

The History of Military and

Civilian Pilot Training of Negroes

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THE HISTORY OF MILITARY  
AND CIVILIAN PILOT TRAINING OF  
NEGROES AT TUSKEGEE

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NEGROES AT TUSKEGEE  
ALABAMA

1939 - 1945

George L. Washington

By George L. Washington

PUBLISHED BY  
George L. Washington  
Tuskegee, Ala.  
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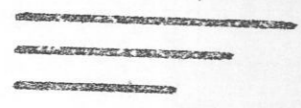
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1785 Sycamore Street, N. W.  
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PREFACE

The words following this PREFACE comprise a CHRONOLOGY, GENERAL NOTES, and INCIDENT accounts. Historical events are usually important milestones and are presented in order to put the event in proper context.

P R E F A C E

Since the ending of War II there has been an increasing need of growing importance for a history of the military and civilian pilot training activities at Tuskegee, Alabama. For one thing, Negro youth seeking more about black accomplishment or history hasn't heard about the accomplishment of all-black Air Force units in combat in the European theatre such as the 99th Pursuit Squadron or the 332nd Fighter Group. And after nearly 30 years there is the risk of the sudden passing of persons who had key parts in the history making activities at Tuskegee, and the lack of the history opens the door to acceptance of claims that cannot be supported. Beside this, there is a very inspirational story to be told which should inspire any youth and seems a tribute to racial cooperation and what a determined youth can accomplish though the odds seem against success.

The chronology and general notes and narrations (through which the history is being presented) was the author's effort to write the story to himself as a basis for the inspirational publication just mentioned, which is still his goal. Because of the acute need, close friends have encouraged the author to present the history just as presented in the following pages.

The following "Preface" was lifted from the notes and precludes repetition by becoming a part of this Preface.

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PREFACE

1. The cards following this PREFACE comprise a CHRONOLOGY, GENERAL NOTES, and HUMAN INTEREST accounts.

a. Chronological Events are usually important milestones and are supplemented by notes, related narrations, and/or clippings from newspapers or books in order to put the event in proper context.

b. The Chronology transcends pilot training at Tuskegee to follow through on the graduates in combat, developments regarding their units during the War, and what happened after the War through to deactivation of Negro units and the integration of Negro pilots into the Air Force.

c. General Notes provide historical background or information and may suggest matters needing verification or further research for a well documented and authentic account of aviation developments at Tuskegee.

d. Human Interest accounts are true stories and examples the many such accounts that we believe are in the memory of former personnel still living.

At points, we have suggested the research that should be done on files transferred from the airfields to the Institute when the program ended.

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2. Memoirs and narrations in the first person greatly simplified my writing effort, which is the only reason this style of writing has been used. Thus, there is certainly no intent to suggest an undue credit to me for any aviation developments. Dr. Patterson and I worked very closely together on the overall aviation development, and as his administrator of the program he necessarily relied upon me to plan and carry through with plans, recommend or work out with him broad or general policy, develop administrative policy and make decisions within the framework of general policy, and otherwise direct and manage the affairs of aviation activities under the Institute's control.

3. This document is subject to modifications or revisions based on official records of the Institute and other agencies, because this whole document has been developed with a minimum of official records and a maximum of reliance upon the memory of the writer.

4. There are statements tentatively included which should be developed by Dr. Patterson. In most instances this has been noted where it obtains.

5. I have included some opinions and possibly more detail about the aviation activities under the Institute than would be needed in writing for public consumption, because I feel Tuskegee Institute should develop

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the most comprehensive and complete record of civilian and military aviation developments at Tuskegee to be found anywhere.

6. I have endeavored to identify as far as possible the many southern whites who assisted, encouraged or were a part of the aviation operations which were controlled by Tuskegee Institute, for I believe the history would be quite incomplete if it did not give full recognition of their contributions. I began with the man in Washington, D.C. from Notasulga, Alabama, who made the exception to CAA policy that put Tuskegee in the Civilian Pilot Training program and the Commissioner of Public Works of Montgomery, Alabama, who insured that Tuskegee students would be trained on the airport of the City of Montgomery.

7. The chronology combines civilian and military pilot training activities at Tuskegee because they were so interrelated.

8. This document is not the history envisaged, but rather it is intended to provide a point of departure for a comprehensive, authentic and detailed history of the roles played, efforts expended and perseverance of youth in establishing the Negro in civilian and military aviation, particularly in relation to Tuskegee.

9. Due recognition is given to the cooperation and support Tuskegee

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received from our leading Negro colleges throughout the program and during the Controversy which arose over Tuskegee's sponsorship of separate military pilot training of Negroes.

10. It is recognized that there is a fair amount of repetition in the document. This is because we developed the notes as we went along, without an outline developed in advance; and because our memory became sharper as time went on, and facts were worked in at some point which should have been included in earlier notes.

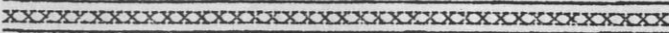
11. No attempt has been made at good editing of notes. The great bulk of the recordings were typed as the information came to mind, without rough-drafting for editing.

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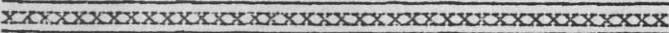
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( Also contains a listing of photographs in the possession of the author depicting significant events in the history of pilot training at Tuskegee, Alabama )

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Developed By  
George L. Washington

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TUSKEGEE UNIVERSITY  
ARCHIVES AND MUSEUMS

TUSKEGEE UNIVERSITY  
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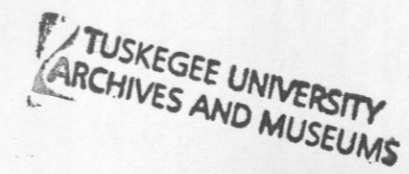
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"PILOT TRAINING SCHOOL"

Picture book of flying training activities in the Division of Aeronautics of Tuskegee Institute

- Reproductions of activities under all flying training programs follows in RING BINDER III.





CONVERTED THROUGH

The writer's original chronology and  
notes and narratives forming the chronology  
for the present program contain no errors  
having been in the nature of a rough  
draft of the data for the present  
and the writer takes no responsibility for

A CHRONOLOGY AND NOTES AND NARRATIONS OF THE WRITER  
RELATING TO AVIATION DEVELOPMENTS AT TUSKEGEE

DEVELOPED BY  
GEORGE L. WASHINGTON

BOOK I: AUGUST 1939 -- JULY 31, 1941

BOOK II: AUGUST 1941 -- JULY 1946

(Combined)

G. L. Washington  
1785 Sycamore St. N.W.  
Washington, D.C. 20012

1939

Negro Pilots-1939

GENERAL NOTES

According to the January 1939 listing of Negro pilots by the Bureau of the  
Census, there were four (4) holding the commercial pilot certificate, four (4),  
the limited commercial pilot license, twenty-three (23), the private pilot  
certificate, and ninety-four (94), amateur and student pilot license. All but  
twelve (12) of the ninety-four were student pilot license. And fifty-four (54) of  
the student pilot licenses were issued prior to November 1, 1937. About two-  
thirds of all the pilots resided in Illinois (chiefly Chicago), New York and  
California. About one-fifth were in Washington, D. C., Ohio, New Jersey, and  
Pennsylvania. The remainder were in 15 other states, including a few  
southern states. The license of some of those listed had expired.  
Thus, at the census taking there were only 25 Negro pilots in the whole United  
States licensed to fly airplanes about the country (31 commercial, limited  
commercial and private pilots less six (6) whose licenses had expired).

Commercial Pilot Listings:

Charles A. Anderson, No. 7638 (license number)  
Cornelius R. Coffey, No. 36609  
John W. Greene, Jr., No. 15897  
Earl W. Henfry, No. 32546

Limited Commercial Listings:

George W. Allen, No. 32630  
Troy Webster Newkirk, No. 34797 (license expired)  
(cont'd)

1st. to be licensed  
4th. to be licensed  
2nd. to be licensed  
3rd. to be licensed

General Notes

Commercial Listings: (cont'd)

John J. Powell, No. 24335  
W. A. Wells, No. 24334  
Pilot Listings:  
William Aiken, No. 33771  
Bettrice Brown, No. 43814  
Mary Cable, No. 33780  
J. Chalmers, No. 34527 (license expired)  
Schiffelin Clayton, No. 31533 (license expired)  
Robert C. Cooper, No. 49886  
Edna W. Davis, No. 45351  
William E. Dilco, No. 33192  
Robert E. Furaytho, No. 27287 (license expired)  
Fred Hutchinson, Jr., No. 34679  
Ivan D. Jackson, No. 49866  
Thomas Mills, No. 31780 (license expired)  
Robert C. Nash, No. 30217  
William Paris, No. 51064  
Virgill Potts, No. 28358  
Robert F. Ray, No. 35216 (license expired)  
Robert F. Robinson, No. 26346  
(cont'd)

General Notes

Commercial Listings: (cont'd)

W. A. Wells, No. 24334  
Pilot Listings:  
William Aiken, No. 33771  
Bettrice Brown, No. 43814  
Mary Cable, No. 33780  
J. Chalmers, No. 34527 (license expired)  
Schiffelin Clayton, No. 31533 (license expired)  
Robert C. Cooper, No. 49886  
Edna W. Davis, No. 45351  
William E. Dilco, No. 33192  
Robert E. Furaytho, No. 27287 (license expired)  
Fred Hutchinson, Jr., No. 34679  
Ivan D. Jackson, No. 49866  
Thomas Mills, No. 31780 (license expired)  
Robert C. Nash, No. 30217  
William Paris, No. 51064  
Virgill Potts, No. 28358  
Robert F. Ray, No. 35216 (license expired)  
Robert F. Robinson, No. 26346  
(cont'd)

General Notes

Limited Commercial Listings: (cont'd)

William J. Powell, No. 24335  
 Irvin E. Wells, No. 29884

Private Pilot Listings:

William Aiken, No. 35071  
 Willa Beatrice Brown, No. 43814  
 Theodore Cable, No. 33738  
 Willie J. Chalmers, No. 34527 (license expired)  
 W. W. Schieffelin Claytor, No. 31533 (License expired)  
 Walter T. Cooper, No. 49886  
 Ralph H. Davis, No. 45351  
 William H. Dillon, No. 33192  
 Albert E. Forsythe, No. 27287 (license expired)  
 Fred Hutcherson, Jr., No. 34679  
 Abram D. Jackson, No. 49866  
 Thomas Mills, No. 31780 (license expired)  
 Grover C. Nash, No. 30217  
 William Paris, No. 51064  
 L. Verdell Payne, No. 28358  
 Ernst F. Rey, No. 35216 (license expired)  
 John C. Robinson, No. 26042  
 (Cont'd)

Mississippi  
 New York  
 New Jersey  
 Virginia  
 Washington  
 Ohio  
 Pennsylvania  
 Island  
 District of Columbia

General Notes

Private Pilot Listings (cont'd)

Justo R. Sully, No. 34781  
 Robert Terry, No. 29452  
 Clinton T. Walker, Jr., No. 35477  
 Charles Ware, No. 34381  
 Rostell C. Wheeler, No. 29196  
 Dale L. White, No. 34746

As earlier indicated, at census taking there were only 25 Negroes in the United States licensed to fly aircraft about the nation. Added to this, one hand was more than necessary to count the number owning aeroplanes. All this is to be compared with the thousands of people of other races piloting aircraft over the nation. Further, the twenty-five were concentrated in just a few areas. Thus to Negroes in general, as well as people of the nation a Negro pilot was indeed an exception. For one thing, flying training was expensive. It is said that it cost Charles Anderson \$6,000 to get his training and license,--\$3,000 for a plane and \$10.00 per hour for instruction at an airport near his home at Bryn Mawr, Pennsylvania. (This is to be contrasted with a maximum of \$40.00 for students to get the private license and a similar cost for each of the three successive courses under the CPT program to obtain the commercial certificate.)

TUSKEGEE UNIVERSITY ARCHIVES AND MUSEUMS

Distribution (At census taking of Bureau's 1/39 listing):

Arkansas	2	Mississippi	2
California	22	New York	25
Florida	1	New Jersey	5
Georgia	1	Virginia	1
Illinois	32	Washington	1
(Inc. Chicago 29)		Ohio	6
Indiana	1	Pennsylvania	5
Kansas	1	Rhode Island	2
Massachusetts	2	South Carolina	1
Michigan	4	Texas	1
Maryland	2	Distric of Columbia	8

Wendell Malliet and Company  
THE NEGRO HANDBOOK -- 1942

LICENSED CIVIL AVIATORS

A total of 269 colored aviators were listed for 1940 by the Civil Aeronautics Administration (formerly, Aeronautics Authority), each of whom holds a license granted by the administration. The following table shows the number and classes of aviators for 1940 as compared with the number listed for 1939, 1937, 1936, and 1935 respectively.

CLASSIFICATION	NUMBER OF LISTED AVIATORS				
	1940	1939	1937	1936	1935
Total	269	125	103	69	47
Commercial	7	4	...	...	...
Limited Commercial <sup>1</sup>	2	4	4	3	4
Transport <sup>2</sup>	...	...	3	2	2
Private	102	23	17	10	9
Amateur <sup>3</sup>	...	...	3	6	4
Solo <sup>1</sup>	18	12	...	...	1
Student	140	82	76	48	27

<sup>1</sup> Solo and limited commercial licenses no longer issued, but holders of these classifications may renew licenses until May 1, 1941 and May 1, 1942, respectively.  
<sup>2</sup> Transport and amateur licenses have not been issued since Nov. 1, 1937.

The relatively large increase in the number of student and private aviators reflects to some degree the participation of Negroes in the Civilian Pilot Training program inaugurated by the Civil Aeronautics Administration.

Communications received from directors of civilian pilot training in Negro educational institutions show that training in aeronautics was placed on par with training in other subjects of a similar nature.

All reports show that colored students quickly filled quotas allotted to their respective colleges and did well in the examinations given by the Civil Aeronautics Administration.

1939 -- August. Tuskegee Institute <sup>made</sup> ~~gives serious consideration to making~~ application to the Civil Aeronautics Authority for participation in the Civilian Pilot Training Program.

The Federal Government had allocated \$4,000,000 to inaugurate a program of civilian pilot training in universities, colleges and high schools throughout the nation, which was to be developed and administered by the Civil Aeronautics Authority,--Robert H. Hinckley, Chairman of the Authority.

President John W. Davis of West Virginia State College had sent Mr. James C. Evans and Mr. Joseph W. Grider to Washington, D. C. in July to contact the proper official with a view to West Virginia State's participation. Two or three other Negro colleges had done a similar thing.

President Patterson approved my making an application in behalf of Tuskegee Institute.

Certainly Tuskegee students couldn't be left out, nor could my brother-in-law (Mr. Evans) at West Virginia get ahead of me.

Instructions on filing application were secured.

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1939-August pg 2

Commercial Pilot Joseph W. Allen, head of the Alabama Air Service was contacted with respect to the flying training of our students. Ground school instruction would be given by the Institute. (I don't recall how I came to contact Mr. Allen, a member of the white race). It was my understanding that Mr. Allen had permission to fly off the Montgomery Municipal Airfield, then Gunther Field, which was later taken over by the Air Force in developing Maxwell Field.

Aside from one flight instructor, Mr. Allen's operation was a one-man one, and I don't think he had a contract for training under the Civilian Pilot Training Program. Further, I am sure he was very anxious to get one. One may never know for sure, but I contributed his willingness to train Negro students to this. It may be that Mr. Ralph W. Swaby referred him to me.

Mr. Allen agreed to my incorporating him in the application to C.A.A. as flight contractor, along with Tuskegee Institute as ground school contractor. I proposed to use people in the School of Mechanical Industries for ground instructors,-- Mr. William Curtis, and Mr. Joseph Fuller.

The application was completed the last of the month, presented to Dr. Patterson for signature, and forwarded to C.A.A.

6

HISTORICAL - PRE-1939

The flying bug had already bitten Tuskegee students.

Within the past two years two Negro pilots had landed airplanes on Tuskegee property:

Colonel John C. Robinson, the "Brown Eagle," was one. This caused much excitement among the students, as well as others. While at Tuskegee we endeavored to influence Mr. Robinson to join the staff of the School of Mechanical Industries, to develop aviation mechanics training.

More recently, in the Spring of 1939, Commercial Pilot Charles A. Anderson piloted Dr. Wright (of Philadelphia, -Banker) and his aeroplane to Tuskegee Institute. Mr. Anderson spent several days at Tuskegee Institute, taking students on flights and talking to groups of them about flying and aviation in general. After he left, a Flying Club was organized.

During the summer of 1939, Ralph W. Swaby (an enthusiastic white pilot of Columbus, Georgia) would fly to Tuskegee, giving students pep talks on aviation and flying lessons.

7

1939 -- September. Tuskegee Institute began publicizing the CPT program among students and proceeded on the assumption that the Institute would be approved for participation.

Meetings were held in Trade A auditorium evenings to which all students were invited to attend. The purpose was to build up interest and explain the program.

An application form was devised and made available to those desiring to "sign-up." This gave a preliminary list of potential trainees. Since the parents' consent was necessary to participate, a form letter was devised and sent to all parents of students "signing-up." We thought this would be a real hurdle. But of the 33 parents first contacted, only three dissenting replies were received. This made it easier for the others who I am sure did a lot of writing and telephoning home.

Further steps were taken in anticipation of the program: Arrangements were made at Tuskegee's John A. Andrew Memorial Hospital for a preliminary examination, to identify those having little chance to pass the CAA medical examiner. Dr. John Chenault took a leading role in the examinations. Of 66 applicants, 55 passed the preliminary examination, or 83%. A much less passing percentage was expected when examined by the CAA medical examiner.

8



The first to sign up was Nelson Brooks, a student of Mechanical Industries. He came to us from Chicago as green, in many respects, as one from the country side of Alabama. But he was outstanding in ability and was a licensed amateur radio station operator when he came to us, bringing the equipment of his station. We gave him permission to set up the equipment in a corner room in the Trade A building auditorium, and on several occasions I contacted people about the nation in emergency through Mr Brooks and his station. (Though the first to sign up, he was the first to fail the CAA medical examination, because of eyesight. However he made a career in the Air Force as Weather Officer and is today, I believe, a Colonel.)

October 19, 1939, Eldridge Adams, M. D., Chief, Medical Section of the Civil Aeronautics Authority wrote Dr. Patterson: "Since there is no designated medical examiner at the location of your school, we are desirous of arranging for the designation of an examiner in your immediate vicinity and will appreciate receiving from you the names of one or more physicians whom you can conscientiously recommend for this designation. Any physician who has had special training in Aviation Medicine or in ophthalmology and psychiatry will be particularly suited for this work."

Dr. Carey and Dr. Branch of the Veterans Hospital near by were

Insert

Nelson Brooks was such a well-liked and respected young man, and so enthused over the possibility of becoming a pilot. All of us were so sorry for him. However, he progressed remarkably in the Air Corps as an officer in ground services. In June 1941 announcement was made of the Air Corps' utilization of M.I.T., N.Y.U., Cal Tech., U.C.L.A., and University of Chicago to train 150 college graduates as meteorologists, beginning July 1, 1941. Those trained were referred to a flying cadets on a non-flying basis. All training costs were paid by the Government and these cadets received the usual pay and allowances for cadets. Physical requirements were not as rigid as for flying cadets, and a basic requirement was graduation from college. I believe Brooks was assigned to M.I.T. and that today he is a Colonel in the Air Corps.

*He was recommended and accepted for training as Weather Officer at Chanute Field with the status of aviation cadet, - non-flying.*

recommended. Subsequently, however, CAA decided we should use an already designated CAA medical examiner. A list showing the name and location of these was forwarded.

Dr. Clarence K. Weil, white, at Montgomery, Alabama, was approached. He assured me he would be pleased to serve. Dr. Weil was an University of Alabama graduate and had held his post for 12 years.

Dr. Weil deserves special mention among the record of the whites who worked with sincerity to help Tuskegee put <sup>over</sup> its aviation program. He complied with CAA's medical requirements, but prescribed various treatments and examined and re-examined and re-examined some students, until with every tolerance in addition the student was hopeless, so far as passing the physical. Dr. Weil worked in appointments as far as possible during the week, and devoted large amounts of his time on Saturdays and Sundays.

CAA medical examinations began the very last of October and continued practically through November. Those passing received the Student Pilot Certificate (Commercial CPT Grade) from the hands of Dr. Weil.

(To secure a private pilot license, the medical examination would not be near as rigid. The certificate these students received were commerical pilot grade. Further, these students, or all male students in the CPT program, were to comprise a reservoir of recruits for military pilot training and were, therefore, given a physical approaching closely that for Air Force pilot.)

(A lot of travel back and forth to Montgomery was required to take students for their physical, --some, the second and third time. This obtained not only in getting students for our first primary class under CPT, but for all succeeding primary classes.)

By mid-November 21 students had undergone the CAA medical examination. Sixteen (16) or 76% had passed. Fourteen (14) were male and 2, female (Mildred Hemmons and ~~Mildred Hanson~~). They were:

- John W. Watrous <sup>Cordelia H. McCoy</sup>
- Mackie J. Caldwell
- Benny Newton
- Milton P. Crenshaw
- Barney Q. Duncan
- Mildred Hemmons
- Alexander S. Anderson
- Reynolds D. Pruitt
- Raymond I. Edmerson
- Sherman Rose

(CONT'D)

Arnold A Lewis  
Stephen M. Harris  
Charles R. Foxx  
Erwin B. Lawrence  
Cordelia H. McCoy  
Coylee T. Rice

Not all of these students were in the first class. But from this group and those subsequently examined and passing, we were able to make our quota of 20 students and 2 alternates. *(Approximately 70 students submitted applications and 34 of the number became eligible for training)*

MEMORANDUM

- There are to be found human interest stories relating to the examination period. Chief and Mrs. Anderson might recall some regarding examinations in the Fall of 1940. For example:

Some students missed the height requirement by a fraction of an inch on the first examination. Some made it by lying down for an hour or so at the doctor's office. We put others to bed early the evening before going to Montgomery, where they remained until they were picked up for the trip. And in the automobile they reclined. Most of them made the height test the second time around.

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I think a few students who were a wee bit too short added a few layers of cloth inside their socks beneath the foot. Also a long relaxation in bed just before the examination was found to do the trick. In some cases, after such overnight relaxation the student was required to stretch out as much as possible in the automobile on the way to Montgomery.

Then there was the matter of underweight. Those involved did a lot of eating during the twenty-four hours before the examination or re-examination. A many a banana was eaten back there by the students.

that  
(As a rule, Dr. Weil always gave to those/did not pass the first examination an account of the various things causing him to fail. Since he was entitled to a re-examination the student had something to work on for the re-exam. Of course there were students, for example, whose eyesight was so poor that there was no use to go farther with exams.)

Frequently some student's blood pressure was up, and during the course of examining students he would have the student to lie down a rest in his office. If this didn't do it, the student sometimes underwent treatment at the Institute before the re-examination.

The experience from preliminary examinations at John A. Andrew Hospital at Tuskegee was true for the examinations at Montgomery. The most prevalent causes of failure, defective eyesight and high blood pressure.

14

1939 -- October

The application of Tuskegee Institute for Civilian Pilot Training was turned down by the Civil Aeronautics Administration.

A month went by and Tuskegee had had no word whatsoever from C.A.A.

telephoned

Dr. Patterson/~~wrote~~ Mr. Edgar G. Brown (President of United Government Employees, Inc.) asking him to inquire regarding our application at the CAA office. (From Mr. Brown's October 6th letter to Dr. Patterson, it appears Dr. Patterson had had some communication with Secretary of War Woodring.)

Mr. Brown immediately conferred with Mr. John Groves, the first assistant to Mr. Grove Webster who was Chief of the Private Flying Development Division of the Civil Aeronautics Authority. Afterwards, he conferred with Mr. Leslie A. Walker, Chief of the Vocational Section of the Private Flying Development Division.

Mr. Brown wrote: "He (Mr. Walker) is a native of Alabama and is well and very favorably acquainted with your great institution. He seemed particularly hopeful, but not conclusive, in his genuine interest in being able to overcome the situation resulting

1939-October pg 2

from the forty miles separating Tuskegee and the airport (at Montgomery). He mentioned the fact that the expense entailed would amount to \$104 additional transportation cost per student for the school and also the fact that the highway went through a certain town which, of course, I did not recall from memory as having passed through in the drive from Montgomery... I took the liberty to state emphatically this matter was paramount concern to you and Tuskegee Institute." He was unable to see Grove Webster who was in New York, and neither CAA Chairman Hinckley or his assistant Mr. Brimhall were in their offices. Mr. Brown indicated he would follow through with the matter.

(Mr. Walker was in charge of the first experimental civil air pilot training program in colleges still in progress.)

Apparently Mr. Brown saw Grove Webster October 7, 1939 (when he was expected back in the office).

The evening of October 7th, upon returning from the movies in Logan Hall, Dr Patterson, <sup>telephoned, and</sup> said in substance that he had a call from Mr. Brown and it looked as though we would not get the program; and that if I wanted to go to Washington and see what I could do to do so.

1939 -- October 13. Robert H. Hinckley, Chairman, Civil Aeronautics Authority, advised Dr. Patterson in a letter dated October 13, 1939, that Tuskegee Institute had been approved for participation the academic year 1939-40 in the Civilian Pilot Training Program being inaugurated. (This was contingent upon a satisfactory inspection of our proposed flight instruction contractor's equipment and instruction staff by CAA's aeronautical field inspectors.)

I left the night Dr. Patterson called (October 7th) in my automobile for Washington D.C. and called at the CAA office Monday morning. My sole conference was with Mr. Leslie A. Walker who early in our conference I found out was from Notasulga, Alabama. The justifications I gave for making an exception is Tuskegee's case were, as I thought, valid in themselves. However I wrapped them up in the type of approach I would make to a southern white man for a favor, though this may not have been necessary.

At the close of the conference I was certain my mission had been accomplished when Mr. Walker asked for a letter from the authorities at Montgomery assuring the use of the municipal airport for training of Tuskegee students. I wired Dr. Patterson to obtain this and forward as quickly as possible. *(I believe that before A.P.L. got its airfield, it was considered the same exception)*  
Mr. W. A. Gayle, Commissioner of Public Works of Montgomery responded immediately to Dr. Patterson's request, sending a

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letter as requested to Mr. Leslie A. Walker on October 9, 1939,-- the same day of Dr. Patterson's request.

On Friday the 13th. of the same week a letter of approval was sent by CAA to Tuskegee.

MEMO

I believe there was at least one other assurance I was asked to get. Possibly it was that Tuskegee Institute would not charge the student for the transportation to and from Montgomery, and possibly assure that the students' schedules (class) could be such as not to jeopardize their classwork. (This might be checked)

I have a feeling that another request, to expedite matters, was to contact the CAA aeronautical field inspector concerned for an inspection of Mr. Allen's flight equipment and instructors and a report thereon to CAA-Washington during this week. (This also might be checked)

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November 1. Director Washington applies to CAA for larger quota than 20 students for the next 4-year 1939-1940 in view of the 1939-October 13 pg.3

General provisions of first non-experimental Civilian Pilot Training course (Elementary or Private Course) in colleges and universities, academic year 1939-40:

The educational institution would offer under contract/72 hours of ground school instruction prescribed by CAA, choosing its own ground school instructors subject to their approval by CAA. The flight contractor (Alabama Air Service in our case) would, under contract with CAA, give each student from 35 to 50 hours of flight instruction along with, of course, incidental ground instruction regarding flight and the equipment or aeroplane used. One CAA approved aeroplane and one flight instructor was required for each 10 students in the class. Ground school instruction comprised the following instruction: history of aviation, theory of flight, and aircraft, civil air regulations, practical air navigation, meteorology, parachutes, aircraft power plants, aircraft instruments, radio uses and terms.

