment (Idaho, M.T.), and Secretary of the Alamosa River Board in the office of the U.S. District Engineer at Pueblo, Colo. In 1929, when a Captain, he was called to Washington, D.C., for service in the office of The Chief of Engineers. The following year, Captain Fisher assisted in the organization of the 14th Engineer Regiment of Mineral Wells, Texas. Another tour of duty was spent at Fort Logan, Colorado, first with the 21st Engineer Regiment and later with the 22nd. In addition to regular duty duties with these organizations, he was also the First Assistant at Fort Logan. In September 1933, as that time a Major, he was assigned to Mitchel Field, New York as Air Base Engineer. When the First Air Force was organized a few months later, Major Fisher was designated as Engineer of the Headquarters Staff. He was promoted to Lieutenant Colonel in November 1941 and to Colonel in May 1943. In August 1943 Colonel Fisher was again ordered to Washington, D.C., where he succeeded Brigadier General Wens as Chief of the Buildings and Grounds Section, Headquarters Army Air Forces.
Colonel Manuel J. Asensio

Colonel Manuel J. Asensio, successor to Colonel B. L. Fisher as Engineer of the First Air Force, was born in Highland Falls, New York, of Spanish ancestry. Born into a military family, his father taught Spanish at West Point, he attended the United States Military Academy and graduated in 1977, at the age of 25. Two years later he married Miss Ruth Sullivan of Paterson, New Jersey, they now have two children, Col. L. Asensio, went to his alma mater as "Bert," was originally assigned to the Cavalry and served in that branch until 1973, when he transferred to the Corps of Engineers. He was subsequently sent to the University of California (1973-1977) where he studied Civil Engineering. This was followed by a tour of duty at the Company Officers Course at Fort Belvoir, (1979-1982). In 1983 he was sent to Fort Bliss, his first overseas assignment, where he served with the 1st Engineer. Returning to the states in 1975, now as a Lt. Col., he was assigned, after a short period at Fort Lewis, to the Education Engineer District where he was engaged in field training work. He became a Captain in June, 1986. In 1989 he returned to Ft. Belvoir as instructor at the Engineer School. In February 1982 he became a Colonel, 1986, and a year later was promoted to that of Lt. Colonel, 1987. In March 1996, following a course at the Engineer and General Staff School, he was sent to Vietnam to supervise the construction of United States Army Air Bases in what was then a critical defense area. Heretofore, knowledge of Spanish facilitated the establishment of critical relations with the Vietnamese authorities. He was subsequently awarded the Legion of Merit for his outstanding work on this project. Despite the War Department situation, creatively, single-handedly, Colonel Asensio planned the various projects and carried out all other details of administrative, supply, and supervision that would normally be distributed to a staff and institutionalized the timely completion of a critical element in the war effort.

In November 1982, he was detailed as Military Advisor at昭岛, Okinawa, where he represented the War Department to activities concerning the Okinawan government. Upon returning to the States, he was assigned as Engineer, First Air Force, and assumed his new duties on 16 August 1983. In early November 1983, he was reassigned as Commanding Officer of the 1st Airborne Engineer Battalion at Fort Bragg, and was promoted to grade of Colonel, 1986, shortly thereafter.

In February 1984, Colonel Asensio was selected for an important overseas post for which he departed on 2 March 1986.
Lt. Col. Robert B. Batte

Lt. Colonel Robert B. Batte, present Engineer of the First Air Force, was born in Norfolk, Virginia, in 1894. He comes from an old-line Virginia family whose members have fought in America's wars since the revolution.

Having no early inclination toward military life, he entered a military school at 15, transferred the following year to Virginia Military Institute, graduating in 1918 with a B.S. degree in Electrical Engineering. Consequently, he was commissioned a 2nd Lt. CA, 1920.

Shortly thereafter he took a position with the Chesapeake and Ohio Telephone Company. He was an engineer with this organization until entering on extended active duty in the Army in February, 1941.

Always an active reservist, he transferred to the Cavalry in 1930, and had a brief tour of active duty with the 3rd Cavalry at Fort Sill that year. In June, 1931, he was promoted to Lt. Lieutenant of Cavalry. During the years 1930-1931, he continued to have brief periods of active duty at Fort Riley. By the summer of 1931 he attained the Cavalry School, Fort Riley, Kansas. The following summer, thus a Captain, he was detailed as a troop commander with the 3rd. In 1932 he went to maneuvers with the Cavalry, and again in 1938, was on active duty for a trial period.

He married Miss Frances Edmund of Norfolk, Virginia, in 1938; they have two children.

In December, 1934, he was notified that he was assigned to report for extended active duty as a member of the Cavalry School Staff, command for which he was transferred to the Corps of Engineers was then pending and he was able to secure the order to Cavalry duty deferred. Shortly thereafter he received orders directing him to Langley Field as Assistant Air Force Engineer. In May, 1935, he joined the then embryonic Engineer Section at Brooks Field, where he organized and directed the construction phase. At this time he received promotion to the grade of Major with rank effective 3 February 1935. A year later, he was promoted to rank of Lt. Colonel.

In December 1937, he was appointed Engineer of the First Air Force, succeeding Colonel Daniel J. McMillan.

Although the Corps of Engineers is a large force, he has never completely forgotten the Cavalry service; on a Sunday at Brooks Field, he was still be seen out for a policy of Air Force, "Fireman." This love, as the Colonel says, is a very extraordinary example, being a direct link descent of Modern War.