

THE SPENCE STORY



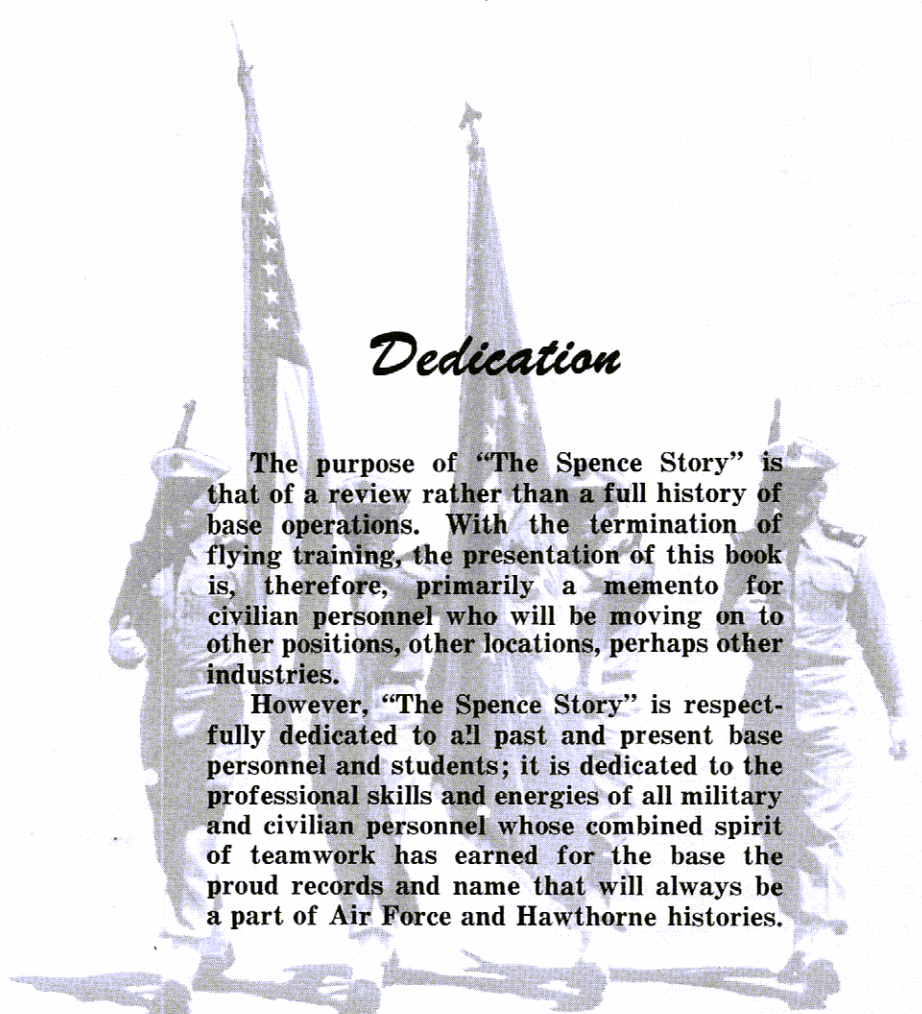
1951-1961



# Hawthorne

SCHOOL OF AERONAUTICS  
SPENCE AIR BASE  
MOULTRIE, GEORGIA

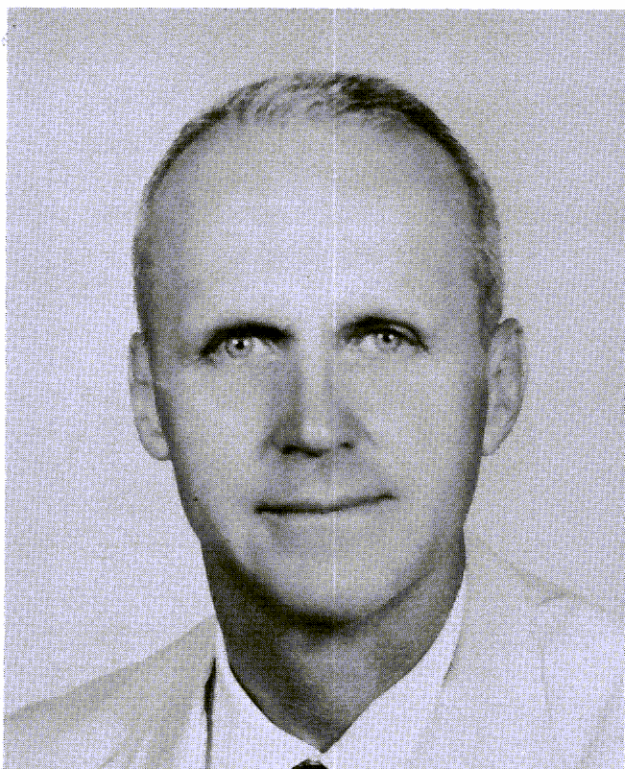
## *Dedication*



The purpose of "The Spence Story" is that of a review rather than a full history of base operations. With the termination of flying training, the presentation of this book is, therefore, primarily a memento for civilian personnel who will be moving on to other positions, other locations, perhaps other industries.

However, "The Spence Story" is respectfully dedicated to all past and present base personnel and students; it is dedicated to the professional skills and energies of all military and civilian personnel whose combined spirit of teamwork has earned for the base the proud records and name that will always be a part of Air Force and Hawthorne histories.

"TRAINING THE LEADERS OF TOMORROW'S AIR FORCE"



**BEVERLY E. HOWARD**  
President

*This is "The Spence Story." It is particularly appropriate that it be dedicated to you, the individual employee, since it has been your hard work and effort which made our many successes possible.*

*For your continued success, work hard and strive for perfection in everything you do. Always remember the ideals and principles which worked together to make Spence an outstanding operation and a wonderful place to work. At the same time, always display a friendly, cooperative and desire-to-be-of-service attitude.*

*Above all, continue to take pride in your work, support your future employer and don't underestimate your ability to serve him as you have served us.*

*Again—this is "The Spence Story"—and your story. We hope you will enjoy it in the years to come.*

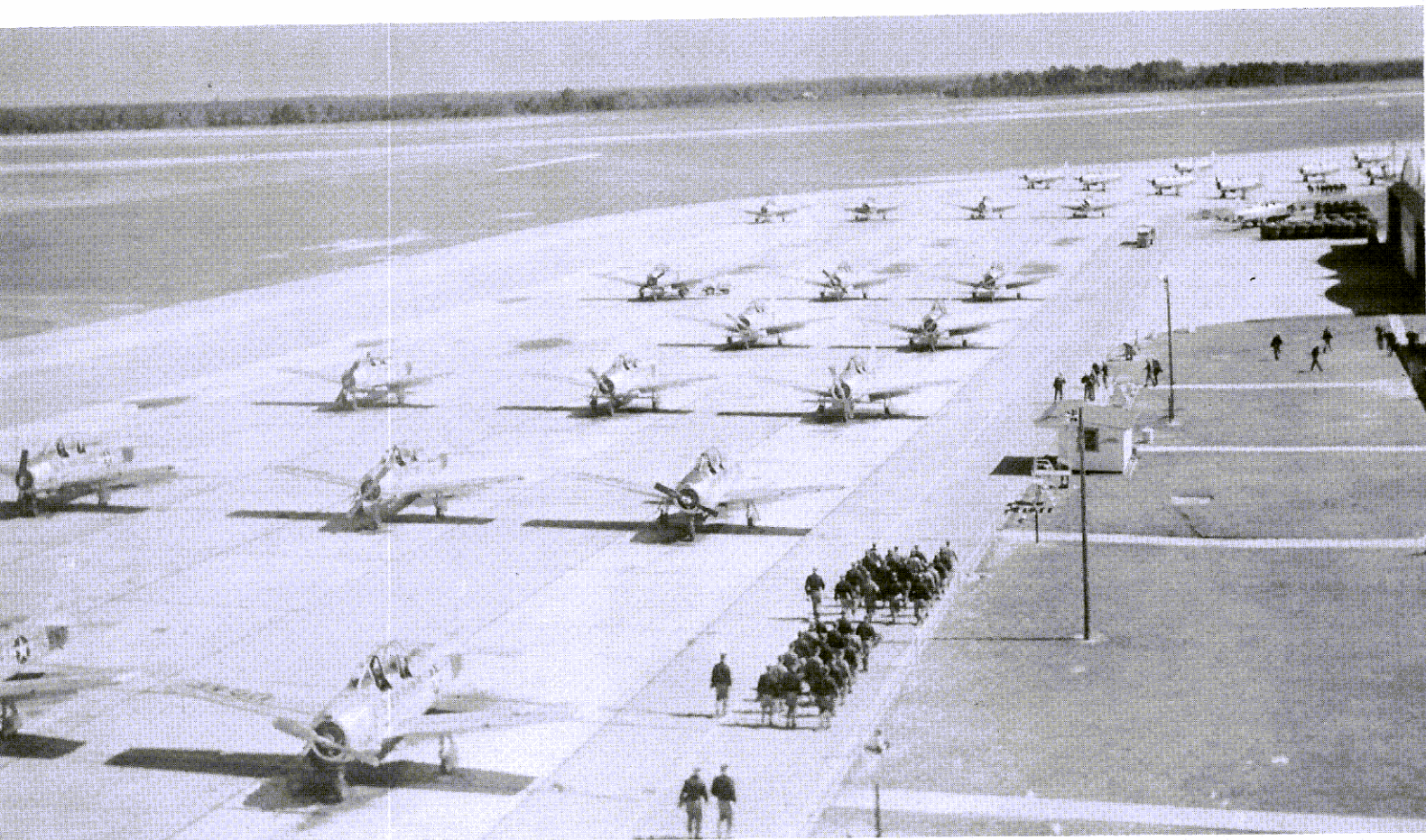
*Our sincere best wishes and thanks to each of you.*

**Beverly Howard**  
President

**Bert Harsh**  
Vice President



**BERT HARSH**  
Vice President



## 'The Spence Story' – Decade of Devotion

ON October 1, 1953 Bert Harsh replaced Ken Brugh as Vice President and General Manager of the Hawthorne School of Aeronautics at Spence Air Base, Moultrie, Georgia. Six and a half years later on April 21, 1960 he faced what was perhaps his toughest assignment. At approximately 2:00 in the afternoon he called a meeting of company Directors. In less than five minutes they left the conference room and began distributing the information he had given them. At the same time the evening edition of the **Moultrie Observer** was on press.

A telephone call to the editor caused an event rarely seen in the daily newspaper business — the presses were stopped, the front page was replated and a new lead story replaced the old one. Later that afternoon on April 21 readers saw the headline reporting the news given the company Directors:

### SPENCE TO CLOSE

The headline and its accompanying news story reported the now historic United States Air Force announcement terminating contract primary flying training in its five civilian-operated schools by December 31, 1960. The facility phase-out date of March 31, 1961

underscored ten years of Hawthorne operations at Spence. It also brought to a close the second round of a new concept in military flying training — contract primary — pioneered in the 1930's by the late General "Hap" Arnold and brought to a reality a decade after the parent Hawthorne organization was founded in 1932 at Charleston, South Carolina.

As an integral part of that reality, Hawthorne was among over 60 schools to operate primary flying training installations during World War II. At the end of the war it was the last to close. The experience and records achieved during its wartime training contributed to the company's successful bid to operate Spence Air Base when — because of the Korean emergency — a return to civilian-operated schools became an immediate USAF requirement due to a geared-up program for projected pilot needs. The Air Force selected the first two sites in early 1950. Hawthorne, the third of what was to become nine schools initiated in the fifties, entered the picture as the selection concept changed. The contractor was then allowed to choose his own location. When advance groups of Hawthorne officials began visiting

Moultrie — looking into the myriad aspects of setting up shop at Spence — community rumors began to fly long before the first plane was airborne.

The rumors were verified on March 16, 1951 with an Air Force announcement originating from the nation's Capitol. It was termed "electrifying" by the **Moultrie Observer**. The announcement reported that "Hawthorne Flying Service of Charleston, South Carolina, has been granted a contract to train Air Force students at Spence Air Base."

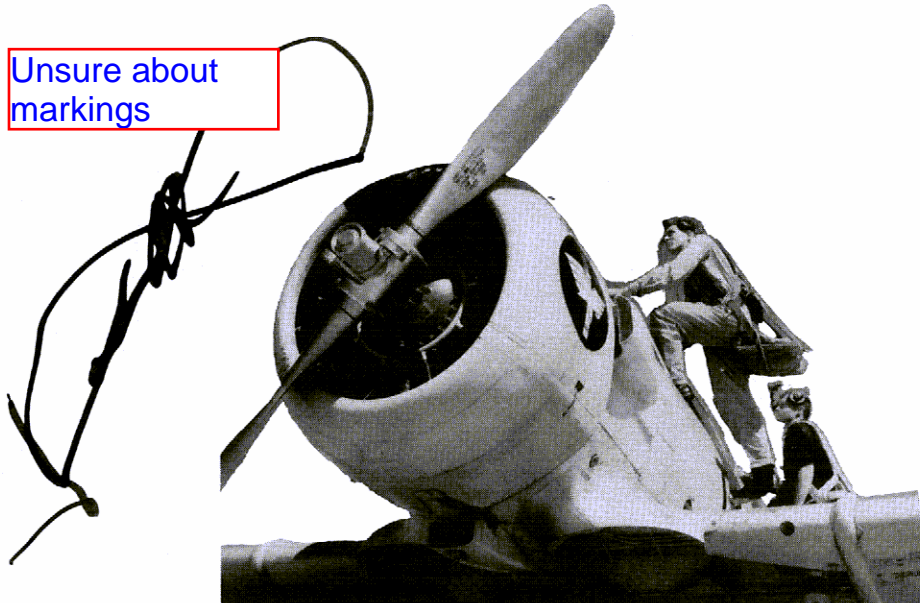
For operations at Spence the company took on a subsidiary name consistent with the mission — the Hawthorne School of Aeronautics. The first small group of employees faced the job of renovating in 59 brief days a scarred and run-down installation that had laid idle for six years. The greatest industrial face-lifting job in the history of Colquitt County began as company officials, employees and contractors rolled up their sleeves and went to work. The enormity of the task caused Ken Brugh, original Vice President and General Manager, to comment . . . "Reconstruction is worse than construction."

During the next nine years plus — from all 50 of the United States and from 33 of this country's Allied nations — the young student pilots who trained at Spence were not aware of it, but in mid-1941, 10 years before Hawthorne took over their home field, the base was beginning to emerge from a 1600-acre tract from which cotton and tobacco had just been harvested. Spence's birth began in August, 1941 with the clearing of ground for runways and taxi strips and roadways. When Pearl Harbor was attacked on December 7, 1941 the military detachment at Spence numbered only 27 officers and 39 enlisted personnel, the forerunners of an advanced single-engine training base that produced nearly 6,000 pilots by 1945. The base — named in honor of Lt. Thomas Lewis Spence of Thomasville, Georgia, a World War I aviation hero — served then as a basic flight training site from February, 1945, until it was closed down in November of that year. The peacetime years between the fall of 1945 and the spring of 1951, when Hawthorne began its renovation, saw the base used for widely varied purposes.

Fred Reeder, now Director of Aircraft Maintenance and among the first group of employees, was later to remark, "We were all aware of some of those varied purposes. No one had to tell us that elephants had lived in Hangar Three. What with that, dirt and grease it took several days to find the original floor."

Elephants had, indeed, been part of a circus that quartered on base one winter. The idle installation encouraged strange companions — a veterans' vocational school occupied one of the vacant buildings; Future Farmers of America and 4-H Club groups utilized the facility for summer camps; a private flying service operated for awhile; a pimiento pepper plant was established, then later burned; several small industries set up shop in vacated structures; the county

Unsure about markings



Spence's first plane, the T-6 Texan

garaged its buses in the hangars; tenants moved into many of the buildings; even livestock found a temporary home on base.

Lease wrangling with the city and county . . . displacement of field tenants . . . renovation of sagging installations . . . setting up management organization and departmental structures . . . resurrecting and creating field communications and services . . . recruiting personnel at all levels — such were the activities in progress while, with methodical provision, the day to commence flying drew nearer. In reality, a new and miniature city was lifted from the ruins of the old base.

As the new "city" emerged, a new business concept was also brought to the Moultrie area: contract primary flying training — an operation in which military pilots were trained on a fixed fee basis by civilian experts monitored by specialized groups of USAF personnel.

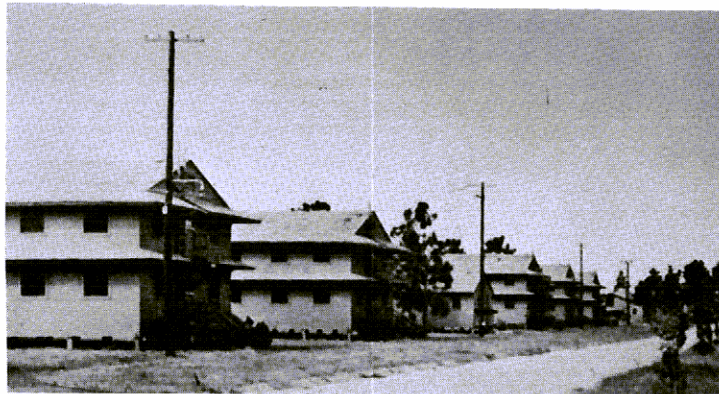
While the work of restoring a base went doggedly on, Spence's first class reported to the field in May, 1951. It was Class 52-C, entering the T-6 aircraft. On May

21 the first takeoff for Hawthorne was accomplished by Aviation Cadet R. W. L. Shofner and his instructor, J. L. Smith. The first students to solo were Cadets A. C. Reader and R. L. Dandom. Their Flight instructors were H. L. Steele and Les Locke. (Mr. Locke became Director of Flying Training on September 3, 1957) Spence's first class completed 105 students.

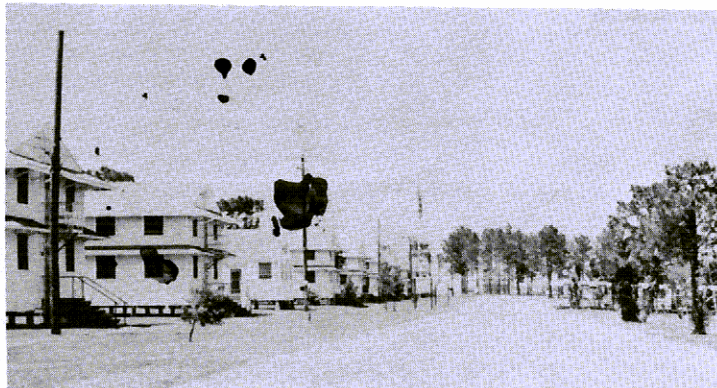
One year after the base reopened, with the completion of Class 53-C, community residents received their first full look at the cleaned-up base and the operations conducted for USAF by Hawthorne. The first Open House was held May 17, 1952, initially recognizing Armed Forces Day and coincidentally recognizing Hawthorne's first anniversary at Spence.

As the base grew, humorous and serious in-the-air and on-the-line situations slowly merged with a developing base attitude to cast the mold in which the character of Spence became known as one of individuality, enthusiasm, craftsmanship and teamwork. It was a character that contributed to a

Cadet barracks area before renovation



The same area after cleaning up





**Hand-talking, a familiar posture to fliers**

series of unprecedented records.

The backbone of the program at Spence has been the flight instructors. In other industry, they would be defined as the Production Department. At Spence, the product was a proficiently trained USAF pilot. What kind of man staffed Spence's "production department?"

In composite, he is 33 years of age, married, has a home and children and has logged some 4,000 flying hours. The majority of instructors have off-base interests, either in community work, professional hobbies or part-time work or businesses. His flying hours have been gained in all types of aircraft ranging from Cubs to four-engine types and jets. Today, he can move with equal ease from low speed light aircraft to high speed jets. For the most part, the composite instructor is a veteran of military flying or of highly skilled civilian

or commercial flying. The general opinion expressed among the fliers is that "We are flight instructors because we want to be."

The over-simplified statement is a tribute to the professional, mature job they have accomplished during Spence's 10 years of primary operations.

The flight instructors are not the only Hawthorne personnel engaged in off-base activities, however. In a survey concluded in 1959, well over 90 per cent of Hawthorne men and women and their families were participating actively in community affairs — in virtually every civic, youth, religious, educational, sports and social function in the city, at all levels of membership.

During one of many base-community events, Major Edward R. Brandt, Director of Military Training said, "The successes enjoyed at Spence have been the result of a working triangulation of the Air Force, Hawthorne and the community."



**Emily Mirgle, first employee**



**Traditional dunking after solo**

Hawthorne's mission was to provide sufficient flying training for USAF and Allied students to attain proficiency in visual, instrument and precision flying; provide academic training; and provide personnel and support operations sufficiently to prepare the students for an additional six months flying training at the second phase of the program — Basic. (The 3302 mission is reported elsewhere.)

Five aircraft have been used to date to accomplish the USAF flying training mission: the T-6, PA-18, T-34, T-28 and T-37.

When the first group of students swarmed to Spence they encountered the legendary Texan — the T-6. It was the only aircraft in the program for approximately two years, until the PA-18 Cub-type was added as a "screening" vehicle. In November, 1953 it was announced that the T-6 was to phase-out and be replaced by the T-28. The following month saw Spence's first T-28 assignment. The plane was to earn the unofficial titles of "work-horse" and "forgiving." By 1955 the T-34 began replacing the PA-18 and Spence settled down to about five years of operations with the T-34/T-28 pairing.

In July, 1959 the first T-37 twin-



**Rehabbing turns old to new**



**Deft riggers' hands support safety**



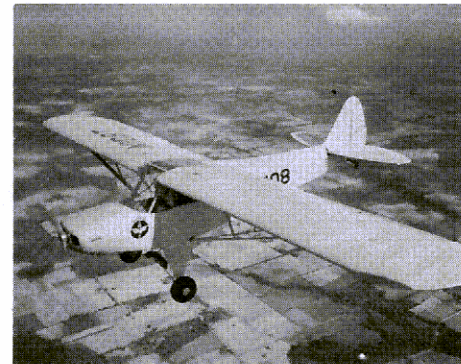
**Planeside chats frequent**

jet trainer assigned to Spence paved the way for separation of that reciprocal engine partnership. Colonel Carleton W. Rogers, then Commander, delivered the first jet. Flight instructor Gus Sermos piloted out the first T-28 to be retired in August, 1959. Almost a year later, in July, 1960 the final T-28 to be flown by a Spence student came in for its final landing. The same month flight instructor J. R. Kitchens brought in the base's last jet aircraft assignment.