November. The professors of the Alabama Polytechnic Institute at Auburn, Alabama, pledge cooperation with Tuskegee Institute as ground school instructors of CPT students with the endorsement of A.P.I. President.

1939 -- October 15. Tuskegee Institute (Ground Instruction) and Alabama Air Service (Flying Instruction) at Municipal Airport Montgomery, Alabama, were jointly issued Air Agency Certificate No. 119 by the Civil Aeronautics Authority, Dated October 15, 1939, with rating as a Primary Flying School.

Thus the partners were each eligible to receive, *respectively as* contracts for ground and flight instruction of Tuskegee Institute students from CAA under the Civil Pilot Training Program. (Duplicate copy in our files)

This did not restrict instruction of people for the private pilot license to students under the C.P.T. Program. The school could offer such training to anybody.

The names of the ground school instructors were registered in the application to CAA made by Tuskegee Institute. (Mr. Curtis and Mr. Fuller)

1939 -- November 1. Director Washington applies to CAA for larger quota than 20 students for the academic year 1939-1940 in view of the growing number of students qualifying physically, and making application for CPT.

Leslie A. Walker to G. L. Washington, letter, Nov. 8:

"This will acknowledge receipt of your kind letter of November 1.... The response of your students in making application for the pilot training is gratifying. Any consideration for change in your quota must be predicated upon the rearrangement of quotas of other universities since all training scholarships are now obligated... The number of non-students to be trained under the non-college program will be limited in number and probably not more than one group of ten will be trained in each state... Please accept our congratulations upon the organization and conduct of the program at Tuskegee."

The result of the conference was that Mr. Pitts and Mr. Cornell agreed to do the teaching two nights a week, 3 hours each night. This was done in Trade 4 Building.

It was not until after classes began that I advised CAA-Washington of the change in instructors.

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1939 -- November. Two professors of the Alabama Polytechnic Institute at Auburn, Alabama, pledges cooperation with Tuskegee Institute as ground school instructors of CPT students with the endorsement of A.P.I. President, Duncan. (about mid-November)

I had named Mr. William Curtis of Mechanical Industries and Mr. Joseph Fuller, also of this school, as ground instructors in the original CAA application, and CAA had approved them.

But for some time, in my mind, I had the conviction that Negro students, individually of course, would do an outstanding performance in flying; at the same time, however, I frankly was not too sure they would do as well when CAA inspectors examined them on ground school instruction. (Both ground school and flight accomplishment, was to be measured by CAA at the end of the course through examinations devised by CAA and conducted at the various colleges by CAA inspectors.)

I took a look at Auburn's catalog and singled out Mr. Robert G. Pitts of the aeronautical division as the man to contact, and called him on the telephone and arranged a conference at Auburn. Either Mr. Fuller or Mr. Curtis accompanied me to A.P.I.

Mr. Pitts had been given the general subject of the proposed

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conference and had Mr. Bloomfield M. Cornell\* (a member of his instructional staff) in his office when I arrived. As I recall, Mr. Cornell was once a Navy pilot, and Mr. Pitts had finished some university in aeronautics.

I never doubted that Mr. Curtis and Mr. Fuller would do their best and put everything they had in the instruction. But I was frankly interested in making the best record possible on the examination and felt teachers with considerable training and experience in aeronautics would make the difference in the results of the examination. I shared the belief with Mr. Curtis and Mr. Fuller, neither of which had any feeling about the matter. (If I recall correctly, I think Mr. Curtis did some of the radio instruction, backing it up with laboratory demonstrations. Mr. Fuller may have done the same in physics aspects.) The first class at least had to excell.

The result of the conference was that Mr. Pitts and Mr. Cornell agreed to do the teaching two nights a week, 3 hours each night. This was done in Trade A Building.

It was not until after classes begun that I advised CAA-Washington of the change in instructors.

\* Retired naval flyer and professor of aeronautical engineering at Alabama Polytechnic Institute, Auburn, Ala. 23

How well I remember this day (afternoon), for on the return drive to Tuskegee, a convict who was driving a big truck, in connection with improvement of highway, at the same time I had been given right-of-way to proceed, drove across the road without looking or seeing me (because he was having some kind of conversation with a fellow convict in the opposite direction) and ran head on into my automobile. Repairs were authorized on the spot and payment promptly made when I submitted the bill to the Highway authorities (or prison authorities).



1939 -- Dr. F. D. Patterson praises the PITTSBURGH COURIER for its campaign for air recognition of the Negro and suggests the initial purposes of Tuskegee Institute in promoting flying training for its students.

COPIED FROM PITTSBURGH COURIER, SATURDAY NOVEMBER 18, 1939 ISSUE:

Praising the Pittsburgh Courier for the important part it has played in securing recognition for Negroes insofar as aviation of Civilian Pilot Training, F. D. Patterson of Tuskegee Institute had the following statement to make in connection with the Alabama institution's new Civilian Training station:

"I believe that the designation of Civilian Pilot Training units in several of our schools represents a new era for Negro youth. It is the first time that we have had national recognition in a movement of this kind. It means that if America becomes involved in war, there is a strong probability that a new branch of service will be opened to Negro youth. To that extent it represents a movement nearer the goal of fuller participation of Negro youth in American life.

"I think that the constant publicity which the Pittsburgh Courier has given the lack of opportunity in our various branches of national defense was vitally influential in bringing this about. I am conscious of the great part which the Courier has played in helping to make possible this opportunity. No doubt there are other forces which have helped.

(CONT'D)

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"I feel that there ought to be a fine opportunity in the mechanics' field inasmuch as they claim that five men on the ground are needed for every one in the air. In addition, of course, there is an opportunity for the Negro to demonstrate his ability as a flier.

"Naturally Tuskegee regards itself as fortunate in being one of the five institutions selected as training centers by the government and we hope that the results will be such as to justify a wider extension of the privilege."

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1939 -- CPT 1939-40 Session.. Elementary Course ground school instruction, under the Civilian Pilot Training program, began about December 1st. with 20 enrollees, including two women, and 2 alternates. (Ground school conducted by Tuskegee Institute under contract with the CAA)

Students were not enrolled officially in the course until so authorized, individually, by CAA-Washington. Before flight or ground school instruction was authorized to begin, it was necessary to submit the CAA-Washington the roster of trainees, together with evidence that each had met all requirements as to establishment of American citizenship, evidence of full-time enrollment in a collegiate course, age between 18 and 25 years at September 1, 1939, possession of a Student Pilot Certificate (Commerical, CPT Grade); consent of parents to the training, and provision of accident insurance coverage on each student as prescribed by CAA.

Also, each student had to have on file at CAA-Washington his Student Application for Vocational Flight Training (Form 520 CPT-40)

The course entailed 90 hours of ground instruction: navigation, 24; meteorology, 24; civil air regulations, 24; and aircraft operations, 18.

1939 -- December 22. CAA-Washington authorized the Alabama Air Service to begin flight training of the 20 Tuskegee students approved for the Elementary Course under the 1939-40 Session of the Civilian Pilot Training program. (Flight training was conducted by the Alabama Air Service under contract with the CAA)

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Beginning instruction was contingent upon having met insurance requirements, and the certification by CAA of instructors and aircraft to be used in the training.

Tuskegee Institute received a copy of the telegram.

The course required from 35 to 50 hours of dual and solo flight training.

(Both ground school and flight training got off to a late start, because of the hold up of Tuskegee Institute's inclusion in the program.)

GENERAL NOTES

Nearly 30 years have passed since aviation instruction began at Tuskegee. So, while the sequence of major events in the development, and some associated detail, are clear, nevertheless much research among the records of Tuskegee Institute and other agencies seems essential. In referring to Institute records we have in mind any and all files pertaining to Civilian Pilot Training, Army Pilot Training, College Training (AIRCREW) of enlisted men on the campus, CAA War Training Service. The involves the President's Office, former Treasurer's Office, Moton Field files, those of Airport No. 1, and records of whatever office or department was responsible for College Training of enlisted men. Notwithstanding, however, recourse may be likely to materials in the libraries of Maxwell Field and the Pentagon, as well as archives of the Civil Aeronautics Administration or its equivalent today. But there will be a great deal of human interest stories that can only be gotten through direct or indirect communications with many individuals in the picture back there. This information would not be found in files or libraries. Also some recourse must be to seminars of selected principals concerned back there for appraisals of approaches,--for example, Tuskegee's cooperation with the military in separate or segregated training of Negro pilots in the Air Corps, and for consensus of opinion on or behind the scene decisions of policy of CAA or the Military.

Such notes may be continued as we go along. But the research needs to

be emphasized at this point follow:

1. A card is included (with an attachment) for each CPT course given during the Fall, Spring, and Summer Sessions throughout the years. For each course offered there should be a comprehensive record developed to show at the record heading the Name of the Course, Year and CPT Session in which it occurred, Quota of Trainees for the Course, Beginning and Ending Date of the Course, Names of Ground School and Flight Instructors for the Course, and Type of Aeroplanes Used in the Course. Then column headings for the Full Name of Trainees beginning the course: The Name of Graduates, putting a dash for those not finishing but explaining in "remarks" column at end whether disqualified, drop-out, drafted into Armed Services, etc., etc.; Next Course Student Enrolled In; giving in "remarks" column why any graduate did not take further training; and extra column provided to show The Last Course Taken in the sequence, and then follow with Certificate Awarded; and columns to show that afterwards the student became an Instructor on CPT Programs; Instructor of Army Pilot Training Program; Instructor of CAA War Training Program; Entered Basic Training Direct for Military Pilot Training; Enlisted for Non-Flying Training in Air Corps; and if none of these, listing under "remarks" drafted, Discontinued instructing flight training to enter Air Corps to become military pilot, etc., etc.

The above need not be exactly as stated, but the record should trace the student all the way throughout his flying career, -civil or military. The hometown and college in which enrolled when first taking CPT training should be added to

the above record, as suggested if the various cards following.

2. An analysis should be made, from the above record, of persons beginning their training as regular students at Tuskegee Institute (aviation training) and later became military pilots, in order to facilitate a follow-through on their military careers to the present time.
3. The roster of all aviation cadets assigned to Primary should be done and identified by classes (42-C, 42-D, 42-E, etc., as example), giving the dates of beginning and ending training at Primary, and indicating the full name of each cadet, hometown, whether graduated and entered Basic Training or washed-out and reassigned, and other information on each readily available.
4. Rosters of all enlisted men given Indoctrination Flight under CAA War Training Service should be compiled, along with any pertinent information available from the records.
5. The names of single and twin engine graduates from advanced training at the Tuskegee Army Air Field should be ascertained by classes. Any other necessary information in this instance should be available in Tuskegee's Primary and War Training flying records.

1940 -- CPT 1939-40 Session. Flight training of Tuskegee students began at the Municipal Airport at Montgomery, Alabama, about the first of January.

About three weeks had elapsed since Mr. Allen of the Alabama Air Service had been authorized to start training. It was quite clear that he was having his problems, since this was his first CPT class. It could have been with insurance or certification of aircraft or getting himself and his one additional instructor rereated by CAA. Or it could have been a combination of two ~~elements~~ of these requirements. A lot of flying could have been done during Xmas holidays.

(Operators generally were having their problems particularly with rerating of instructors by CAA. Thought these instructors had been flight-training people, I don't think CAA had been as concerned with their capability and proficiency as now, in the case of CPT students. All instructors had to be tested by CAA inspectors for a certificate or certification of rerating or eligibility to fly CPT students.)

He had only one rerated instructor when flight began. Thus only ten of our students began training. This situation continued on into February.

(Flight instructors: Joseph Wrenn Allen and Don S. Porter)

The flight training situation didn't look good at all, particularly since out starting flight was much later than the average beginning over the country.

Furthermore, CAA-Washington's reason for hesitancy in approving Tuskegee was taking on more validity. As I wrote frankly to Mr. Leslie A. Walker later: "We are running into the difficulties you clearly pointed out in October. Each student must make 70 to 80 trips to Montgomery with accompanying road hazards. To obtain one half hour flight period he must leave the campus here at noon and return with the group at 6:00 afternoon. Though he may have one or more free periods in the morning, the morning cannot be used. We were late with the program and it will be impossible to finish flight when this academic year closes..."

Money-wise, the transportation cost was not covered by the \$400 paid the Institute for ground instruction. <sup>total of</sup> ~~of each student.~~ This was running between \$1,200 and \$1,500 estimate for the course, if we continued training at Montgomery.

For the record: These students should have been grateful to the Institute, for in one way or another it was heavily subsidizing the program. CAA allowed institutions to charge up to \$40 (charge to the student) to cover the CAA medical examination, insurance, and miscellaneous items. I believe we waived these payments. Then

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there was the cost of ground school instructors. Transportation has been mentioned. Preliminary medical examination service was contributed to the cause by John A. Andrew doctors. I, and occasionally others, were doing all the transporting of students back and forth to Montgomery for medical examinations. But all of us thought the expense and effort worth while. Campus support was most encouraging.

(Later in the year, in qualifying the second class I believe, I as some of the people connected with the Institute to make a donation of \$25.00, called scholarships, to help offset some of the cost beyond what CAA paid. The response was very good, as I remember. Mr. Floyd (State Vocational man who had lost an arm) came up with his \$25.00 first, almost the same day he got his letter of appeal.)

MEMO

I do not recall any reports of unpleasant experiences on the part of students with spectators at the airport in Montgomery. Nor do I recall what wash room arrangements were made for them. Mrs. Carter (Mildred Hemmons) might shed some light here.

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1940 -- January (latter part). Tuskegee Institute initiates quick action with a view to moving flight training from Montgomery to property of Tuskegee Institute, in order to preclude the possibility of defaulting in regard to flight training.

Since airplanes had landed and taken-off on our property (Col. Robinson, Charles Anderson), I thought I should get the authorities concerned in the State to come to Tuskegee for a conference and for inspection of sites.

The shift would be better for the Alabama Air Service also, since ~~the shift would be better for the Alabama Air Service also, since~~ training of Alabama Polytechnic Institute students at Auburn was taken on too by Mr. Allen.

On January 22, 1940, I wrote Mr. Asa Rountree, Jr., State Director of Airfield Development, explaining the urgency of flying field facilities at Tuskegee and suggesting a conference of all persons involved at Tuskegee January 31, 1940.

Mr. Rountree replied as follows: "This morning your letter of January 22 reached me. I believe it will be very helpful if you can arrange such a meeting as you have suggested, with officials of Tuskegee Institute and with the City of Tuskegee. I will

plan to stay as long as necessary and it would be a good time to inspect some of the sites you have in mind. One of the obstacles to the establishment of a municipal airport in Tuskegee has been the unwillingness of the town to purchase a site. It ought to be possible to arrange an airport project if the City of Tuskegee and Tuskegee Institute can jointly provide for it."

1940 -- February 1. Federal and State aviation officials meet at Tuskegee Institute to explore the possibilities for airfield facilities in the area of Tuskegee Institute.

Present were:

- Mr. Edward Wilson, Director of C.A.A. Regional Office at Atlanta, Ga. (who came to the Institute the afternoon before)
- Mr. Asa Rountree, Jr., Director of Airfield Development, Alabama Aviation Commission
- Mr. Dale E. Altman, General Inspector of Flying Fields, CAA Regional Office, Atlanta
- Mr. Owen Draper, State Airport Engineer (WPA), Alabama Aviation Commission
- Mr. S. O. Kennedy, Operator, Kennedy Airport, Tuskegee, Alabama
- Mr. Lloyd Isaacs, Treasurer, Tuskegee Institute
- Mr. Joseph W. Allen, Alabama Air Service (our flight contractor)
- Mr. G. L. Washington, Coordinator, Civilian Pilot Training, Tuskegee Institute

There were conferences and site inspections throughout the morning and afternoon.

Resultant proposition No. 1:

Mr. Rountree was enthusiastic over the possibility of a good L-shape airfield on Institute property on the south side of Franklin road

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which would lend itself to expansion if necessary. (A profile of site to be sent Engineer Owen Draper for cost estimating.) After a final decision on suitability. To qualify for WPA or NYA aid, the land would need be deeded to the Alabama Aviation Commission or the Alabama Board of Education, to obviate the possibilities of difficulties if it were deeded to the City of Tuskegee. Or Tuskegee might wish to seek sponsor funds elsewhere.

Other arrangements would need be made to meet immediate flying needs since from 1½ to 2 years would be required for plans and construction.

Subsequently, April 3, 1940, Engineer Owen Draper submitted an estimate of \$22,900 for the construction including, earth excavation, fine grading, seeding and sodding, marking, hangar.

Resultant proposition No. 2:

The time to construct the above field, if funds were already in hand, necessitated other airfield provisions during the interim; and the emergency situation of field facilities for moving the CPT training from Montgomery required that interim facilities be provided almost immediately. Leasing and improving the Kennedy

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field on the Union Springs highway seemed the only answer. If Tuskegee Institute could get possession of it, probably the cost of improvements required by CAA might not cost any more than that of transporting students to and from Montgomery.

The field was gone over carefully on foot, and test flights (take-offs and landings) from it were made by Inspector Altman. Favorable decision by CAA-Washington on our use of the field would hinge upon the recommendation of Mr. Nilson and Mr. Altman. (Mr. Nilson appeared to me to be in favor; I had a feeling Mr. Altman was too after he tested it.) There seemed no problem in regard to getting the lease on the field.

Altman

Inspector/outlined the various repairs and improvements needed. We gave assurance they would be made if permitted to use the field for our program. The Aviation Commission representatives present agreed to cooperate in directing certain improvements, if the Government would give the permission needed. A decision from CAA-Washington should take about a week or ten days, we were informed.

Mr Nilson had spent a pleasant afternoon and evening with us on the campus. I felt he was impressed with our program and goals. Thus I believed we had the CAA-Washington decision 50% in hand already.

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HOWEVER, to pick up at least another 25%, I wrote Mr. Leslie A. Walker a letter bright and early the next day. (See files). Recognizing he was completely right in predicting our difficulties with using Montgomery airfield, I gave a full account of the group's explorations, February 1, and called upon him again "to lend your support in overcoming what we feel to be the last hurdle."

This may not have been necessary but couldn't do harm. In a few days I received a letter from Inspector Altman as follows: "Before the field at Tuskegee can be approved for flight training, it will be necessary for you to improve it as per our conversation February 1, 1940. Please start the work immediately and notify this office when the field is ready for inspection." The letter was dated February 3, 1940, and was signed for Mr. W. M. Robertson, Senior Aeronautical Inspector at the CAA Regional Office, Atlanta.

Dr. Patterson authorized the necessary expenditures, and everyone got busy.

1940 -- February (first part). Tuskegee's aviation students volunteered labor to help the Institute to make improvements to Kennedy field which were specified by CAA Regional Office as necessary before it could approve CPT flight training thereon.

Treasurer Lloyd Isaacs immediately completed satisfactory negotiations for a lease of the field, putting it under Tuskegee Institute's control. Students went to work doing many things, under the direction of Mr. Royal B. Dunham of the School of Mechanical Industries. The Institute paid out about \$1,000.00 for construction of a wooden hangar that would accomodate three aeroplanes (cubs), cutting trees, ~~and~~ filling in holes and low spots, and erecting markers. Also lavatory facilities, a raised platform for gasoline drums, and a small structure for record-keeping and to get out of the rain, if necessary, <sup>were provided.</sup> As February ended the work was no quite completed.

At this time, the construction of the proposed airport on the property of the Institute was <sup>still</sup> paramount in our minds. The use of this field for about two years was the thought.

February (late).  
1940 -- ~~March (about mid-month)~~. Kennedy field was approved for CPT elementary course flight training by the CAA Regional Office.

Up Of course, flight instruction was immediately transferred from the Montgomery Municipal Airport to Tuskegee.

This was indeed a great relief, not only to the students but to Institute official concerned, -- particularly myself.

One can only speculate on what might have developed if training had not been transferred to Tuskegee. For one thing, we would have far exceeded the expected completion date for flight training of the first class. This may well have precluded further classes under CPT. CAA would have had grounds for doing this since its hesitancy to approve the Institute for participation was the very development that forced us to seek facilities nearer the campus.

Also, the Air Corps was rapidly expanding and would certainly envelope the Municipal Airport. And it was not long before Montgomery did not have a municipal airport. The military took over, and for some time, until the City made other arrangements, commercial airline flights departed and landed on a part of the military airport. Private flying was eliminated.

1940 -- March 25. The results of the examination of Tuskegee CPT students by CAA inspector Wiggs on ground school subjects was a record for the nation.

The notice of inspector Wiggs' arrival was short. The examination was scheduled for the drawing room in Trade A Building. He brought the examination papers and monitored the examination himself. (This was the arrangement throughout the nation.)

While the students were taking the examination I was in and out of the room, and in my office most of the time, wondering about the results and if my care in selecting ground school instructors was going to pay off.

Toward the end of the time allotted I went back. Inspector Wiggs told me he would score the examination immediately after the examination. I believe he was as eager to know the results as I was. (I do not recall whether Mr. Pitts or Mr. Cornell were present).

Everyone gathered around the inspector as he graded the exams. The excitement heightened as, in the case of each subject (Civil Air Regulations, Meteorology and Air Navigation), he finished paper by paper and put down the grade. It was a moment beyond

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description when at the very end of scoring every student had passed every subject on which examined!

Up to that time, in the Southeast area comprising seven southern states, no college had a record of 100% passing on the first examination (re-examinations were given those failing in a subject the first time). But the grades were also so high.

Charles Foxx averaged 97, and Alexander Anderson, 96.

For many weeks afterward, the accomplishment hit the press over the nation, and POPULAR AVIATION did a feature story on the Tuskegee operation, - "The Negro Is Flying." The article was documented with photographs. *as late as March, 1941.*

The CHATTANOOGA NEWS-FREE PRESS ran a full page on Tuskegee aviation students in its Sunday, April 21, 1940 edition. A reporter on its staff came the Tuskegee to observe and take notes for the article. The paper stated:

"At first glance one is impressed by the scholastic excellence of the students in their ground work. Their average (on the CAA examination) in civil air regulations, meteorology and navigation

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was 88, and every student of the class passed, the first school to have passed 100 per cent in the Southeastern States, according to a recent survey. One (student) scored 98, and another made 100 on regulations and 92 on navigation and meteorology. And they were competing against such technological schools as Georgia Tech, Auburn, and North Carolina. Then these boys, none of whom had ever been aloft before, have a remarkable flying ability, as you readily observe if you watch them on their field. Because of trees, slope of field, and other obstacles, every landing for these colored boys is a spot landing. In a couple of hours we saw not one poor landing. Deeper than this surface display of achievement lies the struggle of their race against the resistance they often meet in their ambitions and natural difficulties."

A lot of credit must go to Auburn's Pitts and Cornell and Tuskegee's Curtis. These ground school instructors worked hard with the students, as they did with those of succeeding classes. I will always feel the cooperation of Auburn's faculty made the difference, as I reasoned it would when engaging the services of Pitts and Cornell.

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1940 -- April 5. Director Washington addresses a plan to President Patterson, the Board of Trustees, and the Alumni Association of Tuskegee Institute for financing the construction of an airport on Tuskegee Institute property, as proposed by the Alabama Aviation Commission.

In the proposition it was stated that Negroes in 17 states had made application in large numbers for flight training and aviation mechanics at Tuskegee Institute.

Captain A. J. Neely was co-author of the proposal to finance the \$22,900 construction cost. Each of the following would provide a third of the cost: The Trustees, the Alumni Association, and individual alumni and general public. If the Alumni cooperated as requested (Alumni Association), the airport would be named the Tuskegee Alumni Airport. The Trustee and Alumni Association thirds would be made available immediately, in order to do the rough and finish grading, so the runways could be ready for use under the 1941-42 Civilian Pilot Training Program.

MEMO

I do not recall whether or not the Trustees and Alumni Association agreed. However, I did launch later the general campaign among individual alumni for a third.

April 5, 1940 = pg 2

The Alabama Aviation Commission had given the following estimate for airport construction on Institute property on south side of Franklin Road:

	Materials or Equip*	Labor	TOTAL
75,000 CY Earth Excavation	\$ 7,500	\$ 1,000	\$ 8,500
300,000 SY Fine Grading	1,500	500	2,000
300,000 SY Seeding & Sodding	800	9,000	9,800
- Marking	600	600	1,200
- Hangar	5,800	6,600	12,400
		Total	\$22,900

1940 -- April 17. CAA-Washington wrote congratulations to Tuskegee Institute regarding its progress in the Civilian Pilot Training program.

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Reference was to the record on the CAA ground school examinations made by our students and steps taken in moving the training from Montgomery to Tuskegee and projecting plans for the construction of a flying field on Institute property.

Leslie A. Walker wrote a letter to me, dated April 17, 1940: "It is a pleasure to note the splendid progress of Civilian Pilot Training at Tuskegee Institute....Mr. Roundtree has informed me of the progress made toward the development of an airfield at Tuskegee. This development should greatly facilitate your convenience in offering Civilian Pilot Training to your students next year....Hearty congratulations are extended upon the splendid record made by Tuskegee students on their ground course final examinations."

1940 -- April 21. The Sunday edition of THE CHATTANOOGA NEWS-FREE PRESS, April 21, 1940 carried a full page spread on the Tuskegee Institute aviation activity, with primary and secondary headlines as follows: "NEGRO YOUTH PROFICIENT IN GROUND WORK - Meteorology Score High -- Carrying Out Booker T. Washington's Ideals."

Most of the students of this first CPT course at Tuskegee entered school for aviation training. Six of them enrolled in one of the advanced courses, and others of the class who continued their flying, were seriously impressed with the importance of the instruction, particularly in view of the impending national emergency.--War II.

The roster of the first class and all succeeding elementary and advanced courses throughout the program should be constructed.

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1940 -- April. Negro youth of the nation began seeking information from Tuskegee Institute about military pilot training, the qualifications therefor, and how and where to apply for it. (MILITARY PROGRAM)

Letters came directly or were referred to my office for reply almost daily. The time required to answer them became a burden on the clerical staff. I am sure that the N.A.A.C.P. and other national Negro agencies were experiencing the same thing. I am sure, however, the national publicity given Tuskegee students for their record on ground school examinations, which usually told about flying activities at the Institute, singled out Tuskegee as the logical place to seek information.

In order to facilitate matters, I developed, and duplicated for supplying authentic information, a release containing specifics regarding educational and physical qualifications, pay and other benefits, the coverage of the various educational examinations, how to establish American citizenship (along with a form for the purpose), procedures for making application, states embraced by the nine Corps Areas, the city and state where Corps Area headquarters were located where applications should be secured and submitted, etc.

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1940 -- May . The first class of students trained at Tuskegee Institute under the Civilian Pilot Training Program were flight-tested and received Private Pilot Certificates.

Most of the students of this first CPT course at Tuskegee entered school for succeeding terms. Six of them enrolled in one of the two succeeding Secondary Courses, and three of those completing this course went on to enroll in the Apprentice Instructor Course.

The graduates of advances courses, and others of the class who continued their flying, were seriously impressed with the importance of the instruction, particularly in view of the impending national emergency, --War II.

MEMO

The roster of the first class and all succeeding elementary and advanced courses throughout the program should be constructed.

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1940 -- May 20. Tuskegee Institute proposes to the Private Flying Development Division of CAA that Tuskegee's facilities be employed as a Center for advance flight training of Negro college youth under the Civilian Pilot Training Program.