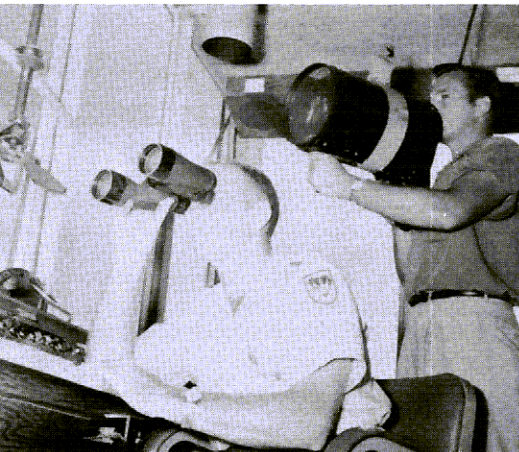
In addition to the programmed USAF mission, Hawthorne conducted an initial contract primary flying training course for the United States Army during January-April, 1956, completing six classes in the L-19 aircraft. "Retreads," pilot refreshers, AFOTC and Air Force Academy groups have provided sources of other flying training, indoctrination or orientation. The Academy summer indoctrination program began in July, 1957. Each summer it was known as Falcon Flight, the symbol of the Academy.

Hawthorne's 5,000th USAF Pilot completion at Spence occurred at 11:02 A.M. on July 2, 1958, when Lt. Francis A. Wiegiers touched down after his final check. His flight instructor was Glen Coleman. The Lieutenant went on to become an Honor Graduate at the completion of his Basic training.

The internal workings of the flying training program and support operations have varied with aircraft and changing pilot needs between 1951 and 1961. In general, however, the program was six months long for each class, including the flying, academics, instrument trainer, physical and military training phases. The scheduling



**PA-18, the first "screener"**



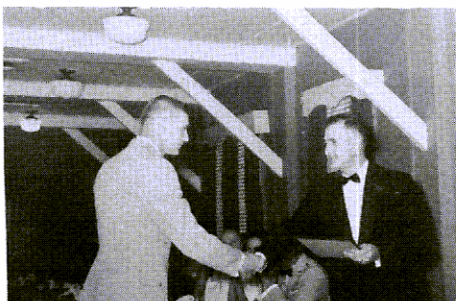
**Tower control guides aircraft**



**The T-34, second "screener"**

was such that a class exited and another entered approximately every six weeks. In flying — again generalized — the student received 30 hours in his "screening" aircraft, more recently the T-34, and some 100 hours in his second phase aircraft, historically in order, the T-6, T-28 and T-37. Classes have been different in number and size, but the average structure has been two squadrons of four flights each. Students rotate a morning and an afternoon flying schedule, alternating with other required training. Flying training included fundamental techniques of maneu-

**Graduations every six weeks**







**A venerable workhorse, the T-28**

vering, instrument flying, acrobatics, night flying and navigation.

In support of that schedule Hawthorne maintained three auxiliary fields — Sunset, south of Moultrie; and fields at Tifton and Thomasville.

In the Instrument Trainer Department students learned the techniques of how the aircraft performed in relation to the recordings on the instrument panel. Approximately 25 hours of instruction were received in what the students dearestingly called the "idiot box."

In Spence's "Little College of the Sky," the Academics Training Department, students received approximately two book hours for every hour in the airplane. The ground school classes include such subjects as Theory of Flight, Aircraft Engineering, Aviation Physiology, Navigation, Meteorology, Instruments, Radio Communications, Current Events and Physical Training.

Prior to June 30, 1960 USAF students received initial processing during assignment to Lackland AFB for Pre-Flight training. Effective that date, Hawthorne and other primary installations absorbed that function into their schedules. Scaled down, it became about three weeks of processing and indoctrination before students entered the flying training phase.

The Military Training phase, conducted by personnel of the 3302 Pilot Training Group, consisted of some 110 hours of instruction in Department, Drilling, Formations, Leadership and the duties and responsibilities of the Air Force officer.

Throughout its ten-year history at Spence, Hawthorne-conducted classes of officers and aviation cadets drew their military students



**Healthy bodies, healthy minds**



**Joy Toy caravan aids needy**



**Army class instrument training**



**Tours orient student wives**

**In L-19's Locke commanded squadron, Grimmert and Havelka flights**



from varied sources: from the active duty roster of USAF; from AFROTC; from the Air National Guard; from the three Service Academies; from civilian life; and from the 33 Allied nations which have trained at the base.

Upon completion of the six-month-long Spence program, the student moved on to an additional six months at a Basic base. When Basic was completed, Cadets were commissioned and all successful students received the coveted silver wings of the Air Force pilot. The student then moved on to advanced training and eventual operational assignment.

Because of a revised USAF student entry program, the last American Aviation Cadet to enter training at Spence took place in the early summer of 1960. From that period on all new students were officers, except for scattered Cadet entries within the Allied ranks.

The physical structure and training format of each of the initial nine contract primary schools were so similar as to be almost synonymous. Differences existed only in the areas of accomplishment, including student attrition and flying safety; in funds expended; in the application of management and employee skills; and in the excellence of some facilities. Reduced pilot needs saw the first of the original nine schools close in June, 1947. Within the next two years two more were to phase out as the pilot input decreased. The fourth one was in process of phase-out as the April 21, 1960 all-school contract termination notice went into effect. The five remaining bases at the time of the notice were Spence, Bainbridge, Graham, Bartow and Moore.

Why did some schools close while Hawthorne and the others remain-



Spence participates in community events



After work, base-produced shows provide entertainment

#### Radio communications essential to flying training



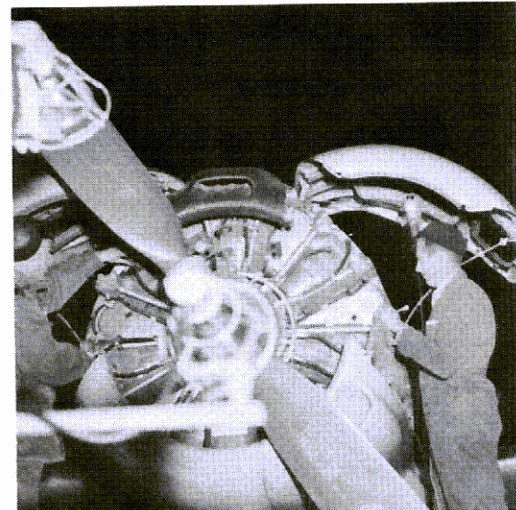
#### "You do it this way"



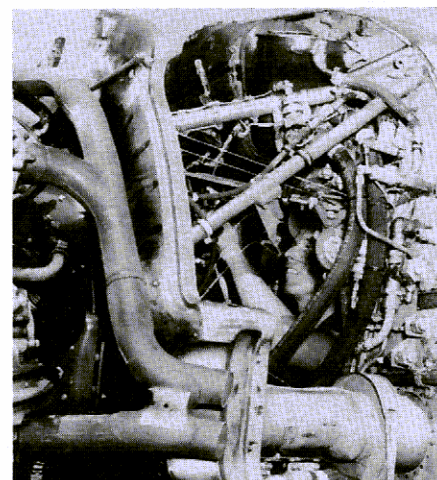


Human maintenance vital factor in Spence programs

Thousands turn out for family picnics



Night beat on the flight line



Man and the engine, a working team

ed open? The quality of the product, the cost of equipment and personnel and the records accomplished are part of the answer. But the basic, underlying factor in the answer is found in the often-repeated statement of Beverly E. Howard, President.

"No company," he has said, "is any better than the people in it. No matter what your job here is, you are important to the mission."

Hawthorne's accomplishments, therefore, are based upon the fact that not only was the company in the flying business, it was in the "people business." The flight instructors have been defined as the base "production department." All other skills on base contribute just as equitably to the successful completion of a student pilot: the smartly stepping drill formations . . . a lecturer's voice in a classroom . . . on-the-job and in-service training and upgrading in all departments . . . the quietly efficient performance of scores of aircraft mechanics, to whom no accident at Spence has ever been chargeable . . . the frugally maintained

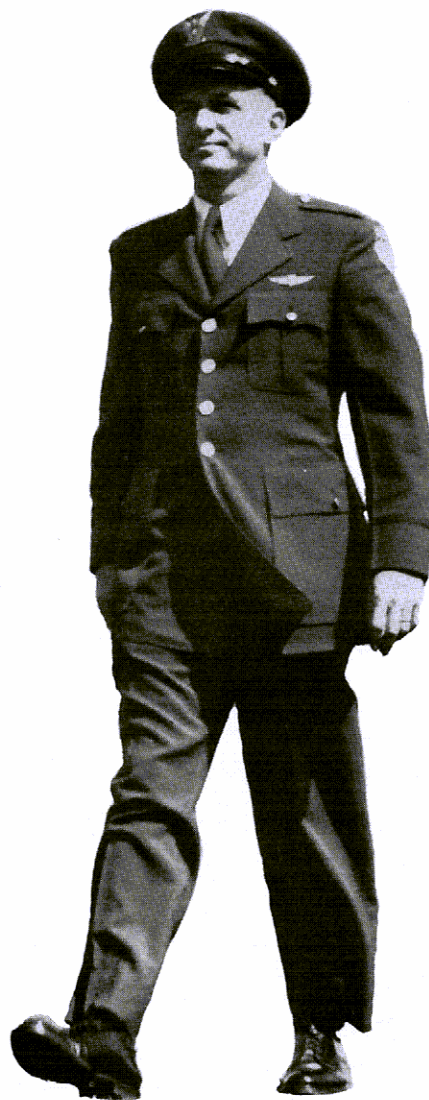


**Chapel choir strongly supports base religious life**

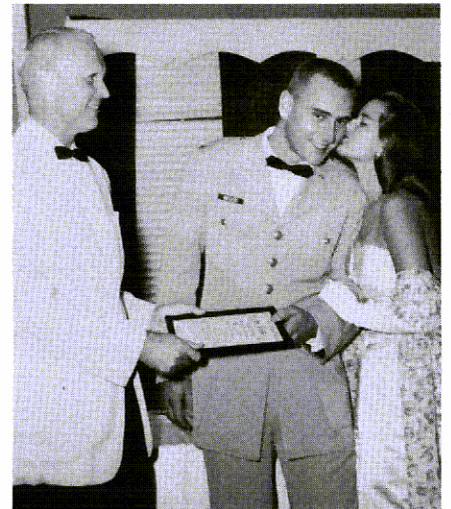
records and stock items dispensed . . . the ever-present, behind-the-scenes engineering and maintenance . . . the on-ready experts in Fire & Crash and their taken-for-granted courage . . . the 24-hours-a-day watchfulness of Security . . . the investigations and edicts of Flying Safety . . . the corps of neat and efficient military support and clerical personnel . . . the on-time payroll people . . . the dining hall personnel whose breaths of steam in the kitchen are kin to the contrails in the sky . . . the dip and flash of muscle and shadow on the PT field . . . the faces around a conference table . . . the presence of a cooperative community — all are part of the origins of Spence, part of its existence and part of its proud history.

Perhaps uppermost in that history was the receipt of two consecutive USAF Flying Safety Awards — the first time that an installation with a primary mission within Air Training Command ever won such a dual honor. The award — a beautiful, silver-framed plaque — is only one of 20 presented twice a year to flying units throughout the world.

Spence's first award was earned for six months of accident-free flying during the period January-June, 1959, while performing 35,469 flying training hours and almost 71,000 landings. The second award was presented for performance during the last half of 1959. "The significance of the honors," commented Hickson Skinner, Senior Flying Safety Supervisor, "is that they were earned while training fledgling pilots."



**Bob Guay models instructors' uniform**



**Lt. Francis Wieggers, "Mr. 5,000"**



**Zack Mosley puts Spence in "Smilin' Jack"**

**Pie-eating laughs at family picnic**



"The performance was the result of maximum effort by all personnel," said Colonel Carleton W. Rogers.

For the period May 1, 1958 to April 30, 1959 Hawthorne was judged by ATC to be the Number One contract school. Judging was based upon student turnover in primary and in basic, on flying safety and on managerial efficiency. At the time of the recognition, six schools were operating.

The exceptional standardization record for the base — covered in the Flight Department's individual history — is another area in which Spence not only broke and held all-school accomplishments, but continued breaking its own record.

The Inspector General teams which periodically visited the base, scrutinizing operations, records and facilities from the top to the bottom, consistently rated the school as excellent.

Unwritten records — those achieved in attitude, courtesy, service, and an honest feeling of pleasantness — were legion among base personnel and visitors to the base: open house guests, wives' tours, Kiwanis Kids' Day events, Commanders' Luncheons, high school and Scout tours, news media visitors, VIP trips, parties, luncheons, dances, field days, seasonal events, community-base events, transient fliers and visitors from a host of other avenues from which people came into contact with us. Where Spence wrested an operations record from its professional skills, it at the same time earned a social and hospitable record from its personality.

One base-community program ranked highest among all other

formally scheduled events. It is the Moultrie Red Carpet League welcoming socials. Conceived in the fall of 1958 and patterned after other similar programs, Moultrie merchants sponsored a dinner and dance for each new class to enter, as well as for other newcomers to the area, until the final entry of Class 62-B. The last Red Carpet, held in August, 1960, was editorialized in the community as an event of nostalgia, recognizing both a welcome and a goodbye.

Visiting Spence for social, business or stopover reasons have been leading city and county officials, state leaders, Governors, Congressmen and Senators, entertainment personalities, recognized writers and photographers, artists, industrial leaders, high-ranking military leaders from all services and a host of many others who earn the complimentary title of VIP.

The top VIP who visited Spence, however, has been President Dwight D. Eisenhower. The Chief Executive made six stops at the base during his trips to the Thomasville plantation of former Secretary of the Treasury George Humphreys. His landings — all in the internationally famous **Columbine** — took place in February in the years 1954-1959. During his 1957 visit the base and community received an additional surprise when Henry Cabot Lodge and the late John Foster Dulles flew in to confer with the President in Thomasville.

The Presidential visits are remembered for the deadline planning, the milling throngs, the warfare of cameramen, the precisely correct honor guards, the shining limousines, the lined roadways and

streets, the seen, yet unseen, Secret Servicemen, the invasion of Capitol newsmen — all culminating in the brief greetings, the historic personage in motion and the characteristic smile and hand gestures.

Best known among his visits was the last one in February, 1959. Weather caused the landing to take place at Moody AFB. Upon his departure, the President arrived at Spence in a downpour rain. Waiting in the rain was a group of Moultrie Boy Scouts, standing at soggy attention. Preparing to board the **Columbine**, Ike saw the Scouts and managed to dodge the out-thrust hands of adults while he visited with them, inspecting their ranks and joking with individuals. A bit of boy-to-President ad libbing made national front pages as a result.



Colonel Rogers delivers first jet

Red Carpet socials welcome students

Instructor-student briefing, a close relationship





First jet solo, Tiger Flight



Gus Sermos ferried out first T-28

Colonel Rogers, General Brandt display Spence's first Flying Safety Award.



"What are you boys doing," Ike grinned, "camping?"

"Swimming," said Ronnie Ashe of Troop 402.

The days slipped by and as Spence built its own history and recorded its own anniversaries, the base and its people contributed intimately to at least two major anniversaries elsewhere: the Colquitt County Centennial and the Air Force Golden Anniversary.

Meanwhile, the face of Spence slowly changed. Facility overhaul and maintenance were not all that evolved. Employee procedures and benefits grew, were replaced or modified and came to be among the best in the contract school system.

During the life of its work here, the operations included over a million flying hours and well over 2½ million landings. With only estimates available on the last few students, the school completed 6,011 Air Force Pilots. Other completions were 148 U. S. Army, 151 pilot refreshers and 160 Academy Indoctrination students. Total completions, including the final estimates, were 6,470.

Histories are nailed down by statistics. But where do you start compiling them, or where do you stop: how many screws were tightened in Aircraft Maintenance; how many words written in the base publications; how many payroll checks processed in Accounting; how many pounds of books used in Academics; how many charts issued by Weather; how many investigations conducted by Flying Safety; how many tons of food served at the Dining Hall; how many tires kicked before a flight; how many pounds of drawing ink used in Engineering; how many

pieces of paper processed in Supply; how many decisions made by Industrial Relations; how many conferences attended by the Vice President; how many homes bought in the community; how many children born among employees; how many new friends were won; how much total weight was gained by long-service personnel?

The list is as endless as the imagination; it can be pruned down to production basics or extended to include fancied interests; but in the opinion of many, when the records are won and the work is done, the best statistics are those kept in one's own memory and in the lasting impressions gained on and off the job.

Throughout its years of work and the production of statistics, the base mission has been chronicled by its own publication. Initially a monthly newspaper named the **Hawthorne Herald**, the first publication was under the guidance of Jim Greenwood. With Jim, it was to become a digest-size monthly magazine operating with the same name. Later, Jack Scherer took over the editorial reins. For the last 4½ years, LeRoy Spruill handled the base information program. The **Herald** was dropped in favor of a newspaper every two weeks. It was renamed the **Spence Approach** and remained in production until the contract termination in December, 1960.

The termination was effected, according to Air Force officials, to further streamline the system into a consolidated program with all training — pre-flight, primary and basic — conducted at a single installation.

Following the April 21, 1960 announcement, Colonel Carleton W. Rogers cited the community and Hawthorne for "an era of truly outstanding support of an Air Force activity."

The story of that support — the Spence Story — has been told in many tongues and by way of many methods all over the world; it is being best told in the trained Air Force personnel who just now are beginning to emerge as leader potentials as this nation fingers the edge of space.

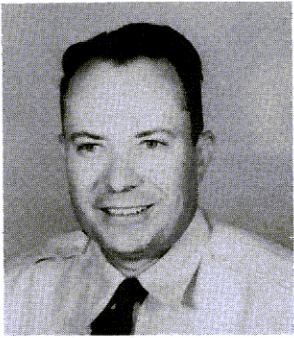
Further, it will continue to be told as Hawthorne and Air Force base personnel scatter in all directions. Hawthorne for the second time shut the gate to Spence Air Base, but in the years to come, wherever our people go, the story as we have lived it, worked it and know it will never die.

The Spence Story is you.

END

OVER ONE MILLION HOURS

# Flying Training



**LESLIE H. LOCKE**  
Director

**P**REPARING USAF and Allied students for a career in military aviation is the mission of the Flight Department. That mission has been ably guided by three Directors — Matt Pelling, who helped open the base and launch the program; Sam Austill, who served from July 1, 1955 until September 3, 1957; and Leslie H. Locke, who took over the reins at that time.

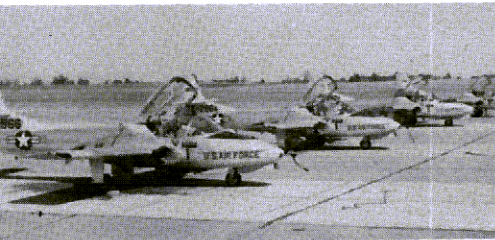
In addition to flying training itself, the department is responsible for Tower Operations, Instrument Trainer activities, Weather, Dispatch and Parachute Rigging.

In October, 1958 when Air Training Command evaluated the standardization of the Flight Department

the results proved to be the best in the Command — only .23 error per evaluation. With that record unequalled, the department broke its own rating following the next evaluation — dropping the error ratio to a mere .19 per evaluation. The rating currently stands as the best in ATC.

Currently there are eight flights operating in the department, four flights to a squadron. In the past the number of flights — and their identifications — have varied with the student load and type of training conducted.

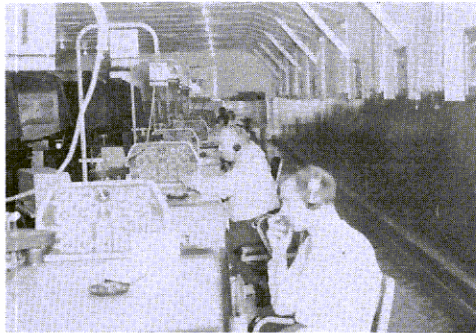
At Spence, measuring all types of flying, over one million hours have been flown from the field.



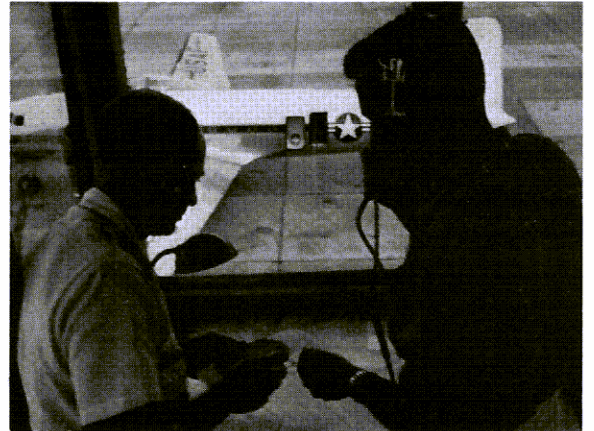
**T-37 jets on the line**



**Weather worries**

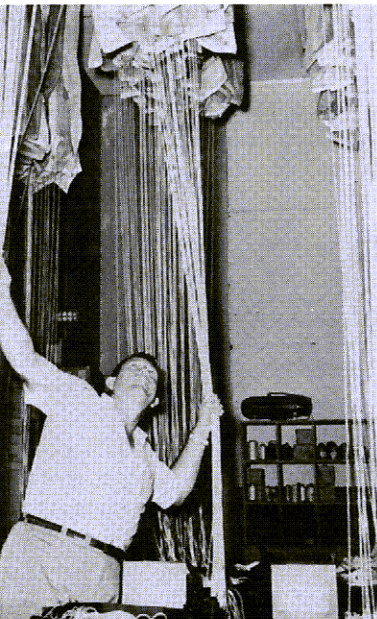


**Instrument training for flight**



**Air traffic cops on job**

**Parachutes get personal care**



**Matt Pelling, "Great White Father"**

**On-the-line paperwork**



**Dispatch flight paperwork experts**

"A WAY OF LIFE"

# Flying Safety

THE mission of the Flying Safety Department is to establish and maintain an aggressive aircraft accident prevention program. Since its inception early in 1951 the theme of the program has been, "Flying safety is not a slogan; it is a way of life."

In September, 1951 the original Advisory Training Board was set up, consisting of a senior pilot from each flight. The Board was the forerunner of the current Element Leaders (Flying Safety) positions. Later, Element Leaders (Standardization) were added to the program. "This organization of Element Leaders specializing in flying safety and in standardization proved to be one of the most vital factors in accident prevention in all the years of operation," commented Hickson Skinner.

The department's own publication, "The Poop Sheet," was first issued in early 1952. It was designed to keep pilot and maintenance personnel informed on the latest developments on flying safety and accident prevention.

In essence, the flying safety program is based upon a thorough inspection system and the location of hazardous areas and accident potential, and the implementation of necessary corrective action. Through educational effort and awareness at every level of operation, Spence's flying safety pro-

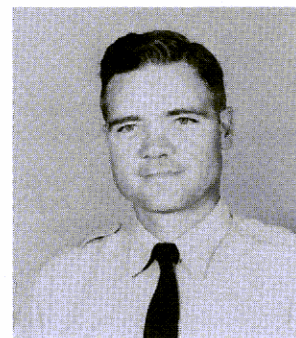
gram in truth became "a way of life."

Mr. Skinner attributes much of the early success and groundwork of flying safety to the on-the-job training programs effected in Aircraft Maintenance.