The letter was signed by Dr. Patterson and addressed to the attention of Mr. Grove Webster, Chief of the Division.

I addressed a letter the same day to Mr. Leslie A. Walker and to the Chairman of the Civil Aeronautics Authority, seeking their support of the proposition.

At the time CAA had made no announcement of the specific and final program decided upon for 1940-41.

*(in April)*  
*from an exploratory visit I made at the CAA-Washington Office,*  
We understood however, ~~as a result~~, it was likely (a) that advanced ground instruction would be offered during the 1940-41 academic year, and (b) that a number of students completing ground instruction would be selected on a competitive basis for advanced flight training at a single location or Center during the summer of 1941.

So while we were getting widespread national publicity for excellence in ground instruction, as well as flying, it occurred to us that the time to strike was before CAA had crystallized its program.

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HOWEVER, we did predicate our proposal on flying training being offered the summer of 1941, over a year later. That would give time to get the runways constructed on the proposed airfield on Tuskegee Institute property. (This is not to say that we would not have made the proposal had we known flight training would be offered two months later.)

In fact, one of the justifications given for our proposal was that our Board of Trustees had approved a plan to secure the necessary money for funding the airport construction, as recommended (construction) by the Alabama Aviation Commission.

I received a letter from Dean R. Brimhall, Assistant to the Chairman of CAA, dated June 5, stating: "In the next few days you will no doubt receive complete information about the proposed summer school course of the Civilian Pilot Training Program... I am sure the Private Flying Development Division is grateful for your offer to place at the disposal of the Civil Aeronautics Authority the facilities of your school in its pilot training program."

Mr. John Groves, Assistant to Grove Webster, acknowledged receipt of the proposal but said nothing about the proposal sent Mr. Webster May 20.

TUSKEGEE UNIVERSITY  
ARCHIVES AND MUSEUMS

1940 -- May . Tuskegee Institute's Charles R. Foxx was honored by being chosen as one of seven licensed private pilots trained in the 1939-40 Civilian Pilot Training program to represent Region II in a contest conducted by the Institute of Aeronautical Sciences.

Foxx was the student who scored an average of 97 on the CAA examination of the first CPT class, setting a record for the Region. It goes without saying that he was the only Negro among the seven contestants.

Region II comprised the following states: North Carolina, South Carolina, Tennessee, Mississippi, Georgia, Florida, and Alabama. These states comprised CAA's Region II.

Expenses of the contest and a \$1,500 award to the winner was underwritten by the Shell Petroleum Company.

Foxx was a Tuskegee choir member, and because the date of the contest conflicted with an appearance on a Tuskegee Institute financial campaign program, Foxx chose to decline participation in the contest.

The Institute of Aeronautical Sciences commended Foxx for his "loyalty and sense of duty."

May 1940 pg 2

Travel with the quintet accounts (if I recall correctly) for his not being among the students of the first Secondary Course, held during the summer of 1940, when the singing group under Captain Wiley travelled north.

Since Foxx had already topped the region in civil air regulations and navigation and meteorology, and was exceptionally proficient in flying, one can speculate that he might have won the contest. If so, much publicity would have resulted in further favor of Negro youth in aviation.

An alternate never came up. If it had, Alexander Anderson who averaged 96 would probably have been the substitute. I am sure, however, that Anderson did not rate as high as Foxx of flight training.

TUSKEGEE UNIVERSITY  
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ALEXANDER ANDERSON:

POPULAR AVIATION, March, 1941, carried this statement: "Anderson is being encouraged by Director Washington and other instructors in the department of mechanical industries in working out ideas of an inventive nature of parachutes. He hopes to develop parachute jumping and inventive work in that connection as a vocation." This was true, of course.

I do not recall what exactly Anderson was exploring about parachutes, but I do know that he wanted 'in the worse way to jump'. And this urge almost caused Dr. Patterson to have heart failure on Sunday afternoon:

Apparently he sold Chief Pilot Anderson on a parachute jump. This was either the Fall of 1940 or Spring of 1941. The CAA flight inspector approved the jump, provided he wore two types of parachutes, in case one failed to open. The word got around Tuskegee that Anderson would jump on the particular Sunday. Airport No. 1 (Kennedy Field) was crowded with spectators from all around. Dr. Patterson said nothing until the time he was with us in one of the buildings, putting the chutes on Anderson. With emotion he told me he didn't know whether we should go forth with the jump or not. I assured him the jump was legal and approved by CAA, and

that we all had confidence in Anderson's success. But we would call off the jump if he said so. Dr. Patterson pondered a moment and said go ahead.

Pilot Anderson flew Alexander, and I went aloft with Pilot George Allen. I watched at close range and saw young Anderson get out on the wing of the plane, without any fear or hesitation whatever, and when he got the signal from Pilot Anderson to jump, he did, and made a perfect landing on the center of the airport, to the cheers of the audience.

I am sure that was the first parachute jump at Tuskegee.

TUSKEGEE UNIVERSITY  
ARCHIVES AND MUSEUMS,

1940 -- June 2. Director Washington addressed the Chicago Tuskegee Club on training developments in the School of Mechanical Industries and gave an account of the progress and problems of aviation training at Tuskegee.

I included information regarding the proposition I had submitted to the President, Trustees, and Alumni Association for financing the \$22,900 cost of an airport on Institute property. I attempted to plant seed for a fund drive among individual alumni and friends.

also later  
~~Exclusive~~ I was invited to Detroit to address the Club there too. At the time, Tuskegee's aviation activities were very much in the national press because of the record made by students on CAA ground school training.

While in Chicago, I visited with Miss Willa Brown at her flying school at the Harlem Airport. I had heard much about the operation, and it was an inspiration to see Negroes conducting flight training, and to be flown over the city of Chicago by Miss Brown, the highest ranking colored aviatrix in the United States. She impressed me as a well educated and most progressive and aggressive advocate of the Negro in aviation.

Miss Brown's operation was <sup>an experimental</sup> a ~~non-college~~ college program under the Civilian Pilot Training Program. When I inquired about this as an augment

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to our college program back in November 1939, Mr. Leslie Walker wrote: "The number of non-students to be trained under the non-college program will be limited in number and probably not more than one group of ten will be trained in each state. This phase of the program will be experimental this year anticipating future expansion and will be conducted on a plane somewhat similar to the experimental college program conducted last spring." --11/8/39.

Apparently Miss Brown sold CAA on inclusion in the experiment to test how well Negroes adapt themselves to flight training. Miss Brown held the B.A. degree from Indiana State Teachers College and the Master in business education from Northwestern University. She had studied ground work of flight at the Aeronautical University in 1934-35 and took her flight training at the Harlem Airport. At the time she held a limited commercial pilot's license and was credited with about 350 flying hours. She also held a CAA ground school instructor's rating.

When I visited, she was director of two CAA programs. One was a demonstration school for college youth (the only one in the country) with 20 enrolled who came from various parts of the nation, being, as indicated above, the only off-campus CAA program.

The other was a CAA unit for non-college youth from about the country. She held ground courses for both programs evenings at the Phillips High School of Chicago and flight training, at the Harlem Airport in Oak Lawn.

It took persistence and help from Alderman Benjamin Grant and Enoc P. Waters, Jr. to get the programs. Further she secured the sponsorship of the Chicago School of Aeronautics, a "little Randolph Field", at Glenview, where Colonel (then Captain) Noel F. Parrish helped to open an Army Primary Flying School and was stationed before he came to Tuskegee Institute.

Further her ground school stood an exception among college CPT programs in that Miss Brown had about \$100,000 worth of equipment loaned by the United States Army to back up ground instruction.

Lewis A. Jackson and Cornelius Coffey were flight instructors at the time.

I mention all this for two reasons. First, any history of the Negro's entrance into civilian and military flying should give recognition to Miss Brown's efforts. Second, she did an outstanding job of promoting the Negro in aviation.

*undoubtedly sought*  
With the ambition reflected above, one can readily understand how she ~~came to seek~~ the establishment of both the Tuskegee Airfield operation and the Tuskegee Institute Army Primary school at Chicago. ~~To what extent she joined the N.A.A.C.P. opposition to the the segregated military operations at Tuskegee, I do not know. But I feel certain she was among those in opposition to location at Tuskegee, which can be humanly understood.~~

TUSKEGEE UNIVERSITY  
ARCHIVES AND MUSEUMS

1940 -- CPT 1940 Summer Session. The elementary or private pilot's course had a quota of 15 students and began with a full complement of trainees June 15, 1940.

Ground school continued to be offered by the Institute under contract with CAA. Flight training continued on contract between the Alabama Air Service and CAA. The total hours and nature of the training remained the same.

Ground school instructors:

Type of aeroplane used: Piper Cub type

Flight training instructors:

<u>Name, Home Location, and College where enrolled of students beginning course</u>	<u>Name of Students Completing Course Successfully</u>	<u>Students Enrolling in Secondary Course</u>	<u>Remarks</u>
---	--	---	----------------

1940 -- July 1. The Civil Aeronautics Authority selected Tuskegee Institute for the Center for advanced training of Negro college youth under the Civilian Pilot Training program.

Five weeks had elapsed since Tuskegee made its proposal regarding the Center (see May 20 note) when Edward Nilson of the CAA Regional Office at Atlanta telephoned me on June 27th. Grove Webster had communicated with him regarding Tuskegee Institute as the Center, he said. Also he informed me that an institution in Chicago was bidding for this recognition, but that he would back Tuskegee, if it wanted the Center. Also he indicated that CAA-Washington was awaiting his reply regarding the contact with Tuskegee, which I took to mean his recommendation.

(I was certain at the conclusion of the conference that (1) the Government planned (at Chicago or Tuskegee) a ~~segregated~~ Center for Negroes, and (2) that the advanced course had radically changed from that on which we based our May 20 proposal, which was outlined at CAA-Washington back in April during my exploratory visit there. Mr. Nilson was talking about ground and flight training beginning within a few days,--July 15. I don't know whether this challenged or discouraged me at the time.)

But back to Mr. Nilson's conversation: Mr. Nilson proceeded to

raise two questions for our answers. He needed these answers for his reply to CAA-Washington, and also felt that the matters raised might be determinative in Tuskegee's decision to go forth with the Center proposal. The questions were:

- 1) Would the Town of Tuskegee improve Kennedy field (on which we were now flying the elementary course)?

I answered in the affirmative. (I based this upon Tuskegee Institute's Attorney Powell's statement two days prior that the improvement of this airport was the Town's plan. But the greater reliance was the belief that the Center program would be a wedge for Government funds to improve Kennedy Field or build the proposed one on Institute property which would be a superior facility.)

- 2) Would Tuskegee contract out the flight training, just as it was doing on the elementary program, or make the set-up for handling flight itself?

My reply was that Tuskegee wished to handle the flight itself, employing Negro personnel to the maximum extent possible. (Mr. Nilson was inclined to agree with the choice, feeling there

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should be qualified Negroes about the country. I gave him the name of C. Alfred Anderson, as example (and really the only name that came to my mind at the time).

Possibly Mr. Nilson's mind was made up by now, and he indicated that he would come to Tuskegee Saturday, June 29, if possible, to go into details regarding flight requirements, etc.,--from the flight operator's end.

He was fairly sure that if the Center were established at Tuskegee Institute it would be permanent; and felt that the Government would be liberal with us in gaining certification as Advanced Flight School in order to establish the work at Tuskegee Institute.

Regarding the course to be offered: There would be three classes of 10 students each per year, or 30 students per year; for ~~each~~ <sup>each</sup> student completing the flight course, Tuskegee would be paid \$850 (based on use of new aeroplanes) or \$25,000 approximately for the year; new flight equipment would cost between \$7,000 and \$9,000.

I reported the conference and commitments to Dr. Patterson who didn't disapprove, but rather seemed pleased over the development.

(\$200 for ground school and subsistence per student)

*Tuskegee would be one of the Centers over the nation offering advanced flight training*

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OBSERVATION

When Mr. Nilson mentioned a Chicago school bidding for the Center I immediately thought of Miss Willa Brown's organization, though I made no comment to Mr. Nilson. Chicago might logically have been the place for the Center. Miss Brown had a going flight operation, and what she lacked might easily have been supplied by her sponsor,--the Chicago School of Aeronautics. (See June 2, 1940 notes) Only a month back I have visited her operation.

Tuskegee had a good ground school staff, but no such supporting equipment as Miss Brown's. It had no flight equipment or personnel, nor did it have a suitable airport for the advanced training.

What Tuskegee did have was a reputation for cooperating with state and Federal Governments; an excellent tradition and setting for training; a name known throughout the world; widespread national publicity at the time for achievement of Civilian Pilot Training students on CAA examinations and in flying; the Goodwill of people of the south and north in key positions north and south whose opinions could be determinative; a geographical setting favorable to flying training; a favorable impression with CAA-Washington for overcoming obstacles; and possibly other attributes that caused decisions in it favor. Further, it could, as a partner in a segregated project, be quite relieving and comforting.

1940 -- July 13. The Southeast Training Center of the Army Air Forces was activated with Major General Walter R. Weaver Commanding. (MILITARY PROGRAM)

There were two other Centers: Gulf Coast Training Center, Randolph Field, Texas; and West Coast Training Center, Santa Ana, California.

- 1. Flying Instructors
- 2. Flying Instructors
- 3. Flying Instructors
- 4. Flying Instructors
- 5. Flying Instructors
- 6. Classroom Facilities
- 7. Aircraft for Ground Instruction
- 8. Classroom Facilities
- 9. Ground Instruction Curriculum

(Incidentally, the airplane delivered was the first to any CPT program in the United States.)

1940 -- July 1. Tuskegee Institute began making arrangements to conduct CPT Secondary Course training beginning July 15th for Elementary Course graduates selected by CAA from among the various Negro colleges participating in the program during the 1939-40 session.

- 1) When Tuskegee submitted its proposal May 20, it anticipated ground instruction during the 1940-41 academic year, but entertained no thoughts of operating flight training,--certainly not ~~the~~ any advanced training. Now it had committed itself to do both,--three weeks hence. But if Mr. Nilson was willing to help, we could ~~could~~ certainly make the try.
- 2) The week-end prior Dr. Patterson left for Washington on non-aviation business and agreed to attend the following: (a) a visit with Grove Webster at CAA for first hand information and to clear up details; (b) a visit with Charles A. Anderson near Washington, D.C. (who was doing some flying of Howard students for the Hybla Valley Flying Service) to see if he would like to fly the program for us; (c) a visit to the Chairman of the CAA's office in the interest of a grant for airport construction, using our selection as a Center for the CAA advanced courses as a wedge.
- 3) The big problem was flight instruction, which involved equipment (Aeroplane), flight instructor, and suitable flying field for the

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heavier and faster airplane. (At this moment we planned on gambling on approval of Kennedy field to start, pending improvements of this field or construction on the Institute property.) Ground school was no problem.

- 4) By Monday (July 1st) Mr. Nilson had furnished me Part 50 of the Civil Air Regulations. Part 50.10 set forth requirements for Advanced Flying School rating, which we had to meet. He also gave me the specifications for the Waco YPT-14 trainer required, and agreed to send a letter to the Waco Company at the time of our placement of an order. (The aeroplanes were available only to CPT flight operators, and the letter was necessary for delivery of the aeroplane). I digested the requirements of Part 50.10 which covered:
- |                                    |                                    |
|------------------------------------|------------------------------------|
| 1. Flying Instructors              | 7. Aircraft for Ground Instruction |
| 2. Aircraft for Flight Instruction | 8. Classroom Facilities            |
| 3. Hangar and Shop Facilities      | 9. Ground Instruction Curriculum   |
| 4. Landing Area                    |                                    |
| 5. Flying Instruction Curriculum   |                                    |
| 6. Ground Instructors              |                                    |

(Incidentally, the airplane delivered was the first to any CPT program in the United States.)

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*Memo to Dr. Patterson*

*From G. L. Washington*

6-27-40

Analysis. G.L.W.

1. I would recommend calling upon Mr. Grove Webster, Chief of P.F.D.V. A first hand talk might mean much in clearing up any detail and getting first hand information.

2. Flying Field facilities is a major factor. I believe we could begin on present field, but believe that if Tuskegee Institute is judged the best place for the Center of training you will have the wedge for obtaining government aid on our field.

Dean R. Brimhall  
Assistant to Chairman  
Chairman's Office  
Civil Aeronautics Authority

-- Should give you the key to

the right starting point for aid. He is up in the C.A.A. and feels, as expressed to me, that Tuskegee shouldn't have to put all the money in the program. He is next to the head of the whole C.A.A. if he hasn't been shifted since I was there.

3. The next consideration is Instructors. One instructor would be needed in flight for the advanced work, I believe. Somehow Anderson is in my mind as the man. I don't know how he would rate. Mr. Brimhall thinks well of him. Why not have Anderson come over to see you. He would be the man to head up our flight work.

C. Alfred Anderson  
c/o Prof. A. E. Richmond  
Howard University  
Washington, D. C.

I am not sure that Allen would fly students under the primary program off the same field as Anderson on the advanced work. Thus our airport is an essential consideration.

4. As to expense of becoming the operator, the money is in the operation of flight work and you can see from Mr. Milson's figures that the money is there the first year.

5. The \$24,000 airfield project was nothing fancy and even if we obtain government money for field the money raised otherwise can go into a better and more adequate field for the bigger training program.

If Tuskegee becomes the operator we could pay the Trustees back that \$8,000.00 in three years.

(INSERT)



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- 5) On Wednesday (July 3) Mr Lloyd Isaacs, Institute Treasurer, placed the order for the aeroplane, enclosing the down payment; and Mr. Nilson sent the required letter.
- 6) By this time Dr. Patterson had mailed information gotten at CAA and reported contact with Charles A. Anderson, who was eager to work for Tuskegee. All Secondary course instructors had to undergo a refresher course in acrobatic flying, which the Secondary course involved. CAA was contacted and authorized his refresher training at the Chicago School of Aeronautics (where Captain Parrish was stationed at the time). Dr. Patterson was wired to have Anderson proceed at once to Chicago for training, which he did.
- 7) From the forms and information Dr. Patterson sent from Washington and analysis was made of various compliances under the Secondary Course and proper execution of the many forms covering ground and flight instruction, dated July, 1940.
- 8) Professors Pitts, Cornell and Curtis were given the ground school course outlines and requirements for study.
- 9) The flying field! A.P.I. at Auburn had a field built with WPA money which met the specifications, so we decided to explore the possibility of its use. The approach taken was to have Prof. Cornell

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of Auburn's faculty (and one of our ground instructors) to take up the matter with President Duncan.

HUMAN INTEREST

As Mr. Cornell reported to me, he called on the President and put the proposition to him. Well, he didn't know about that, and things weren't going well until the President's secretary,--an elderly woman, interrupted to admonish the President: we have been going to Tuskegee Institute as guests to various cultural and other affairs all these years, and now we can't let its students fly on our airfield! Eventually the President told Cornell to put it to a vote among the aviation students. If they agreed,--O.K. They unanimously agreed. (Cornell told me in reporting that woe be unto the student that disagreed, but none did.)

It should be pointed out that Tuskegee's flying activities in the heavy, fast aeroplane would overshadow A.P.I.'s cub flying. Auburn didn't get the Secondary Course until the Spring Session of 1941.

Auburn was 20 miles away, but since the trainees would be taking aviation only, we would divide them into two groups,--one would fly at Auburn while the other took ground school work, and vice versa.

- 10) CAA approved the flying field arrangement.

- 11) The Treasurer was requested to order a station wagon for transportation to and from airport and other program uses. The delivery was made before the course started.
- 12) A.P.I. gave permission to use a tool shed at end of field (the only structure on the field) for getting out of the rain and locking up rope, chocks, flags, etc. etc. Tuskegee practically rebuilt the structure to serve the purposes. The aeroplane would, of course, be staked out when not in use.
- 13) Before July 15, a little catalog had been duplicated, which included the day and time scheduling of ground and flight classes. A copy of this was sent to CAA-Washington. Arrangements had been made for lodging, meals, laundry, etc. for the trainees.
- 14) Anderson's training at Chicago was at the rate of 1 hour dual and one hour solo per day. The hardship encountered was that he took them consecutively. 25 hours was required, but at the rate he was going, it would be July 29 before finishing.

After pushing the Waco Company all we could, we were advised the airplane would be ready July 22. We put insurance on the plane for a year and instructed the company to turn it over to the Chicago School of Aeronautics for Anderson's use only, and to

service just before its flight to Tuskegee. This enabled Anderson to space his dual and solo to his convenience.

- 15) The Application to CAA for Advanced Flying School rating had been submitted, but I do not recall receiving the rating before flying instruction started. However, Mr. Nilson authorized flight training when we completed all required compliances to be best of our ability.
- Fortunately CAA-Washington did not get the students to Tuskegee Institute until July 22. (We were supposed to start July 15)
- 16) We would start ground school in absence of the aeroplane and Anderson, and devote double time each day.
  - 17) Anderson telegraphed me July 29 that he would arrive with the aeroplane the afternoon of July 29 (same day). The Institute and Government Hospital and Greenwood people were alerted, and ~~when~~ the plane zoomed over the Institute and landed at Kennedy Field. By the time it landed, almost, the people were there to greet him, including Professor Cornell. That was the heaviest and fastest plane the area had ever claimed, and it sounded to us like a bomber.

18) Housing and Feeding

The trainees were housed in Phelps Hall. Their dining room was a small, private dining room which was a part of the larger Teachers' Dining Hall in Tompkins Hall.

From then on, Phelps Hall was the residence hall for Secondary Course students, particularly those assigned from other colleges. When the pilot staff began growing, it was also used to house single flight instructors and those ~~wives~~ married whose wives were not with them at the time. Pilot Anderson and his wife were housed in the guest room of Sage Hall.

Eventually, when other advanced courses were being given, I believe Phelps Hall was used to house all or most of the students from other colleges, and some of Tuskegee's.

Ground School Instructors: Robert G. Pitts, Bloomfield M. Cornell, William C. Curtis

Flight equipment: Waco UPT-7 comparable to trainers used in Air Corps

Instructors (Flight): Charles A. Anderson

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1940 -- July 13. Dr. Patterson announced that CAA Secondary training under the Civilian Pilot Training Program would be centered at Tuskegee Institute.

"Secondary training in aviation for Negro youth will be centered at Tuskegee Institute, and this training will begin July 15. The program is under the Civilian Pilot Training activity of the Civil Aeronautics Authority and culminates months of effort and planning on the part of Director Washington and me. Director Washington is heading both the primary and advanced Civil Pilot Training programs at Tuskegee."

He added: "For the 1940 summer session, consisting of eight weeks of intensive training, the CAA has awarded 1,000 advanced training scholarships to white and Negro youth throughout the country. Top ranking private pilots who completed the primary training during the 1939-40 CPT program and who were successful in passing the physical examinations conducted by flight surgeons at Army or Naval air bases were selected by the Washington office and assigned to training centers throughout the country. Each of the some 400 colleges were permitted one student and an alternate for each of its 10 students in its 1939-40 quota. Students assigned to the Tuskegee center will hail from primary units of Howard University, Hampton Institute, West Virginia State College, Agricultural and Technical College of North Carolina, and Tuskegee."

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TUSKEGEE UNIVERSITY  
ARCHIVES AND MUSEUMS

1940 -- CPT 1940 Summer Session. Secondary Course training began with a full quota of 10 trainees July 22, 1940.

All trainees were selected by CAA-Washington. July 15th was the official, scheduled starting date. But CAA was delayed in getting the students to us. As soon as all were present ground school began. Since flight training would be delayed a week, we started ground instruction full-time or devoted twice as much time daily as was scheduled. This worked out to the credit of flight time at the end of the course.

For their certificate, these students had to complete successfully 126 hours of ground instruction, which included 36 hours of aircraft, 24 hours of navigation, 48 hours of power plants, and 18 hours of aircraft operation. Flight instruction consisted of 50 hours of dual and solo work, comprising stages of definite maneuvers. Flight training began July 30th.

Ground School Instructors: Robert G. Pitts, Bloomfield M. Cornell,  
William C. Curtis

Flight equipment: Waco UPF-7 comparable to trainers used in Air Corps

Instructors (flight): Charles A. Anderson

Trainees:

Name, College enrolled in, Home Location	Grad- uated	1940-CPT Summer Secondary Course pg 2	
		Enrolled A.I. Course <sup>(1)</sup>	Remarks
Milton Pitts Crenshaw - Tuskegee -	x		
Roscoe DuBois Draper - Hampton -	x		
Elmer Douglass Jones - Howard -	x		
Erwin Bernard Lawrence - Tuskegee -	x		
Philip Ferguson Lee - Hampton -	x		
John Sinclair Perry - Howard -	x	(supply)	(supply)
Sherman Twitchell Rose - Tuskegee -	x		
Graham Smith - A & T College -	x		
Hector Clyde Strong - West Va. State -	x		
*Yancey Williams - Howard -	x		

(1) Apprentice Instructor Course

\*This student filed suit January 1941 to compel the Air Corps to admit him for pilot training.

Grove Webster wrote the coordinators of CPT programs mid-July naming the student(s), in the case of each of five Negro colleges, that were eligible for Secondary Flight Training under the CPT program, and requesting the coordinators to notify each one to report to G. L. Washington at Tuskegee Institute not later than Monday, July 22. A. and T. College, 1; Hampton, 2; Howard, 3; Tuskegee, 3; and West Virginia State College, 1. The student was responsible for travel to and from Tuskegee Institute and the cost of personal items and incidental costs. CAA paid subsistence costs and training costs.

Trainees were assigned to rooms in Phelps Hall.

Meals were served in a small private dining room in the "Teachers Dining Hall" of Tompkins Hall.

Each trainee was required to purchase uniforms, standardized by the administration.

The Institute purchased a station wagon for transportation of trainees to and from the flying field.

Upon arrival, each trainee was given a bulletin of special information for trainees, dated July 15, 1940, which was virtually a "little catalog" of 13 pages, containing general information; regulations pertaining to the campus in general, lodging, meals and

daily schedule; Tours and entertainment planned; Ground school staff, its background, and subjects taught by each; ground courses information, and information regarding written and flight examinations; schedule of ground school subjects by days and hours; breakdown of flight course maneuvers; and schedule of flight instruction by days and hours.

(There was a photograph of the trainees in uniform taken at the Booker T. Washington Monument that was very popular and appeared in many newspapers over the country. Tuskegee may have this somewhere in its files. It appeared in POPULAR AVIATION, March, 1941, as well as DIXIE AIR NEWS the same month. The uniforms approximated those of aviation cadets, and the purpose was definitely to suggest Negro military flyers.)

Students from other Negro colleges enrolled in advanced CPT courses throughout the program. Also some students transferred to Tuskegee as regular students to avail themselves of the elementary or primary CPT training, since their schools had no CPT flying. The Institute was very cooperative in accepting them.

But in regard to Secondary Course trainees CAA selected from other Negro colleges, the following had completed the course or were in the Summer/1941 Secondary training: (Tally at mid-August, 1941)

HAMPTON

Draper, Roscoe DuBois  
Lee, Philip Fergusson  
Mitchell, Paul F. Graham  
Davis, Richard  
Ashley, Willie, Jr.  
Lawson, Walter Irving  
Bolling, George Richard  
Henderson, Ernest  
Southall, Clarence Gordon  
Alston, William Robert  
Joseph, Gilbert Foster  
Maples, Andrew, Jr.  
Reese, Edward James

HOWARD UNIV.