Innovations in the department came early and were hard-won, but the results were evidenced by the end of 1953 when pilot error accidents were reduced from 23 in 1952 to only three that year. The introduction of the T-34 and the T-28 aircraft also introduced new flying safety problems and a resulting, temporary increase in the accident record.

The doggedness of the program as a way of life, however, saw the record in 1958 and 1959 plunge to new lows. In 1959 an all-time low of 1.33 accidents per 100,000 flying hours was achieved. During that year the base received two consecutive USAF Flying Safety Awards, the first time that a base with a primary mission within ATC ever earned such an honor.

Samuel M. Phillips was the first Flying Safety Supervisor. He set up the program essentially as it exists today. Hickson Skinner became his assistant in December, 1953, and with Sam's departure became the Senior Supervisor in September, 1957. Bill High was appointed Assistant and when he left due to the phase-out, Willard Pederson took over that position.



HICKSON SKINNER  
Senior Supervisor

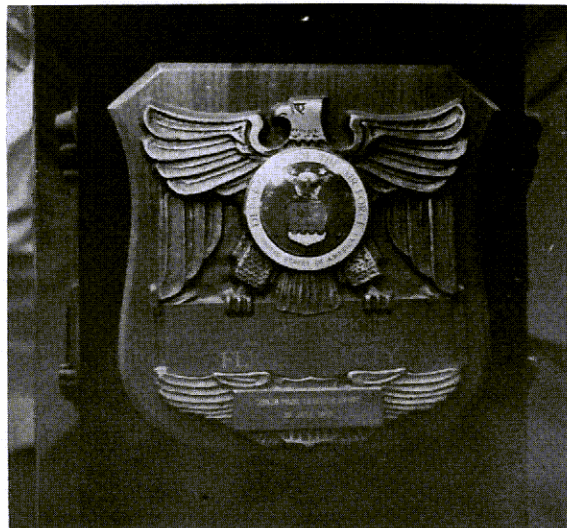


Sam Phillips checks tailwheel



Education strengthens safety

## United States Air Force Flying Safety Award



## Spence earns its second consecutive Flying Safety Award





BOOKWORK SUPPORT

# Academic Training



**GEORGE GOULETTE**  
Director

SPENCE'S Academic Training Department was established in April, 1951 when its current Director, George Goulette, was hired to set the ground school machinery in motion for the flying training program. Frank Madill became Assistant Director in the fall of that year. Both gentlemen held those positions as Spence began its phase-out in 1960.

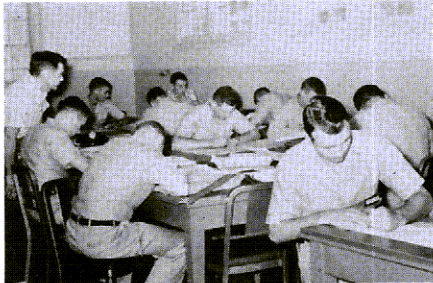
training literature on the subject of Navigation and it was chosen to host two all-school training workshops for instructors and other personnel, once in 1956 and again in 1960.

The necessary classroom training in support of the flying program is the department's mission. Part of the mission, until 1957, included the Instrument Trainer Department. That year it was transferred to Flight.

When the first class arrived at Spence only two instructors comprised the teaching staff — Messrs Cliff Hudson and Jim Burgess. Cliff was later to guide a training film produced here. The staff averaged 12 instructors during its full operations. Those with the department since 1951, other than Messrs Goulette and Madill, are M. A. Peterson and William Wells.

The Inspector General visits always left Academics with complimentary ratings. During its operations, the department was chosen by Command to prepare all primary

Among the better known of the secretarial help supporting the department has been Mrs. Anne Strickland, who started here in 1956.



Before the cockpit, classroom navigation



Physiological training necessary

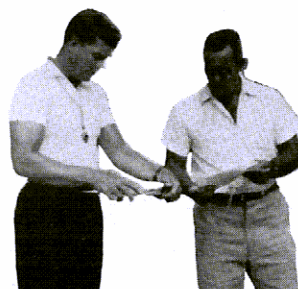


In-service training upgrades instructors

Competitive sports part of physical training



Coaches Confer



Visual aids support training



NO ACCIDENTS

# Aircraft Maintenance

No chocks, no tie downs and no personnel to take care of the aircraft — this was the first contact by Aircraft Maintenance with Spence's first T-6 aircraft assignment in April, 1951. The department met the assault of its problems, however, and at phase-out had supported six aircraft types and over one million flying hours without a single accident being charged to maintenance error.

Originally established as a combined Aircraft Maintenance and Supply Department, Bert Harsh was the initial Director and Fred Reeder was his Assistant. In October, 1953 Mr. Harsh became General Manager of Hawthorne and Mr. Reeder assumed the leadership of the department, with Foy Justice as his Assistant. In November of that year the department was split and Aircraft Maintenance and Supply became two separate units.

An initial shortage of technically qualified personnel brought about

the launching of a maintenance training program which produced many of the later-year skilled men and supervisors. The program was conducted throughout all of the base operations period. With succeeding changes in the aircraft utilized at Spence, the department underwent training and retraining programs to meet the needs. Major re-training, for example, took place when the aircraft changed from T-6's and cubs to the T-34 and T-28.

Again, when the T-37 jet was introduced into the program, training became as essential to the department as providing maintenance to keep the planes flying.

With the onset of jet flying, new facilities were also needed. A jet engine test cell, including a closed circuit television unit, was established. A jet engine overhaul shop was set up in the rear of Hangar Three.

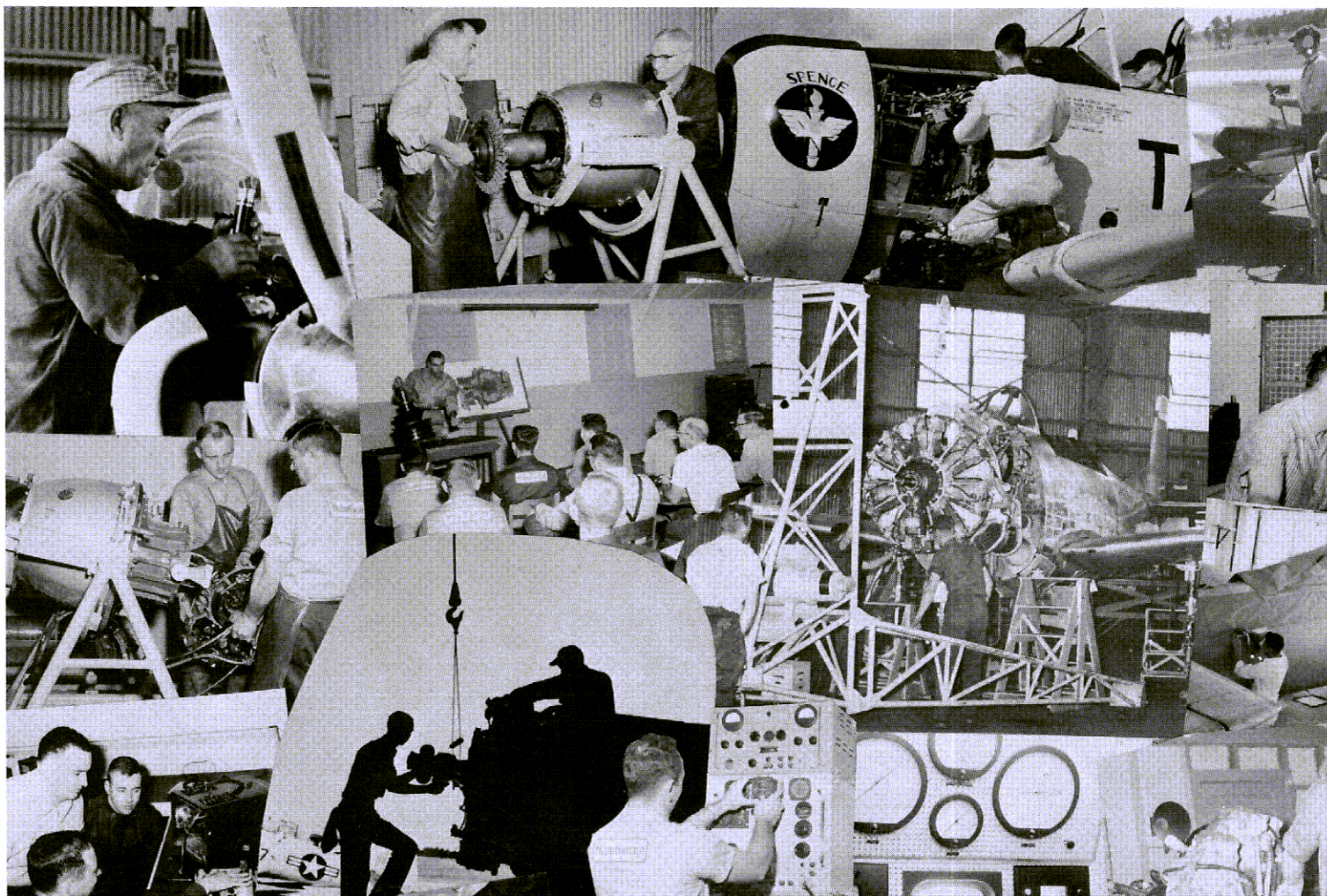
Spence operated to teach flying

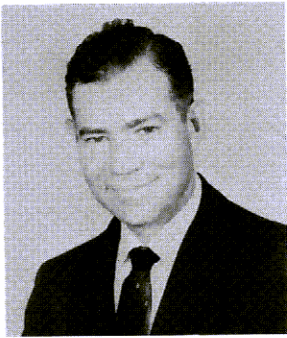


FRED REEDER  
Director

to military students. To keep aircraft in commission and ready for flying, Aircraft Maintenance provided the usual daytime support as well as a night beat and a dawn patrol. Test flying was also a function of the department.

In addition to the hangers and shops, the department's "work bench" for 10 years was the mile-long ramp at Spence. December 23, 1960 saw the largest group of initial terminations due to the phase-out. The last personnel departed in March, 1961.





**WALTER VICK**  
Director

\$2,000,000 INVENTORY

# Supply

**P**ARTS and supplies began arriving at Spence for T-6 Aircraft in April 1951 and the Supply Department began to function. Building Number 21, Base Supply Warehouse, was 20,000 square feet of bare floor space when bin construction began in the north east corner.

Bert Harsh was the Director of Maintenance and Supply until October 1, 1953 at which time he was promoted to General Manager and Walter E. Vick became the Director of Supply.

Supply was organized with a Warehouse Section located in Building 21, Stock Records located in Building 21 and Service Stocks located in the Aircraft Maintenance Hangars and Motor Pool Area. During the early operation, approximately 60 people were assigned to this Department and the number of personnel was reduced as personnel acquired job knowledge and became experienced in their job.

In 1954, the Stock Record Section moved from Building 21 to Building 24 which provided additional space for the Stock Record and

Warehouse Sections. Approximately 15,000 line items were carried in the Supply Inventory during this period.

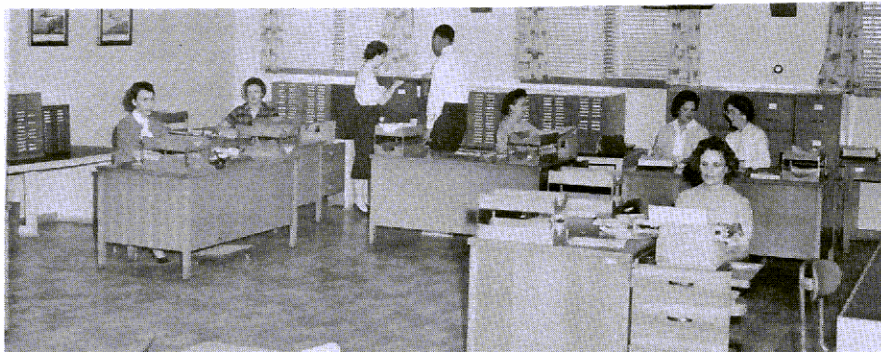
In January of 1957, Milford L. Morris was made Assistant Director of Supply and the Department functioned with a Warehousing Section (including Service Stocks), Stock Record Section and Purchasing Section. An equipment inventory of approximately one and a half million dollars and a parts and materials inventory of \$600,000.00 is maintained. Consumable supplies issued (including fuel) total over one million dollars per year. Supplies and equipment are cycle inventoried each year.

In November of 1959 the Refuel Section became a part of the Supply Department and functioned as a Supply Section. This organizational change was made to consolidate the receipt and issue of all fuel under one control.

The Supply Department has supported the Base Mission by providing all supplies and equipment required and maintaining accountable records on all property.



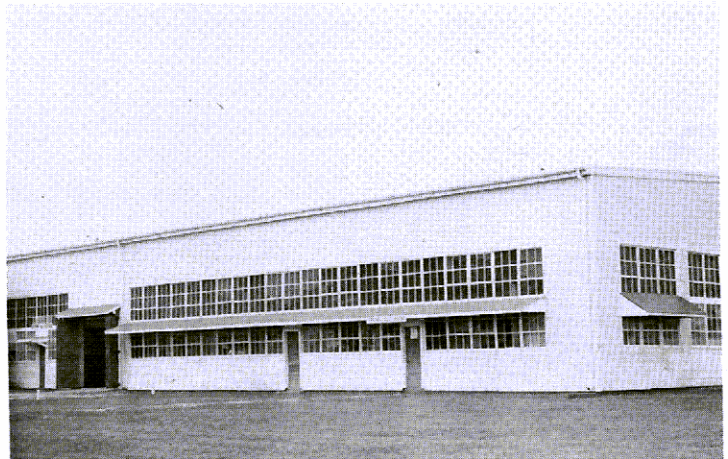
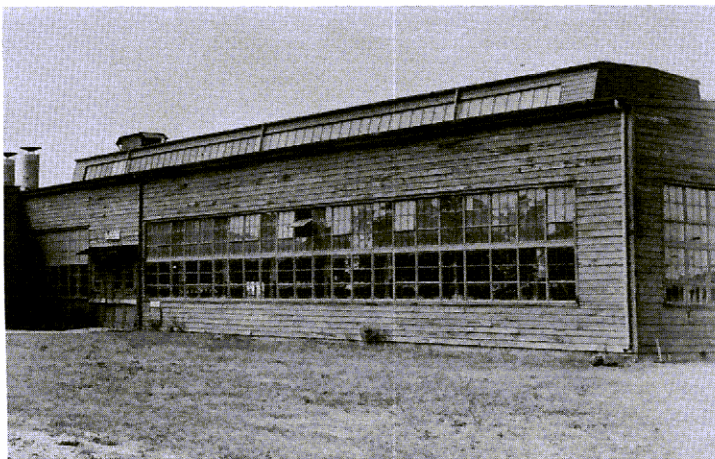
Refueling keeps 'em flying



Stock records heart of Supply

Supply warehouse, 1951

Supply warehouse, 1960



FACE-LIFTING EXPERTS

# Engineering & Maintenance

ORIGINALLY designated Base & Airfield Maintenance, the department, because of its growing scope, in 1960 became known as Engineering & Maintenance. The engineering factor — generation of ideas and face-lifting projects upon the 1,600-acre face of Spence — accounted for the increasing scope of work.

Ironically, as the responsibilities of the department increased, job knowledge saw a continued decrease in the number of people necessary to perform the workload.

Utilities, for instance, began with 32 persons and in 1960, with more work, utilized only 10. Grounds maintenance started with 52 and had 17; the Motor Pool began operations with 34 people and 32 vehicles and in 1960 had 207 vehicles and only 20 people.

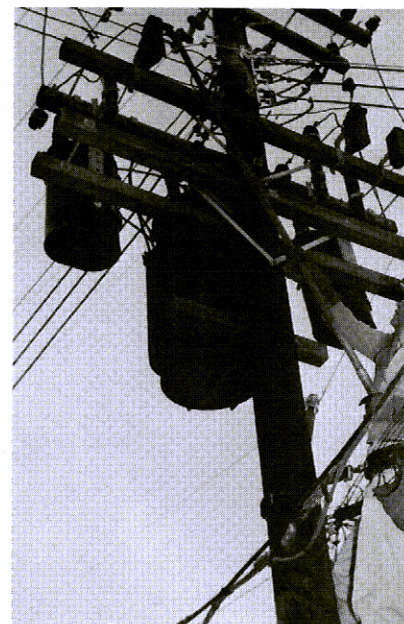
Engineering & Maintenance has been responsible for the physical body of the base, from top to bot-

tom. Included in its sections are Utilities, Ground Maintenance, Motor Pool, Janitorial, Building Maintenance and industrial shops. Between 1952 and phase-out the Motor Pool recorded 3,600,000 miles of driving with only \$1,375.90 costs in accidents. No deaths or injuries were incurred.

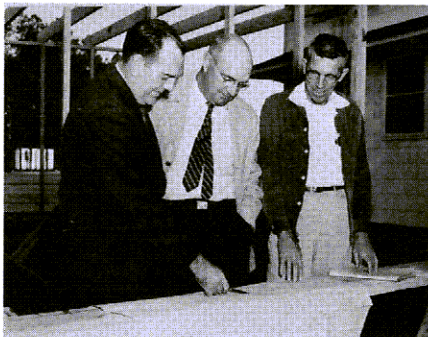
Water is a taken-for-granted commodity, but in E&M it is a vast supply issue — 182,500,000 gallons consumed every year. Face-lifting? For a three-year period ending in Fiscal Year 1958, for example, the department generated work projects totalling \$925,921. An encompassing preventive maintenance program kept costly, additional renovation projects at a minimum. Throughout its entire decade of operations at Spence, Hawthorne — thanks to E&M — consistently received compliments on an orderly, well-kept and neat installation.



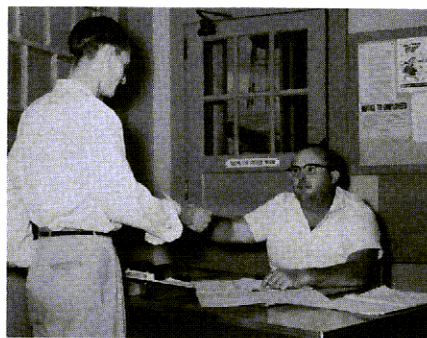
**PERRY DOTY**  
Director



Behind the scenes, linemen and light



Blueprint conferences held often



Motor Pool dispatches vehicles, safety

The face of Spence is the job of E&M



And changing the face is a full-time job





**MRS. BEULAH KILGORE**  
Director

FROM A PEANUT BUTTER SANDWICH

# Food Services

SINCE May 17, 1951, Food Services has served three family style meals a day. The first arrival of 132 Cadets were fed royally and on time, but the very first issue of food was a peanut butter sandwich given to an early comer.

In addition to serving over 10,000 meals to students and civilians, the department has prepared for special events — luncheons, buffets, field days, fishing trips, flights, graduations, weddings and once even the honor of preparing food for President Eisenhower's party.

A tradition of "Mamma K," affectionate nickname given Mrs. Beulah Kilgore by generations of students, has been a periodic birthday cake honoring any and all birthdays. At phase-out she had

prepared 447 such cakes. What do ingredients for 447 birthday cakes look like:

- Cake**
- 8,940 Cups Flour
- 4,364 Cups Sugar
- 10,728 Tsp. Baking Powder
- 1,788 Cups Shortening
- 10,728 Eggs
- 5,364 Tsp. Almond Extract
- 3,576 Cups Milk
- Icing**
- 8,046 Egg Whites
- 4,023 Cups Sugar
- 894 Tsp. Cream of Tartar
- 894 Tsp. Vanilla Extract
- 447 Tsp. Almond Extract

Mama K's dining hall has always received the highest ratings possible from inspection teams, a fact she says is due to "the wonderful employees we have had."



Sumptuous desserts a daily fare



Top grade meats used by the ton



Buffet salad table, family style service

Happy Birthday — 447 times in ten years

Menu conferences held daily

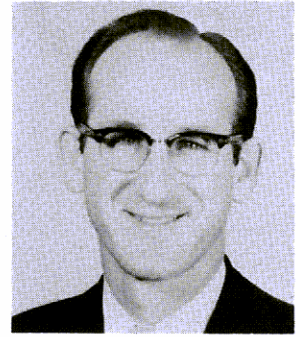




Business machines support the flying machines



Bowling Center top recreation



OLIVER BOOKER, JR.  
Comptroller



Sales store serves all base personnel



Canteen a flight line haven



E. J. VANN  
Internal Auditor

## CONTRACT CUSTODIANS

# Accounting

THE Accounting Department on March 15, 1951 was located in the briefcase of Pete Howe as he operated from his sleeping quarters in what is now the Officers Club. From that meager beginning and up to the fall of 1960 the department has been accountable for a total budget in excess of 35 million dollars.

Mr. Howe hired Emily Mirgle nee Emily Monk as a Jane-of-all trades — cashier, bookkeeper and secretary. She was the first non-supervisory employee of Hawthorne at Spence.

The Accounting Department is the custodian of the contract under which operations are conducted. In general, the responsibility was budgeting, disbursing and billing for the expended funds, including payroll. As the department and the base grew, it absorbed other duties — the telephone and teletype operations, base housing and the auxiliary activities — the canteen,

sales store, bowling center, concessions and others.

Directors have been Pete Howe and Mario Eberle. At phase-out the position of Comptroller was held by Oliver Booker, Jr. The office manager throughout operations was Arsene "Art" Kalenian. Chief accountants have been Chet Lundstrom, Ebbie Ward, Tom Barbree and Earl Compton. Accountants were Sam Barrow, Lee Webb and Seaborn Ewer. Among the ladies who staffed the department — some current at phase-out — were Virginia Pirkle, Hewlett Pope, Janie Brown, Jane Stephens, Evelyn Way, Iris Scott, Sue Wilson, Barbara Parker, Jan Guest, Gloria Snipes, Mary Nell Hobgood, Connie Hudson and Yuba Jenkins (Yuba took on the job of directing and handling the employee credit union). Comptrollers have been assisted by such secretaries as Patsy Browning, Shirley Wood, Nancy Green, Jean Pope, Joyce Talliaferro and others.



Telephone communications link bas

PEOPLE, POLICIES, PROGRAMS

# Industrial Relations

THE business of Industrial Relations is people, policies and programs — development, welfare, health, safety and protection of all employees.

Industrial Relations Administration develops and directs basewide programs, policies and activities including employment, insurance, employee benefits, wage and salary administration and management development. Industrial Safety and Security — responsible for safeguarding life and limb and maintaining around-the-clock vigilance over the base. Fire and Crash — protects the life and property of military and civilian alike.

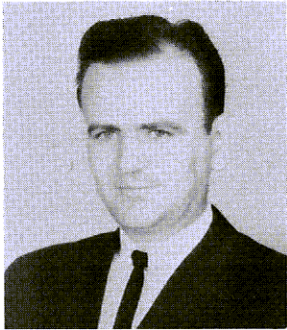
Statistical Control — the base's technical service nerve center — responsible for reports, forms, postal, distribution, message, authorization library and reproduction.

Industrial Nurse provides pre-employment physicals, periodic health checks, and first aid. The Administrative Assistant handles all information responsibilities, including the base newspaper and public relations.

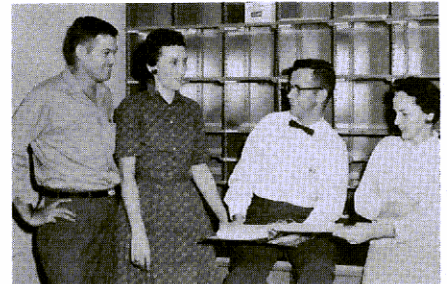
In its "people business," Industrial Relations, therefore, touches all departments and all personnel with its activities.



**CARL W. DAHL**  
Director



**LeROY SPRUILL**  
Administrative Assistant



Stat Control, technical "nerve center"



Gate checks part of Safety & Security's job



Training keeps firemen on-ready



Administration—people and procedures

Industrial health integral to mission



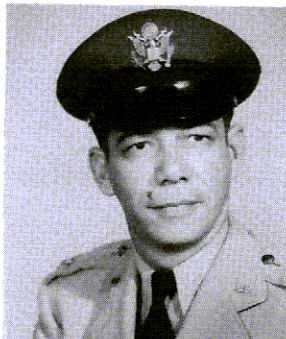
Volunteer reporters work with editor



# Base Commanders



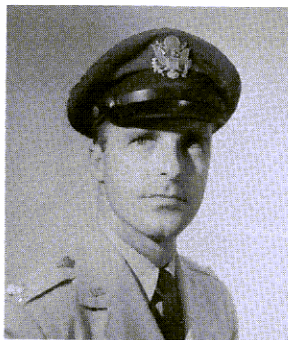
**Col. Stephen H. Crosby, Jr.**



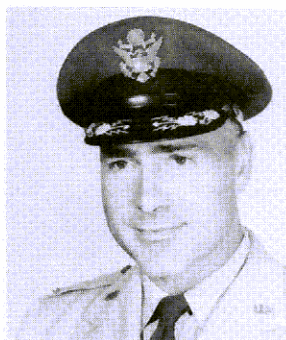
**Lt. Col. Mortimer A. Yates**



**Col. William S. Chairsell**



**Lt. Col. Robert M. Levy**



**Col. Ernest F. John**



**Col. Carleton W. Rogers**



**Maj. John W. Hillen, Jr.**



**Col. Rogers reviews parading student corps**



**Maj. Hillen, right, receives final command**

**3302 MISSION**—To accomplish supervision and inspection of the quality of the training provided by the Contractor; to provide for Military Training of students; and to accomplish the normal Command and administrative functions of an active unit of the Air Force.

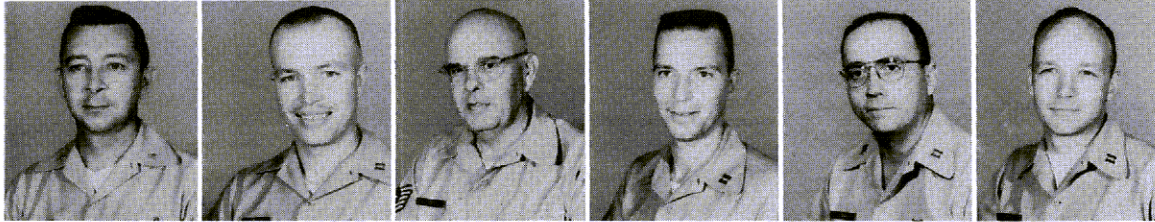


# 3302 Pilot Training Group

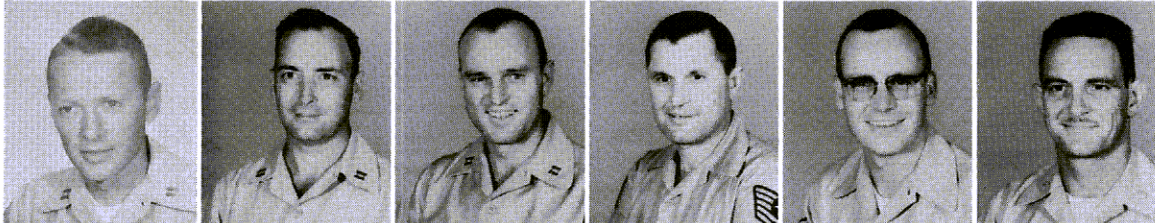
OFFICE  
OF  
ACO



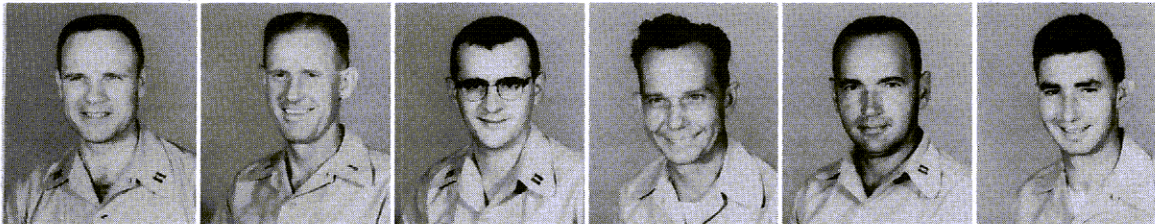
Charles F. Mann, ACO  
Howard R. Clark  
D. W. Pippin  
Lorene Wallace  
Clarence E. Angst



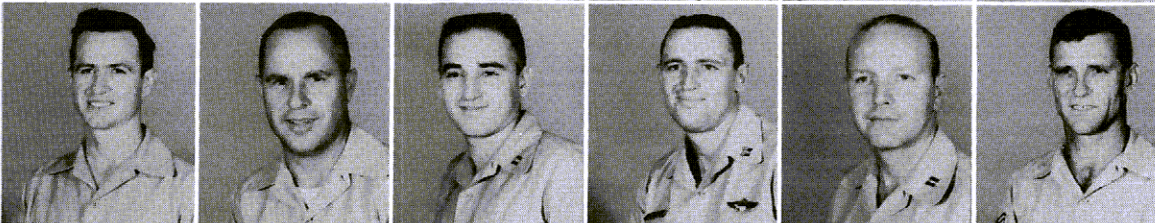
Edward R. Brandt  
Kenneth V. Carey  
William J. Cole  
Homer W. Dejmek  
Marcus Dickman  
Ronald K. Dutton



Elwood Ellis  
Wallace W. Elwood  
Walter Ethridge  
Joe C. Gomez  
Robert W. Griffin  
U. R. Johnson



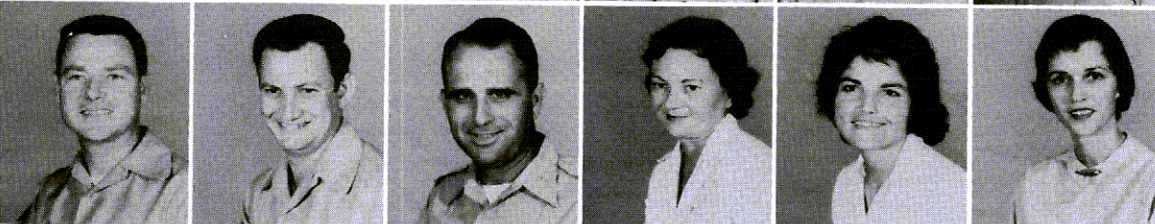
Roger K. Larson  
Merlin H. Knudtson  
L. M. Lamar  
Fredrick F. McConnell  
Emil S. Mason  
William H. Myhand



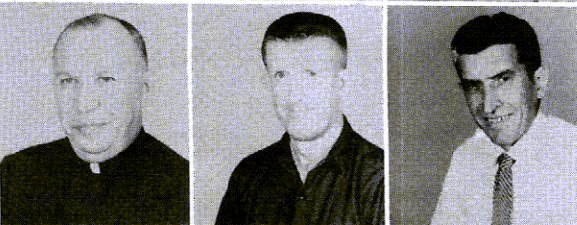
Wallace F. Nelson  
Marvin T. Oates  
Frank Paccione  
Harold R. Paetzel  
L. G. Pazel  
Lee R. Pouncey



Robert R. Reed  
J. V. Romubio  
Glenn P. Thoreson  
James W. Wells  
Kenneth L. Scovel  
Raymond Tucker



Thomas J. Waldrow  
Dean Wright  
Angus O. Youngblood  
Mary N. Black  
Peggy Edwards  
Joyce Gammage



Military photos here are shown alphabetically, without regard to rate, rank or seniority.

Thomas A. Albert  
Melvin Davis  
Pete Kendall

# A Decade

1951

**March**—Air Force announces Hawthorne's successful bid to operate Spence. Rehabilitation job begins.

**May**—Hawthorne gears to train pilots for USAF. Lt. Col. Stephen H. Crosby assumes command 3302nd. Class 52-C arrives for training.

**June, July, August**—Training activities progress rapidly. Personnel increases and more AF students arrive.

**October**—Hawthorne reaches full operational status with arrival of Class 52-G, including students from the Netherlands, Denmark, and Belgium. First class (52-C) graduates. Volunteer workers open Community Chest Campaign.

**November**—Military and Hawthorne personnel donations of \$1,301 puts Community Campaign over the top. New instructors uniform adopted.

**December**—Chaplain's section sponsored children's Christmas Party.

1952

**January**—Annual Moultrie Chamber of Commerce Banquet held at Spence.

**May**—Lt. Col. Mortimer A. Yates relieved Lt. Col. Stephen H. Crosby as Commander of 3302nd. Thousands view annual Armed Forces Day Program at Spence as Hawthorne also celebrates its first anniversary here. Five classes, about 500 students, graduated during the first year's operation. "Operation Southern Hospitality" opens Moultrie homes and hearts to Allied students at Spence.

**August**—Rotary entertains Allied students at Banquet.

**September**—Military and civilian personnel from Spence participate in annual Southeast Tobacco Festival held in Moultrie.

**November**—Maj. Gen. Gabriel P. Disosway, Commanding General FTAF, visits Spence. Improvement program totaling \$121,521 for new taxiways and resealing all runways announced.

1953

**January**—Chaplain Phillip L. Green transferred. Chaplain Herschel H. Day assumes duty at Spence.

**February**—Spence Cadets donated \$584 to March of Dimes Campaign. Civilian employees contributed \$845 for a portable respirator for polio victims in a campaign promoted by Moultrie Jaycees.

**March**—Hawthorne announces a two-year scholarship, valued at \$500, in aeronautical engineering at Georgia Institute of Technology for a deserving Colquitt County Youth.

**April**—An award of \$1,000 for the first Spence graduate who shoots down five Red planes over Korea announced.

**May**—Representative J. L. Pilcher addresses crowd at Spence during Armed Forces Day Program. T-6 training plane set up in front of Moultrie Courthouse as part of Armed Forces Day Program.

**June**—Hawthorne employees vote "No" on Transportation Workers Union attempt to establish a union at Spence.

**July**—Air Training Command's tenth birthday observed at Spence with a dance at the Hawthorne Club.

**August**—Spence is host to 220 members of AFROTC on their visit from summer encampment at Turner AFB. Cadets and employees participate in annual Southeast Tobacco Festival in Moultrie. Personnel attend picnic held on the base. Bert Harsh appointed General Manager, replacing Kenneth V. Brugh.

**October**—United Givers Fund Drive launched under the direction of R. Thurman Taylor, Director of Personnel. Lt. Col. Mortimer Yates receives assignment to duty in Washington, D. C. Forty company supervisors receive two-year service pins.

**November**—North American T-28 to replace T-6 at Spence announced. "Operation Joy Toy" launched to provide toys for needy children at Christmas.

**December**—First T-28 arrives at Spence. "Joy Toy" Caravan spreads Christmas cheer.

1954

**January**—Lt. Col. William S. Chairsell to assume command of 3302nd PTS.

**February**—President Eisenhower and his party landed at Spence for first time. AF Secretary Harold Talbott inspects Spence, the first time he has ever visited a primary flying school. He was accompanied by Attorney General Herbert Brownell, Jr. and Commerce Secretary Sinclair Weeks. Spence graduates Class 54-N, its 20th class.

**March**—Hawthorne Ladies Club presents "Old Broadway" shop at Hawthorne Club.

**May**—Beverly E. Howard elected President of Aeronautical Training Society. Officer's Wives Club stages style show at Spence. Fifth annual observance of Armed Forces Day celebrated.

**June**—Lt. Col. William S. Chairsell, Commander 3302nd PTS, re-assigned to Greenville AFB, Mississippi.

**July**—Chaplain Herschel H. Day assigned to overseas duty in Far East. Chaplain William M. Miller replaces Chaplain Day. Lt. Col. Robert M. Levy assumes command of 3302nd.

**August**—Cadets at Spence honor Mrs. Beulah Kilgore, Hawthorne's Director of Food Service, with a review in appreciation of her family style meals. Beverly E. Howard received the Ribbon of Chevalier in the French Legion of Honor for his work in training French Pilots.

**September**—Spence Air Base is host to the Senior Class of Moultrie High School in cooperation with the Kiwanis Club.

**November**—"Operation Joy Toy" set up again to spread Christmas cheer to poor children by re-conditioning old toys donated by personnel for delivery by Santa.

1955

**January**—Col. Levy forecasts jet training at Spence by 1957 in a talk before the Moultrie Kiwanis Club.

**February**—Maj. Gen. G. P. Disosway, Commander FTAF, inspects Spence Air Base. President Eisenhower and party, including Mrs. Eisenhower, lands at Spence.

**May**—Armed Forces Day Program attracts about 3,500 persons to Spence. Woman's Club holds a play clothes "Style Revue" at Spence swimming pool.

**June**—Matthew R. Pelling resigns as Director of Flying Training, and is replaced by Maurice A. Austill.

**July**—Contracts let for new and improvement projects at Spence total \$170,000.00.

**August**—FTAF approves "Instructor's Handbook" compiled by Link Department.

**September**—Kiwanis "Youth Day" attracts 175 Senior High School students to base. Officer's Open Mess formed at base, replacing former Spence Club.

**October**—Col. Levy announces details of the new Army Pilot Training Program. Spence Air Base records 500,000th flying hour since

Next summer a... ber of Hawthorne... will bene...

**Spence Story Told On Television Show**  
Television viewers in Florida and South Georgia had opportunity last Wednesday to see the... High Altitude Survey Shows High morale, a good command, good supervision, fair pay, and low personnel turnover were the key... Community Participation

**Over 300 Bowlers**  
An estimated 300 bowlers... with one-third of them... will soon be in full... competition

**United Givers Donations**

**Civic Service - Spence Approach**  
Well over 90 percent of Hawthorne employees... their families... are... and... From 100 to 200... the school... Red Carpet Festival Planned For 61-D  
Members of incoming class... will be socially... at the Sunset... the Moultrie... Success Formula Told Supervisors

**Bert Harsh, Hawthorne Vice President Heads New Parents' League**  
Bert Harsh, Hawthorne... has been... chairman of the... Parents' League... organization... and...

**Base Letter To Moultrie**  
Spence again... be well represent... annual Moultrie... presentat... the Sp... Parents' League... organization... and...

**New Policies**  
Hawthorne... were broadened... a policy that st... first from... First Bar... Kids...

May 1951. Academic Department holds an "In Service Training Workshop" attended by representatives from seven contract schools.

**December**—First L-19 arrives for Army Pilot Training Program. Chaplain Karl L. Swain arrives for duty. Kiddies enjoy Christmas Party at Base Theatre.

1956

**January**—Paul Harvey, famous news commentator, visits Spence.

**February**—Spence again welcomes Eisenhower party, on third visit to Spence. Credit Union declares a five per cent dividend on employee's shares during 1955. Spence Tigers end basketball season undefeated as Sowega Conference champs, coached by Howard Williams. Flight instructors organize Glider Club.

**April**—First group of fourteen employees receive 5-year service pins from Hawthorne's president, Beverly E. Howard. Hawthorne "Gals" organize softball team.

**May**—Armed Forces Day program

# of Headlines

attracts crowd. Hawthorne celebrates fifth anniversary.  
**July**—Spence nine-hole golf course officially opens.

**August**—Col. Ernest F. John reports as commander. Perry Doty becomes Director Base Engineering and Maintenance Dept. LeRoy Spruill takes over as Administrative Assistant and Herald Editor, replacing Jack Scherer. Hawthorne girls win city softball championship.

**October**—Spence participates with bands, floats and girls in Colquitt County Centennial. Belgian Government presents base with plaque honoring the training given that country's students.

**November**—Donation of \$3,500 made to United Givers by employees. Hawthorne receives Award

Dave Brown crowned first Queen and King of base golfers in first tourney. Ben Newell retires his five-year-old flight cap. Air Explorers Scout Squadron starts, sponsored by 3302 Pilot Training Group.

**July**—Air Force Academy begins summer indoctrination program. Cadet of Week program launched by Military Training. Aircraft Maintenance IRAN underway.

**August**—Major John W. Hillen, Jr., replaces Maj. Ed Miller as Operations Officer. Fluorescent paint program for aircraft gets underway here. Fourth mechanic trainee class finishes.

**September**—Les Locke replaces Sam Austill as Director of Flying Training. Leo Carver replaces Ed King as his assistant. Air Explorers receive charter.

**October**—Spence appears for first time in "Smilin' Jack" comic strip, the start of six months of base inclusions in the strip.

**November**—Employees donate \$4,000 to United Givers.

**December**—Operation Joy Toy breaks previous records in fixing up old toys for the community's needy. First three-day hosting of Allied students over holidays started by Tallahassee, chaired by Ted Kiper.

1958

**February**—President Eisenhower visits Spence for the fifth time.

**April**—Herald magazine retired and is replaced by new publication, a newspaper re-named the Spence Approach. FTAF absorbed by ATC in re-organization move. Lt. Hank Morgan new base golf champ. Ashby Grimmitt replaces Thurman Taylor as Director of Personnel.

**May**—Bert Harsh charter president of the Moultrie Parents League. Second Family Field Day held, with over 2,000 attending. Jody Shattuck, Miss Georgia, 1957, visits base. Safe driving awards to 57. Chapel Annex completed.

**July**—Lt. Francis A. Wieggers named "Mr. 5,000" for becoming Hawthorne's 5,000th Air Force student pilot completion at Spence. Rehab projects totaling \$395,993 underway. Col. Carleton W. Rogers replaces Col. John as new commander. Pistol and Rifle Range opens.

**October**—Employees donate \$3,500 to United Givers. Spence breaks own all-time stan board record.

**November**—First Red Carpet social welcome held for Class 60-C. Bob Weaver emotionally upset when his flight's mascot, a mynah bird, shows disloyalty by talking about another flight. Vickie, motor pool pup and mascot, receives five-year pin.

**December**—Chaplain's Christmas party held for kids. Hawthorne gives hams to all employees. Carl Gibson new base golf champ. Tallahassee hosts Allies.

1959

**January**—Hawthorne's sailplane test flown. Bevo named "Boss of the Year" by local Jaycees. Electronic Hobby Shop opens.

**February**—The sixth and final visit is made by the President.

**March**—Hawthorne's "Mr. 5,000" named as Basic honor graduate.

**April**—Spence captures tri-base golf trophy.

**May**—T-37 jet introduced to community leaders. Lady golfers place second in tri-state league.

**June**—Six months of accident-free flying attained.

**July**—First T-37 assigned here as phase-in underway. Col. Rogers flies it in. Chaplain Angus Youngblood replaces Chaplain Karl Swain. Dick Aycock new golf pro.

**August**—Girls softball team city league runners-up. Hickson Skinner attends world-wide flying safety conference. Spence again breaks its own standardization record. First T-28 retired, piloted by Gus Sermos.

**September**—Carl W. Dahl replaces Ashby Grimmitt as Director of Personnel; Department renamed Industrial Relations.

**October**—David Holcomb new base golf champ. Bill Grigg and Hubert Owens tennis doubles champs. Hawthorne chosen as Number One school by ATC.

**November**—United Givers receive \$4,300 from employees. Spence named to receive USAF Flying Safety Award.

**December**—FlySafe Plaque presented by Gen. Brandt. Spence story told on WCTV in Tallahassee by Maj. Hillen and George Goulette. Six lane bowling center opens. Tallahassee entertains Allied students. Hawthorne again gives out hams.

1960

**January**—Spence Toastmasters Club formed. Over 300 bowlers sign for leagues.

**March**—Class 61-F, first jet class, enters training.

**April**—Base hosts inter-base, military-civilian Academics Work Shop. Second USAF FlySafe Plaque earned. Air Force announces all contract schools termination. Credit Union liquidates.

**May**—Holcomb re-crowned golf champ. Tigers solo first jet student, Lt. Raymond Walter, Jr. Stu Phillips was his instructor. Phase-out plans and procedures underway.

**June**—Second USAF FlySafe Plaque presented.

**July**—Last T-28 flown by American student, Cadet Bill Hayes in Polecat Flight, Commander George Freeman. Last T-37 assignment ferried in by J. R. Kitchens. Spence Chapel Choir places second in ATC contest.

**August**—Col. Rogers departs and is replaced by Maj. Bill Hillen. Maj. Johnson becomes Operations Officer. First T-37 solo finishes as class honor grad. Final Red Carpet held; Class 62-B recognized.

**September**—Base's first evacuation in the face of Hurricane Donna. Second evacuation within week, charged to Ethyl. Cut-off date for "Headline" information.

**December**—Classes 62-A and 62-B final students at base. Training shuts down.

1961

**January, February, March**—Facility phase-out underway and completed. Hawthorne departs Spence.

Leos-... high  
... be held on the bas

## Free Bowling Leagues End First Season Play, Crown Team Champs

Three all-male bowling leagues finished in a spurt of competitive action and the new bowling center base recreational facility.

## Supervisors Hear Educational Talks

Hawthorne's development with potential in the future. Supervisors heard talks by O. J. Booker, Comptroller, and three other employees chosen for off-duty training.

## Jaycees Honor Bevo Howard

Bevo Howard was honored as "Boss of the Year" by the Tallahassee Jaycees. He was chosen for his leadership in the development of the new base recreational facility.

## Miss Moultrie Try to Spence Girls In

Two daughters of Spence personnel will enter in the Miss Moultrie contest to be held Friday 10 at an evening social on the base.

## Red Carpet League To Entertain Class 60-F

The Moultrie Red Carpet League will entertain and welcome Class 60-F students at an evening social on the base.

## Job Opportunities

First industrial relations improvement opportunity for base employees.

## Tallahassee Hosts Students In Day Goodwill Holiday

Students from Tallahassee are invited to spend the day at the base for a goodwill holiday.

of Merit for employing physically handicapped.

1957  
**January**—Oliver J. Booker becomes new Comptroller, replacing Mario Eberle. New Hawthorne instructor uniform adopted. Spence Tigers SOWEGA basketball champs.