Jones, Elmer Douglass, Jr.  
Perry, John Sinclair  
Williams, Yancey  
Porter, James Andrew  
Watson, Spann Coleman  
  
WEST VA. STATE COLLEGE  
Strong, Hector Clyde  
Rainey, Octave Joseph  
Moret, Adolph Joseph, Jr.  
Fields, Marshall JrGrande  
Roberts, George Spencer

LINCOLN UNIV. (PA)

A. AND T. COLLEGE

Smith, Graham  
Hayes, Harold Carl

LANGSTON UNIVERSITY

McGinnis, Faythe Andrew  
Sams, Nathan Austin  
Ryan, Cecil McArthur  
Dillon, Harrold Bishop

1940 -- July 29. Tuskegee turned out to greet the Institute's first flight instructor, --Charles A. Anderson, and its first aeroplane the afternoon of Monday, July 29.

This day was a big one for the trainees who were eager to get started on their acrobatic flight training. But it was equally as big for aviation enthusiasts among the officials and faculty of the Institute, not to mention supporters at the Government Hospital and in the community. Everyone wanted to be photographed at the Waco, -- NC20970.

Finally it came time to fly the plane to the airfield at A.P.I., and it fell my lot to ride with Anderson, to show him the way. I didn't realize the speed of the plane and was too excited to navigate accurately. So we wound up over Columbus, Georgia in no time at all. With apologies to Anderson I pointed to Auburn where we landed in a few minutes. By the time the plane was staked down, the station wagon was there to return us to Tuskegee. Langston Caldwell was a fast driver, so much so that often the trainees would complain. Once or twice they didn't know who would get over the railroad crossing first, -- the train or the station wagon. Stern measures took care of this.

Ms. B. 80

The listings on the reverse side of this card should be checked. Including the Summer/1941 Secondary course, from the beginning there had been four (4) courses with a combined quota of 60 students. The card lists 30 students from other colleges. That would mean Tuskegee Institute furnished 30. This is not impossible, but seems improbable.

*One course was the one of 30 trainees selected by the Air Corps when it did not plan a Primary School at Tuskegee.*

July 29, 1940 pg 2

Mr. Nilson had asked we notify him when the plane was to arrive so he could be there when it came in. But Anderson's telegam reached me not more than two hours before he buzzed the campus.

I know we made arrangements for servicing the Waco, but I am not sure whether it was done at Columbus, Georgia, or The Alabama Institute of Aeronautics.

1940 -- July 30. Tuskegee Institute began flight contractor operations which developed into comprehensive flight training activities involving CAA's Civilian Pilot training, Army Pilot Training, and CAA War Training Service programs.

When Dr. Patterson signed the contract between CAA and Tuskegee Institute July 13 for the conduct of flight training, as well as ground school instruction, Tuskegee became a flight operator though it had not been issued a Certificate authorizing this. (The Certificate issued to Tuskegee and Alabama Air Service, in connection with elementary course training, restricted Tuskegee to ground school instruction.) This contract put Tuskegee in the class of an Advanced Flying School, which certainly would also be qualified to offer the elementary or private pilot's course.

Thus, Tuskegee started without a Certificate, but with CAA authorization. The only disqualifying factor, in regard to advanced flying certification, was the lack of an airfield at which to base the advanced flying school, one owned or controlled by Tuskegee Institute and approved for advanced flying. (Kennedy Field was approved for the elementary course flying only.) The authorization given was predicated on the use of A.P.I.'s field at Auburn, which was certified for advanced flying.

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1940 -- July 30. Flight instruction of the first trainees in the CPT Secondary Course began Tuesday, July 30, at Alabama Polytechnic Institute, Auburn, Alabama.

Anderson was eager to get going and make up for lost time. Having doubled up on ground school for a week gave the opportunity to catch up on flying, since ground school ended ahead of the original schedule. However, Anderson flew the students seven days a week anyway, the July 4th holiday notwithstanding.

#### HUMAN INTEREST

Interest in our flying activities developed at Auburn, just as at Tuskegee, except the audience was white. Of course, the Auburn aviation students, as well as other students were keenly interested. As earlier stated, this course was not approved for A.P.I. until Spring of the following year. But the town people, and people from the rural surrounding, watched with great interest.

I am sure that the students of the Secondary could tell many interesting experiences, particularly about expressions of the whites, when a perfect landing was made, -- "Did you see that nigger land that plane!" It was the same enthusiastic exclamation

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September, 1940 pg. 2

which would have been made, with boy substituted for nigger, had  
~~been substituted for nigger.~~

Not a single unpleasant experience was reported by the trainees.  
I think they enjoyed be at the center of the stage before large  
audiences, particularly Sundays.

When you come to think about it, Tuskegee Institute must have had  
a good store of goodwill among the whites. With the Waco staked out  
an occasion could have been found to set fire to the Waco or  
otherwise damage it, regardless of watchman service.

October 10. CAA Inspector ~~Rayley~~ visited the  
Tuskegee Secondary Course and all passed successfully.

All instruction was completed several days before Inspector  
Rayley was called give the examinations.

1940 -- September. Director Washington appeals for funds to leaders of various  
Tuskegee Clubs in order to construct an airport on Tuskegee Institute  
property.

With the centering of advanced CPT courses at Tuskegee, the need  
for the airfield became critical. Even though the Secondary  
Course (Summer 1940) had gone well at Auburn, there was the handicap  
again of transporting students to another town for flight training,  
even though the distance was only half that involved when flying  
at Montgomery. Also it was not known what conflicts might develop  
when Auburn got the Secondary, advanced course. The conflicts  
referred to were those which might ~~arise~~<sup>arise</sup> in flight scheduling  
on the field.

Small contributions were forthcoming from ~~some of~~ <sup>Detroit and Chicago</sup> the Clubs.

The Club deserving special mention was the Cleveland Tuskegee  
Club, because of the hard work done by Mr. and Mrs. Robert P.  
Morgan, a graduate of the electrical division of the School of  
Mechanical Industries.

At one point in their drive, Mr. Morgan asked me to visit Cleveland,  
to encourage the alumni. Mrs. Washington and I did so, and it  
was most encouraging to note the activity of the drive. If all

the Clubs had been as active and responsive as Cleveland, we certainly would have raised more than the third of the \$22,900 of our proposition of April 5, 1940 for funding the project.

~~It was either \$2,000 or \$3,000~~ approximately that was raised and turned over to Tuskegee Institute *by the Cleveland Club.*

Mr. and Mrs. Morgan and the Cleveland Club should be recorded in any history written.

1940 -- October 10. CAA Inspector \_\_\_\_\_ Easley flight and ground tested the first Secondary Course trainees and all passed successfully.

All instruction was completed several days before Inspector Easley was able to give the examinations.

1940 -- CPT Fall Session. The Elementary or Private Pilot's Course with a quota of 20 students was conducted at Tuskegee Institute.

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- Ground school contractor: Tuskegee Institute
- Ground school instructors:
- Flight training contractor: Alabama Air Service
- Flight instructors:
- Flight equipment: Same as previously noted

Ground school subjects and hours and flight training hours the same as previously noted.

Another problem was with CAA certified mechanics for aeroplane service. Safe aeroplanes were as essential as safe pilots. And there were things to be done to them every 25 hours of flight time on them, 100 hours, and so forth up to major overhaul after which the cycle would be repeated. The duration of every flight and related noted had to be logged in the ship's log book daily, and there were records of service to keep and file for CAA inspection. Operating the summer of 1940 on a one-plane basis, we secured part-time services of rated mechanics nearby, and at the end of that session the aeroplane was flown to Love Field, Dallas, Texas, for major service in preparation for the 1940 Fall Session. When a sufficient number of aeroplanes were in the program, the employment of one or more mechanics and the stocking of parts and supplies were essential, as well as hangar facilities for doing the work. And here, again, the all-Negro goal added to the problem at the Institute.

Also, in regard to parachutes, a licensed rigger would become necessary for servicing and repacking. Regardless of whether ever used by the pilot they required unpacking, airing, inspection and repacking every so often. And with a sizeable operation a full-time person for this would be required. Again, on a one-plane operation as ours we would have parachutes serviced elsewhere on a job basis.

Then, of course, wherever the Government particularly is involved there

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is paper work,--on aeroplanes, pilots, students and operations in general and certificates of all kinds to support vouchers for payment for ground and flight instruction. Fortunately in this regard we had the services of Mrs. Gertrude Anderson, wife of Chief pilot Anderson, beginning with the CPT Fall Session.

Many more specific services were involved, and as the operation grew people were necessary to handle them.

1940 Fall Session

CAA requirements the Fall session was one flight instructor to each five (5) trainees in the Secondary Course. This meant we had to get another commercial pilot undergoing the same refresher Mr. Anderson took at Chicago with a view to becoming our second flight instructor. On October 28, the CAA Atlanta office called this requirement to my attention.

Mr. Anderson advised me that Mr. Lewis A. Jackson of Marion, Indiana, had received his commercial certificate since the Census Bureau's listing was published and was working as a flight instructor of elementary students at Miss Willa Brown's operation in Chicago. I had much correspondence with Mr. Jackson and interviewed him in Chicago, and he joined our staff some time after the 2nd. Secondary Course had begun training.

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In the meantime, a second Waco trainer was ordered. This seemed necessary for two instructors on the program and to insure the availability of an airplane at all times for teaching. Also, if I am not mistaken, the Apprentice Instructor course, which we had been notified ahead of time would come up for ~~starting~~ the Fall Session, ~~then~~ called for some flying time with trainers of the Waco type. This plane was delivered about January 1, 1941. Since the Apprentice Instructor course was to teach the student how to instruct students in the elementary or private pilot's course, two (2) Piper Cubs had been ordered and were available for Fall Session training.

Apprentice Instructor Course

(I believe) Mr. Anderson and Mr. Jackson shared teaching traintess of the A.I.C. pending the procurement of instructors. Earlier I had written a Mr. George Allen of Latrobe, Pennsylvania, who appeared on the Census Bureau listing as having a Restricted Commercial certificate. My belief was he might have gotten his commercial since that listing, and if we could get him, it would be another Negro added to the staff. However, I had concluded we might have to integrate our staff, to begin with at least. So I advertised in one of the New York City newspapers. As a result, we secured Mr. Joseph T. Camilleri (Italian) for piloting and a Mr. Frank Rosenberg (Jewish) for mechanic who also had a commercial pilot certificate. Both were from Brooklyn, New York.

Before the Fall Session was over pilots Camilleri and Allen were flying the Apprentice Instructor Course. However this was toward the end of the Session.

Mr. Rosenberg took over aircraft servicing and began training one or two Negro youth to service the planes.

Because of the general situation of pilot procurement, and particularly in regard to Negro pilots, it was fairly clear that we would have to employ pilots or mechanics regardless of race and look forward to the young men we were training under the CPT program as a major source of flight instructor supply. It did turn out that this was our principal source. However, at the peak we had to search the country for Negro pilots with a view to further training them as instructors.

Trainees: CPT Fall Session, The Secondary Course with a  
Elementary Course pg 2

Name, home location, college enrolled in	Graduated(x)	Enrolled in Secondary	Remarks
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Ground school contractor: Tuskegee Institute  
Flight Contractor: Tuskegee Institute  
Ground school instructors:  
Flight instructors: Charles A. Anderson, Lewis A. Jackson

Our selected students to be trained from among the various Negro colleges.

Flight equipment the same as previously noted. Flight Operations

GENERAL NOTES

The selection of Tuskegee Institute by CAA as a Center for CPT advanced flying training,--coupled with the Institute's decision to operate the flight training as well as ground school, ushered in all the trying problems faced at the time by commercial flying schools all over the nation. There may have been some leniency by CAA in the beginning, but Tuskegee had to meet all regulations, just as the others. We expected this, and I believe our record of compliance was creditable throughout the conduct of the various flying training activities over the five years ahead. The one aeroplane and one flight instructor operation begun the Summer Session of 1940 was no preview at all of what was ahead for us as a flying school operator. At this point we were a flying school operator for the advanced or Secondary CPT course. In this regard Tuskegee Institute stood out, possibly alone among universities and colleges of the nation participating in the CPT program. The standard practice was for the college to offer the ground school instruction and a commercial school, the flight training.

One immediate problem was flight instructors. There were many commercial pilots over the nation, but CAA required practically all to be rerated or refreshed, through training, before certifying them for instructors on the Civilian Pilot Training program. A training venture of this kind had never been attempted before and CAA had to insure its safety. The Institute's objective to use Negro flight instructors compounded this problem, since Negro pilots were few and far between.

Ground school contractor: Tuskegee Institute  
Flight training contractor: Tuskegee Institute  
Ground school instructors:  
Flight training instructors:  
Flight equipment: Light aeroplanes, such as Piper cubs

20 hours of ground instruction and 40 to 50 hours of flight training.

1940 -- CPT Fall Session. The Secondary Course with a quota of 10 students was conducted at Tuskegee Institute.

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 Ground school contractor: Tuskegee Institute  
 Flight Contractor: Tuskegee Institute  
 Ground school instructors:  
 Flight instructors: Charles A. Anderson, Lewis A. Jackson

CAA selected students to be trained from among the various Negro colleges.

Flight equipment the same as previously noted.

Ground school subjects and the respective hours and flight maneuvers and training hours the same as previously noted.

Name, home location, college enrolled in	CPT-Fall, 1940, Secondary pg. 2		Remarks
	Grad- uated(x)	Enrolled in Appren. Instruc- tor Course	

1940 -- CPT Fall Session. The Apprentice Instructor Course with a quota of 10 students was conducted at Tuskegee Institute.

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 Students completing successfully the Secondary Course were eligible for enrollment in this course.

Ground school contractor: Tuskegee Institute  
 Flight training contractor: Tuskegee Institute  
 Ground school instructors:  
 Flight training instructors:  
 Flight equipment: Light aeroplanes, such as Piper cubs

72 hours of ground instruction and 40 to 50 hours of flight training.

Trainees:

Name, home location, college enrolled in	Graduated(x)	Next Course enrolled in	Remarks
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1940 -- November 16. The AAF Southeast Training Center launched its aviation cadet program.

In June 1941 it accepted British aviation cadets for training for the Royal Air Force.

May, 1942, Dutch aviation cadets were also trained.

1940 -- November. Toward the end of November the War Department sought the cooperation of Tuskegee Institute in ~~locating a military airfield in the vicinity of Tuskegee Institute for the training of Negro flyers.~~ (MILITARY PROGRAM)

One forenoon Dr. Patterson called me to his office. Present there were three or four Air Force officers from Maxwell Field. Major Luke S. Smith, Director of Training at Center was the leading officer. I don't know exactly what the discussion was before I arrived. Dr. Patterson can supply this. But it was clear that it had to do with the training of Negroes as military aviators and specifically Tuskegee's assistance with respect to establishing the military airfield in the Tuskegee area.

My mind went back to a happening a few months prior. Mr. Grove Webster, Chief of the Private Flying Development Division of CAA called at my office unannounced. (I don't recall whether or not I reported this to Dr. Patterson.) Probably it was late Spring or early Summer, when getting an airport on Institute property of foremost in my mind.

It was clear that he was representing some higher authority,-- most likely the Air Force or Army as I felt at the time. He asked

abruptly, "How would you like to have an airfield on your property, all your own?" My answer was promptly in the affirmative. We went out and looked at the site I mentioned having been selected by the Alabama Aviation Commission representatives. He left, and I never heard further regarding this feeler. This may have had no connection whatsoever with the subject of the conference I was in, but the incident flashed in my mind. It was reasonably apparent that Mr. Webster was working largely with the Air Force to coordinate the Civilian Pilot Training programs with needs of the military. So my linking the subject of the conference I was in with Webster's feeler was reasonable, even if I were mistaken.

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The final decision was in favor of Tuskegee.

After introductions to me and a brief mention of the purposes, we left to look over possible airfield sites. Dr. Patterson and I rode with Major Smith who gave us a briefing on what a desirable site was. These explorations were repeated during a number of days. Each day's explorations were followed up by aerial photography.

Photographs of 12-4-40 and 12-5-40 were taken over Tuskegee and Milstead, Alabama, and showed good possibilities. However, as I recall, Dr. Patterson's contact with Tuskegee town officials indicated that they did not want the airfield in the Tuskegee

vicinity. More exploration followed, and Fort Davis (midway between Tuskegee and Union Springs) looked very good, as is indicated on 12-10-40 photographs. Major Smith felt Dr. Patterson should explore the feeling of the town's people and possibility of getting options on the requisite land. One property owner held off, but I was with Dr. Patterson one evening when he made a second call on him, with success. So it looked as though Fort Davis would be the airfield location.

When the Tuskegee town fathers heard about the Fort Davis selection they took a second look at the proposition,--possibly the other side of the coin, the economics of a military establishment in close proximity. Their change of mind brought on a second look at sites close to Tuskegee. And after Army engineers examined the site selected in terms of airfield requirements the site was settled, --where the field was later built.

Early in January, 1941, when the land was being optioned, the basic design of the airfield was in advanced stage, and other details attended for War Department approval, Dr. Patterson and I were called to Maxwell Field for a conference with General Weaver and Major Smith. Competition had developed. Elements in



Chicago were making a strong bid for the airfield's location there. The effort was so well organized that General Weaver had serious doubts that we could do anything to combat it successfully. However, General Weaver suggested ~~suggested~~ that Dr. Patterson and I go to Washington D. C. and see what we could do. He detailed Captain James A. Ellison to accompany us. Ellison flew up and met us in Washington. We were advised to contact the War Department and Alabama Congressmen in behalf of the airfield's location at Tuskegee.

The outcome was that the final decision was in favor of Tuskegee.

1940 -- December. Tuskegee Institute contacted the CAA Inspection office in regard to exploring the possibility of moving the advanced CPT flight training from Auburn to Tuskegee.

About the first part of December Chief pilot Anderson suggested that flight training of Secondary course students could be done successfully on Kennedy Field. If we were permitted to do so, some of the same problems experienced with elementary flight training at Montgomery would be solved. Trainees pursuing college work at Tuskegee were handicapped. Time was lost in getting to and from Auburn, and in having to be at the airfield there either awaiting their flight training or transportation back to Tuskegee. This non-flying time away from the campus was taking away from time needed to meet college obligations. This applied mainly to Tuskegee students, since the majority of trainees from other colleges gave up study while undergoing advanced flight training.

At the time, Kennedy field was used by the Alabama Air Service for our Elementary course flight training. But though unauthorized, occasionally when it did not interrupt elementary training, pilots Anderson and Jackson made practice take-offs and landings on Kennedy with their advanced students. Therefore, we had some basis for feeling that the training transfer was feasible.

TUSKEGEE UNIVERSITY  
ARCHIVES AND MUSEUMS

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ARCHIVES AND MUSEUMS

Another reason for wanting to transfer was that we entertained the idea of taking over the flight training of elementary students after the coming 1941 Spring Session. In this event it would be almost essential that the conduct of flight training of both courses be done from the same field.

Therefore, CAA Inspection was contacted immediately with the request that Kennedy Field be appraised for advanced flying training and, hopefully, that we be advised of the improvements necessary for the approval.

The usual cooperation of CAA Inspection brought the inspector immediately to Tuskegee. He thoroughly flight tested the field for advanced flying and felt it might be approved, if certain improvements were made. Then he went over and listed the various things to be done. One thing in our favor was the progress that had been made with building facilities at the field. None of the improvements required were beyond reach or obstacles. For example, the field needed finish grading in spots; runway markers were necessary; lighting for night take-offs and landings would be necessary (after the inspector left Chief had this answer, which was to buy a sufficient number of old fashioned kerosene lanterns; and the wind sock needed elevating.

We were to call the inspector when we were ready for inspection. It was our hope this would be done early in January coming.

1940 -- December. The Air Corps-Washington D.C. advised Southeast Training Center and Tuskegee that it would not establish a Primary Flying School for Negro aviation cadets, but rather would use Tuskegee Institute's CPT Secondary Course instead to prepare students to enter Basic training direct as aviation cadets. (MILITARY PROGRAM)

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Apparently the Air Corps had been advised of or were impressed with the results of acrobatic and ground school training at Tuskegee Institute, or did not anticipate the activation of more than one Pursuit Squadron, or both.

(It will be noted later that the Air Corps changed its plans and decided to equalize training for Negro cadets, thus authorizing the establishment of a Primary Flying School for Negro aviation cadets. Only two of these students (George Spencer Roberts and Frederick Henry Moore) were so entered into Basic when the military program began. Several months later, the 99th Pursuit Squadron was so slow in getting up to its full complement of pilots, that most of these students were inducted into Basic training to overcome this.)

1940 -- December. William H. Hastie, Civilian Aide to the Secretary of War, sought Tuskegee Institute's help in identifying Negroes who could qualify for supervisory technical positions in non-flying personnel ranks of Army Air Units.

12-13-40  
Dr. Patterson referred the letter to me for reply. Hastie was "anxious that this inquiry be conducted without publicity in order to avoid being swamped by well intentioned persons who lack the qualifications outlined."

He was looking for men who after months of specialized training would be competent to assume responsibility as crew chiefs and line chiefs and top men in charge of all mechanical services of the ground operations of an Army Air Unit.

I supplied him with a number of names. The restrictions of "publicity" placed prevented the submission of a sizeable list.

While there were many supporters of the aviation activities among the faculty, administration and staff of the Institute, nevertheless rubblings grew on the campus, and prevailed, because of spending on aviation. There were those who viewed flying training as nothing more than an avocation or luxury instruction. Badly needed money for instructional purposes was

GENERAL NOTES

There were campus reactions to Dr. Patterson's financial support of aviation, in the beginning. From the beginning of Civilian Pilot Training to mid-summer 1940 the Institute had invested better than \$15,000 on the Elementary and Secondary instruction and received from CAA less than \$500. Accounts receivable were building up, however, but as 1940 ended I am sure expenditures were ahead of receipts and accounts receivable combined.

Regarding the Elementary course, the Institute was not entitled to more than \$400. That was CAA's payment for ground school instruction. A fee of \$40 per student was to be charged for medical examinations and insurance coverages, but we did not do this and I doubt most of the students could have paid it. Then there was the transportation cost, since students were receiving their flight training at Montgomery, Alabama, 40 miles away. We knew this would be Tuskegee's own responsibility, since 10 miles was the limit under the program for the distance from the campus to the airfield. The \$400 CAA contracted to pay Tuskegee was predicated on the use of the institution's own faculty for ground school instruction. But we paid more than the normal amount to the two professors from Auburn in order to cover their transportation to and from Tuskegee. And when CAA's prediction was realized,--that flying training 40 miles from the campus was an almost impossible situation, Tuskegee spent more money which would not be reimbursed

General Notes

to move flight training to Tuskegee. This involved building construction and the improvement of the landing area at Kennedy Field, as well as the cost of leasing the airfield. So, already we were away in the red on the Elementary course.

The money was in flight training, so with the Secondary course begun in July 1940 we could look forward to substantial income. However, we were faced with capital outlay for CAA's authorization to handle the flight training. This entailed an initial investment of \$10,000 approximately for flying equipment alone, not to mention Mr. Anderson's salary, transportation, and subsistence in Chicago where he underwent training to qualify as a Secondary Course instructor. A new station wagon was purchased and a driver hired, to provide transportation to and from the airfield at Auburn, Alabama, where the Secondary course was to be flown. Then there was the need for a small utility building on the edge of the field at Auburn, as well as a night guard. All these expenditures were made before any flight training began.

While there were many supporters of the aviation activities among the faculty, administration and staff of the Institute, nevertheless rumblings grew on the campus, and persisted, because of spending on aviation. There were those who viewed flying training as nothing more than an avocation or luxury instruction. Badly needed money for instructional purposes was

General Notes

going freely into something that would not enable the student to make a living. Dr. Patterson was aware of the talk going around, but he never explained the spending or stopped concurring in additional expenditures. He was determined to see that Negro youth got an opportunity to learn to fly. Only time would tell the wisdom or folly of the effort and money going into aviation.

As Tuskegee contracted for more and more aviation programs, more and more money was spent. We both felt that if profit-making flying schools could make money on what the Government paid for aviation instruction, then Tuskegee certainly should at least break even. So the spending sharply increased in amount and its frequency accelerated continuously into 1944. And to Dr. Patterson must go a great deal of commendation for the steadfast confidence he had in the final outcome of the aviation activity, as well as in my ability to direct it.

As to spending, he did say to me one day at Moton field, facetiously of course, that I was a past master at spending the Institute's money. This was at a time when the income was being felt on the campus. Therefore I was able to retort in the same spirit that one must spend money to make money.

By this time the rumblings on the campus had ceased. When they

General Notes

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first began little did any of us know or fully realize that War II was just around the corner and was about to usher in lean years for higher education, particularly the small colleges. Criticisms may have stopped because Dr. Patterson ignored them. But the irony was that employment of some of the critics may well have ceased had the thing they criticized never existed. For the aviation incomes were great stabilizers of the financial health of Tuskegee Institute throughout the War. Employment increased. And community enterprises flourished, because of aviation.

...written application for entrance into the Air Corps for pilot training. The reasons written in reply by Major L. E. Smith was that "in the event of his completing successfully the training, the War Department had no provision for Negro tactical units to which he could be assigned.

William was referred to the Administrator of the Civil Aeronautics Authority which (Major Smith) understood was offering pilot training at flying schools designated for training Negroes. He, of course, knew this was the Civilian Pilot Training program in Negro colleges, and that the

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Air Corps had no obligation to accept trainees under that program.

5. In April 1940 accomplishments of Tuskegee students in aviation class- work was heralded over the nation in newspapers and magazines (pg. 43, 49), in- cluding southern newspapers and magazines like News magazine, Popular Aviation which reached news stands in the rest of the nation, and the

GENERAL NOTES

Facts and Personal Opinion

After the November visitation of officers from Maxwell Field I was curious to know exactly the reasoning and strategy of the approach, as well as who initiated it in the first place, relative to the War Department's request of Tuskegee Institute for help in establishing Air Corps pilot training of Negroes, in the vicinity of Tuskegee Institute. This we may never know. But there were facts which viewed with some imagination left the writer with a personal opinion about the matter. And the more I reviewed and pondered, the more the opinion seemed logical. First let's look at some of the facts, chronologically.

1. As 1940 began agitation among Negroes started and grew for equal opportunities in all branches of the armed services.

2. The same year the War Department, and the White House, announced that organizations "will be established in each major branch of the service." Specifically, the announcement stated "Negro organizations," which reflected the traditional policy of segregated or separate units for Negroes employed by the Army.

3. Following upon this statement, the Air Command programmed the

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establishment of 10 Negro units of 250 men each called "Aviation Squadrons (Separate)." Probably the Army felt this stratagem would satisfy Negroes as well as the White House announcement, in regard to its lilly-white Air Corps. But William H. Hastie subsequently exposed these units for Negroes as nothing but labor forces of enlisted men for odd jobs at common labor at Air Corps posts. Also he revealed that their functions had never been defined, and what they performed depended upon the commander of a particular post. This, of course, heaped coals upon the fire of Negro militancy for equal opportunities, and singled out the Air Corps in my opinion as a particular target. And as 1940 ~~ended~~ <sup>progressed</sup> ~~and~~, Negroes began concentrating their efforts on removing barriers in the Army's Air Corps.

4. At the beginning of mobilization in 1940 Roderick C. Williams was denied written application for entrance into the Air Corps for pilot Training. The reasons written in reply by Major L. S. Smith was that "in the event" of his completing successfully the training, the War Department had made no provision for Negro tactical units to which he could be assigned.

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Air Corps had no obligation to accept trainees under that program.