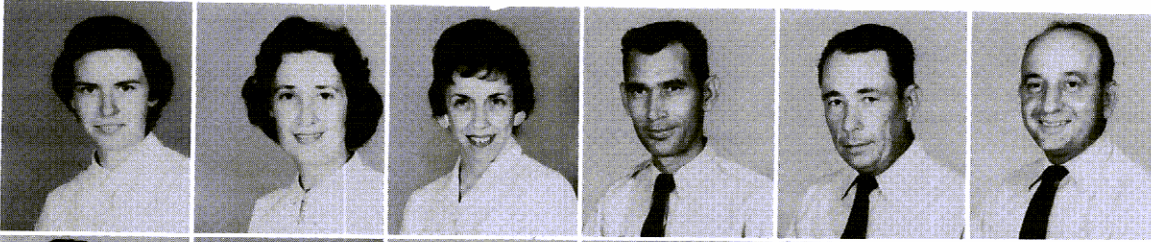
**February**—President Eisenhower makes fourth visit to the base. Henry Cabot Lodge and John Foster Dulles also visit.

**April**—First Commander's Luncheon held, recognizing Air Force Golden Anniversary.

**May**—Jim Pierce, instructor with the T-37 "Project Palm" program, flies a T-37 jet into Spence for the first time.

**June**—Zack Mosley, cartoonist and creator of syndicated strip, "Smilin' Jack," visits Spence to gather information for use in the strip. Mrs. Muriel Austill and Lt.

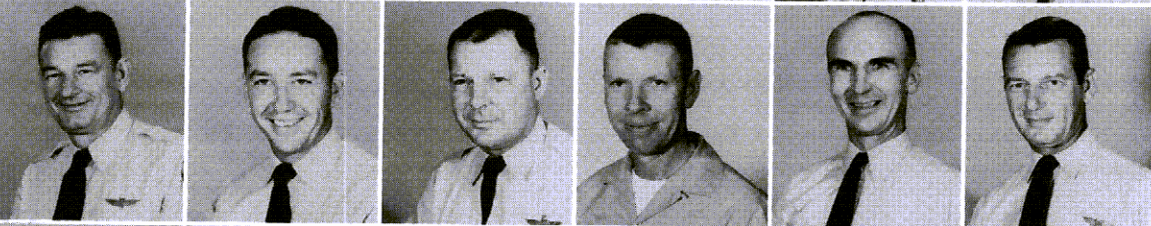
# Flying Training



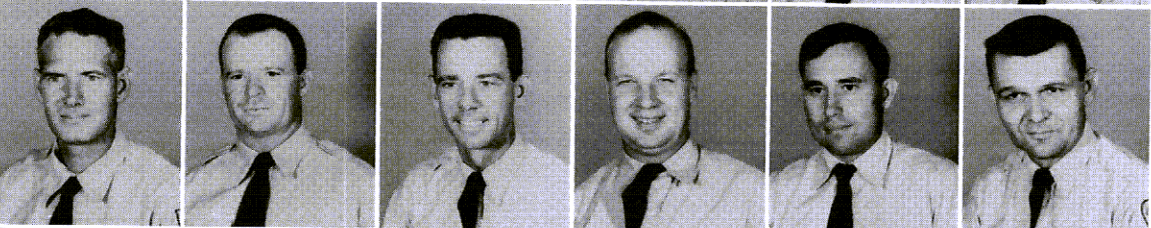
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Wilma Sellers  
George R. Adams  
W. C. Allen  
J. R. Alonso



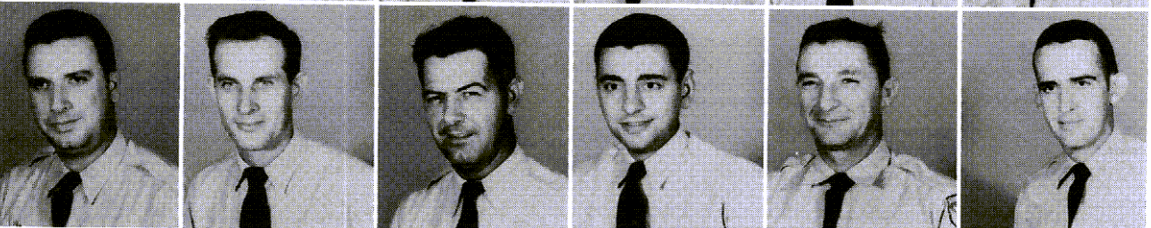
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Anthony S. Barros  
Pierre B. Bartholomey  
William F. Baxter  
G. W. Biggerstaff, Jr.



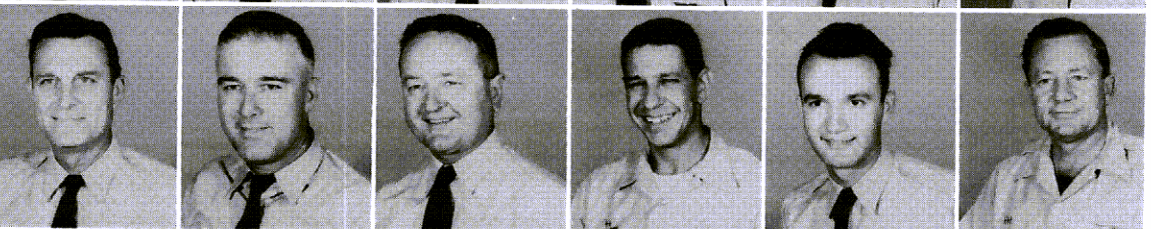
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Harold O. Boroughs  
Rowe D. Bowen, Jr.  
John O. Bricker  
Joe F. Brown  
Charles H. Bulmer



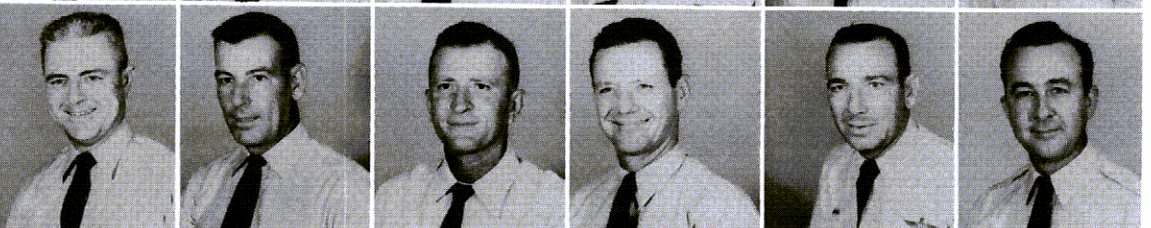
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Robert W. Campbell  
Ray Carver  
Henry E. Caudill  
David P. Chandler  
Bob H. Christie



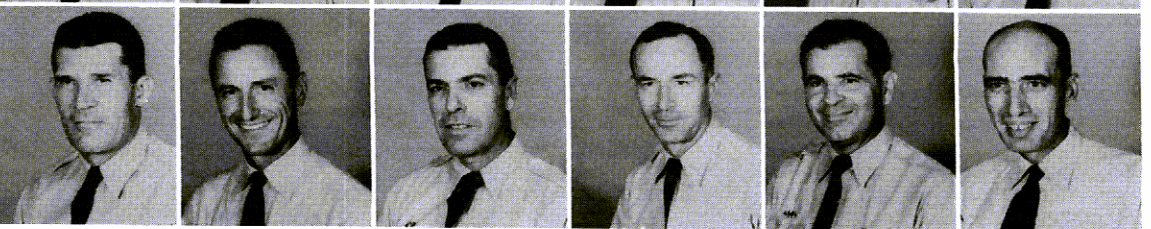
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W. Glen Coleman  
Thomas J. Colette  
Percy C. Costner  
Billie B. Cox



Robert R. Cox  
Gerald E. Crabtree  
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John P. Crane  
Russell Crew  
Allen J. Cribbs



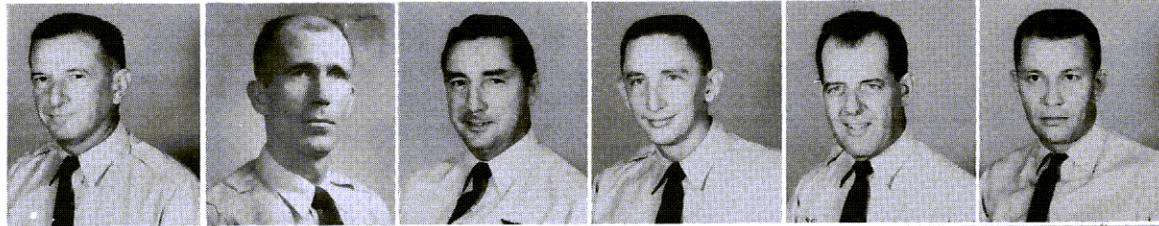
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Charles F. Eisman  
John B. Fincher



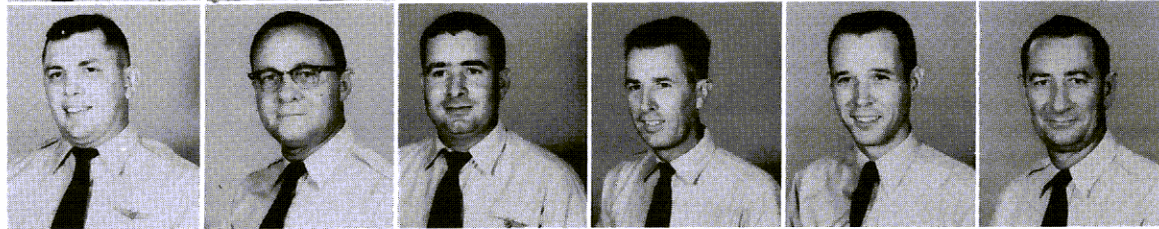
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Elmer Freel  
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Francis A. Gargaly



Carl W. Gibson  
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 James L. Gould  
 Henry C. Gray, Jr.  
 James H. Green  
 Asbley L. Grimmett



Robert E. Guay  
 Frank W. Haines  
 Charles E. Havill  
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 Wilton B. Hodges



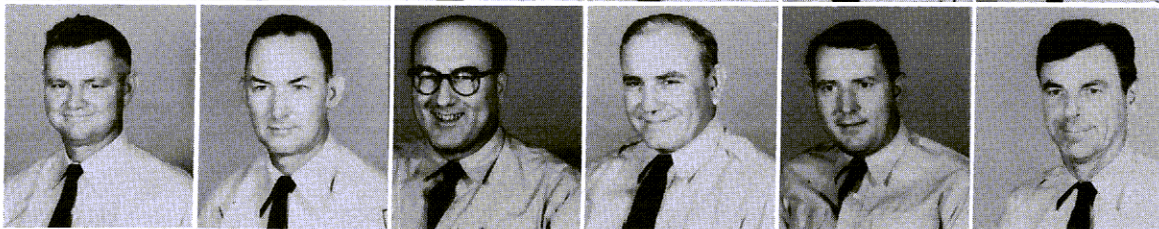
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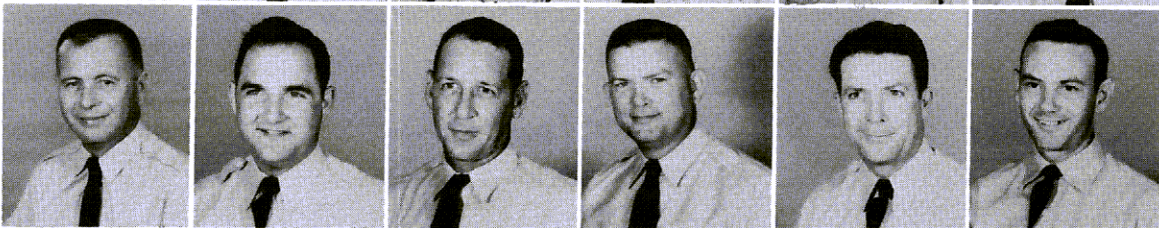
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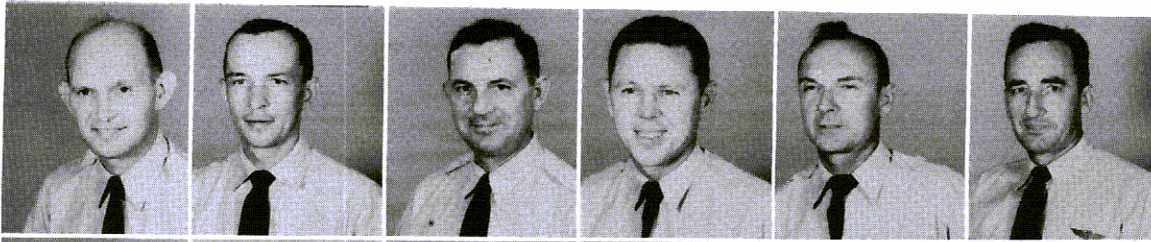
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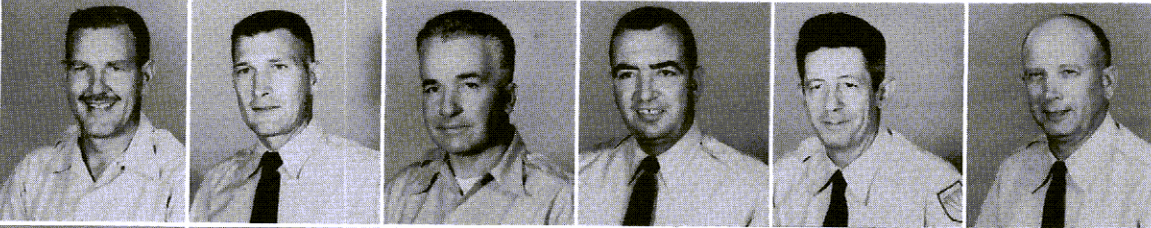
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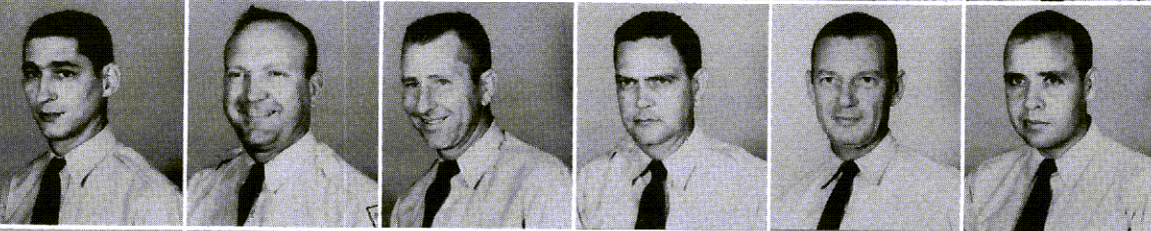
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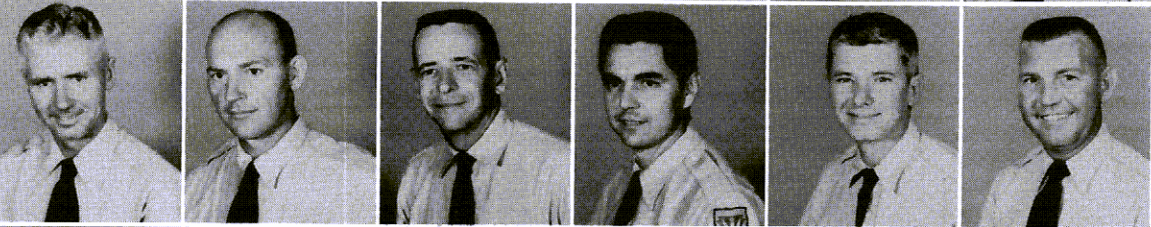
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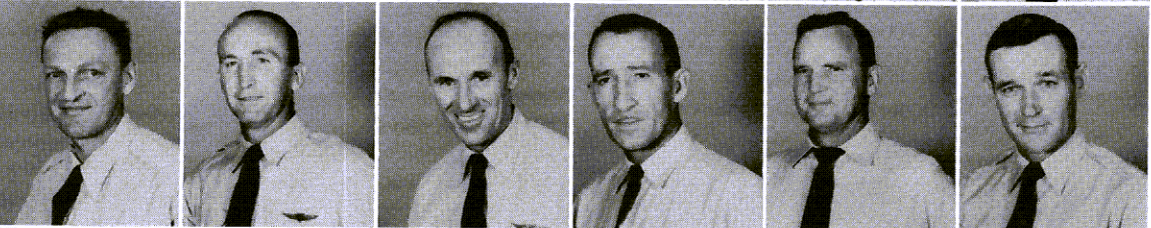
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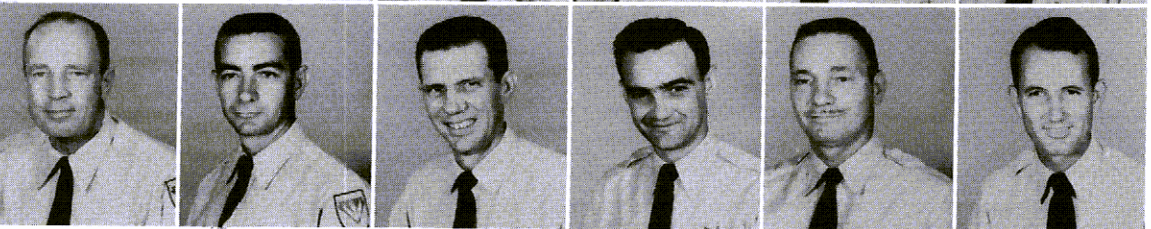
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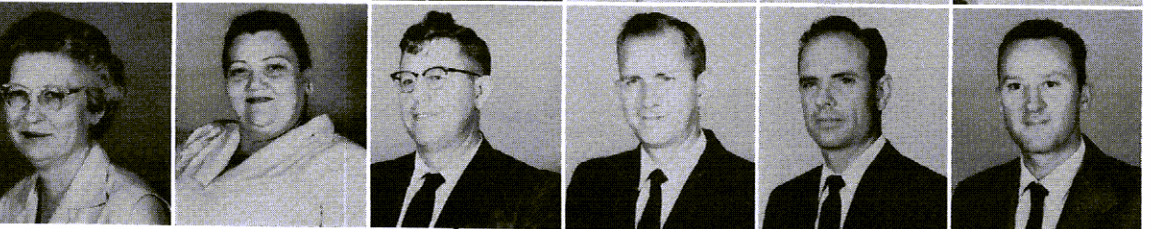
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 George W. Welch



H. D. Whiddon  
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 Ronald E. Williams  
 Roy H. Windham  
 John M. Wolfe



Charles W. Young  
 P. J. Ziegler  
 William W. Tillery  
 Mildred M. Barrs  
 Levi M. Benton  
 Earnest Grigsby



Margaret Hasty  
 Louise V. Lynch  
 R. L. McCorvey  
 George M. Carter  
 Ralph C. Hocker  
 Hugh B. Riley

# Academic Training

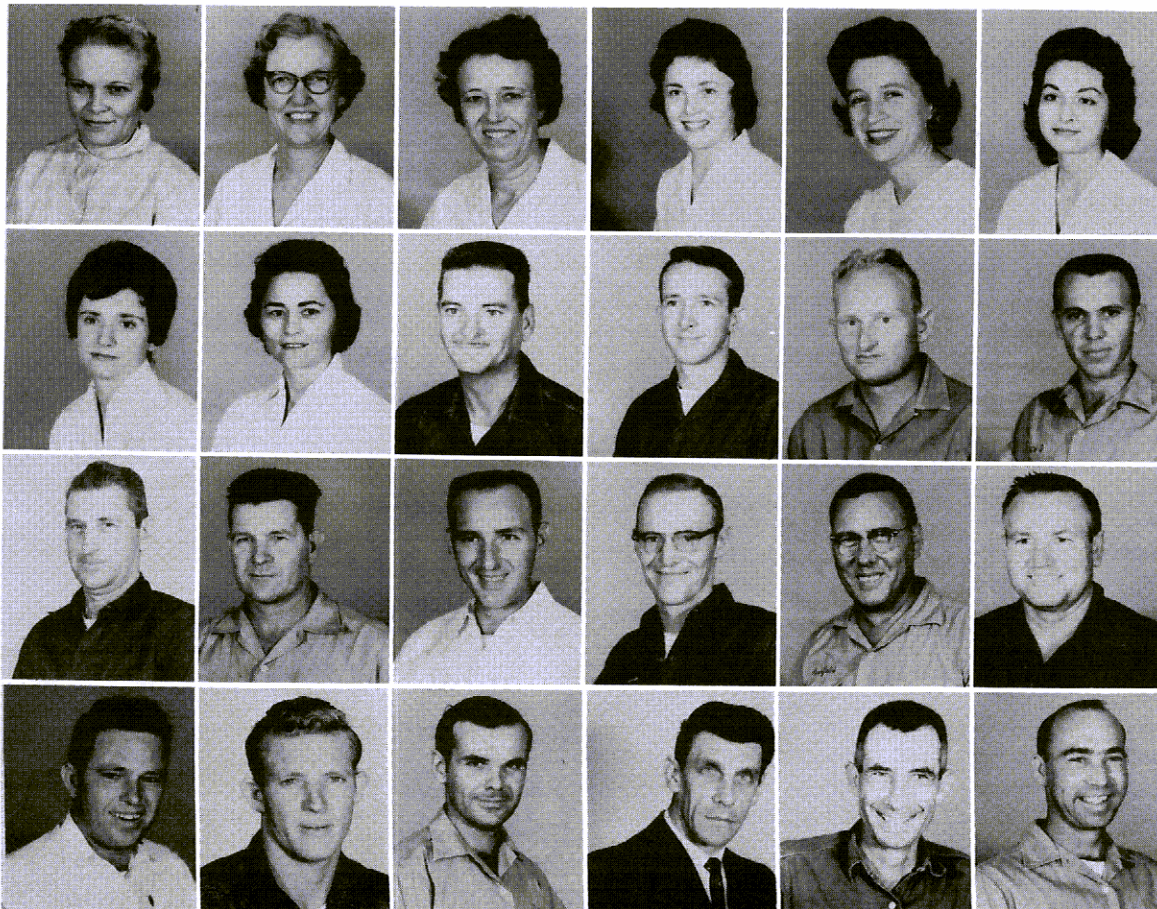


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James C. Hegwood  
Lawton L. Heidt  
George Longdo

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Hubert L. Owen  
Meville A. Peterson  
William B. Wells  
Howard R. Williams

Richard A. Aycock, Jr.