5. In April 1940 accomplishments of Tuskegee students in aviation class-work was heralded over the nation in newspapers and magazines (pg.43, 49), including southern newspapers and the Dixie Air News magazine. Popular Aviation which reached news stands in all major cities of the nation, and the Chattanooga News-Free Press, both carried feature articles based on visits to Tuskegee. These articles stressed the flying ability witnessed, and the latter publication pointed that these Negro students had scored over those in outstanding southern colleges and universities, and went on to name them. Throughout 1940 and well into 1941 the progress of aviation training under the Advanced CPT program was reported very frequently.

Heretofore the Negro pilot was practically unknown to the nation (pg. 1). A photograph of the Summer 1940 Secondary Course students dressed similarly as aviation cadets was popularly reproduced in publications. In various Government Offices in Washington to which I went for some reason related to aviation, appointments were easy and congratulations to Tuskegee the welcoming statement. CAA sent Tuskegee written congratulations. It was not unusual for pilots of Maxwell Field to observe Tuskegee students practicing acrobatic flying, and their proficiency at flying was talked in CAA inspection circles. And all students of the first Secondary course passed ground and flight examinations. In short, we might say that the nation became aware of the Negro as a pilot.

General Notes

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General Notes

Aviation Finance

GENERAL NOTES

There were campus reactions to Dr. Patterson's financial support of aviation, in the beginning. From the beginning of Civilian Pilot Training to mid-summer 1940 the Institute had invested better than \$15,000 on the Elementary and Secondary instruction and received from CAA less than \$500. Accounts receivable were building up, however, but as 1940 ended I am sure expenditures were ahead of receipts and accounts receivable combined.

Regarding the Elementary course, the Institute was not entitled to more than \$400. That was CAA's payment for ground school instruction. A fee of \$40 per student was to be charged for medical examinations and insurance coverages, but we did not do this and I doubt most of the students could have paid it. Then there was the transportation cost, since students were receiving their flight training at Montgomery, Alabama, 40 miles away. We knew this would be Tuskegee's own responsibility, since 10 miles was the limit under the program for the distance from the campus to the airfield. The \$400 CAA contracted to pay Tuskegee was predicated on the use of the institution's own faculty for ground school instruction. But we paid more than the normal amount to the two professors from Auburn in order to cover their transportation to and from Tuskegee. And when CAA's prediction was realized,--that flying training 40 miles from the campus was an almost impossible situation, Tuskegee spent more money which would not be reimbursed

General Notes

to move flight training to Tuskegee. This involved building construction and the improvement of the landing area at Kennedy Field, as well as the cost of leasing the airfield. So, already we were away in the red on the Elementary course.

The money was in flight training, so with the Secondary course begun in July 1940 we could look forward to substantial income. However, we were faced with capital outlay for CAA's authorization to handle the flight training. This entailed an initial investment of \$10,000 approximately for flying equipment alone, not to mention Mr. Anderson's salary, transportation, and subsistence in Chicago where he underwent training to qualify as a Secondary Course instructor. A new station wagon was purchased and a driver hired, to provide transportation to and from the airfield at Auburn, Alabama, where the Secondary course was to be flown. Then there was the need for a small utility building on the edge of the field at Auburn, as well as a night guard. All these expenditures were made before any flight training began.

While there were many supporters of the aviation activities among the faculty, administration and staff of the Institute, nevertheless rumblings grew on the campus, and persisted, because of spending on aviation. There were those who viewed flying training as nothing more than an avocation or luxury instruction. Badly needed money for instructional purposes was

General Notes

going freely into something that would not enable the student to make a living. Dr. Patterson was aware of the talk going around, but he never explained the spending or stopped concurring in additional expenditures. He was determined to see that Negro youth got an opportunity to learn to fly. Only time would tell the wisdom or folly of the effort and money going into aviation.

As Tuskegee contracted for more and more aviation programs, more and more money was spent. We both felt that if profit-making flying schools could make money on what the Government paid for aviation instruction, then Tuskegee certainly should at least break even. So the spending sharply increased in amount and its frequency accelerated continuously into 1944. And to Dr. Patterson must go a great deal of commendation for the steadfast confidence he had in the final outcome of the aviation activity, as well as in my ability to direct it.

As to spending, he did say to me one day at Moton field, facetiously of course, that I was a past master at spending the Institute's money. This was at a time when the income was being felt on the campus. Therefore I was able to retort in the same spirit that one must spend money to make money.

By this time the rumblings on the campus had ceased. When they



6. In May 1940 Tuskegee student Charles Foxx was chosen as one of seven CPT trained students to represent the southern region in a national contest among such students conducted by the Institute of Aeronautical Sciences, which was underwritten financially by the Shell Petroleum Company. The reasons for Foxx's declination were commended by IAS (pg.54), -- a further attestation of the awareness of the Negro as a pilot.

7. The last of April or early May 1940, Mr. Grove Webster (Director of CAA's Private Flying Development Division) came to my office unannounced one morning. Webster was working between the military and CAA, coordinating civilian pilot training with needs of the Army and Navy. The way he asked if Tuskegee Institute would like an airport all of its own, and looked at sites we were considering for such, I had a strong feeling he was asking the question for the military, since all airport construction aid from the Government was under the military as to determination. At any rate, at the time I was preoccupied ~~in~~ with getting a field on Tuskegee's property and said we would like it without the slightest hesitation.

8. May 20, 1940 Tuskegee proposed to CAA that it use facilities of Tuskegee Institute for Advanced Training of Negroes under the CPT program. When we did this we were laboring under the impression I picked up in conferences in Washington that the classroom instruction would be conducted during 1940-1941, and that from those completing this work a number would

be picked on a competitive basis a sent to some advanced flight training center the summer of 1941. There was no thought that both phases would occur ~~at the same time~~ the summer of 1940. And it came as quite a surprise, and with amazement, when CAA proposed that Tuskegee conduct both phases, especially when we were operating no flight training, which required also an advanced flying school rating by CAA based on acceptable flight instructors, aircraft, flying field, building facilities, etc.

9. October 1940 the War Department announced the training of Negroes as pilots, mechanics and technical specialists which upon investigation by Negroes developed to be in reference to the Civilian Pilot Training program of CAA. This was again a ~~case of~~ military or Air Corps subterfuge.

10. Then came ~~the~~ quest of Tuskegee Institute's assistance with establishing military pilot training of Negroes. The decision had been made to accept Negroes into the Air Corps, but it was clear that traditional Army policy of separate units would be the pattern. But higher authorities had decided to train Negroes for combat pilots for certainty.

11. December of 1940 Air Corps-Washington DC advised Maxwell Field that Tuskegee's advanced Secondary Course would substitute for the regular Primary School ~~set up on~~ (contract) for white aviation cadets.

12. Dr. Patterson and I were called to Maxwell Field for a conference January 9, 1941. The request was that Tuskegee recruit personnel to be trained for officers of ground operations to support the 99th. We took the initiative in extending this to enlisted personnel for technical phases of aircraft maintenance and service.

Commanding General Weaver suggested the Air Corps set up facilities at Tuskegee to do the training. Major Luke S. Smith objected, and it was decided to train the personnel at Chanute Field, so Dr. Patterson's and my great relief.

13. January 1941, under the direction of the N.A.A.C.P., Tancey Williams of Howard and graduate of Tuskegee's first Secondary Course filed suit against the War Department to compel his admission to an Air Corps air-training center.

14. January 16, 1941 the War Department announced that Negroes would be accepted into the air Corps and be trained at Tuskegee, Alabama.

The foregoing facts in themselves supply the basis for conjectures other than the writer's which depend on how one interpretes these and other facts, which may be as good as the writer's.

As to personal opinion: I believe Negro militancy toward equal opportunities in the armed services and its concentration on cracking the Air Corps created greater concern and frustration in the inner top Army circles than was realized outside. The cause was aided by progressive developments favoring the Negro and increasingly weakening Army resistance. First, there was the announcement by the White House and the War Department that opportunities would be given Negroes in each major branch of the Services, which included the Air Corps. Following, the chicanery of the "Aviation Squadrons (Separate)" and confusing announcements of pilot training which turned out upon investigation to be Civilian Pilot Training under CAA put the Army in bad light, but made Negroes more determined about the Air Corps. Next came the record performance of Tuskegee students in CAA's pilot training which was heralded over the Nation and precluded any question about the Negro's piloting ability or potential. Further, the Southern press itself was the first to join in the national publicizing with highest commendation on the Negro students' achievement in comparison with white students excelled. In the midst of all this were the militant William H. Hastie within the military establishment and the N.A.A.C.P. without. Then the foregoing publicity brought on an avalanche of requests for Air Corps pilot training by Negro youth all over the nation. In short, developments against the Army were snowballing on a course heading toward the courts.

So, I believe the Army saw the handwriting on the wall and didn't feel confident it could win in the courts on the basis of ~~opposing~~ merits. Thus I believe that by early Fall 1940 it decided it would have to admit Negroes to the Air Corps, and also that it would be better to plan their entrance on terms of the Army, rather than the court's. To avoid integration in training and

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(Clearer page 118)

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combat units, it would establish separate training facilities and activate an all-Negro fighter group,--pursuit, where the pilot flies alone. This policy was in line with Army practice, but the economics of it might operate in court in favor of integrated training at least, and any integration must not take place. In fact, it couldn't afford to be drawn into court. But how to proceed and beat legal action to the draw was the question?

I believe someone somewhere along the line,--most likely Grove Webster, must have toyed with the idea of getting Negro sponsorship of the Army plan. Probably he came up with Tuskegee Institute, and was asked to feel it out in some way. After a while Tuskegee seemed the answer,--Tuskegee Institute which had a history of developmental cooperations with the Government and practical approaches to problems affecting Negroes. Further, Tuskegee was becoming synonymous with the advance of Negroes in civil aviation. Also Tuskegee's sponsorship would split Negro opinion. Divide and rule! Probably the idea took gradually with some who honestly felt the Negro's chances of success would be enhanced if the training were under Tuskegee's wing and he had his own combat unit to start with.

If Tuskegee's sponsorship and help with training could be secured and military planning made mature before a suit were filed in court, the burden of proof would be shifted to Negro integrationists! Their focus would have to be <sup>integration regarding</sup> the whole armed services. But the strategy must be implemented quickly, without Hastie or the N.A.A.C.P. knowing the plan until the War Department announces it. Before Yancey Williams' suit was filed early January 1941 the above objectives had been accomplished. When the suit was filed, it was only necessary to announce the plan, which the War Department did a week or so later, January 16, 1941.

Tuskegee certainly had no part in developing such a strategy if indeed the reasoning and approaches as suggested above actually took place. 120

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1941 -- January. CAA Inspection approved Kennedy Field at Tuskegee for advanced CPT flight training.

About the first part of January, we advised CAA Inspection we had made the required improvements and were ready for inspection in regard to conducting advanced training at Kennedy Field.

The inspector came, checked off the required improvements, and authorized us to proceed there with advanced flying training.

We tapered off our training activities at Auburn. But for some time we used both fields because of the accelerated advanced training during the 1941 Spring Session close at hand.

It is to be recalled that in July 1940, in preparing to offer the first Secondary Course, we filed an application with the CAA for an advanced flying school certificate. The one deficiency was the lack of a flying field approved for such flying owned or under the control of Tuskegee Institute. We had to enter A.P.I.'s field at Auburn in order to secure authorization to proceed with training. Under the circumstances we did not receive the Advanced Flying School Certificate.

Official concurrence with the inspector's judgement at CAA headquarters would now seem to remove that deficiency.

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AIRPORT NUMBER ONE, THE MOTHER FIELD

In the years ahead, Kennedy Field was seldom called such. Our people, and personnel at the Tuskegee Army Airfield, always referred to this field as AIRPORT NUMBER ONE, and the field was regarded as the "Mother Field." It was indeed airport number one. The second base field was the Primary or Moton Field, and the third, the Tuskegee Army Airfield,-- so far as the order of activation of them was concerned. To recall a bit; --

1. The first Government flying training in the area was on this field (the CPT primary).
2. The Secondary CPT Course and all the several advanced CPT courses were flown from this field.
3. The 30 men earmarked for the first trainees as aviation cadets at the Tuskegee Army Airfield were trained at this field.
4. Instructors for the CPT course, and some for the Army Primary Course, were trained at this field.
5. The Air Corps delivered airplanes for the "CPT-ARMY" Secondary course direct to this field.
6. When the first military flying in the area (Primary School) began,

the Primary School airfield was so bad (because of unusual rains that summer (1941)) that Chief Anderson did some initial training of the cadets from this field.

7. Some practice landings and take-offs by aviation cadets (dual) were done here (kept very quietly by Chief).

Subsequently, we rented land directly north of the north-south runway and extended that runway considerably, because of cross-country and instrument courses done in our five-place Stinson, but I don't believe the pilots used very much of the extended part of the runway.

SO, it was indeed airport Number One, and in many respects,--the "Mother Field."

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1941 -- January 9. The Air Corps called upon Tuskegee Institute to take the lead in assisting it with the recruitment of personnel to be trained as officers and enlisted men to make up the initial ground crew of the 99th Pursuit Squadron. (MILITARY PROGRAM)

Probably the latter part of December/1940, Dr. Patterson and I were in conference at Maxwell Field with General Weaver and Director of Training, Major Smith. Since airfield site was about settled, attention was turned to personnel training.

When the matter of ground crew training came up, General Weaver suggested that instructional facilities and personnel might be lodged at Tuskegee Institute, if the Institute were agreeable to this. Before Dr. Patterson or I could express an opinion, which I am sure would have been opposite to the General's, Major Smith spoke up and "begged to disagree" with the General, stating that ground crew should be trained at the best posts of the Air Corps and proceeded to suggest Chanute Field. For a few minutes much feeling was behind the dialog. However, Major Smith's point carried.

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January 6, 1941:

Dr. Patterson and I were back at Maxwell Field conferring with General Weaver and Major Smith. The immediate concern was to recruit officer personnel for technical training, and in addition, persons for special training as enlisted men for Weather at Patterson Field;

- 1 - Communications Officer (to be trained as an aviation cadet,-- non-flying cadet)
- 1 - Weather Officer (similar cadet, to be trained at M.I.T.)
- 2 - Engineering Officers (similar cadets, trained as such)
- 3 - Enlisted men, for training in Weather

(General Weaver suggested I also seek someone for Flight Surgeon)

When I asked about requisite qualifications, Major Smith suggested I go to Washington DC and talk with Major R. E. Nugent, a classmate of Major Smith's.

I was in conference with Major Nugent the morning of January 9th. He went over the education background necessary for each. As to the flight surgeon, I was to go to the Surgeon's Office, since

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the approval of this officer would be with that office. As to the other personnel, Major Nugent suggested that I send the candidates' (with complete information on them) names to Major Smith, and Major Smith was to send them to him for action. It was not necessary to get all the candidates before routing them as above. Send them to Maxwell as fast as I identified them.

On the way to Washington, I interviewed a physician at Greensboro who was interested in becoming a flight surgeon. When I was in conference with the Surgeon General's representative, it developed that the Flight Surgeon had already been selected,--Captain Maurice Eugene Johnson, Colored, Medical Reserve.

I next went to Howard University and had a long conference with Dean Downing of the Engineering School. Together, we went over the prerequisite qualifications of the other officer trainees. He made valuable suggestions, which I followed up in writing after returning to Tuskegee. (Copies of these letters are in the files).

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It occurred to me it would be a good thing to go all the way on this recruitment to include personnel for enlisted men to be trained as airplane mechanics, aircraft mechanics, aircraft welders, aircraft metal workers, parachute riggers, teletype operators, weather observers, link trainer instructors, radio operators and mechanics, aircraft armorers, supply & technical clerks, etc. ( had had some indication from Major Smith that such candidates would be received.)

I mimeographed a page and a half document of personnel specifications covering the positions gone over with Major Nugent and adding specialties, or rather, enlisted men's qualifications. (copy in the files). Also I made an application form to assure the information Maxwell Field and Headquarters-Washington DC required.

Letters were sent to officer potentials recommended, and the personnel specifications and a good supply of forms were sent to the various delegates who were at the aviation conference. They posted the specification where students could see them, and supplied application forms to those requesting same.

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The response from both officer and enlisted men potentials was tremendous, and we were able to flood Maxwell field with applications. *Tuskegee Institute and Morris Brown College supplied the initial applicants for the training at Chanute Field (enlisted men).* (1) (I should mention that we sent specifications and application forms to colleges other than those represented at the aviation conference, as well as to individuals who (some) had written to Tuskegee for information on getting into the Air Corps.)

*Here Dr. Patterson can help to recall specific tasks performed.*

I believe it was at this conference at Maxwell (January 6), or possibly another around the same time, that Dr. Patterson *from Fort Riley, Kansas* made the request that Benjamin O. Davis, Jr. be transferred to Tuskegee to undergo flight training with the cadets, with a view to his commanding the 99th Pursuit Squadron. The request was complied with. He may have confirmed his request in writing.

*(1) About sixty applications from students of the two colleges were the first ones turned in to Major Smith at Maxwell Field.*

TRIBUTE TO MAJOR SMITH

Major Smith challenged the General in the presence of visitors (Dr. Patterson and I) on the matter of sending enlisted men to Chanute Field, rather than setting up facilities at Tuskegee Institute for the training. It is true that the Air Force could have built temporary structures on our campus, fully equipped the facility for training, and furnished the military personnel to conduct the training. But at best, it could not in so short a time duplicate staff and facilities at the best school the Air Corps had for the training in question. Certainly the men would have been later entering training, and thus later arriving at the Tuskegee Army Airfield,--probably delaying the beginning of operations there.

This stand was characteristic of Major Luke S. Smith. He was always insistent upon the best training and the best officers for the project. It just may well be that he had some influence on the Air Corps decision to equalize the training of Negro cadets with that for whites, which included the establishment of a Primary Flying School, rather than use our Secondary Course in lieu thereof. General Weaver was for ground crew training at the Institute.

I think tribute should be paid Major Smith. And it was fortunate that General Weaver delegated full authority to him in regard to setting up Primary, Basic and Advanced training at Tuskegee.



1941-45-- Tuskegee Institute's Division of Aeronautics offered flight training to a few people who were not identified with the Civilian Pilot Training or Army Primary Training contract program.

1941 -- Throughout the year Tuskegee Institute cooperated with the AAC Southeast Training Center whenever called upon, serving in the interest of the total military training program or on the activation of the Tuskegee Institute Army Airfield (MILITARY PROGRAM):

Here Dr. Patterson can help to recall specific tasks performed.

I do recall that Dr. Patterson and I, together and individually, did trouble-shooting between Maxwell Field and Headquarters-Washington DC, on matters of total program. I do remember two trips to Washington, D.C. in regard to thw quota of entering cadets, or rather, the class schedule.

Since the War Department had directed Maxwell Field to secure the cooperation of Tuskegee Institute in the beginning, we were in a good position to accomplish things at Headquarters that Maxwell could not.

We housed the staff of the Architect of the Tuskegee Army Airfield, Hilyard R. Robinson, at the request of Maxwell Field, who came to Tuskegee Institute, June 16, 1941.

We extended courtesies to officers reporting prior to the opening of the Tuskegee Army Airfield.

Dr. Patterson should be able to shed light on the specific

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1941-45-- Tuskegee Institute's Division of Aeronautics offered flight training to a few people who were not identified with the Civilian Pilot Training or Army Primary Training contract programs.

This was a rather flexible and incidental activity.

Flying the Government programs was really a full-time job for Tuskegee Institute's pilots, but they did have some free time of their own. However, the number of people accommodated were comparatively few,--some from other towns or out of state.

(Chief Anderson can furnish information in this connection, since he was the one generally preferred as instructor.)

I believe one or two members of the Southernaires Quartette, nationally known radio performers, came to Tuskegee and spent short periods of time for improvement of their flight ability. One purchased a high quality cabin ship which he used a great deal in making singing appointments with the quartette. One day, when it was storming, he made an emergency landing at Moton Field. The plane had been damaged from heavy hail. The crew crew extended him the courtesy of temporary repairs.

And while on the subject, we might as well mention Dr. Patterson's

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flying. The pilots at both fields were sincere in wanting to make flyers out of Dr. Patterson and myself. Back in 1940, the CAA had given a contract to Alabama Air Service for 10 hours of flight instruction for me. This was done over the country for the CPT coordinators who could pass the physical examination. But I'll mention this later.

Dr. Patterson was eager to fly. It was about 1942, when he settled down to taking lessons from Chief Anderson. He was very persistent and determined to get a private pilot license. He got it. Thus he began soloing about the area for recreation, at the consternation of Mrs. Patterson who was very much against his flying alone. Then he made a few business trip close by in the area. On one occasion he made an all-day trip to Birmingham on business. While he "pancaked" the Piper Cub Cruiser on his return landing at Moton Field (which he is inclined not to remember), nevertheless his trip as a pilot was quite successful. However, I do not recall his having flown by himself afterwards. Maybe Mrs. Patterson finally won out.

As to myself, I flew about half of my ten hours with Mr. Wren Allen, all dual of course, but became purposely disinterested when we reach the stage for spins. So I put up all kinds of reasons for not being able to make training appointments, largely "because of pressing business appointments or tasks." So in time we both forgot about further training, and Mr. Allen never got more than half of the pay from CAA that the contract allowed.

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A Mr. Frank Rosenberg arrived to be our CAA aircraft and engine mechanic at Kennedy Field. Heretofore we had been engaging part-time service of such a mechanic, based I believe at the Columbus airport. We got him from New York. And he was a very outgoing and forceful person, as well as a very skilled mechanic. Further he had a commercial pilot licence. Anyway, he wanted to look at the site where the proposed airfield would be built.

We took a cub off the line, and when we were in the air I took over and piloted the craft to the site. Rosenberg dragged the area, and eventually we returned to Kennedy. He insisted that I make the approach and landing. I had done this several times in dual instruction with Mr. Allen, which is no hazard when one knows the instructor has his hand on the control, to take over, just in case. Rosenberg thought the landing was pretty good.

He got out of the plane first and in rapid succession said you can solo, give me your student permit, signed it, shut the plane door, and said take off! Under his spell, I did, flew around the field a little, and landed. It was the best take off and landing I ever made subsequently. At odd times afterwards I would take a cub off the line and fly a half hour or so, just for recreation or to show off, probably accumulating about 4 or 5 solo hours. But after a trying landing one day, after three or four attempts, I decided piloting was not for me.

1941 -- January 16. The War Department announced that Negroes would be accepted into the Army Air <sup>Corps</sup> ~~Forces~~ and trained as pursuit pilots at Tuskegee. (MILITARY PROGRAM)

(It was still the plan not to operate the customary contract Primary Flying School, where cadets received their first phase of flying training before going to the Army airfield for the second and third phases. In lieu of this, the special "CPT-Army" sponsored Secondary Course of Tuskegee Institute would feed trainees direct into the second phase at the Army airfield as aviation cadets.)

THIS WAR DEPARTMENT ANNOUNCEMENT immediately brought on a bitter attack against the project as a whole. The NAACP and Judge Hastie had advocated integration in training Negroes, and pointed out that there were Air Force Centers where this could be accomplished, as well as contract Primary Flying Schools in non-southern or segregated areas.

"But Tuskegee Institute," wrote Judge Hastie, "with a small civilian pilot training program already inaugurated, was willing and anxious to cooperate with the Air Command at Maxwell Field in the development of a military aviation training program at Tuskegee

to be coordinated with the Tuskegee Institute program. In the very first step, the selection of a site for a Negro training base near Tuskegee Institute, the Administration of the school was active in the location and negotiation for the necessary land."

And in regard further, to the Administration of Tuskegee Institute, Judge Hastie wrote: "In view of notorious racial attitudes prevalent in the Alabama and Texas areas, the integration of Negroes into the West Coast training center was the obvious course which would immediately suggest itself to anyone concerned primarily with working out a sound program."

I might add that rather than cooperating with the Air Command at Maxwell Field primarily, Tuskegee Institute cooperated with Maxwell because the War Department directed Maxwell Field to seek the cooperation of Tuskegee Institute. And because of this Tuskegee Institute was in a position to deal directly with the War Department at Washington, D.C. when this seemed necessary, throughout the life of the military operation at Tuskegee. Trouble-shooting between Maxwell and Headquarters-Washington DC also continued throughout the life of the operation.

Itiner Teacher Trainer (A.M. College, Orangeburg, S.C.)  
Dr. P. D. Bluford, President, and J. W. Martens, Dean of Mechanic Arts (A. and T. College, Greensboro, N. C.)  
President J. K. Drake (A.M.A. College, Normal, Alabama)  
Professor Alno Brady and Instructor Victor Fields (Pitt University)  
(CONT'D)

1941 -- January 16. *At the suggestion of the Negro Colleges* Tuskegee held an aviation conference at the Institute which was participated in by fifteen Negro colleges, an outcome of which was a unanimous resolution of the body pledging full cooperation and backing to Tuskegee Institute and the mobilization of the forces necessary for a complete unity in regard to the training program for Negro cadets in the Army Air Corps.

We planned this conference, beginning late December/1940, when we were informed that the CPT Secondary Course would be expanded and used to feed aviation cadets direct into Army Air Corps Basic training.

One purpose was to impress upon the colleges offering the primary CPT course the fact of their partnership in the "CAA-ARMY" Secondary Course beginning the coming Spring session (February 1/1941); and to supply all information they needed. Along with this objective was the purpose to fully acquaint colleges not having CPT primary courses how to go about getting them. Tuskegee would be hard pressed to keep the Secondary Course supplied with trainees unless an ample supply of Primary Course graduates were available. The Institute could not expect to train, or rather get quotas from CAA to train the necessary reservoir.

(The colleges having the CPT primary at the time were: Lincoln / (Mo.)  
University, A. and T. College, Virginia State College, West  
Virginia State College, Hampton INstitute, Tuskegee Institute,  
and Howard University.)

A second major purpose was to explain the Army pilot program  
proposed for Negroes, in relation to the one for whites, and to  
get a reaction regarding Tuskegee's sponsorship of the separate  
facilities proposed. (We knew, of course, the segregated  
facilities was planned, even though the War Department had not  
announced this. And incidentally, the War Department's announce-  
ment was made while the conference was in session.) We gave  
as a basis the rationale of Tuskegee Institute, regarding  
separate facilities.

Delegates

- Mr. J. D. Ballard, Dean of Men (A&I State College, Nashville)
- Mr. P. V. Jewell, Dean of Mechanical Arts, and Mr. H. W. Crawford,  
Itinerant Teacher Trainer (A&M College, Orangeburg, S.C.)
- Dr. F. D. Bluford, President, and J. M. Marteen, Dean of Mechanic  
Arts (A. and T. College, Greensboro, N. C.)
- President J. K. Drake (A.M.&N. College, Normal, Alabama)
- Professor Elmo Brady and Instructor Victor Fields (Fisk University)

(CONT'D)

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- Dr. A. H. Gordon, Head of Social Science Division (Georgia State  
College, State College, Georgia)
- Dean R. O'Hare Lanier and W. E. Carter, Director of Trade School  
(Hampton Institute, Hampton, Virginia)
- James E. Taylor, Business Manager (Langston University, Oklahoma)
- G. R. Cotton, Director of Mechanic Arts (Lincoln University,  
Jefferson City, MO.)
- Dean R. W. Brazeal (Morehouse College, Atlanta)
- A. C. Phillips, Director of Mechanic Arts (Virginia State College)
- J. C. Evans, Director of Trade and Technical Education (West  
Virginia State College, Institute, West Va.)
- Mack M. Greene, Director of Health and Physical Education (Wilberforce  
University, Wilberforce, Ohio)
- Sister Sophie, and Sister Madeline (Xavier University, New Orleans)
- Dr. F. D. Patterson, President, and G. L. Washington, Director of  
Mechanical Industries, Tuskegee Institute.