# Aircraft Maintenance

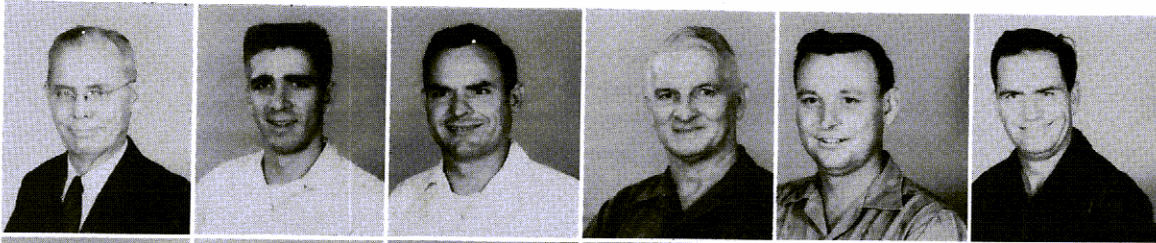


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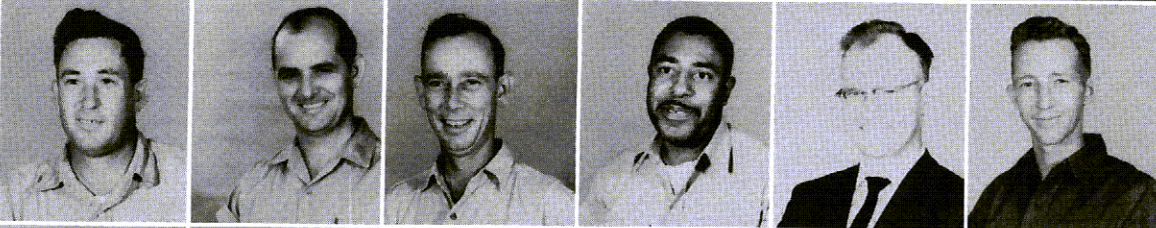
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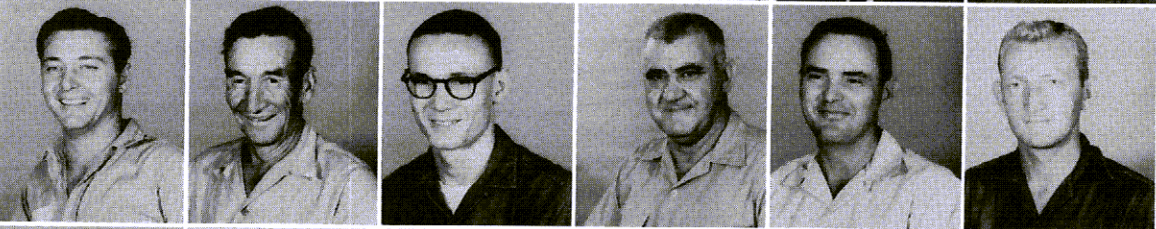
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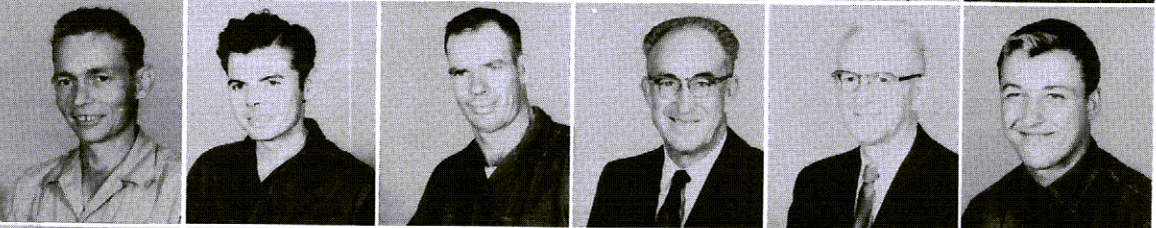
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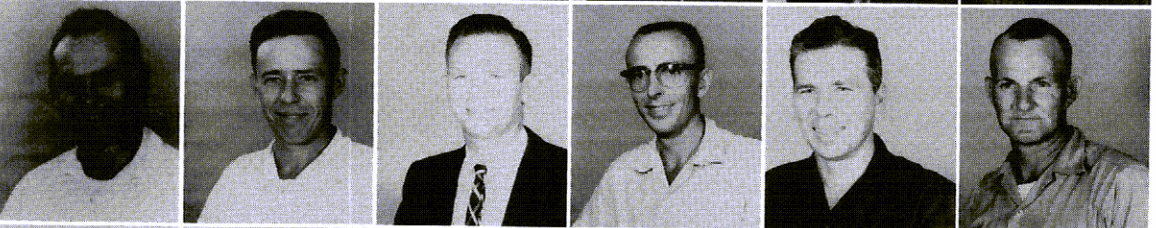
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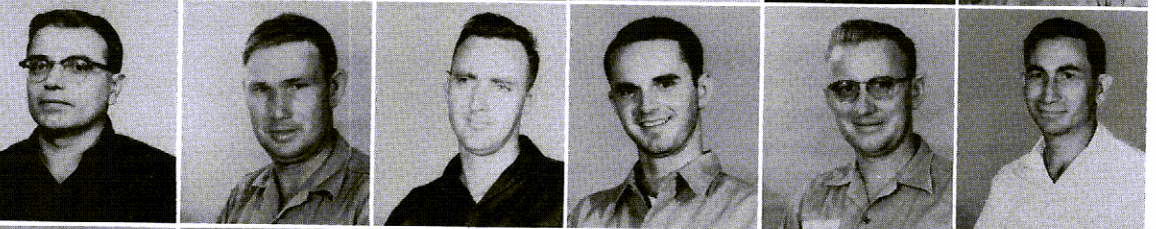
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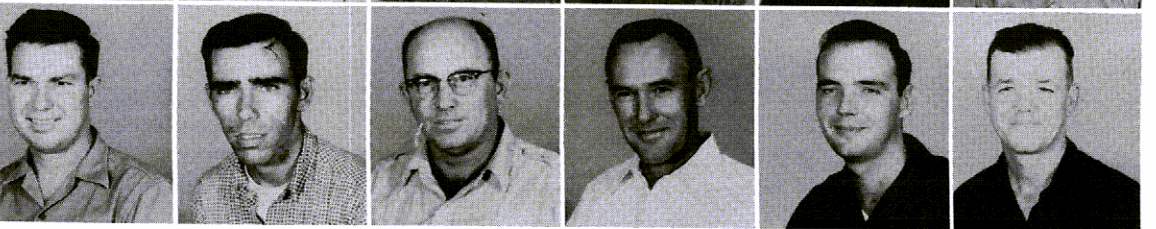
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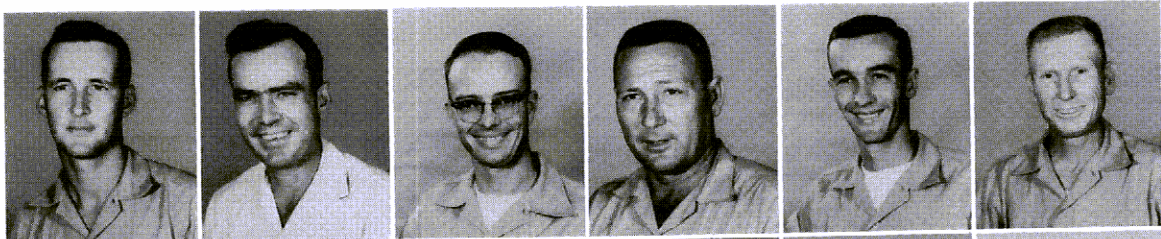


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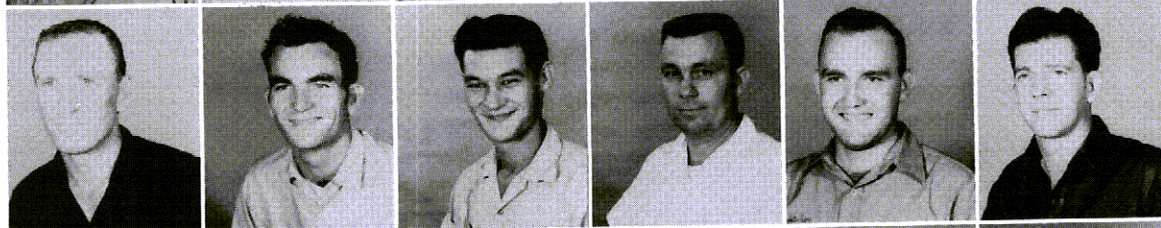


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 Coy Hall, Jr.





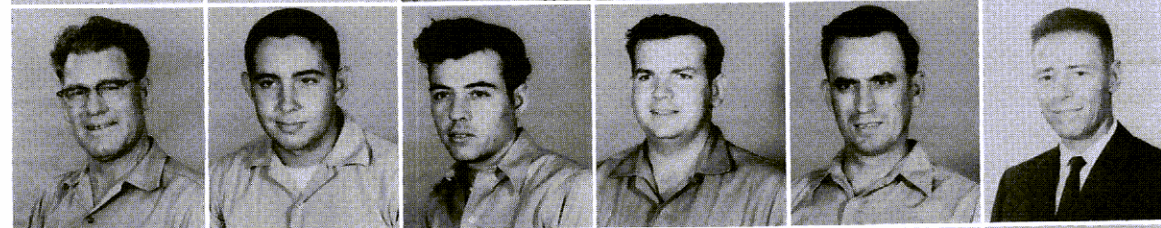
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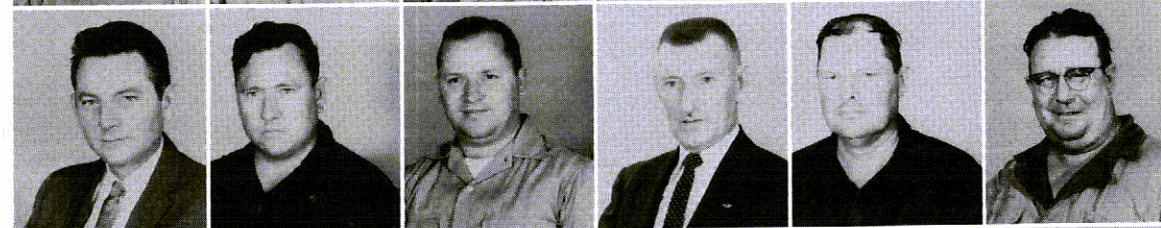
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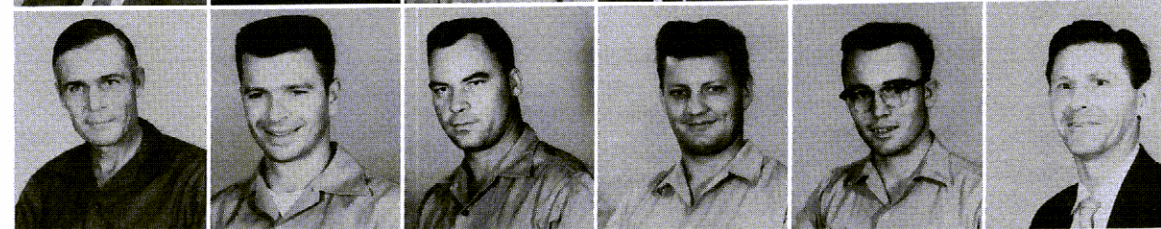
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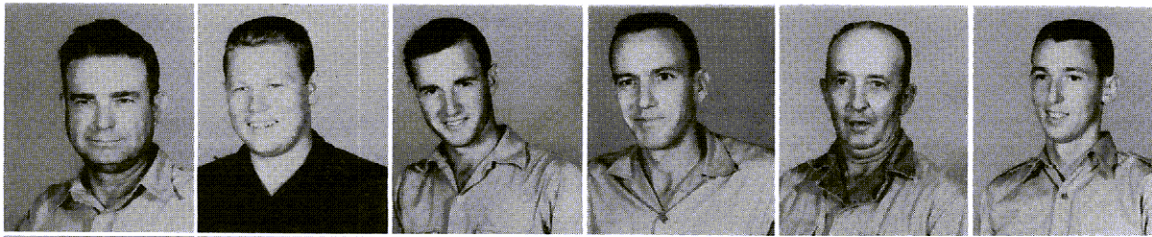
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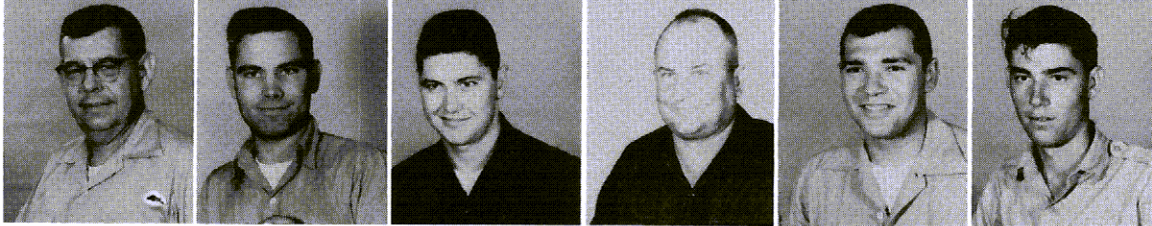
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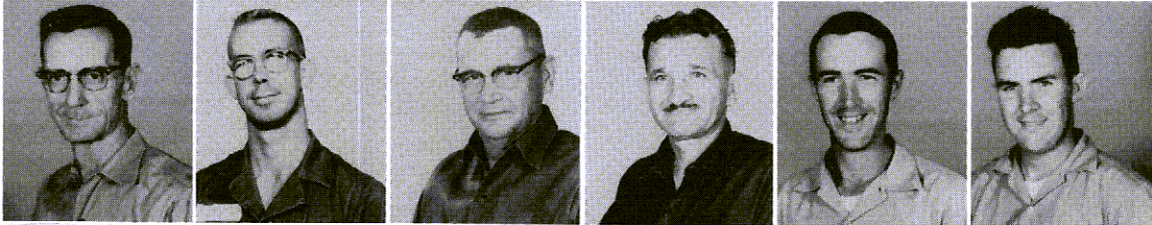
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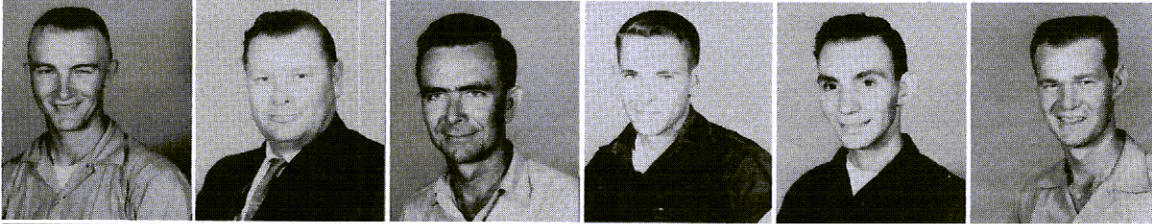
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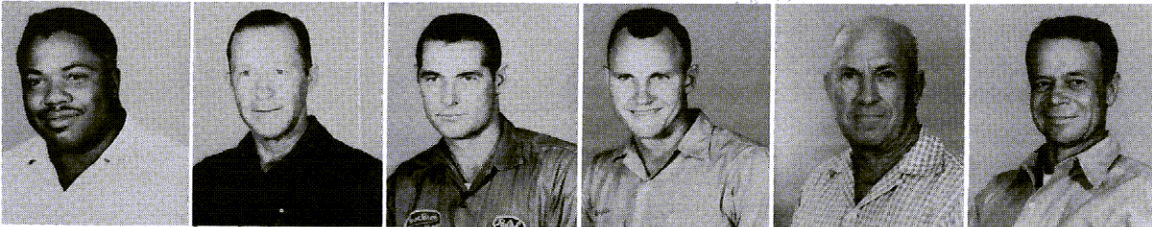
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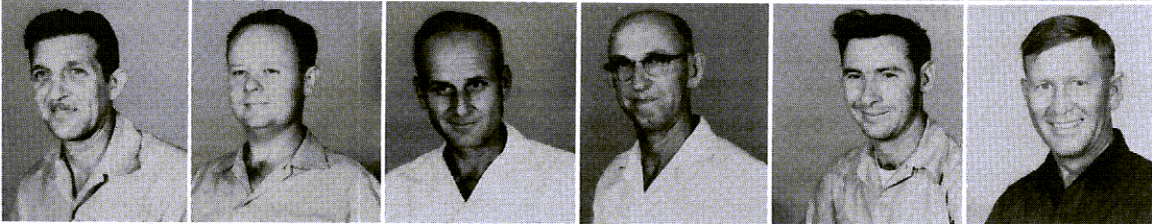
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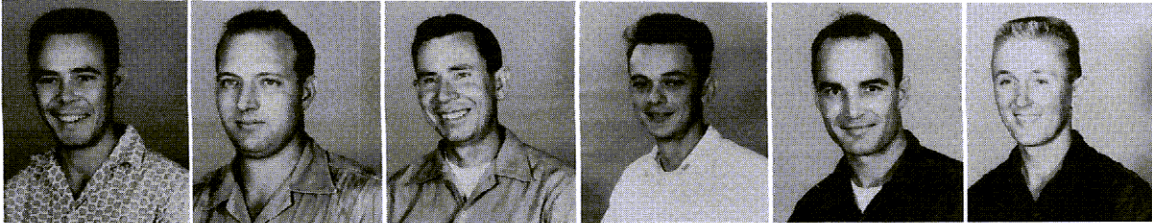
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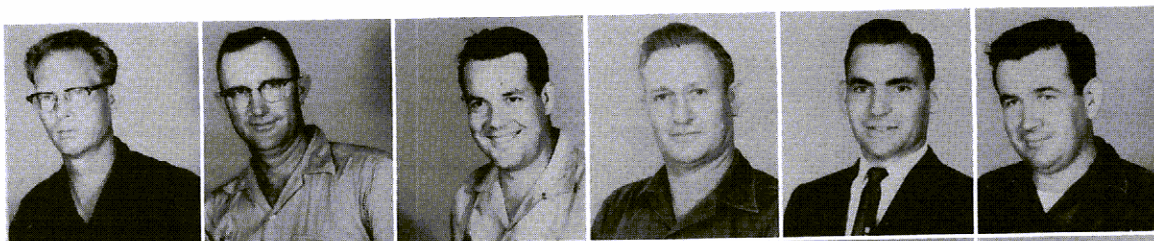
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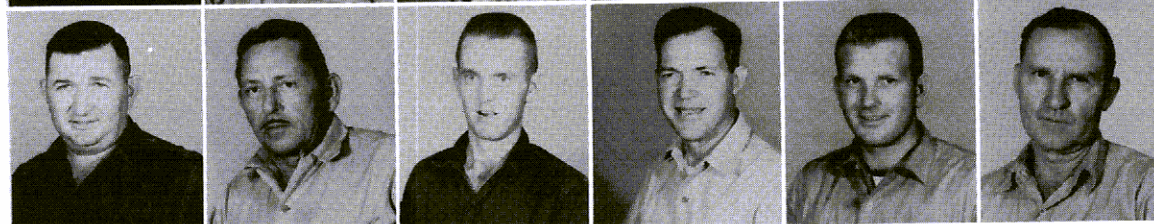
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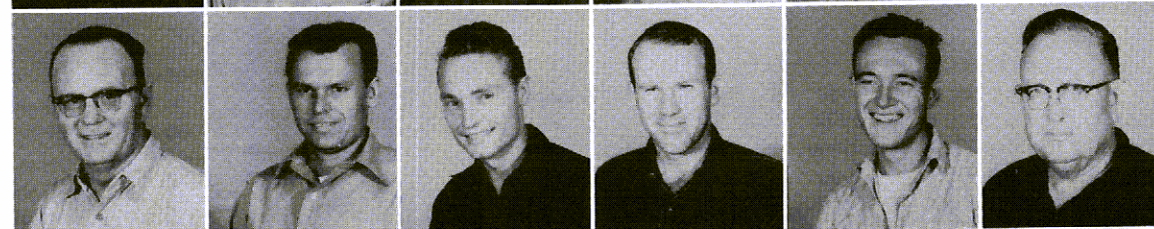
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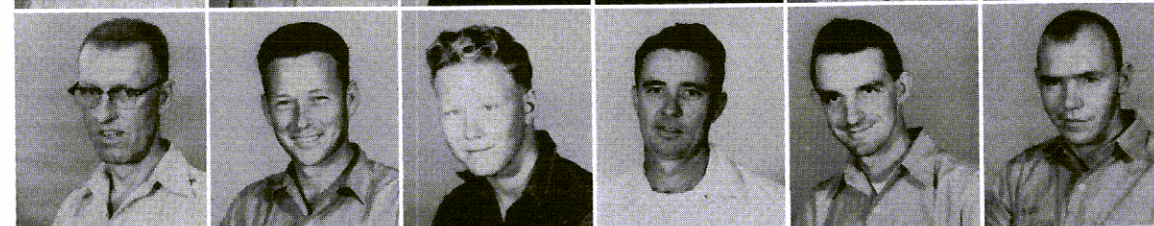
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William D. Smith  
W. E. Smith  
Homer S. Staines  
George H. Stephens, Jr.  
Harold E. Stephenson



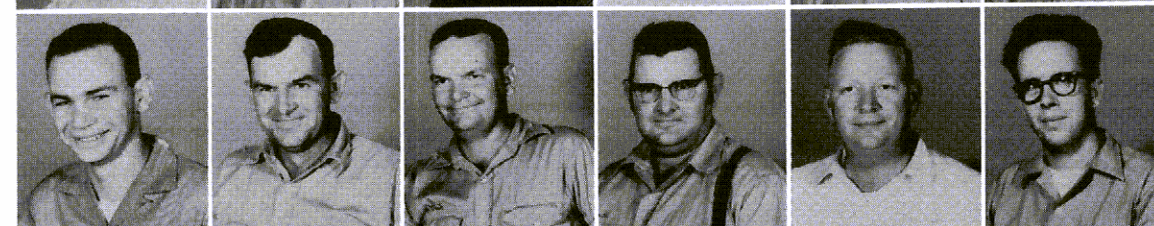
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Doug Stringfellow  
Charles W. Striplin  
Zed H. Summerour  
Gordon Wayne Taylor  
George B. Tedder



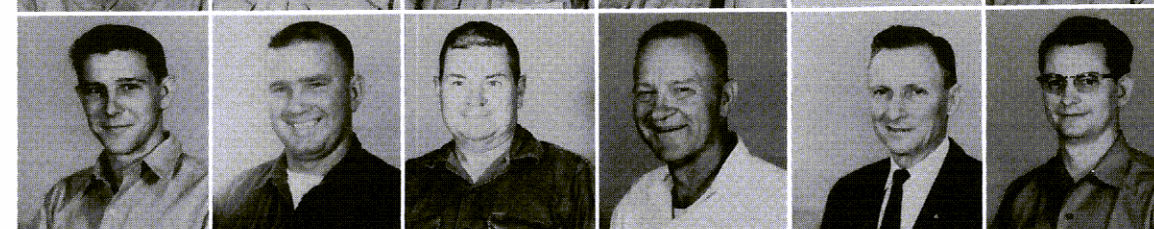
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Carl Thompson  
Lamar A. Thompson  
Branford L. Tillman  
Jonah L. Tillman  
John T. Tomlison



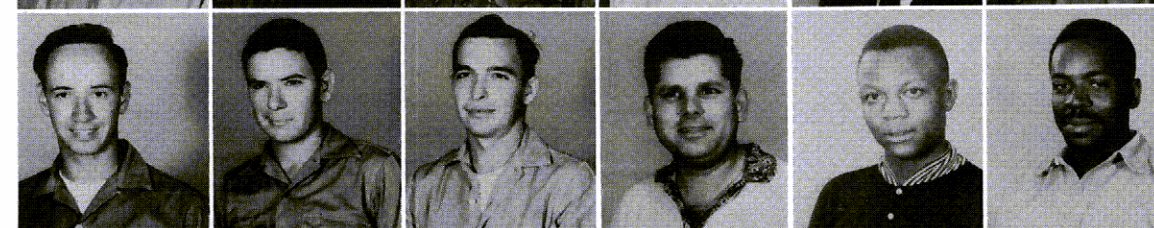
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Gerald Tucker  
Lonnie W. Tucker  
Melvin E. Tucker  
David G. Underwood



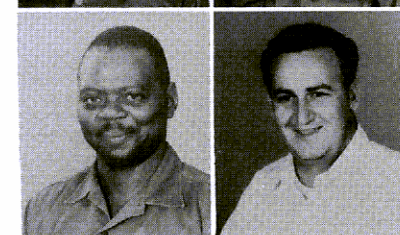
Ronnie Underwood  
Grover C. Vick  
Roscoe R. Vick  
Hollis H. Wade  
Green S. Walker, Jr.  
Iduce E. Walters



Travis D. Webb  
William C. Weeks  
W. L. Weeks  
Joe W. Wheeler  
A. C. Williams  
Fred C. Williams

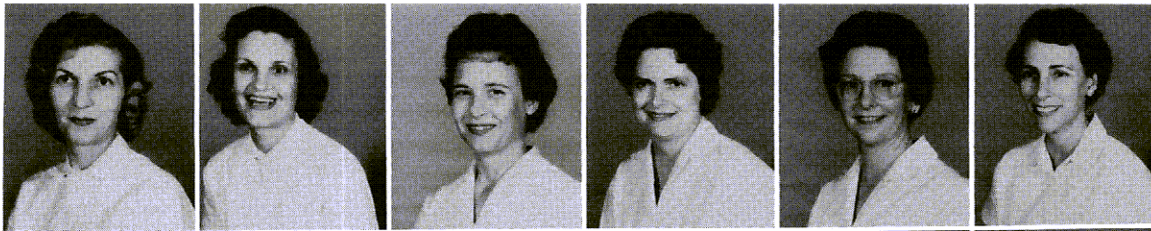


Roy Williams  
Sidney M. Williams  
William Wilson  
Milton E. Wrenn  
Willie J. Davis  
Donnel Slaughter



Robert Yates  
Bobby J. Young

# Supply



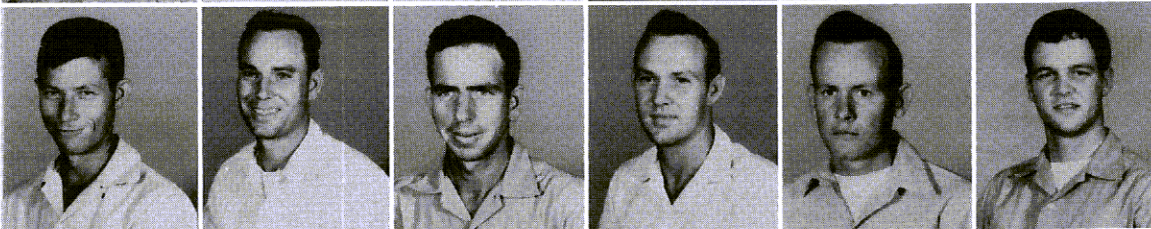
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 Syble Carlton  
 Dorothy Dickens  
 Bonnie L. Glow  
 Elois Matthews  
 Ava Mixon



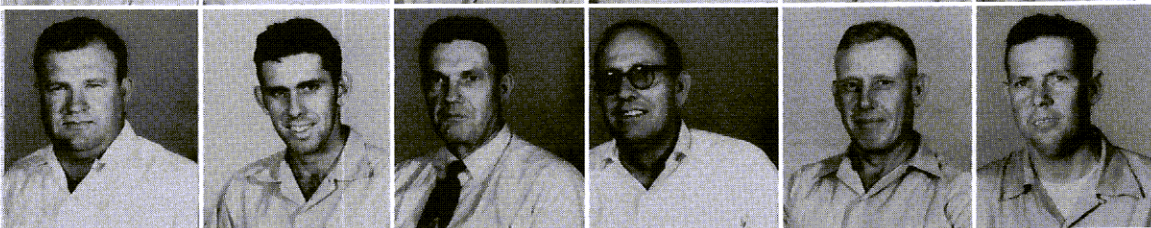
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 Betty Shiver  
 Marie C. Wells  
 Dorothy Faye Williams  
 Betty H. Wills  
 Jesse Ayers



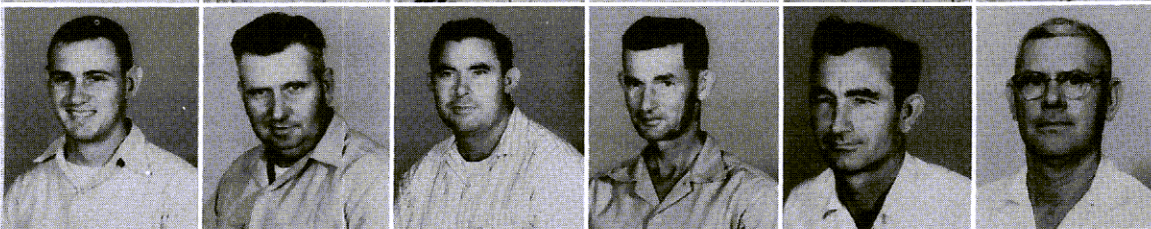
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 Arthur S. Bates  
 James R. Belcher  
 James H. Brown  
 Billy J. Campbell  
 Roy Chapman



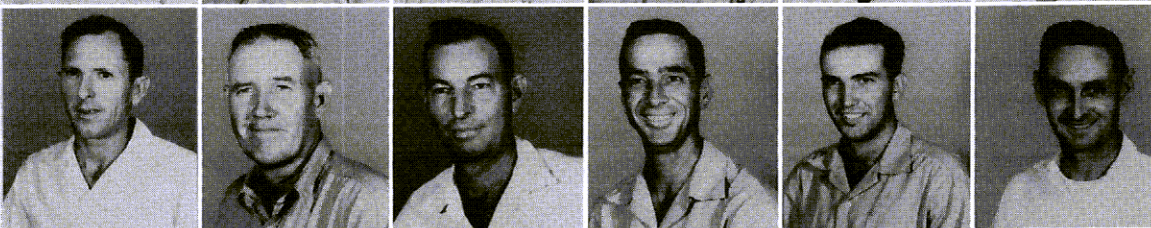
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 Lamar Crosby  
 Richard Crosby  
 Roy L. Davis  
 Thomas E. Daughtry  
 Clifford M. Deen



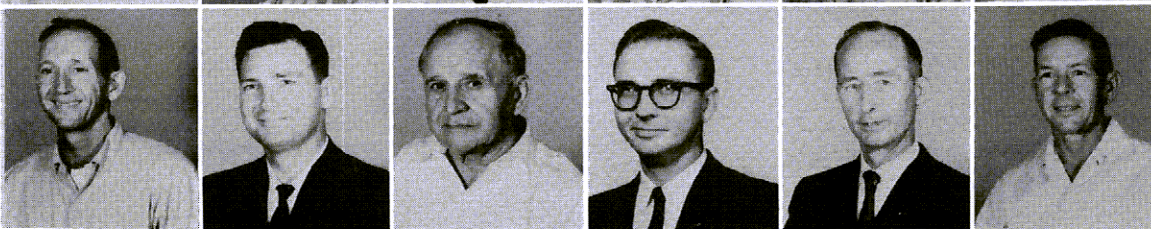
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 Ronald Dempsey  
 Marvin L. Dewberry  
 Joseph R. Fowler  
 Turner Furney  
 William T. Gay



John Gregory  
 Luther Hampton  
 J. E. Hewett  
 Jeff Hill  
 Joe L. Hill  
 W. E. Hipsman



Jack J. Hood  
 Ernest L. Hopper  
 T. C. King  
 Troy Lupo  
 Kenneth A. Maples  
 James R. Mashburn



W. J. Matthews  
 Milford L. Morris  
 Staley Morris  
 Bobby G. Murphy  
 Elmer C. Norman  
 Billy Odom



Dwaine G. Ogg  
 John A. Owens  
 A. B. Plymel  
 Lawrence Plymel  
 C. William Powell  
 Ellis Robinson

James F. Swearingen  
 Charcie Tate  
 C. W. Thomas  
 Lamar Tucker  
 James R. Walden  
 Bennie F. Walters

Curtis V. Yates, Jr.

# Engineering and Maintenance

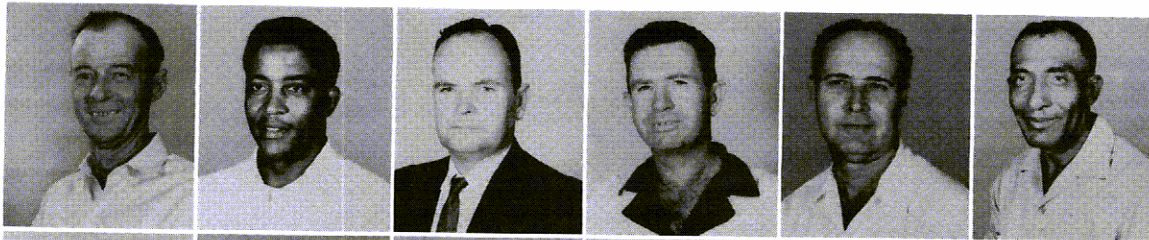


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 Shirley Holland  
 J. J. Allegood  
 James T. Allen  
 John Allen  
 Mighty F. Austin

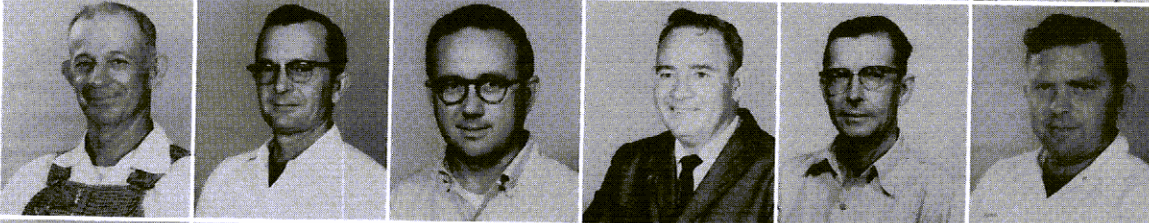
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 Quessie Bethune  
 Chester L. Bishop  
 Dan E. Blakely  
 Willie J. Boyd  
 Luther G. Broom

Demps Brown  
 Robert Brown  
 Willie Brown  
 James W. Bryan  
 George Burley  
 L. D. Calhoun

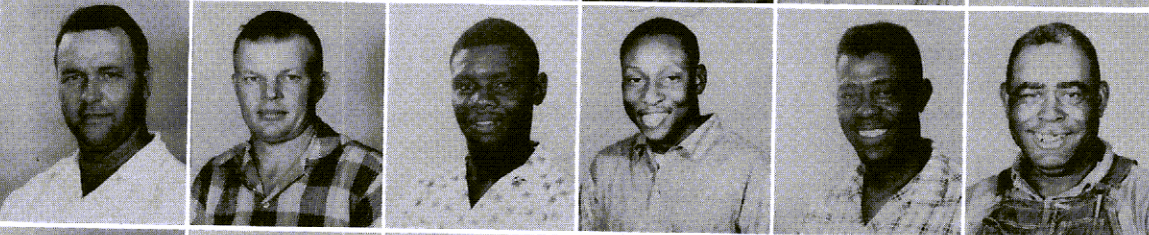
Jack Carlton  
 Wallace Chitty  
 George R. Cooper  
 Lee Conner  
 Rufus Cooper  
 M. M. Croft



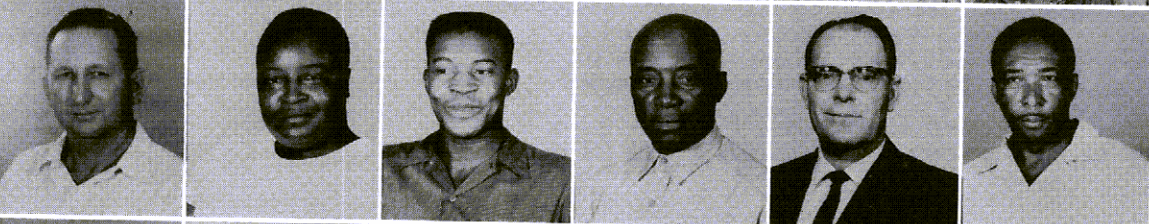
Ralph Croft  
 Herman Davis  
 W. J. Davis  
 Joseph R. Demott  
 J. C. Dickerson  
 C. H. Evans



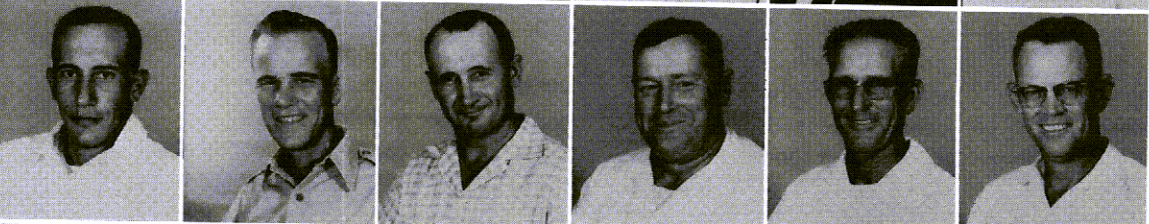
Ed Gaines  
 Grady B. Giddens  
 Joel D. Goings  
 George G. Gregory  
 L. L. Griffin  
 Edgar L. Hall



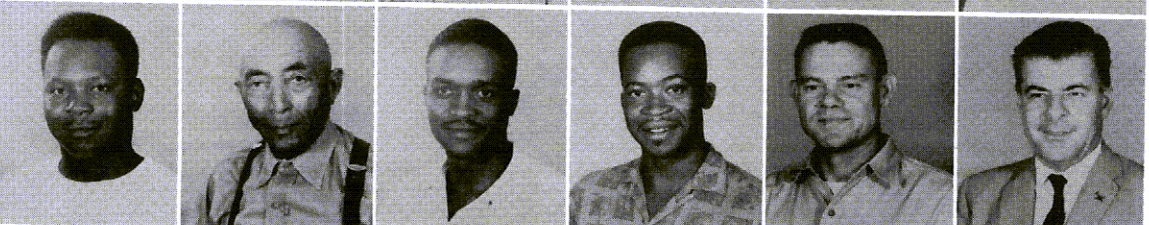
James M. Hall  
 Kater Hampton  
 Willie Harmon  
 Jerry Haugabrook  
 Leroy Haynes  
 Frank Head



Kelly P. Hinson  
 Willie C. Howard  
 Wallace Isom  
 Willie James  
 D. W. Jones  
 Clifford Jordan



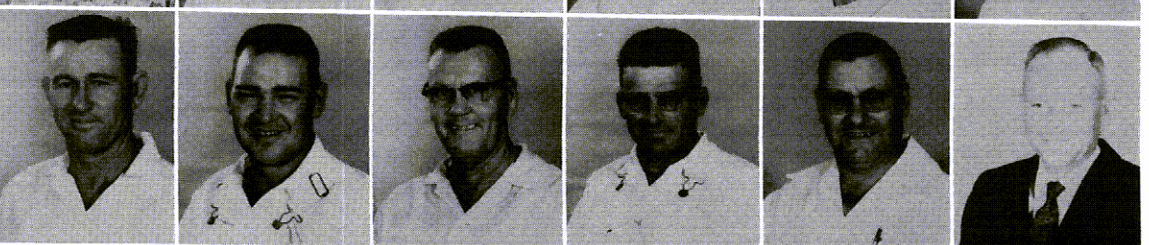
Richard C. Kleedehn  
 William M. Mercer  
 Marvin May  
 A. J. McClelland  
 B. McCoy  
 Elwood Moree



Frank Moore  
 Grant Neal  
 James Pace  
 Marshall Pace  
 Charles R. Peavy  
 Rudolph Peshera



Avery Phillips  
 J. N. Plymel  
 Woodrow W. Purvis  
 Marvin L. Rice  
 Otis B. Richardson  
 Harold Roberts



Edward Rodgers  
 William L. Rogers  
 C. R. Sanders  
 William G. Stanford  
 J. P. Stripling  
 Carl Sullivan



Jack Sutton  
 Vernon M. Swords  
 Charlie T. Tillman  
 Elize Tucker  
 Ishmel Tyler  
 George Walker, Jr.

Elisha W. Warner  
 David E. Weathers  
 John A. Webb  
 Semon White  
 Johnnie L. Williams  
 Curtis V. Yates

Rayford Yearby, Jr.  
 Charles Carter  
 Grover Harmon, Jr.  
 (Golf Course Personnel)

# Food Services

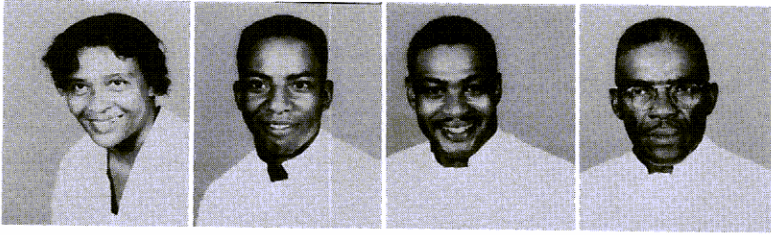


Mabel Alton  
 Louise Gregory  
 Erma B. Herndon  
 Dovie Lee  
 Mary Frances McCorvey  
 Wylene Sellers

Mildred P. Sutton  
 Daisy B. Williams  
 Barbara J. Barber  
 Lola Bell Brinson  
 Bernice Brown  
 Beulah McBride

Willie Campbell  
 Joe N. Clemons  
 Pearlmae Corgen  
 Woodrow Field  
 Wylene Fulton  
 Callie Height

Grady Jones  
 Betty J. James  
 Naomi Jones  
 Pearl L. Martin  
 Roy L. Moreland  
 Laura B. Prater



Pauline C. Price  
 John Smith  
 Reuben Thompson  
 Rufus Williams

# Accounting



Janie Brown  
 Patsy Browning  
 Bernice Green  
 Cleo Odom  
 Virginia Pirkle  
 Jane Stephens

Hewlette Pope  
 T. E. Compton  
 Seaborn W. Ewer  
 Arsene Kalenian  
 Jessie Dalton  
 Reva Davis

Nona Price  
 Edna Shaw  
 Donald May  
 Mary Knighton  
 Johnnie Pasley

# Industrial Relations

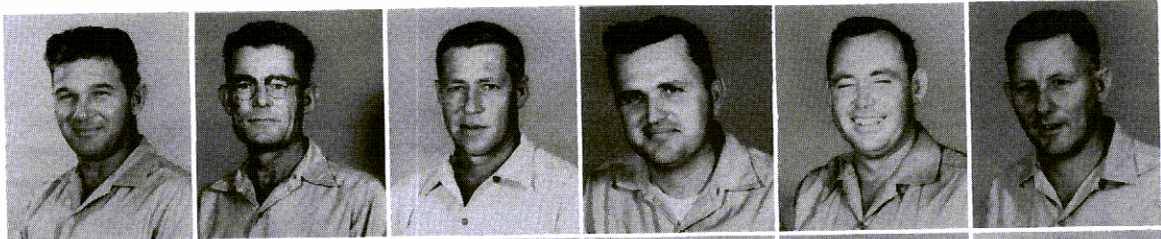


Edith Carlton  
 Mynette Chapman  
 Lena Coleman  
 Monica Flower  
 Nelle Lyden  
 Geraltine O'Brien

Fire  
 Department

Bob Loraine  
 Jimmy Marshall  
 Bobby S. Walker  
 Chief Lester Norman  
 C. J. Bannister

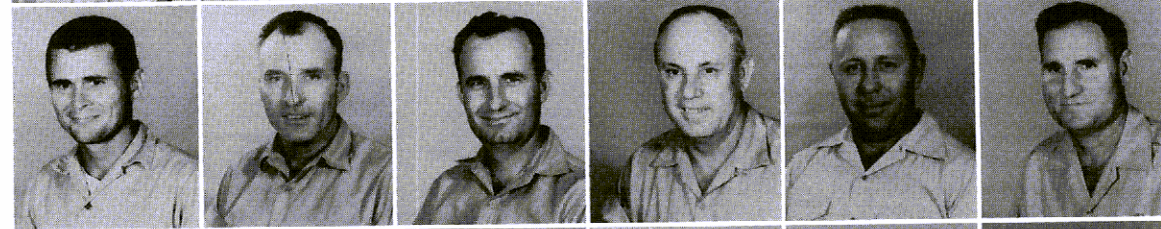




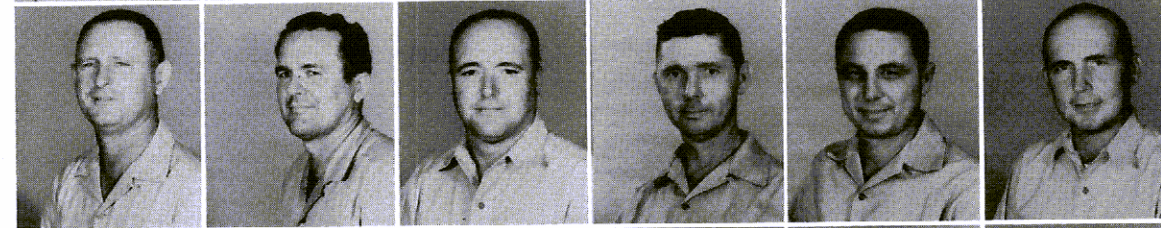
Pat Bostick  
 Chester Boyd  
 Herman Busby  
 C. P. Cooper  
 John F. Davis  
 W. M. Evans



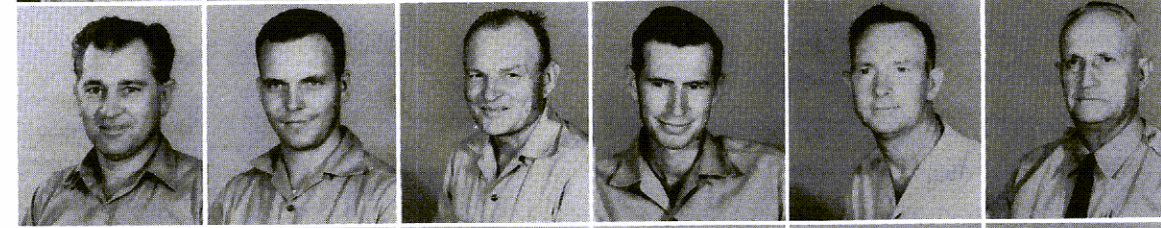
Coy Furney  
 Wynder Giles  
 Jack Gregory  
 Winifred Hampton  
 Tommie L. Hardin  
 Woodrow W. Harrell