Conference recording Committee: James C. Evans, Paul V. Jewell

(CONT'D)

- 21 delegates
- 15 colleges represented
- 6 of 7 CPT colleges (Howard absent)
- 9 colleges not having CPT program

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There were morning, afternoon, and evening dinner sessions. A visit to training operations at airport was in the afternoon schedule.

We invited Major Luke S. Smith, Director of Training, Southeast AAF Training Center, Maxwell Field, to talk during the evening session and answer any questions of delegates regarding the total military pilot training project. ("Spanky" Roberts, undergoing Secondary Course training at Tuskegee at the time, raised a question about the Air Corps' plan to enter Secondary Course graduates direct into the Army Airfield as cadets. He indicated that he was the first Negro in West Virginia to be accepted for the Air Corps and had been ~~me~~ assured he would be in the first class of Negro aviation cadets. Fortunately for him, changes subsequently in Air Corps plans made this possible for him.) If the change hadn't been made, Roberts would not have been a first, since the Secondary Course trainees earmarked for entrance direct into the Army Airfield would not begin training until February 1st. approximately.

There was a third purpose in the conference: This was to get the colleges with CPT courses to help students to be assigned to the "CAA-AIR CORPS" to avail themselves of it,--scholarship, help on travel to Tuskegee, etc.

The fourth purpose: I wanted to solicit the cooperation of the colleges in assisting me with the assignment of recruiting ground personnel for the 99th. Pursuit Squadron,--an assignment recently given by Maxwell Field. Enlisted men and officers were involved.

The files carry the minutes and resolutions of the conference.

Tuskegee's Rationale

The official statement of Tuskegee's rationale in cooperating in the establishment of separate training facilities for Negro aviation cadets should be by Dr. Patterson.

However, I believe the following include elements of this rationale, most of which were set forth at the conference:

- 1) Tuskegee agreed fully with Judge Hastie and Walter White regarding the desirability of integrating the training of Negro cadets, as well as training and services throughout the armed services.
- 2) Tuskegee looked upon the separate training of aviation cadets as an expedient, or a means to the same end Hastie and White wanted at the start; further, Tuskegee had no intention of supporting the segregated facility on a permanent basis.

- 3) Tuskegee did not share the optimism of Hastie and White, and felt it should cooperate in order to influence the project to the benefit of Negroes. The Institute was convinced the Air Corps would not and could not integrate to any degree at the time. It was still a part of the Army and had yet to become a separate service, such as the Army and Navy. And it was to be remembered that southern officers dominated and were high in command of the Army, which included the Air Corps.
- 4) It seemed to Tuskegee unrealistic that training a few Negro pilots was sufficient means for cracking deep seated segregation in the Army which had persisted for generations. Successful demonstration in combat, irrespective of how trained, would seem a more powerful wedge.
- 5) At the risk of standing alone among Negroes, Tuskegee was willing therefore to go along with the War Department, hoping the partnership would enable it to insure equitable training and a fair opportunity for Negroes to demonstrate their worth in combat,--a more practical approach to integration.
- 6) Tuskegee was willing to risk more time to reach the mutual goal in order to insure its being reached.

- 7) Tuskegee feared that integrated training wherever done would operate to disqualify all but a small quota of Negroes for many reasons;--psychological, real and otherwise. He couldn't be expected to do his best with mental burdens and frustrations on top of an already rigid and rigorous life of an aviation cadet.
- 8) At the Tuskegee set-up there would be Negro instructors at the very beginning of training who would go the extra mile with the cadet, and military personnel and instructors at the Army Airfield would be handpicked and expected to do the same. He would fly equipment with the full knowledge that the ground crews were on his side.
- 9) To assure a fair demonstration and full credit for accomplishments in combat, Tuskegee wanted the commanders of squadrons to be Negroes, rather than the traditional white officer pattern where Negro units were concerned. And to insure this, all-Negro units were the only answer. To insure this in the very beginning, Tuskegee had already asked Benjamin O. Davis, Jr. be transferred to Tuskegee and undergo training to become the commanding officer of the 99th Pursuit Squadron, which was done.
- 10) Tuskegee wanted more than a few Negroes trained for service in the Air Corps. Under integration the Negro cadets could have been

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absorbed in existing training facilities with relatively little increases in instructors and ground personnel. But under the Tuskegee set-up the numbers of enlisted men and officers would be great and the range of specialties many, not to overlook the opportunities in employment for civilian personnel. Further, at the Primary Flying School the same story obtained.

At the same time the N.A.A.C.P. was likewise busy answering mail of the same nature, with much less basis for giving advice.

I am inclined to believe that recruiting stations did not have firm or sufficient information to recruit/ins assurance. Important program decisions were being made right up to the day of the announcement, and some of these were changed shortly thereafter. Further, I believe decisions at the top were slow getting down to lower levels.

1941 -- January 16. For many weeks following the War Department's January 16 announcement, Tuskegee Institute unavoidably became a clearing house and the chief reliance of Negroes throughout the nation for information about requirements, procedure and enlisting for pilot and other training in the Army Air Corps. (MILITARY PROGRAM)

There seemed an unwillingness or a lack of clear information on the part of Air Corps recruiting stations to advise Negro applicants. The incoming daily mail at Tuskegee Institute seeking information was very heavy. The Institute did its best to supply the information requested.

This mail might have been greater, had we not convened the aviation conference, at which delegates were brought up to date on training program developments and given mimeographed materials covering about all the questions that might be asked.

As late as June/1941, Dr. Patterson took the occasion to bring to General Arnold's attention (Chief of Air Corps) the fact that judging from the volume and content of letters Tuskegee was receiving daily from Negroes all over the nation, "correct procedures for enlistment in the 99th Pursuit Squadron is not clear

Furnell:



January 16, 1941 pg 2

in the minds of Negro citizens," and he went on to enumerate specific things the War Department might do to alleviate the situation.

At the same time the N.A.A.C.P. was likewise busy answering mail of the same nature, with much less basis for giving advice.

I am inclined to believe that recruiting stations did not have firm or sufficient information to recruit <sup>with</sup> assurance. Important program decisions were being made right up to the day of the announcement, and some of these were changed shortly thereafter. Further, I believe decisions at the top were slow getting down to lower levels.

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1941 -- January. The latter part of January Walter White, Secretary of the N.A.A.C.P. visited Tuskegee Institute to confer with Dr. Patterson and observe flight training of Civilian Pilot Training students. (MILITARY PROGRAM)

Walter White spent the greater part of a day, Sunday, at Tuskegee Institute. While there we drove him to the Kennedy Field to observe our students in training. Since ~~WALTER WHITE~~ the second Secondary Course ~~training of our students~~ had finished, at the time, he saw only the primary training operations.

Dr. Patterson can relate the points of his rationale, which must certainly <sup>part</sup> been one side of the debate that must have transpired.

Despite the January 16, 1941 War Department announcement, and that of Selective Service Headquarters March 25, 1941, Negroes had been denied applications for military pilot training in many parts of the nation. The resort was in part to the N.A.A.C.P.

As I understand it, the advice given was generally the same as in the following letter written to one hopeful candidate, Louis R. Purnell:

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"As one of those who have written to the N.A.A.C.P. requesting information regarding application to join the Air Corps of the United States Army, we are sending you herewith an application form. We secured these from the War Department because of the number of persons who had written to us, as you did.

"In making application we suggest that you request that you be given training at the training school nearest your home. Our reason for making this suggestion is because the present plan is to send such Negroes as are accepted for training to a segregated training school at Tuskegee Institute."

Signed: \_\_\_\_\_  
Walter White  
Secretary

ABOUT THIS CERTIFICATE, the notification two weeks later by Air Corps Headquarters-Washington, D. C. that Tuskegee Institute had been selected by a contract with the War Department for the conduct of an Air Corps Primary Flying School would never have occurred.

The timing of efforts to get Kennedy Field approved for advanced flying was in December now seems unclear, as we look back. The above

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Selective Headquarters Announcement, March 25, 1941:

"The War Department has announced that pilots will be selected from those who have completed the secondary course offered by the Civil Aeronautics Authority. The Negro pilots, it was said, will be trained at Tuskegee, Alabama, in connection with Tuskegee Institute. Thirty-three pilots and twenty-seven planes make up the normal complement of the squadron, which was begun in February." (1)

Obviously, the decision mid-February to establish a Primary Flying School has not filtered down.

Apparently the War Department took pains to link the Army Flying School at Tuskegee with Tuskegee Institute.

(1) That announcement obviously carried the use of Tuskegee's CPT secondary training in lieu of the Primary Flying School. But But back in February this was changed. Apparently, Selective Service was not brought up to date before the announcement.

"As one of those who have written to the N.A.A.C.P. requesting information regarding application to join the Air Corps of the United States Army, we are sending you herewith an application form. We secured these from the War Department because of the number of persons who had written to us, as you did.

"In making application we suggest that you request that you be given training at the training school nearest your home. Our reason for making this suggestion is because the present plan is to send such Negroes as are accepted for training to a segregated training school at Tuskegee Institute."

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1941 -- February 1. The Civil Aeronautics Authority issued the Division of Aeronautics of Tuskegee Institute Certificate No. 1165 rating it as a Primary and Advanced Flying School based at Kennedy Field, Tuskegee, Alabama.

While Tuskegee Institute was authorized to operate as an advanced flying school when Dr. Patterson signed the contracts with CAA July 13, 1940 for the first Secondary Course, nevertheless the Institute operated the training under CAA authorization by virtue of the contract entered, but without the requisite certificate.

With the CAA inspector's approval of Kennedy early in January for advanced flying, and apparently CAA's subsequent official endorsement, the one obstacle for receiving the certificate applied for in July 1940 would seem removed.

WITHOUT THIS CERTIFICATE, the notification two weeks later by Air Corps Headquarters-Washington, D. C. that Tuskegee Institute had been selected for a contract with the War Department for the conduct of an Air Corps Primary Flying School would never have occurred.

The timing of efforts to get Kennedy Field approved for advanced flying back in December now seems uncanny, as we look back. The above

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certificate issued to Tuskegee's Division of Aeronautics was a must for a War Department contract for the conduct of Army Primary Flying Training.

Such certificates and contracts were awarded to established commercial flying schools experienced in the field.

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As previously noted, Charles A. Anderson was the first and only pilot on our instructional staff during the 1940 Summer Session. He taught the first Secondary Course students without assistance. In the meantime the Alabama Air Service continued flight instruction of our Elementary Course students under contract with CAA.

For the 1940 Fall Session (which ended in January 1941) CAA required two instructors for Secondary Course flight training. Lewis A. Jackson was secured as the required second flight instructor for the Secondary flight training. However, CAA added an additional course,--the Apprentice Instructor Course. This required two more instructors. In response to an advertisement in a New York newspaper we secured the services of Joseph T. Camilleri (Italian), and as a result of searching and corresponding George W. Allen joined the staff. With these two additions our Fall Session needs were met. (The Alabama Air Service continued with Elementary flight training under contract.) We also advertised for a CAA rated Aircraft and Engine Mechanic, since our fleet of aeroplanes was growing. As a result, Frank Rosenberg (Jew) came to us. He also held the commercial pilot's certificate which made him a potential part-time flight instructor.

The pilot seeking and training effort was a continuous one throughout the entire aviation program. The pilot demand curve sharply rose and did not peak until ~~early~~ 1944, because of increasing training under contracts

General Notes

with the Civil Aeronautics Authority and the War Department. In the meantime, new pilots were needed for replacements as some of our instructors elected to enter the Air Corps and others, to go into the Air Transport Command and other Services.

We combed the country for Negro pilots to train for instructors and relied heavily upon graduates from our advanced CPT courses, without which we could not have met our War Department commitments and maintain an all-Negro pilot staff. By 1943 I am certain that all our white instructors had entered other essential military service piloting.

Getting back to the 1941 Spring Session, however, the Alabama Air Service continued with Elementary training. But our staff was faced with the special CAA-Army Secondary Course with a quota of 30 students selected by the War Department, the Instructor Course, and refresher training, and secondary instructor training of some of our pilots teaching Elementary to qualify for Secondary flight training. We added a Mr. Guido (Italian) and pressed Mr. Rosenberg into flight instruction, I believe, to meet the requirements of this Session. Anyway, the records will tell the story here.

Tuskegee took over the Elementary flight training with the beginning of the 1941 Summer Session. In doing so another instructor was added. Forrest Shelton, a local white youth, who had been employed at Airport No. 1 by the Alabama Air Service elected to seek employment by Tuskegee. Further the following students had completed the Apprentice or Student Instructor Course and were employed. They were given to start with a half of a normal student load of Elementary students: Milton P. Crenshaw, Charles R. Foxx, and Richard Davis. Our staff now numbered 10 persons,--six (6) Negroes and four (4) whites, or the equivalent of eight (8) instructors on a full student load basis.

At the end of this Summer Session, and the student graduates had gained experience, our plans were met which called for a surplus of flight instructors at Airport No. 1. This was planned because Army Pilot Training was scheduled to begin at the end of the Session, August 23, 1941, which would require shifting two (2) instructors to that program. Five weeks later, one or two more would go over, depending upon the number washed-out of the first class of aviation cadets. A new Primary class of aviation cadets would start flight training at the mid-point of the training of the previous class. If as many as half of the first class were washed-out, and 10 more came in at the mid-point of the first class's training, that would mean 15 in training, thus requiring one more instructor.

Anticipating Army Primary flight staff needs, Charles Anderson, Milton P.

Crenshaw, Forrest Shelton, and Charles R. Foxx were given Army Primary Instructor Training by military personnel, beginning mid-summer, at Airport No. 1.

With the beginning of Army Primary flight training, Charles Anderson went over as Chief Pilot along with Forrest Shelton as Instructor. George W. Allen was made Chief Pilot of the CPT Program at Airport No. 1.

At the mid-point referred to, I believe both Crenshaw and Foxx went over to Primary, because both the first and second classes numbered more than the contract stipulation of 10 students per class. Then there was Captain Benjamin O. Davis to be flight trained, along with the first class. Though not strictly followed, it was our future policy to use our Civilian Pilot Training program graduates, after a Session's experience teaching at Airport No. 1, for Army Instructor training and positions on the Army Primary flying staff. As the aviation cadet classes grew larger and larger so fast we could not hold to the policy. And the policy was based on the premise that our CPT graduates had had superior training to that of most pilots trained elsewhere. This was true generally over the country.

The pilots left at Airport No. 1 after the first four were shifted were excellent pilots, and holding them there was planned. George Allen was needed as Chief Pilot because of his competence. Lewis Jackson was

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highly proficient and was probably the most precise flyer in the area, including military pilots. We needed him for the Cross Country and the Instrument Course coming up. Further, it was clear that the three remaining white pilots would eventually go for several reasons, all of which involved opportunities for more pay and flying heavier equipment in the various piloting services supporting combat operations, such as the Air Transport Service. It goes without saying almost that most pilots at Airport No. 1 aspired and sought to fly on the Army program.

Eventually Mr. Jackson went over to the Army program in that he became Director of Training for the whole Division of Aeronautics of Tuskegee Institute, under which ~~with~~ the Army Primary, Civilian Pilot Training and CAA War Training Service programs were operated. Also George Allen was shifted when CAA War Training superceded Civilian Pilot Training at Airport No. 1.

The foregoing account represents the basic history of our pilot staff development. (Study of records at Tuskegee Institute of the Civil Aeronautics Authority and War Department programs must be relied upon to trace the pilot staff development from the 1941 Fall Session (CPT) on, as well as pilot assignments to the Army Primary after Crenshaw and Foxx. This may also suggest some minor modifications in the foregoing historical account.)

Just some of the pilots coming to mind at this late date who were not initially trained by us at Tuskegee, but who came to us from various parts of the country to qualify for instructors were as follows: (Partial list obly)

- Charles A. Anderson (Penna.)
- Lewis A. Jackson (Ohio)
- Joseph T. Camilleri (New York)
- George W. Allen (Penna.)
- Frank Rosenberg (also CAA Mechanic) New York
- Mr. Guido (New York)
- Forrest Shelton (Tuskegee)
- Abram D. Jackson (Penna.)
- Robert Terry (New Jersey)
- Rostelle C. Wheeler (Mass.)
- Perry H. Young (Ohio)
- Archie Smith (New York)
- John H. Young, III (New York)
- Charles R. Johnson (Chicago)
- James Taylor
- James O. Plinton (New Jersey)
- James Wood (California)

[At the peak of training I would estimate that about 30 pilots flew the Army Primary program and 12, the CAA program]

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1941 -- February. The Civil Aeronautics Authority announced that "All Negro students now receiving flight instruction are required to pledge their willingness to enter military service, if qualified, and will be called upon the same as white students in the CPT program. The method of selection of these Negro flyers will be determined by the War Department. Thus far no plan has been announced." (MILITARY PROGRAM)

(Again, for emphasis, a thorough accounting should be made to identify all students who took the primary or secondary CPT courses at Tuskegee Institute who entered the Air Corps for flying training.)

(It would be desirable to account, if possible, for such students at other Negro colleges who never came to Tuskegee. West Virginia State college, for example, has a printed record of all students trained under the CPT program)

CPT Spring Session. The "CPT-Army" Secondary Course with a quota of 30 students was conducted at Tuskegee Institute. (MILITARY PROGRAM) 156

1941 -- CPT Spring Session. The Private Pilot's Course with a quota of 30 students was conducted at Tuskegee Institute.

- training contractor: Tuskegee Institute
- instructors:
- Ground school contractor: Tuskegee Institute
- Ground school instructors:
- Flight Training Contractor: Alabama Air Service
- Flight Instructors:
- Flight equipment: The same as previously noted.

Ground school subjects and hours and flight training hours the same as previously noted.

(At the conclusion of this course, Tuskegee Institute took over the flight training contract for the private pilot's course.)

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Trainees:

Name, home location, college enrolled in	Graduated(X)	Next Course Enrolled in	Remarks
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1941 -- CPT Spring Session. The "CPT-Army" Secondary Course with a quota of 30 students was conducted at Tuskegee Institute. (MILITARY PROGRAM)

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- Ground school contractor: Tuskegee Institute
- Ground school instructors:
- Flight training contractor: Tuskegee Institute
- Flight instructors:
- Flight equipment: The same as previously noted.

Ground school subjects and hours and flight training and hours the same as previously noted.

In keeping with the War Department's plan of December 1940, Tuskegee's Secondary Course ~~would be~~ used to train students earmarked for aviation cadets to be fed directly into Basic training at the Tuskegee Army Airfield that was proposed. That is why the quota was increased to 30 students, all of which were required to pass the Air Force physical examination for aviation cadets and be approved by Air Force Headquarters-Washington D.C. before assigned to this course for training. The Air Force assigned to Tuskegee Institute two (2) additional Waco trainers and spare parts to facilitate the training. Students would be selected from elementary course graduates of the various Negro colleges.

CPT-Spring, 1941, Secondary Course pg 2

Trainees: Name, home location, college enrolled in      Grad-uated(x)      Next Course enrolled in      Remarks

As I recall, the Apprentice Instructor Course's name was changed to the above designation.)  
 Ground school contractor: Tuskegee Institute  
 Flight school instructors:  
 Flight training contractor: Tuskegee Institute  
 Flight instructors:  
 Flight equipment: The same as noted for Apprentice Instructor Course.  
 Ground school subjects and hours and flight training and hours the same as previously noted.

CPT-Spring, 1941, Secd, Instr., pg. 2  
 CPT-Spring, 1941, Secondary Course pg 3

Trainees (over'd)  
 Name, home location, college enrolled in      Grad-uated(x)      Next Course enrolled in      Remarks

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1941 -- CPT Spring Session. The Student Instructor Course with a quota of 10 students was conducted at Tuskegee Institute. students for the year 1941.

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(As I recall, the Apprentice Instructor Course's name was changed to the above designation.)

Ground school contractor: Tuskegee Institute  
Ground school instructors:  
Flight training contractor: Tuskegee Institute  
Flight instructors:  
Flight equipment: The same as noted for Apprentice Instructor Course.

Ground school subjects and hours and flight training and hours the same as previously noted.

This was the type of training Charles Anderson and Lewis Jackson underwent in Chicago. Its purpose was to upgrade pilots holding the Commercial license to acrobatic flying to qualify as Secondary Course Flight instructors.

(Believe 4 of our white instructors and one Negro were trained under particular contract.)

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Trainees:

CPT-Spring, 1941, Stud.Instr., pg. 2

Name, home location, college enrolled in	Hours	Grad-uated(x)	Next Course Taken	Assignment	Remarks
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1941 -- CPT Spring Session. Secondary Instructor Refresher Course training began at Tuskegee Institute with a quota of 5 students for the year 1941.

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Ground school contractor: Tuskegee Institute  
Ground school instructors:  
Flight training contractor: Tuskegee Institute  
Flight instructors:  
Flight equipment: Waco UPF-7 trainers

Course outline:

This was the type of training Charles Anderson and Lewis Jackson underwent in Chicago. Its purpose was to upgrade pilots holding the Commercial license in acrobatic flying to qualify as Secondary Course flight instructors.

(I believe 4 of our white instructors and one Negro were trained under this particular contract.)

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Traffic:

CPT, Year 1941, Sec.Instr.R.C. pg . 2

Name, SSN

License held

Assignment

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1941 -- February 15. The Chief of Air Corps notified the Southeast Training Center of the authorization of a Primary Flying School at Tuskegee for the training of Negro Aviation Cadets. (MILITARY PROGRAM)

The very last of January, 1941, Grove Webster made a special trip to Tuskegee Institute, representing the Air Corps Headquarters at Washington, D. C. He came to say that it had been decided to establish a Primary Flying School for Negro aviation cadets and abandon the plan for using Tuskegee's Secondary Course instead (which had started operating at Tuskegee).

The decision had come as a result of the decision at Headquarters to equalize training throughout for Negro youth.

But to the main point, Headquarters had sent him, he said, to feel out Tuskegee Institute on the idea of the Primary Flying School being located at Chicago, by way of appeasement, since Chicago had lost out on the Army Airfield project.

Dr. Patterson's answer was no. The Primary Field should be at Tuskegee Institute, because of the close proximity to the Army Airfield, favorable flying climate, and other considerations.

Mr. Webster was to convey this to Air Force Headquarters in Washington, D. C.

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THE NEGRO HANDBOOK - 1942  
Wendell Malliet and Company --- (\*)

The greatest concentration of Negro licensed pilots (32) was in Chicago, and I believe the National Airmen's Association was organized there.

The equalization of the military training of Negroes and whites as pilots was indeed good news.

However, we did regret to have to tell the 30 students already in Secondary training which the War Department had picked and sent to Tuskegee for direct entrance in Basic training at the outset at the Tuskegee Army Airfield was no longer the plan.

Most of them eventually were so assigned, but not to start with as was the plan.

(CONT'D)

Negroes were divided in their opinions on the fairness and efficacy of a racially separate pilot unit. The National Airmen's Association, composed of colored licensed civil pilots, took the lead in opposing this "segregated" air squadron.

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Of the 30 young men trained in the "CPT-AAC" Secondary Course at Tuskegee to be the first to enter basic training as aviation cadets at the Tuskegee Army Airfield, only George S. Roberts did. (see January 16, aviation conference notes). As the time approached for beginning the military training, no word from the Air Corps left the young men in quite a quandry. Before the class schedule of cadets was changed from 30 to 15, and then to 10, I had hopes that these students would be fed direct into basic training, omitting the primary school instruction. It was not until 1942 that this group was drawn upon by the Air Corps and fed directly into basic training in order to effectuate a rapid activation of the 99th Pursuit Squadron.

(CONTINUED)

February 15, 1941:

The morning of this day Major Smith telephoned me to come to Maxwell Field for a conference. (A full report of the conference was submitted in writing to Dr. Patterson and is in the files.)

The first part of the conference included General Weaver. Major Smith handed me a letter to read from the Office of the Chief of Air Corps. In substance, it advised Maxwell Field to begin negotiations with Tuskegee Institute for the activation of a Primary Flying School for Negro cadets under direct contract with the War Department. Since Tuskegee's Division of Aeronautics was rated by CAA as an Advanced Flying School, the contract could be direct with Tuskegee Institute, rather than as a program subsidiary to some contract training detachment already in operation (white). (Had Chicago gotten the Primary, this would have been the case.)

(So ended the drive to get the Army Airfield or the Primary Flying School (contract), or both in Chicago.)

General Weaver voiced great concern over the short time Tuskegee had to meet the various requirements necessary to the signing

(MILITARY PROGRAM)

GENERAL NOTES

of a contract between the War Department and Tuskegee Institute, in time for the Primary to be operating on schedule. The facility would have to be ready July 15 next, he said, to receive aviation cadets.

He went on to make a few emphatic admonitions about the facilities and operation of the school, which are in the files,--report to Dr. Patterson 2/15/41.

General Weaver delegated full authority in my presence to Major Smith to approve facilities and personnel proposed by Tuskegee Institute.

The Army contracting officer would draw up a contract, he said, for the training, but it would not be signed until the facilities were completed and approved.

The remainder of the conference was just between Major Smith and myself. Major Smith then went into the details of cadet quota, airdrome, financing, contract stipulations, instructor training, etc. etc. Specific physical facility requirements we gone into, as well as prevailing salaries paid pilots, mechanics, ground school instructors. Also approximate cost of building facilities were given.

(MILITARY PROGRAM)

GENERAL NOTES

Flying Cadet Training (Contract)

The fact that Tuskegee Institute was awarded a contract to operate a school for elementary or primary flying training of aviation cadets was no exception. The Institute's school was the 66th such operation in the country, which is why it was first referred to as the 66th AAF Flying Training Detachment. The Air Corps just didn't have the necessary facilities to handle all the pilot training required with a war on the horizon. The biggest training impact was on these contractors, since all cadets received their first and fundamental training in flying with the contractors. Military establishments would get about 60% of them, since the wash-out rate was calculated at about 40% in primary training. The contractors, with the exception of Tuskegee Institute, were old established commercial flying schools rated by CAA as Primary and Advanced Training Schools. This rating was a requisite for a contract.

Such schools in the Southeast Training Center's jurisdiction were Embry-Riddle company at Arcadia, Florida; Granham Aviation company at Americus, Georgia; Southern Aviation School at Camden, South Carolina; and Pine Bluff School of Aviation at Pine Bluff, Arkansas. There were other, and many throughout the nation. Some operated schools for cadet training in more than one location. I have noted elsewhere

that it was a matter of a few days before the War Department decided to contract with Tuskegee Institute for primary training that Tuskegee's Division of Aeronautics got its rating as a Primary and Advanced Flying School. The number of such contractors reached about 70 for the nation.

A report from Washington, D.C. early 1941 indicated that 17 private commercial schools were at the time giving elementary flying training to 1,283 students, and that ~~the year (1941)~~ the Air Corps expected to reach its training goal of 12,000 army pilots a year. Beginning March 22, 1941, contracts would be awarded to 11 schools to train 1,100 new cadets every 10 weeks. Officials were reported as saying the number of cadets enrolled in civilian training schools under contract with the War Department increased from 475 on May 1, 1940 to 1,688 on January 4, 1941, and would reach 2,383 on March 22, 1941.

1941 -- March 11. Henry Ford visits Airport Number One to observe <sup>aviation</sup> ~~GPT program~~ operations while at Tuskegee Institute for the dedication of the George Washington Carver Museum.