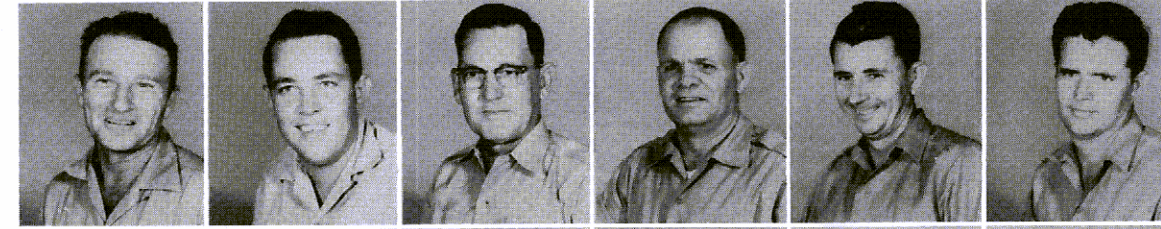
Marion A. Harris  
 J. C. Hart  
 Curtis Howard  
 W. I. Howell  
 John E. McCarty  
 W. E. McCranie



Talmadge D. McGee  
 J. C. McMullen  
 John L. McMullen  
 Coy Miller  
 James B. Norman  
 John J. Norman



James F. Peterman  
 Billy J. Philyaw  
 Chester E. Plymel  
 Jack Price  
 Joe H. Saturday  
 G. W. Sellers

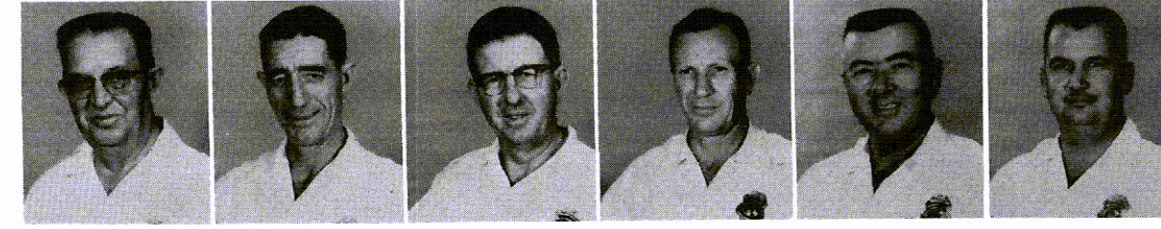


Charles R. Sloan  
 Charlie S. Smith  
 Robert L. Thomas  
 George Thompson  
 H. F. Tucker  
 T. W. Tucker

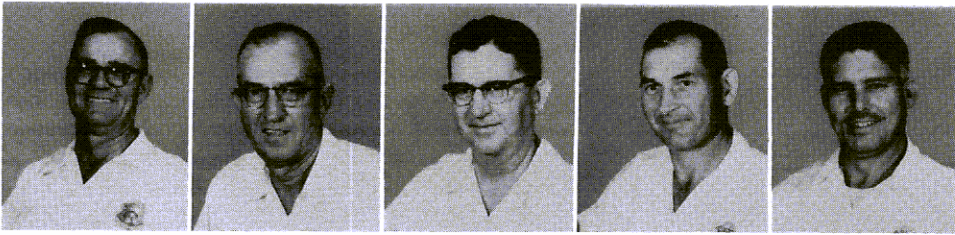


Industrial  
 Safety  
 &  
 Security

Jimmy Weaver  
 W. O. White  
 Allyn B. Wilson  
 Herschel A. Yarbrough  
 Chief Bill Sligh



J. Floyd Addison  
 Gordon H. Anderson  
 James E. Cook  
 Branford I. Hart  
 Farris F. Hiers  
 Harold J. Moore

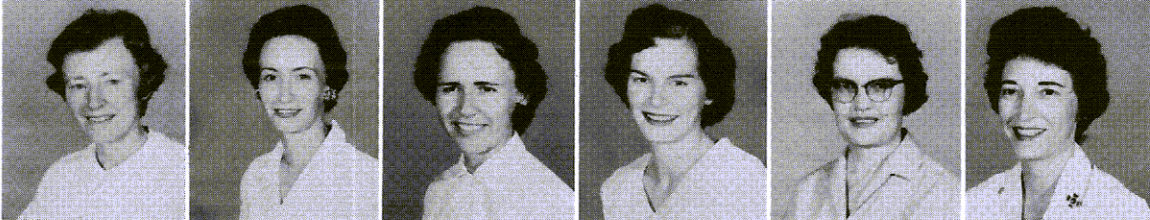


Roy Price  
 A. B. Roberts, Jr.  
 Hardy L. Smith  
 James F. Smith  
 R. C. Weldon

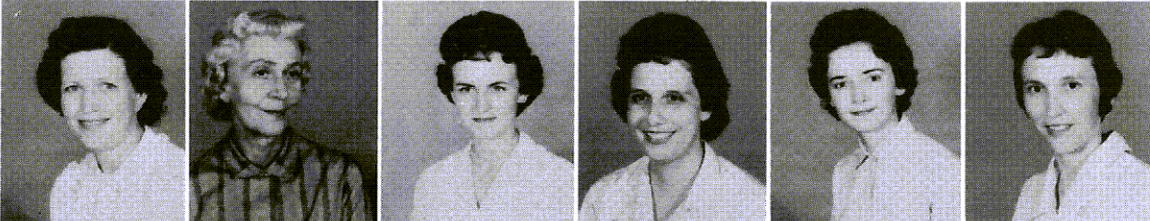
# Military Support



Hazel Boyd  
 Mary E. Butler  
 Barbara Clark  
 Mary L. Copeland  
 Alice Eisman  
 Joan Flowers



Marilyn L. Gould  
 Eloise Hilley  
 Chris Loraine  
 Ann Luke  
 Margaret E. Manning  
 Donis C. Myhand

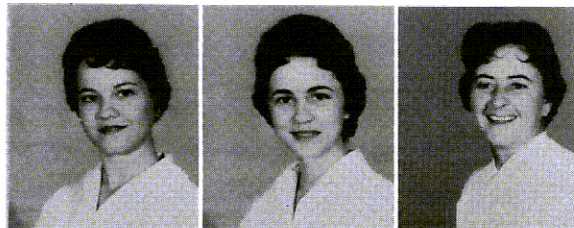


Lucile Norman  
 Marie H. Ohlinger  
 Barbara E. Plymel  
 Joan Walker  
 Jan Wells  
 Bobbie Wilson



Gerald L. Chapman  
 Donald Glow  
 Hugh Maples

# General



Marie Barlow  
 (Secretary, President)  
 Frances Weeks  
 (Secretary, V. Pres.)  
 Yuba Jenkins  
 (Credit Union)



Inquiries concerning individual photos should be referred to Service Studios, 109 College, Tallahassee, Florida.

Cherice Craig  
 (Flying Safety)  
 W. L. Pederson  
 (Flying Safety)



**Air Training Command's Standardization Board at Spence**

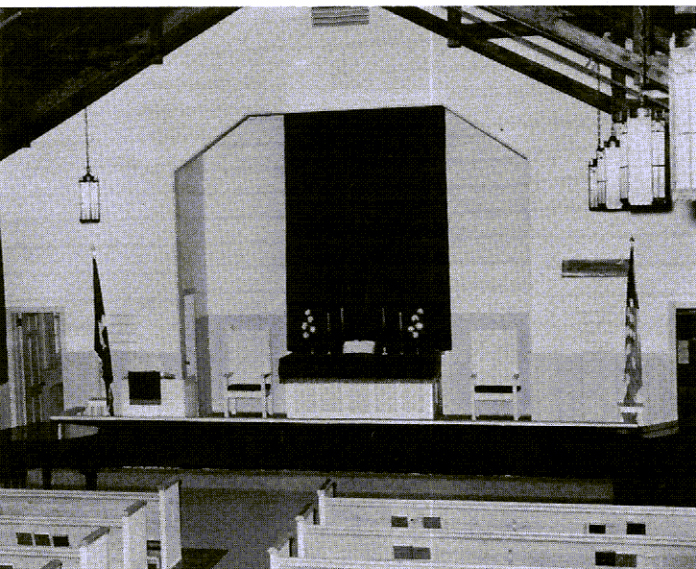


**Check pilots exert quality control on training**



**Inspections part of Military Training**

**Interior of Spence's Base Chapel**

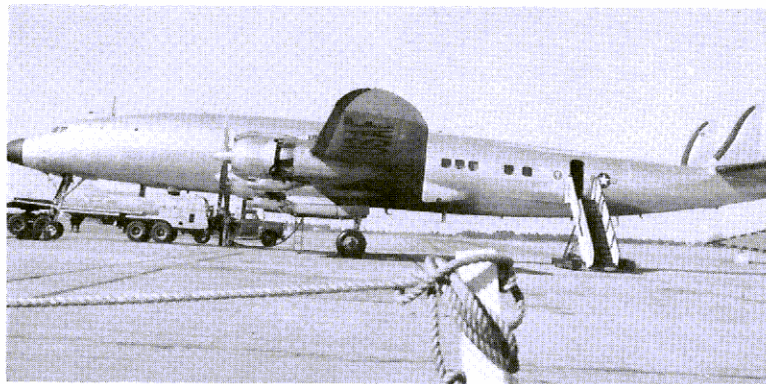


**At field days, steak and fun**

**Air Scouts prepare for plane hop**



# The President's Visits

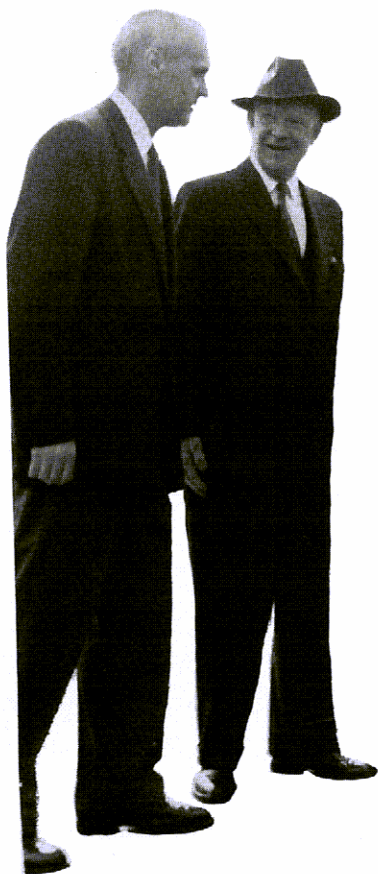


The Columbine—Ike's famous aircraft



President and Mrs. Eisenhower arriving

Two Presidents confer



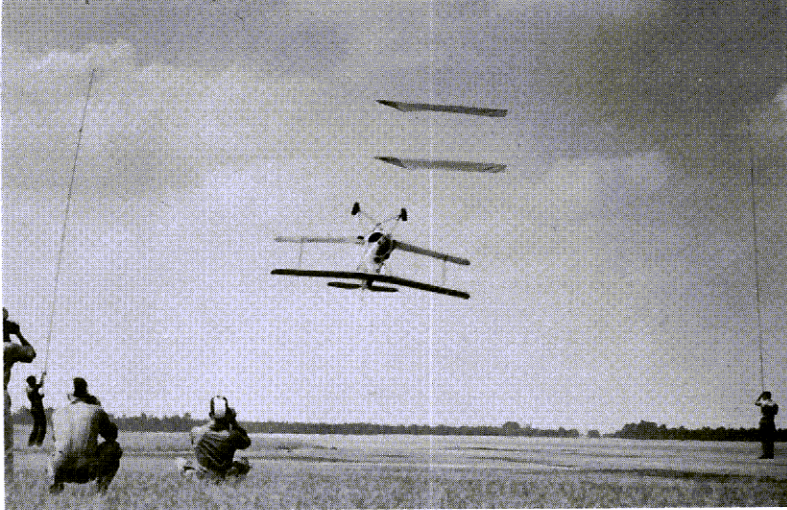
Hail to the Chief

A pause for photographers



President escorted by Spence Cadet





Bevo's precision flying thrilled and motivated Spence crowds



And Bob "Unk Fudd's comedy fying shows did the same



Mayor introduced to jet helmet

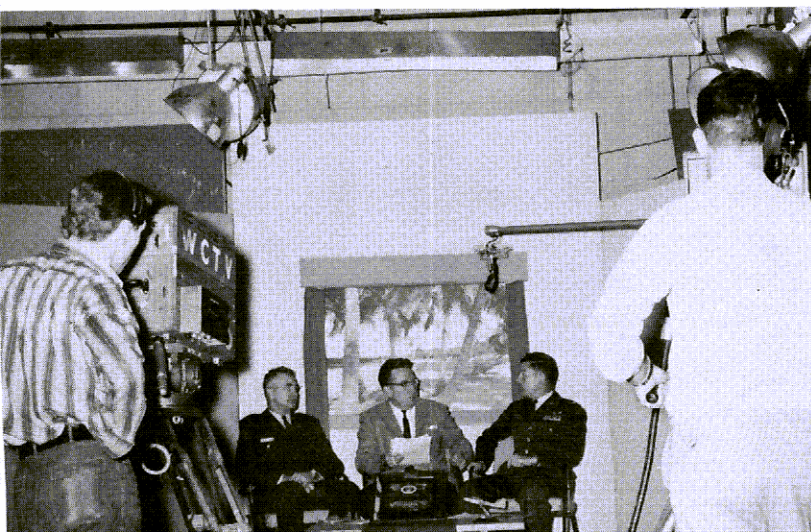


Christmas program, caroling by candlelight



Mascot good student

Spence's story told on television



The courthouse square, a Moultrie landmark

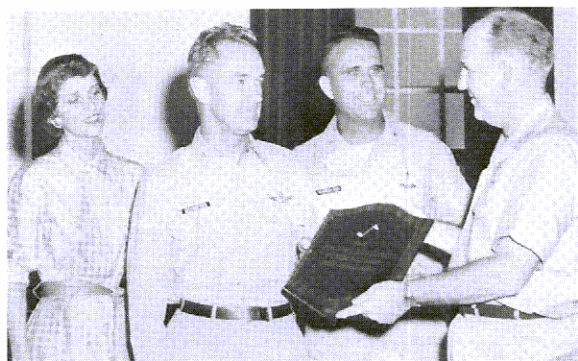




Since 1895, one snow



A pair of "old heads"



Choir honored by ATC



Hawthorne hams



Student achievements honored



Lady golfers hardy competitors



1960 softball champs



Little people? Big chocks?

Windham—fire engine hobbyist



1956 softball champs

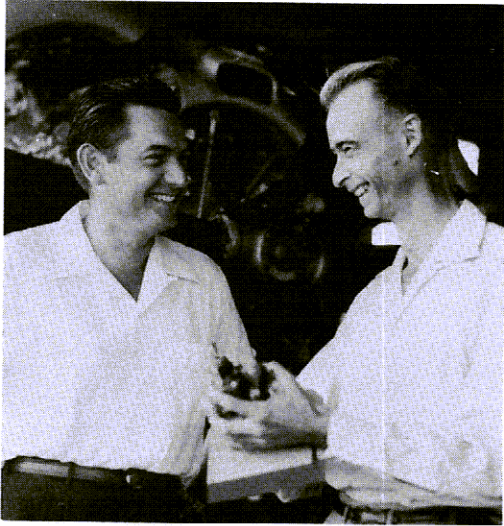




Suggestion winners smile and wave checks



Spence's golf course among best



Maintenance training experts build people



Field days saw bathing beauties turn out



Air Scouts—future pilots



Blaze extinguished in 25 seconds



# Hawthorne – A Study In Aviation Growth

**M**OST of us are familiar with Hawthorne only at Spence, but the company has been synonymous with aviation growth, operations and services since it was founded in 1932 at Charleston, South Carolina. Beverly (Bevo) Howard quit college to join the newly formed organization and four years later, in 1936, found himself as the major stockholder and president.

Bevo flew as an airlines pilot and as a precision pilot to lend financial support to the struggling young company. Between 1939 and 1943 Hawthorne conducted flight training for the College of Charleston, the Citadel and the University of South Carolina, first as the Civilian Pilot Training Program and

later as the War Training Service.

A note of historical significance is that Roy Windham, now Assistant Director of Flying Training at Spence, received his first flying lesson from Bevo.

In 1941 Hawthorne was among 64 contract primary flying schools to begin operations for pilot production during World War II. Operating at Orangeburg, South Carolina, Hawthorne was the final installation to close at the end of the war. It earned the Certificate of Service Award from the United States Army Air Force. During post-war years the boom in private flying led Hawthorne to expand into several fixed base operations. As the boom decreased, the company consolidated its installations.

Hawthorne provided flying training in 1948-49 and again in 1952-53 for the Pakistani Government, operating from Jacksonville, Florida. The training was conducted in P-51 and F-47 aircraft, believed to be the first time a civilian contractor has provided training to military students in fighter types.

In the spring of 1951 Hawthorne received the contract to open Spence Air Base for business, providing the primary pilot training program conducted here for the last ten years. Six years later, in 1957, the company was successful in obtaining the contract to provide maintenance to Army helicopters and fixed wing aircraft at Fort Campbell, Kentucky, an operation still being conducted as Spence phased out.

When Hawthorne undertook Army primary pilot training at Fort Rucker, Alabama, in 1959, the firm became the nation's largest contract military flying organization. The Fort Rucker operation was current as Spence began its shutdown procedures.

Since 1932 the parent location has remained in Charleston. At the present time the company operates at that location a business aircraft sales and service distributorship, electronic sales and services and fuel contracts for airlines, as well as civilian flying training and charter service. At all locations, Hawthorne to date has trained over 30,000 pilots.

As the Spence phase-out progressed (during the press time of "The Spence Story") Hawthorne officials were investigating and preparing bids for continued operations at the consolidated primary-basic bases.

During the development of Hawthorne, Bevo Howard himself rose from a teen-age lineboy making \$10-a-week to an international precision flying champion and a recognized pioneer and authority in the aviation services business.

Although Spence is leaving the current history of Hawthorne, the history of Hawthorne will never be removed from Spence.

**W**HAT'S in a name? That's an old question. The company was originally established in Charleston in 1932 as the Hawthorne Flying Service. At Spence it operates as the Hawthorne School of Aeronautics. And, not too many months ago, the parent name was revised to Hawthorne Aviation as services and operations grew.

There is a Hawthorn, California, and up north there is a Hawthorn Publishing Company. There are different "Hawthornes" for different reasons. The question asked repeatedly is . . . where did we get our name, Hawthorne?

The firm was founded by Alexander M. Luke whose Virginia estate included a lovely stand of hawthorn trees. Because of them, the home was named "Hawthorne." When the family moved to New York, the home there also became known as "Hawthorne." Thus it was that the name became a family tradition and it was no surprise that when the company was formed it, too, was named Hawthorne.

According to the dictionary, the hawthorn (in the book it is spelled without the "e") is a spiny shrub of the apple family with white or pink fragrant flowers called "haws." Its branches carry thorns about an inch long.

The name Hawthorne, a tradition in the founder's family, carved for itself a tradition in aviation as it grew. In the history of Spence, the name will remain a tradition.

## Acknowledgements

The idea of "The Spence Story" originated with Roy Windham. Later, following a departmental survey, the desire for such a publication became base-wide.

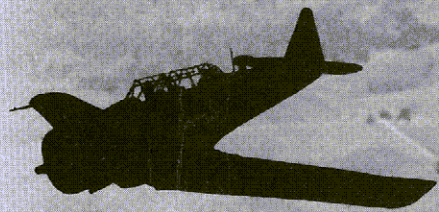
The book was designed, compiled, written and edited by LeRoy Spruill. Acknowledgement is made gratefully for the endless assistance rendered by Roy Windham, Mynette Chapman and Lena Coleman.

Photos appearing herein are credited to Harold Boroughs, Ted Kiper, Bowles Studio, Hans Groenhoff, Jim Greenwood, Jack Scherer, George Stephens and LeRoy Spruill.

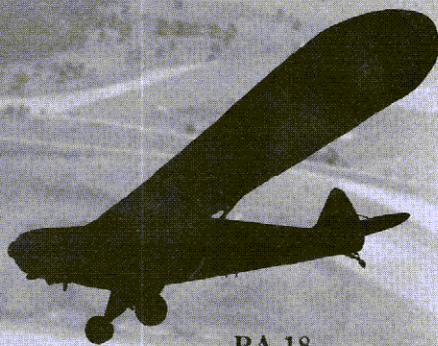
For all personnel, the editor expresses appreciation to the Employer-Employee Relations Fund, to the Base Welfare Fund and to the personnel who administer them for making the production of "The Spence Story" possible.



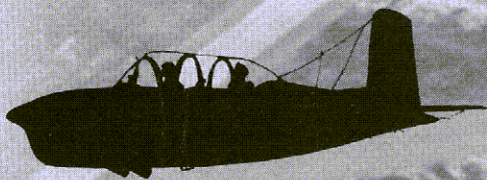
The flight patches above are those worn during the decade of Hawthorne operations at Spence. Current flights are Rebel, Bearcat, Gopher, Panther, Polecat, Tiger, Beaver and Fireball. Since 1951 the nations which have trained at Spence are, not counting the United States: Belgium, Bolivia, Brazil, Chile, Columbia, Cuba, Denmark, Ecuador, France, Germany, Great Britain, Greece, Guatemala, Honduras, Iran, Iraq, Italy, Japan, Korea, Netherlands, Nicaragua, Norway, Pakistan, Paraguay, Peru, Phillipine Islands, Puerto Rico, Saudi Arabia, Spain, Thailand, Turkey, Venezuela, and Viet Nam.



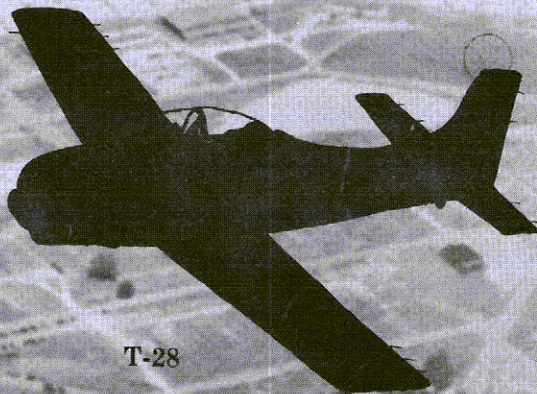
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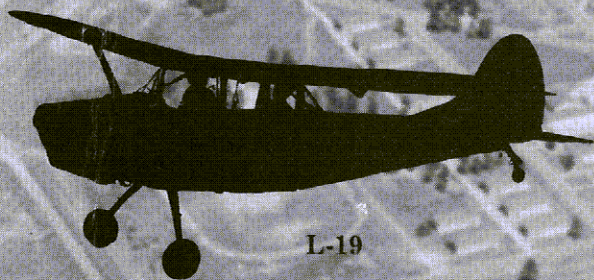
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T-28



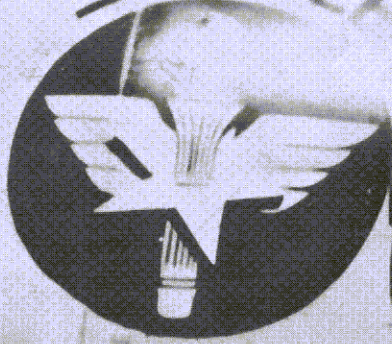
L-19



T-37

# Spence's Six Aircraft

SPENCA



SPEN