For Mrs. Roosevelt, this was the second visit. She spent a whole week at Tuskegee Institute, arriving several days before the Roosevelt Board met. It was during her first days with us that she visited the operation.

As the wife of the President of the United States and in her own right, Mrs. Roosevelt was the most distinguished visitor, of the many, that had read about Tuskegee's aviation activities and wanted to see for herself.

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On this occasion... assembled. The... Dr. Patterson... subsequently

as indicated... service while... be noted later.



1941 -- March. Early March 1941 the Air Corps began accepting applications from Negroes for training as military pilots.

According to Charles E. Francis,--THE TUSKEGEE AIRMEN:

"Shortly after the Air Corps began accepting applications from Negroes, The War Department announced that it was planning to establish an Air Training Center to train a Negro Squadron for pursuit flying.

"Following this announcement by the War Department, Dr. Patterson announced that he had received a letter from the Assistant Secretary of War stating that the War Department was proceeding immediately with plans to establish a Negro Pursuit Squadron. This Squadron was to consist of 400 enlisted men, 33 pilots, and 27 planes. In addition, \$1,091,000 had been appropriated for the establishment of an airfield at Tuskegee/"

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1941 -- March . Eleanor Roosevelt and the Trustee Board of the Julius Rosenwald Fund visited Tuskegee's aviation training operations at Airport Number One.

For Mrs. Roosevelt, this was the second visit. She spent a whole week at Tuskegee Institute, arriving several days before the Rosenwald Board met. It was during her first days with us that she visited the operation.

As the wife of the President of the United States and in her own right, Mrs. Roosevelt was the most distinguished visitor, of the many, that had read about Tuskegee's aviation activities and wanted to see for themselves.

On this occasion all the aviation personnel and students were assembled. She ~~gave~~ talked to the group and wished them well. Dr. Patterson accompanied her. subsequently

As indicated elsewhere, she had rendered the program a great service while at Tuskegee. And I believe she rendered a great service in the interest of the 99th Pursuit Squadron as will be noted later.

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1941 -- March 19. The 99th Fighter Squadron was activated officially. (MILITARY PROGRAM)

1941 -- May 30. Tuskegee Institute and the War Department entered into a contract <sup>(W535 ac-1965)</sup> under which Tuskegee Institute would provide facilities and personnel and operate the 66th. Air Corps Primary Flying School and conduct a Pre-Flight School for Negro aviation cadets. (MILITARY PROGRAM)

In the beginning Maxwell Field had advised that a contract would be drawn, but that it would not be signed for the War Department until facilities and all other necessary provisions were approved by Maxwell Field,--Major Smith.

At June 6, Tuskegee was just beginning the construction of the airdrome.

The deviation was accounted for by the inclusion of the Pre-Flight School, which was entirely a new consideration, so far as Tuskegee Institute was concerned and, I believe, Maxwell Field. The urgency was that Pre-Flight was to precede Primary School operations and was scheduled to begin July 19, 1941,--about six weeks hence.

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(TUSKEGEE INSTITUTE)

GENERAL NOTES

Airport on Insti-  
tute Property

There were several reasons why the construction of an airport on Institute property as recommended by the Alabama Aviation Commission was dropped. At the time the L-shape field was proposed on Institute property on the south side of Franklin road, our students were having their flight training in Montgomery, and we had about concluded that because of distance from Tuskegee and drain on the students' time training there was an impossible situation.

Therefore we called the February 1, 1940 conference at Tuskegee of state and CAA officials. Pending construction, not to mention fund-raising, these men suggested improvements to Kennedy Field, which we did and got CAA approval to move the elementary training to Tuskegee. This took some of the pressure off, but not the need for our own airfield at the campus. For one thing, Mr. Kennedy who leased the field to us spoke of some dissatisfaction among the town people about Negroes flying out there. At that time, I was not too sure of what the white reaction would develop into.

As it turned out later, with the exception of money, the officials of Tuskegee Town and town fathers were most cooperative with me in the

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(TUSKEGEE INSTITUTE)

GENERAL NOTES

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tute Property

various requests I made. Incidentally, one of my requests was to be made a deputy sheriff. For after we got into the War and Moton Field was in operation, CAA wanted all airport managers to have police authority. I spoke to J. H. LaMar about the situation and asked him to soften up Pat Evans before I approached him on the subject. He did. Then I had a visit with the sheriff. He gave me the written authority and administered the oath, and explained something about expectations of deputies, as well as empowered me to carry and use arms. He and I both knew he didn't mean for me to use authority of my position in the town or county. So that never came up.

There were other developments: Not long after we moved training to Tuskegee, there were ambitions to seek advanced CAA or CPT courses for which Kennedy Field was not approved. This came with the selection of Tuskegee Institute as a CAA Center for advanced courses for Negroes from all Negro colleges. So in July, 1940 we began flying at Auburn. Again this brought on the transportation problem,--only 20 miles in this instance. The hope was that the town would put money into Kennedy Field, but it didn't. Early in the Fall of 1940 I began fund-raising activities among three Tuskegee Clubs. I worked with the Cleveland Club because it was anxious to cooperate, and eventually raised a large sum for an individual Club. But things got so busy in the aviation development that

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I could not give the time to fund-raising. In the meantime, after the academic year began and the second Secondary Course was in process, the students really felt the pinch for time. (During the summer they were free to concentrate on flying training and weren't in school).

We went back to CAA Inspection with the request to look at Kennedy Field with respect to advanced training being conducted there. It did and listed things we had to do to get it so approved. We did them. And by probably early January 1941 we had moved the Secondary training to Kennedy Field. (However, I believe we did some further training at Auburn before stopping completely there.)

This move took much pressure off us again. And in a couple of weeks or so we received Certificate No. 1165, licensing Tuskegee's Division of Aeronautics as a Primary and Secondary Flying School with its Base at Kennedy Field. This greatly reduced the urgency for the construction on the campus property. ~~But~~ it did not rule out the need. ~~But~~ with this certificate and the town people accepting the fact of our training at Kennedy, as well as no problem with leasing the field as long as we wished, we could rest on our oars.

The thing that punctuated matters was the Primary Contract and financing of Moton Field in hand. With the construction of that field, of an Institute property purchased for the purpose, we had our airport.

1941 -- June 1. Construction work began on the airdrome for the 66th Air Corps Primary Flying School contracted to Tuskegee Institute. (MILITARY PROGRAM)

The contract was let to Alexander & Repass Company of Des Moines, Iowa.

Alexander, a Negro, was president and treasurer of the firm. His partner, Repass, was white. Both were engineering students at Iowa State College and teammates on its football team. Repass told me once he was glad to leave all the business aspects to "Archie" who was so competent at it. Repass was the day to day man over construction activities, once the jobs were begun.

Some time later, a little over a year, Alexander was elected to the Board of Trustees of Tuskegee Institute. Subsequently he became a member of the Board of Trustees of Howard University. He was a member of the National Republican Committee, and in 1954 became Governor of the Virgin Islands.

(CONTINUED)

PLANNING AND FINANCING OF THE PRIMARY FLYING FIELD (MOTON FIELD):

Following the 15 February 1941 conference with Major Smith, I visited the Darr Aero Tech school at Albany, Georgia, which was still under construction to carry out a contract such as Tuskegee Institute had entered with the War Department, except Pre-Flight was not included. Photographs were taken and key personnel were interviewed regarding facilities under construction and planned.

Financing

Since the financing of airdrome construction was Tuskegee's responsibility, Dr. Patterson and I turned our efforts to securing the necessary capital. With a rough estimate in mind, we went to Washington, D. C. to confer with the Reconstruction Finance Corporation, which had been lending money for similar purposes. I believe we mentioned a figure of 300 or 400 thousand dollars. The R.F.C. was quite willing to loan the money, but would only give 3 years to pay back. R.F.C. was confident we could do this, judging from loans already made for Primary School operations. The short amortization time frightened us so that we abandoned the idea of this recourse for financing. But at least we knew we could get the money there.

Dr. Patterson arranged a meeting with the Finance Committee of the Institute's Board of Trustees, so we journeyed to New York. Board Chairman, Dr. Scheffelin, met with the committee, furnishing the only ray of optimism experienced at the meeting. Prior to the meeting a financial proposal was written whereby the Board of Trustees would borrow the necessary capital (I believe \$400,000) which would be amortized from net earnings of the operation within a period of ten years. While the committee in general was highly in favor of the project, Mr. Siegel, as most conservative member, did not feel Tuskegee Institute's trustees should obligate the Board for such a large outlay with little assurance the project would run ten years. We were using as a base yearly income from the Government for classes of 30 cadets. During discussions on this point, it occurred to Dr. Patterson to call Air Corps headquarters in Washington for an assurance that the classes would number 30 students and some estimate as to the duration of the program. He learned the War Department anticipated reducing to quota to probably 15 cadets per class! Without reporting this, Dr. Patterson suggested we adjourn to meet again the first of the following week when more complete information could be presented.

After leaving New York we arranged a return trip to Washington for further conference with the Air Corps, accompanied by Major Smith to

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help expedite more information on definite plans of the Air Corps. It was revealed that the initial quota would be 15 cadets per class. Based on this, we drew up a new proposal for the trustees along more conservative lines. We went on to New York for the second finance committee meeting. The committee indorsed the proposal, but made no commitment as to borrowing funds,--leaving that to the President to investigate and make recommendations.

Firmer Planning and Costing

Upon returning to Tuskegee we invited Archie A. Alexander, and outstanding Negro engineer and contractor of DesMoines, Iowa, to come to Tuskegee to consult with us on airdrome construction and cost. Mr. Alexander and I made quick visits to Primary schools at Camden, South Carolina and Americus, Georgia, going into requisite facilities and costs. Afterwards I made a tentative sketch of building facilities and Alexander approximated the cost.

Land had to be secured, suitable to accomodate the buildings and the flying area. (concurrently Dr. Patterson was making further explorations on securing funds). Each time we explored a site, Major Smith delegated someone to represent him and pass opinion on the site. The first site that looked good was at Hardaway, Alabama (which, incidentally,

we leased for an auxiliary practice flying field, probably late 1942 or beginning of 1943). While the site seemed to entail probably the least outlay for grading, for the flying area, nevertheless it had two drawbacks: (1) the soil was not suitable for a landing field, and (2) it was approximately twenty-five miles from Tuskegee.

Land closer to Tuskegee was sought. A site on the Vaughn property northeast of Kennedy Field (Airport Number One) was considered. Maxwell Field's representative approved it.

Another site was considered, about 4 miles from Tuskegee Institute, which was the final choice. It was owned by one Mr. Eich. He lived on a part of it. Mr. Eich expressed willingness to cooperate by selling the property at a price of \$50 per acre, involving some 650 acres. Major Smith detailed Captain James A. Ellison this time to judge. The site was approved by Maxwell Field, but no decision was made as to trees to be cut and improvements made to insure a suitable and safe flying field. (I believe Mr. Eich later proposed to keep his home dwellings and immediately surrounding land, which was agreed, but I believe he held to the \$50 per acre which was based on the home site part's inclusion.)

In the meantime I was having considerable difficulty getting Maxwell Field to furnish specifications on buildings or flying field, or make

firm commitments or approvals of plans which were essential to cost estimating. Apparently the only specifications available were those given me at the Maxwell Field conference February 15th.

Also in the meantime, Dr. Patterson had almost exhausted efforts to secure financing other than R.F.C. Both the General Education Board of New York and the Carnegie Corporation had been approached. As a last effort the Julius Rosenwald Fund of Chicago was sounded out regarding a loan. (There was some basis for the approach, since Julius Rosenwald was Chairman of Tuskegee's Board of Trustees for some years.) While President of the Fund Embree could make no commitments, the tone of his letter seemed hopeful.

Shortly thereafter, the latter part of March, an event took place at Tuskegee which gave more promise of help from the foundation. It was the annual meeting of the Board of Trustees of the Julius Rosenwald Fund, to be held at Tuskegee Institute. Mrs. Eleanor Roosevelt was a member of the Board and decided to spend a whole week at the Institute, which meant she was on the campus two or three days before the Board meeting. Dr. Patterson made her acquainted with the project and difficulties experienced in financing. Also Dr. Patterson detailed me to drive her about the vicinity and also let her see flying activities at Airport No. 1. We did, and she even took a flight with

pilot Charles Anderson in a Piper Cub plane.

A prospectus was drawn up for the Rosenwald Board, covering the training program and capital needed, which was presented to the Board. As a result the Julius Rosenwald Fund trustees voted to loan Tuskegee Institute an amount of money not to exceed \$200,000. Shortly thereafter, at Founder's Day 1941, a representative of the Fund met with the Trustees of Tuskegee Institute, with respect to the loan. The Fund required Tuskegee's Trustees to put up a minimum of \$25,000 of the two hundred thousand; and no money was to be paid from operations of the project to Institute trustees until the amount due to Fund had been amortized. This was acceptable to our Trustees. Thanks to the Fund, and particularly to Mrs. Roosevelt, the funding problem was solved.

Problems Not Through Yet

I proceeded then to complete rapidly primary flying field construction plans. April 7, 1941 I submitted them to Maxwell Field. They involved housing and feeding, as well as recreation facilities for cadets being located at the airdrome. Major Ellison, acting for Major Smith, submitted the plans to headquarters in Washington DC for approval, on April 8th. (These plans were still predicated on classes of 30 cadets.)

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But, a few days later, Major Smith requested a conference at Maxwell Field. The War Department had definitely settled on an initial quota of 15 students, instead of 30.

The necessary reduction in plans were accomplished in a few days, and new plans were submitted.

May 5,

Not too long afterwards, Major Smith requested another conference. He handed me a letter to read, sent to Maxwell Field by order of the Chief of Air Corps, announcing that the quota had been further changed to 10 cadets per class. (And in response to a contact by Dr. Patterson--) The letter went on to give permission to Tuskegee Institute, because of the small class, to provide housing, feeding, medical and recreational facilities on the campus of Tuskegee Institute, as well as classroom space for ground school instruction. These provisions had to be separate from Tuskegee's regular operations. A copy of the letter was given me for our files.

In view of this, Major Smith asked whether Tuskegee still wanted to go through with the project. The answer was that the third and final set of plans for construction were submitted to Major Smith on May 7, 1941, who in turn submitted the same to Headquarters, Air Corps, Washington, D. C.

This May 7th plan was approved at Headquarters-Washington DC and was one of the bases for the contract to operate the facility. The submission to Maxwell was in the form of blueprints of the airdrome and remodeling work on the campus, and a brief specification for the contractor. It was also one of the contract documents of the contract between Tuskegee Institute and Alexander & Repass for performance of the construction work, and equipment to be provided or installed.

Notwithstanding the minimum facilities to be constructed or remodeled, when considering the facilities in addition on the campus to be used in the program, I believe we started out with facilities superior to those I had seen at other contract primary flying schools.

Facilities on the campus to be used not involving construction:

- Quarters for the flight surgeon at the John A. Andrew Hospital
- Dining facilities at Tompkins Dining Hall
- Classrooms in Phelps Hall
- Modern gymnasium with standard equipment and swimming pool
- Football field and quartermile track
- Parade grounds
- Tennis courts
- Y.M.C.A. in adjoining building to barracks with pool tables, ping pong, and other games
- Tall outside flag pole, at the barracks
- Library, Banking facilities, Chapel, Community churches close by



Facilities on campus involving construction:

Complete renovation and equipping of "Bath House" next to Phelps Hall: 2400 sq.ft. of cadet sleeping space (47 x 51); Toilet Room; Shower Room; Office for cadet officer of the day; Consultation office for the flight surgeon; Examination room for the flight surgeon (upper level); Toilet, Lavatory and Shower (upper level). Also, one classroom-laboratory in Phelps Hall exclusively for cadet training.

Facilities at Airdrome:

2800 foot square landing area (all direction), with land to enlarge and clear approaches  
Utilities, such as water, sewer, electrical service, central heating, storm water drainage system, telephones  
Cadet room 14 x 13 (study-flight waiting-flying equipment)  
Office 14 x 19 (assistant to manager, dispatcher, secretary/accountant)  
Office 14 x 11 (Flying School Manager)  
Room 14 x 9 (Instructor/Army check flight pilot waiting & conference)  
Office 14 x 9 (Army Supervisor)  
Office 14 x 19 (Army general administration)  
Room 20 x 31 (Army supply and storage)

(CONTINUED)

Room 20 x 13 (Boiler and watchman)  
Shop 20 x 46 (Engine repair (aircraft))  
Toilet Room 14 x 11  
Locker room 14 x 11  
Parachute rigger's work room 14 x 19  
Aircraft storage and repair space 100 x 79  
Concrete work and refuel ramp 50 x 117 (adjoining hangar)  
Roadways  
Automobile parking area  
Finish landscaping

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Pending Captain Parrish's arrival there were things we could proceed with, since the burden of responsibility under the contract for the program was with the civilian contractor. We entered into agreement with Chef Spicley for feeding and compensation. Made selection of ground school instructors. Contacted various heads of recreational and other campus facilities for firm understandings regarding cadet use of their facilities. Began contacting experienced aircraft and engine maintenance personnel with a view to employment on the program. Busied Chief Anderson with respect to consideration of pilots to be trained or transferred from Airport Number One to begin flight. And other steps we knew we had to take. Also salary schedules had to be decided, requisite insurance coverages obtained, and transportation ordered.

Pilot training, as well as that of ground crew personnel would have to wait until Captain Parrish arrived and his officer check pilots and ground crew enlisted personnel were on the scene; and also, the arrival of aeroplanes (furnished by the Air Corps for the program).

In the meantime, we kept close on the heels of the contractor, not only to prod, but to render every assistance possible. Unusually heavy rainfall that summer impeded his progress considerably. In order to overcome some of the time losses, we made arrangements for him to cut all the members of the 100-foot span trusses in the carpentry shop

of Mechanical Industries, and do other processing of the lumber, so that his work on trusses at the airdrome would be confined to assembling the trusses. And as soon as the hangar was closed in we made available as foremen Mr. Wagener, for welding and machine work, Mr. Dunham, for masonry, Mr. Owsley, for sheet metal work, and Mr. Sorrell, for painting. These men were master craftsmen and knew where to find good mechanics the contractor needed. Being summer, some student labor was available for employment by the contractor. These and other assistances helped Mr. Alexander to make his deadline,--July 19 for Pre-Flight, and August 23 for airdrome.

It was Mr. Alexander who got J. H. LaMar (white citizen of Tuskegee) to do work on grounds and landing area for him. This consisted of rough and finish grading of flying field, roadwork, well digging, sewer and storm water lines work, etc. (For the duration of the program, Mr. LaMar turned out to be a loyal and enthusiastic supporter of what I was attempting, and a dependable sub-contractor for the continuous demands for work he specialized in.)

Captain Parrish reported to Tuskegee Institute mid-June, but since/ construction on the airdrome was just beginning he stationed himself at Maxwell Field. Until he located at Tuskegee, our communications were by correspondence and visits to the Institute.

Program of Instruction

June 27th Captain Parrish sent a letter to me, enclosing the program of instruction: It was the latest revision (6-11-41) entitled: "Program of Instruction, Elementary Flying Training, for military students to be given in Civilian Flying Schools." And he wrote:

"For your information I am enclosing two copies of the revised Program of Instruction for Elementary Flying Training. This is the program now being followed in all Primary Schools. You will note that it is a revision of the program which forms a part of the contract. The flying program is essentially the same. The ground school subjects are slightly rearranged as regards the number of hours devoted to each subject and the program of instruction is explained in greater detail."

Mr. Warren G. Darty (white) was selected as ground school instructor. (This would do for class 42-C, the first one, but when 42-D began flying mid-way the training of 42-C, and additional instructor would be needed. The second one was a Negro, but I do not recall his name. (research). Mr. Darty was a student at Auburn, A.P.I.)

With the ground school part of the Program of Instruction, Mr. Darty completed the necessary preparations for instruction. The Army furnished texts and teaching aids. Darty was a CAA rated instructor and had been teaching part-time for us for some time.

Flying Instructor Training

Captain Parrish also wrote June 27th: "Last week I visited the Institute and the flying field and after talking with Mr. Hopkins I believe that it will be necessary to conduct the instructor training program at the old airport (Airport Number One). This may be satisfactory and I believe we can go ahead as planned on July 19. If the hangar is not finished (Primary Field) by that time it may be necessary for me to find office space somewhere else until the new hangar is completed. I believe we can stake down the two airplanes we will use for instructor training until the hangar is finished. I hope to visit the Institute again on Monday."

Following the inaugural ceremonies July 19, I located Captain Parrish in the vault room of my office in Trade A Building.

Chief pilot Charles Anderson was the logical one to fly and head the flying program at Primary. He chose Milton P. Crenshaw, Charles R. Foxx and Forrest Shelton, along with himself to undergo the Army training or refresher for Army flight instruction. Forrest Shelton was a local white who came into our employ when we took over the CAA CPT flight contracts. Crenshaw was a graduate of our first Secondary CPT course and Foxx, the second one. Both had gone on to take the

CPT Secondary Instructor Course. But Crenshaw, being ahead of Foxx in the training sequence, was instructing students in the CPT primary course along with Shelton.

Since we were required to provide only one flight instructor to 5 cadets, and the contract provided for classes of 10, I believe Anderson and Shelton were scheduled to initiate flight instruction. As in the case of ground school, five weeks later, when the next class entered training (at mid-way of training of the preceeding class), we would need one to two more instructors, depending on how many of the first class had not been washed-out. (I believe Crenshaw and Foxx joined the staff when the second class began flying.)

Refresher training began as scheduled by Captain Parrish and was successfully over before 42-C began training.

Ground crew training

This training was conducted at Airport Number One also. shortly after July 19, enlisted men for the Primary began coming in. So it wasn't long thereafter before ground crew training was begun, and completed in time.

Upon the recommendation of Mr. James C. Evans, I had employed a

Mr. Austin H. Humbles as head of aircraft maintenance. He held the necessary CAA ratings and was working in West Virginia when I secured him. He was put through the Army refresher or training for his assignment. In the meantime, decision was made on the aircraft and engine apprentice mechanics to be transferred from Airport Number One to the Primary field, and they had the advantage of instruction from the enlisted men. (research on ground crew, civilian)

Other Preparations

Business and financial procedures were worked out with Mr. Lloyd Isaacs, Institute Treasurer.

Mrs. Gertrude Anderson, who had since late summer or early Fall of 1940 been a secretary of mine in aviation, and Mrs. Fannie Berryman were to start with me at Primary, on the business and administrative end. Mrs. Anderson and I, of course, would be working on both programs, -- Army and Civilian Pilot Training.

A new station wagon for cadet transportation was procured and a driver secured.

Mr. Walter Shehee would be the dispatcher of aircraft. A janitor and watchmen were selected.

In general, I believe we were ready to venture, August 25.

CHARLES ALFRED ANDERSON:

It was, of course, a foregone conclusion that Chief Anderson would head the flying training on the Primary program. He remained Chief Pilot throughout the program and later, when classes became large, under him were two Squadron Heads, Charles Foxx and Milton Crenshaw. George Allen became Chief Pilot on the Civil Pilot Training program when Army flying began.

Possibly early in 1943, the Air Corps Supervisor requested the appointment of a Director of Training. The program had become far larger than anyone had anticipated, classes reaching during the year 70 or 80, which meant around 150 cadets were receiving flying training at the same time. Ninety or a hundred military aircraft were assigned to the school, -Stearman and Fairchilds aircraft. The Director of Training would be administratively responsible for both ground instruction and flying training, as was the practice at other Primary Fields, as well as the Tuskegee Army Airfield.

Chief Anderson's life was flying and teaching others to fly. He had neither the time, bend nor desire for paperwork and administrative details. The logical appointment as Director of Training was Lewis Jackson, to whom I looked for the administration of training activities at both fields.

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Tribute to Andersons

No history of aviation at Tuskegee Institute would be complete without paying the highest tribute to Charles Alfred Anderson. I certainly would refer to him as the "daddy of flying training" at Tuskegee, just as Dr. Patterson once referred to me as the "daddy of aviation" there.

He began flying training or instruction on July 30, 1940, and today is training people to fly at Tuskegee. Whether he be CPT Student or Aviation Cadet, every one of them knew and were inspired by "Chief," as he was referred to. He would go out of his way to help students over troubles in beginning their flying, including a little extra flying time that didn't get on the books, I am sure. His home became a hang-out for students wanting to learn and hear more about flying from the very beginning. Mrs. Anderson approved this and joined him in motivating the young people. This is not so true about aviation cadets as it was CPT students, in regard to pursuing him to his home. But they got to him at the airdrome. He was a great motivator and aviation salesman, as well as a good salesman at anything he wanted to put over. To many a student he meant the difference between being eliminated from the course and getting over the hurdle to go on and complete the work successfully.

Further, no one could expect greater loyalty, cooperation, and hard work of an employee than that which Anderson gave willingly and without

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being asked. I always sought his advice about approaches and problems in developing our pilot staffs for Primary and CPT, which was indeed a problem as both programs grew and CPT changed into War Training in later years. I never remember asking chief to do something for the program out of line of duty that he did not accomplish.

Of course he was always given to a little joke or mischief. I can think of many instances. For instance, one day my pet dog came home from the field with his tail painted red,--just a stub of a tail. He and the students did it. But try as I did over many weeks, no student knew anything about the incident. In later years, after the programs were over he admitted to the prank. One more example: CAA Inspector Hudson who flight tested CPT students flew in to test the second Secondary Course students in acrobatic flying. Of course we were advised whenever the inspector was due. Chief made a set-up for him. Charlie Foxx was about the best in the class to be tested, as well as among many many students trained at Tuskegee. So chief had rehearsed the students in sitting around, "looking all dumb." Foxx was to look the dumbest, which he was capable of doing.

So Inspector Hudson (who was considered among the best CAA had) looked around for his first one to test and spotted Charlie Foxx, as he was

called. One will never know, but he might have thought to himself here's one I can get out of the way quickly because he looks too dumb to pass. But Foxx outmaneuvered him on practically all the acrobatics. And when Inspector Hudson came down and got out of the plane, he walked over to Anderson and said "you tricked me;" pointing his finger at Chief.

I shall always be grateful to Chief for the inspiration, comfort and encouragement given in difficult situations, not to mention loyalty and outstanding services.

Mrs. Gertrude Anderson

What I have said about the loyalty, cooperation and kind of service and assistance can be duplicated in regard to Mrs. Anderson. /regarding Chief In a very short time after Chief arrived with the Waco July 29, 1940, Mrs. Anderson joined him, and we located them in the guest quarters of Sage Hall. Secretarial work relating to aviation was a heavy burden on the Mechanical Industries School staff. Then there was much CAA paper-work in connection with the Secondary Course. After thinking over my offer for a few days, she became my secretary for aviation activities. Instead of a secretary I got an assistant and a hard slave driver. A many an evening she telephoned me, if she hadn't told me before leaving work, that she would come by and pick me up to go to the field and prepare something urgent that had to go to the War



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Department or to CAA the next day that I had probably let lie too long on my desk. Further, she contributed many valuable ideas which I used in promoting the program. And I have never seen anyone who could do a better job than Mrs. Anderson in pursuing details about anything.

Mrs. Anderson joined me at the Primary as my Assistant, but continued to perform or oversee the accomplishment of administrative work at Airport No. 1. She was indeed a chief reliance in management, and I can never express adequately my appreciation.

1941 -- CPT Summer Session. The Elementary Course with a quota of 30 students was conducted at Tuskegee Institute.

- Ground school contractor: Tuskegee Institute
- Ground school instructors:
- Flight training contractor: Tuskegee Institute / Waco Trainers and YPT-14
- Flight instructors:
- Flight equipment: The same as previously noted (Piper cubs, J-3, 65 H.P.)

Course description: The same as previously noted (72 hours of ground instruction; 35-45 hours of flight instruction)

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Trainees:

Name, home location, college enrolled in	Graduated(x)	Next Course or Assignment taken	Remarks

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1941 -- CPT Summer Session. The Secondary Course with a quota of 10 students was conducted at Tuskegee Institute.

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The Student Instructor Course with a quota of 10 students was conducted at Tuskegee Institute.

Ground school contractor: Tuskegee Institute  
 Ground school instructors:  
 Flight training contractor: Tuskegee Institute  
 Flight instructors:  
 Flight Equipment: Same as previously noted (UPF-7 Waco Trainers and YPT-14 Wacos, 220 Horsepower)  
 Flight equipment: same as previously noted (Piper Cubs, J-3, 65 horsepower)  
 Course outline: same as previously noted (108 hours of ground instruction; 40-50 hours of flight instruction, principally acrobatic flying).  
 Ground school subjects and hours and flight training and hours the same as previously noted.

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Trainees:

Name, home location, college

enrolled in

Grad-  
uated(x)

Next Course or  
Assignment taken

Remarks

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Flight Equipment  
CPT Cross Country

1941 -- CPT Summer Session. The Student Instructor Course with a quota of 10 students was conducted at Tuskegee Institute.

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In preparation of 1941 I contacted Colonel Robinson (the "Brown Eagle")

Ground school contractor: Tuskegee Institute

Ground school instructors:

Flight instructors:

Flight training contractor: Tuskegee Institute

Flight equipment: same as previously noted (Piper cubs, J-3, 65 horsepower; Waco trainers, UPF-7 and YPT-14, 220 horsepower).

Ground school subjects and hours and flight training and hours the same as previously noted.

While working was in Chicago, but two airplanes were brought. One was a Howard DGA-9, 4-place cabin ship, 285 horsepower Jacobs engine. The other, a 4-place cabin Stinson with a 285 horsepower Lycoming engine. This was in August of 1941. Mr. Jackson flew the Stinson to Tuskegee, and Mr. Shelton, the Howard. Both aircraft were licensed in Chicago. When the aircraft inspector examined the Stinson at Tuskegee he grounded it and wondered how Jackson got it to Tuskegee. It was found that both aircraft and engine. As a matter of fact, the single course for the

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Trainees:

Name, home location, college enrolled in	General Note	Graduated(x)	Next Course or Assignment taken	Remarks
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of the program. In an experimental way, we actually rebuilt the aeroplane, so late to get any training from it.

There were other things to do to the Howard before the inspector would accept it. The big trouble was it apparently required more runway than Airport No. 1 afforded. Then, it had flaps which are standard today, but the use of them back then were not fully understood by most pilots. After making the proper corrections, the problem was how to get it off the field to Birmingham for inspection for licensing. That is when we got permission to block off the highway running along side the field, in order to take-off the Howard for Birmingham. In this wise Mr. Shelton flew it to Birmingham and it was licensed. It was not an aeroplane, but not enough runway, as we thought back there. So that it would have gotten off with the proper use of flaps.

Eventually, however, it was decided to try it out for cross country. This was probably a year later, or more. It was at Jackson Field at the time, with ample grass. It was a frosty morning, and not knowing too much about the effect of frost on take-offs at the time, no effort was made to remove it. So without using the flaps and nearly laden with frost Mr. Ernest Henderson, who I believe was the instructor and his students took off. The pilot in time during take-off realized the plane would not lift and attempted to stop it. But this was not in time to avoid a crash stop on the edge of the field. It was not damaged beyond repair, but the accident ended its use for cross country training.

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(TUSKEGEE INSTITUTE)

GENERAL NOTES

Flight Equipment  
CPT Cross Country

The procurement of heavier flying equipment such as 4 and 5-place cabin aeroplanes required for the cross country course was both difficult and expensive when we sought such equipment in anticipation of the cross country course contract. Late Spring of 1941 I contacted Colonel Robinson (the "Brown Eagle") and asked him to explore the market for a good used aeroplane, giving him the specifications for the kind of equipment I was seeking.

Mr. Robinson spotted several buys and notified me. Because of my involvement in getting ready for military pilot training at the time, I asked the Treasurer, Mr. Lloyd Isaacs, to go to Chicago in my place. Messrs Lewis Jackson and Forrest Shelton, pilots on our staff, were sent along to advise Mr. Isaacs if necessary, but more specifically to fly the equipment back to Tuskegee.

I don't know what the thinking was in Chicago, but two airplanes were bought. One was a Howard DGA-9, 4-place cabin ship, 285 horsepower Jacobs engine. The other, a 4-place cabin Stinson with a 285 horsepower Lycoming engine. This was in August of 1941. Mr. Jackson flew the Stinson to Tuskegee, and Mr. Shelton, the Howard. Both aircraft were licensed in Chicago. When the CAA inspector examined the Stinson at Tuskegee he grounded it and wondered how Jackson got it to Tuskegee. It required complete overhaul, both aircraft and engine. As a matter of fact, this airplane never flew a single course for the

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duration of the program. As an avocational activity, Mr. Elliott Gray, one of our mechanics, eventually rebuilt the aeroplane, too late <sup>however</sup> to get any training service from it.

There were minor things to do to the Howard before the inspector would license it. The big trouble was it apparently required more runway than Airport No. 1 afforded. Then, it had flaps which are standard today, but the use of them back there were not fully understood by most pilots. After making the minor corrections, the problem was how to get it off the field to Birmingham for inspection for licensing. That is when we got permission to block off the highway running along side the field, in order to take-off the Howard for Birmingham. In this wise Mr. Shelton flew it to Birmingham and it was licensed. So we had an aeroplane, but not enough runway, as we thought back there. No doubt it would have gotten off with the proper use of flaps.

Eventually, however, it was decided to try it out for cross country. This was probably a year later, or more. It was on Moton Field at the time, with ample runway. It was a frosty morning, and not knowing too much about the effect of frost on take-offs at the time, no effort was made to remove it. So without using the flaps and heavily laden with frost Mr. Earnest Henderson, who I believe was the instructor, and his students took off. The pilot in time during take-off realized the plane would not lift and attempted to stop it. But this was not in time to avoid a crash stop on the edge of the field. It was not damaged beyond repair, but the accident ended its use for cross country training. *We never flew it again or repaired it.*

But back to the cross country course: Considering the grounding of the Stinson and lack of sufficient runway for the Howard, we looked elsewhere for equipment, writing off the purchases as bad luck. It happened that Mr. Wren Allen, who had been flight contractor for the Elementary trainees up to the end of the Spring Session, had a Stinson he was willing to sell. (His training activities under CPT at Auburn had not nearly reached the cross country course.) So we purchased the Stinson Reliant, SR8-E, 5-place cabin ship. When we bought it we knew the engine time was such as to require an overhaul.

I contacted the Wright Company in New Jersey which agreed to take the engine as an emergency job, if we would get it to them right away. Mr. Gray disconnected the engine and carried it in our pick-up truck to New Jersey. He brought it back completely overhauled and put it in the aircraft.

Somehow, immediately after it was reinstalled in the aircraft, the mechanics ran it up, so to speak, to warm it up, and burnt out the engine. It was an engine not to be warmed up before taking off, as was customary with other types. So, back it went over the highway to New Jersey for repairs and overhaul. All this took valuable time. But once repaired and in the aircraft again, the aeroplane served us reliably throughout the duration of activities for training and official travel.

This accounts for the later start of the cross country course earlier mentioned.

(Tuskegee Institute) General Notes

After the first cross country class got into their instruction, it was clear to me that solo cross country would require flying the Stinson individually on a planned trip, as a part of the course. This would be quite a risk with such an expensive and hard to get piece of equipment. In talking around with operators, I found out that CAA permitted the use of a lighter aeroplane for the solo work. The plane usually used was a Piper Cub Cruiser, J-5, 3-place cabin job, 75 horsepower. So the Institute purchased such an aeroplane before time came for students to solo cross country.

All students except one had made his cross country solo trip by himself successfully. So it came Hector Strong's turn to do so,--the last one to do a solo trip. It was during the Xmas holidays of 1941. Mr. Strong's farthest stop was to be at the municipal airport at Spartanberg, South Carolina. Right over Spartanberg he had run out of gasoline or for some other reason had to land. If he had looked to the right, or left as the case might have been, he would have seen the airport where he could have made a safe landing. But he looked only to the left, where there was no landing field, and made a forced landing. Well, we sent the truck and a mechanic to get the fusilage and wings. The ship was not beyond repair, and repairs were made in a relatively short time, before its need for the next course.

This <sup>whole</sup> disrupting experience was about the only <sup>one</sup> of its kind during the entire program, and probably we were fortunate.

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1941 -- CPT Summer Session. Tuskegee Institute received a contract for the conduct of the Cross Country Course.

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Previously, during cooperative recruitment activities between Tuskegee and South West Training Command, Captain Parrish had been mentioned by Major Lake S. Smith as being highly qualified for

- Ground school contractor: Tuskegee Institute
- Ground school instructors:
- Flight training contractor: Tuskegee Institute
- Flight Instructors:
- Flight equipment: Howard DGA-9, 4-place cabin ship, 285 horsepower; Stinson Reliant SR8-E, 5-place cabin ship, 320 horsepower; Piper cub cruiser J-5, 3-place cabin ship, 75 horsepower.

Course outline: 108 hours of ground school instruction and 40-50 hours of cross country (day and night) flight training involving use of navigation, radio beam and instruments.

(IF I REMEMBER CORRECTLY, THIS COURSE ACTUALLY STARTED AT THE END OF THE SUMMER OR BEGINNING OF THE FALL SESSION. IF IT WERE NOT FOR DISAPPOINTMENTS IN CABIN SHIP PURCHASES FOR THE COURSE, TRAINING WOULD HAVE BEGUN ON SCHEDULE.)

The 4 and 5-place cabin ships were used for dual instruction of 3 or 4 students simultaneously. Solo cross country was done individually in the Cub Cruiser J-5.

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Trainees:

Name, home location, college enrolled in	Graduated(x)	Next Course or Assignment taken	Remarks
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While he was stationed at Maxwell Field he assisted the Director of Training, Luke S. Smith, and such correspondence existed between him and Director Washington. He made a few trips to Tuskegee, however. (Assistance to Major Smith was in matters regarding the Primary School activation.)

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1941--June. Captain Noel F. Parrish reported to Tuskegee Institute <sup>(1941 June)</sup> to serve as Army Supervisor at Primary Flying School (66th AAF Training Detachment) (MILITARY PROGRAM)

Previously, during cooperate recruitment activities between Tuskegee Institute and Southeast Training Command, Captain Parrish had been mentioned by Major Luke S. Smith as being highly qualified for the assignment.

Entered the Army as private in the 11th Cavalry July, 1930; appointed a flying cadet in July, 1931, and finished advanced training as an attack pilot at Kelly Field, July, 1932; served one year of active duty with 13th Attach Squadron at Fort Crockett, Galveston, Texas; in September, 1933, enlisted as private in Air Corps at Chanute Field, Illinois; was transferred to First Provisional Transport Squadron, February 1934 and flew transports, receiving commission as Second Lieutenant in Regular Army July 1935; was transferred back to 13th Attach Squadron and served three years; was transferred to Randolph Field, Texas, as primary flying school instructor of aviation cadets; at beginning of the Civilian Pilot Training Program (1939), was transferred to the Chicago School of Aeronautics where he remained until his transfer to Tuskegee Institute.

Since the Primary School facilities were not completed, Captain Parrish established himself at Maxwell Field. ~~(actually, construction at Maxwell Field (Primary Flying Field) had not even begun at the time)~~

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He reported back to Tuskegee Institute right after the July 19 inaugural and occupied office space provided by Director Washington in his office in Trade A Building on the campus of Tuskegee Institute.

While he was stationed at Maxwell Field he assisted the Director of Training, Luke S. Smith, and much correspondence ensued between him and Director Washington. He made a few trips to Tuskegee, however. (Assistance to Major Smith was in matters regarding the Primary School activation.)

We visited the quarters of the 99th, and though we were quartered in the post's officers' quarters we requested that we have our evening meal alone with the 99th in their mess hall. The food was of good quality and wholesome. This gave the opportunity to ask questions of individual trainees, and to give answers where we could. Sergeant Mack was with us. Quarters were those of or among the original Chanute Field.

(Dr. Patterson and I decided to see a movie that evening. A staff car and chauffeur (white) came, and Dr. Patterson, Sergeant Mack and I started for the movie in the nearby town, Mantoloking I believe. When we got out of the car and parked near the theatre, Sergeant Mack and Dr. Patterson were deep in some conversation, so the chauffeur and I walked on ahead, bought our tickets and were seated in the theatre. Since the theatre was full, we did not expect to see Dr. Patterson

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1941 -- June 19-20. At the request of General Henry H. Arnold, Chief of Air Corps, President Patterson and Director Washington inspected the training of the initial ground crew of the 99th Pursuit Squadron being conducted at Chanute Field, Illinois. (MILITARY PROGRAM)

Arrangements were made for our transportation to and from Chanute Field airfield in military aircraft, as well as to and from Montgomery in staff cars.

We departed from Maxwell Field Thursday morning (9:45), June 19 and arrived at Chanute Field 1:30 p.m. On return the next afternoon we departed Chanute Field at 1:20 and arrived at Maxwell Field at 5:10. The aircraft used was a light bomber. We spent most of the trips in the bombardier's compartment, beneath the pilots, out in front, with clear vision ahead and to each side. The crew was most attentive, explaining the various facets of the aircraft and use in combat, and identifying from the map of our course the various landmarks on the ground.

Upon landing we were welcomed by the Acting Commandant, Colonel R. E. O'Neil, Lieutenant Colonel A. C. Kincard, Captain Maddux and other staff officers. The officers were careful to see that our needs were attended, but refrained from such attention as

(Our crew in flight (in command) were Captain Slater and Lieutenant Smith.)

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might circumscribe us in our mission.

Immediately after lunch we went about our mission, assisted by officers. Soon we were joined by Sergeant Mack, an old soldier who had the personality and qualification for his role as "father" for the group of trainees. The trainees were assembled and Dr. Patterson and I both had the opportunity to speak to the men. We felt the group did credit to the War Department, the great majority if not nearly all of whom were there from recruitment efforts of Tuskegee Institute.

We visited the quarters of the 99th, and though we were quartered in the post's officers' quarters we requested that we have our evening meal alone with the 99th in their mess hall. The food was of good quality and wholesome. This gave the opportunity to ask questions of individual trainees, and to give answers where we could. Sergeant Mack was with us. Quarters were those of or among the original Chanute Field.

(Dr. Patterson and I decided to see a movie that evening. A staff car and chauffeur (white) came, and Dr. Patterson, Sergeant Mack and I started for the movie in the nearby town, Rantoul I believe. When we got out of the car and parked near the theatre, Sergeant Mack and Dr. Patterson were deep in some conversation, so the chauffeur and I walked on ahead, bought our tickets and were seated in the theatre. Since the theatre was full, we did not expect to see Dr. Patterson

and Sergeant Mack until we exited after we had seen all of the show. However, outside we waited and waited for them. I was curious about what happened. At the officers' quarters that evening, he said the ticket seller wouldn't sell them a ticket. Things got so rough he had to ask for the manager, who explained the policy. Dr. Patterson went to battle, saying he was guest of Chanute Field at the instigation of the Chief of the Air Corps and would see that reports were made of the discriminatory policy. The manager thought better and let them in.

(Considering the separate mess and barracks on the field and the experience Dr. Patterson had in the adjoining town, I wondered at the time about the fare of Negro aviation cadets in other "northern" posts, or rather communities where located. When Dr. Patterson dropped off in sleep, he was still cussing about the incident.)

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From early morning until lunch the next day we were quite busy touring and inspecting training facilities at Chanute Field. We visited all the classes of the 99th, enrolling exclusively 99th personnel. We saw classroom and laboratory instruction. All the instructors voluntarily explained the instruction they were giving and answered our various questions. There was no question about the quality of training, which

was the principal reason for the trainees' being there. Immediately after the tour we lunched with officers of the post, after which we departed for Maxwell Field and Tuskegee Institute.

Some Findings and Recommendations Reported to General Arnold

1. The men of the 99th Pursuit Squadron had caused no problem on the post.
2. The barracks and mess of the enlisted men and aviation cadets (non-flying) were satisfactory.
3. The keen interest and enthusiasm regarding the training demonstrated by post officers and those in charge of instruction with respect to the general welfare, adjustment, and training of the men was gratifying, based on interviews with all of them.
4. Six (6) cadets were in training as engineering, weather, and communications officers.
5. The aptitude of the Negro enlisted men was reported just as normal as any other groups trained at the post.

6. The courses, duration thereof, hours of course, and enrollment in regard to the training of the enlisted men were:

	Duration (weeks)	Hours	Enrollment
Airplane mechanics	22	770	162
Aircraft mechanics	17	595	2
Aircraft welders	14	490	2
Aircraft metal workers	14	490	2
Parachute riggers	8	280	3
Teletype operators	8	280	4
Weather observers	12	420	5
Link trainer instructors (to be entered 6/30/41)	12	420	2
Radio operators and mechanics	22	770	28
Aircraft armorers	14	560	15
Air Corps supply and technical clerks	16	640	46
Instruments (to be entered)	8	280	4
Weather forecasters (to be entered)	26	910	3
		In training	269
		To be entered	9
		TOTAL	278

Radio operators and mechanics were in advance of normal and ahead of schedule. Instruction eliminations were anticipated in only two or three cases. This was attributed to the fact that the individuals in question were not able to enter the courses of their first choice.

- 7. During the comparatively short time at the field, the men had taken on a soldierly bearing and deportment, we were informed, and had brought distinction and admiration from the entire post. Also they had excelled in inter-detachment athletic competition and excelled and took first place in the Chamute Field Track Meet June 18, 1941.
- 8. Lack of information on the progress and plans for pilot training of Negro aviation cadets was widespread among the enlisted men, cadets and the officers in charge of their training. We enlightened them of total plans to date in this connection.

There was doubt in the minds of officers directly in charge of the enlisted men, as well as the men themselves as to when they would be transferred and whether to the Tuskegee Army Air Field or some other base.

(CONTINUED)

We recommended that--

- 1. The 99th men have the privilege of inspiration, enlightenment, and information that would be possible from a visit by Major James A. Ellison, commander designate of the Tuskegee Army Air Field.
- 2. In view of the volume of mail received by Tuskegee daily from Negro youth and adults over the nation, requisite educational preparation on the part of applicants, specific training opportunities, and procedures for enlistments apparently was not being properly imparted or imparted in many places to Negroes.

We went on to suggest remedial measures: Use of Negro weeklys to publicize plans and current progress of various aspects of the program; In the interest of reaching good flying cadet material, Negro weeklys and magazines be used; Since Negro flying cadets would come largely from the ranks of Negro college students, call a conference of representatives of Negro colleges for briefing and imparting full information on applying for training, the purpose being to establish a list of eligibles, rather than flood the Air Corps with applications.--Tuskegee having been approached by other Negro colleges to sponsor such a conference.

- 3. National organizations involved in the establishment and operation

of recreational facilities at and in the neighborhood of military posts be invited to include Tuskegee in plans and budget to promote the welfare of Negro cadets, officers and enlisted men at the Tuskegee training facilities. Tuskegee Institute would be happy to cooperate with them in setting up such facilities.

The report to General Arnold was signed by Dr. Patterson as President of Tuskegee Institute.

Maxwell Field where he set up his office pending the activation of the field at Tuskegee. I visited him on a number of occasions while at Maxwell Field for conferences with Major Smith. As a matter of fact, Major Smith sent him to Tuskegee, when we had settled on the purchase of Rich's land, to approve the site if satisfactory for the primary flying.

I have found no background of Major Smith among my papers, and this should be recorded if possible. He impressed me very favorably.

One day when I was visiting him in his office at Maxwell Field he pointed to a cartoon on the wall beside his desk which someone had fixed there. He appeared neither disturbed nor amused. It was some kind of ridicule using a Negro in the sketch. I had to be put there by some fellow officer.

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1941 -- June 23. The Army Air Force was established with Lieutenant General Henry H. Arnold as Commanding General with Army Air Force headquarters at Washington, D. C. (MILITARY PROGRAM)

From the end of World War I to this date, the Air Corps had pioneered in numerous aviation activities, under the financing and support of the Army.

This development was a major step forward. However its new status was not comparable to the Army or the Navy. It was still a part of the Army, but a distinct service which was eventually to become a branch of the Armed Forces such as the Army and Navy.

TUSKEGEE UNIVERSITY  
ARCHIVES AND MUSEUMS

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TUSKEGEE UNIVERSITY  
ARCHIVES AND MUSEUMS

1941 -- July . Major James A. Ellison was sent to Tuskegee to Command the Tuskegee Army Airfield. (MILITARY PROGRAM)

(I was of the opinion Major Ellison arrived before July/41, but absence of a record of my own I, I am using that in "The Tuskegee Airmen.")

Major Ellison spent a day or so at Tuskegee making his acquaintance with Dr. Patterson and myself and the area. He then proceeded to Maxwell Field where he set up his office pending the activation of the field at Tuskegee. I visited him on a number of occasions while at Maxwell field for conferences with Major Smith. As a matter of fact, Major Smith sent him to Tuskegee, when we had settled on the purchase of Eich's land, to approve the site if satisfactory for the primary flying.

I have found no background of Major Ellison among my papers, and this should be recorded if possible. He impressed me very favorably.

One day when I was visiting him in his office at Maxwell Field he pointed to a cartoon on the wall beside his desk which someone had fixed thereon. He appeared neither disturbed nor amused. It was some kind of ridicule using a Negro in the sketch. It had to be put there by some fellow officer.

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1941 -- July 10. The War Department announced "that the quota of pilots for the 99th Squadron would be about 33, but a total of approximately 100 men would be trained annually....that 271 enlisted men were already in training at Chanute Field, Illinois, as ground crews for the 99th Squadron." These men with 7 more to be entered would be sent to Tuskegee upon completing training. The types of training depicted included airplane mechanics, aircraft armorer, aircraft supply and technical clerk, instrument, and weather forecasting. (MILITARY PROGRAM)

TUSKEGEE UNIVERSITY  
ARCHIVES AND MUSEUMS

*L. S. Smith*  
L. S. SMITH,  
Major, Air Corps,  
Director of Training.

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HEADQUARTERS  
Southeast Air Corps Training Center  
Maxwell Field  
Montgomery, Alabama

16 July, 1941

Professor G. L. Washington,  
Tuskegee Institute,  
Tuskegee, Alabama.

Dear Professor:

Your letter of July 15, 1941, delivered by special messenger, in which the Institute so kindly invites officers from the Training Center to be present at the ceremony Saturday afternoon, July 19, for the purpose of formally initiating the training program at Tuskegee, has been received and brought to the attention of the Commanding General.

It is desired to confirm the information given you by telephone by Colonel Welsh, the Executive Officer, on the afternoon of the fifteenth, who advised that General Weaver would be pleased to accept your kind invitation. Due to previous engagements however, the General will be able to spend only a short while at Tuskegee; accordingly, it is requested that no other members of his party besides the General be scheduled as participants in the ceremony.

Unfortunately, the matter of naming the new field has not been brought to a conclusion. It will be impossible, therefore, to announce the name of the field on this occasion.

With respect to airplanes flying overhead, the War Department policy prohibits dedicatory exercises if these exercises might interfere with training activities, which would be the case in this instance. Therefore, it would be impracticable to schedule a formation of airplanes to attend the ceremonies.

If any other developments become noteworthy, it will be appreciated if this office may be advised. In lieu of further information from you, General Weaver, accompanied by his Aide, Major Ellison and Captain Parrish, will arrive at the Booker T. Washington monument shortly before 4:00 P.M. on July 19th.

Yours very truly,

*L. S. Smith*  
L. S. SMITH,  
Major, Air Corps,  
Director of Training.

TUSKEGEE UNIVERSITY  
ARCHIVES AND MUSEUMS,

TUSKEGEE UNIVERSITY  
ARCHIVES AND MUSEUMS

# OF NATIONAL INTEREST

## 99th Pursuit Squadron Inaugurated

Under the shadow of the Booker T. Washington Monument the inauguration ceremony initiating the training of Negroes as military aviators for the United States Army Air Corps was held at Tuskegee Institute. The occasion marked the beginning of the 99th

Pursuit Squadron which will, within a few months, form one of the nation's defense forces. Hundreds of students, faculty, members and townspeople witnessed the exercises.

Major General Walter R. Weaver, Commanding the Southeast Air Corps Training Center, Maxwell Field, Montgomery, Alabama, in addressing the young men who have been selected as cadets said: "This training school which is one of 42 such schools in the Southeast Air Corps Training Center is unique because it is the first one started in which cadets of the Negro race are enrolled. The eyes of the nation will be upon you and your success will lay the foundation for others of your race to be called upon to serve in higher branches of the military service. What Booker T. Washington stood for, especially the principles of work, attention to duty, loyalty to cause—with these in front of you, you cadets cannot help but be inspired."

"The life of a flying cadet is no bed of roses," General Weaver continued, "because it means keeping fit and submitting to the most rigorous training. Such training is necessary for when you are in combat in the air, you are defending your country and you are on your own to make decisions."

G. L. Washington, Civilian Director of the Tuskegee Institute Air Training Corps, who was in charge of the exercises, read congratulatory messages from General George C. Marshall, Chief of Staff, U. S. Army, and other high officials of the military and air service.

The Tuskegee Band, Capt. Frank L. Drye, conducting, furnished music for the occasion.

(Inauguration of Military Pilot Training -- official ceremony at Booker T. Washington monument at Tuskegee Institute)

From NEWS P I C  
August, 1941

TUSKEGEE UNIVERSITY  
ARCHIVES AND MUSEUMS

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TUSKEGEE UNIVERSITY  
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(Inauguration of Military Pilot Training -- official ceremony at Booker T. Washington Monument at Tuskegee Institute)

From NEWSPIC August, 1941

TUSKEGEE UNIVERSITY ARCHIVES AND MUSEUMS

1941 -- July 19. First Historical Event: Inaugural exercises at the Booker T. Washington Monument on the campus of Tuskegee Institute, marking the initiation of training of Negroes as military pilots in the United States Army Air Force, 4:00 p.m. (MILITARY PROGRAM)

The writer was responsible for arranging the program and was the master of ceremonies. His blood pressure went up for fear the tradition at Tuskegee would be broken,--that important out of doors ceremonies at the Institute are never interrupted by rain. The rain did everything but fall at the monument, but immediately after the ceremonies ended it really came down.

The cadets sat on the monument green, facing the monument. One or two had not arrived at the time. Platform guests and speakers were seated on the monument. Air Force movie camera truck was present, as well as some members of the press.

Letter from Major L. S. Smith of Maxwell Field was as follows: "General Weaver would be pleased to accept your kind invitation... It is requested that no other members of his party besides the General be scheduled as participants in the ceremony...Unfortunately the matter of naming the Army field has not been brought to a conclusion...With respect to airplanes flying overhead, the War Department policy prohibits dedicatory exercises if these exercises interfere with training activities, which would be the case in

1941-July 19 pg 2

this instance... General Weaver (will be) accompanied by his Aide Major Ellison and Captain Parrish..."

See two photographs captioned as follows:

(Showing Patterson Speaking)-"Dr. F.D. Patterson, President of Tuskegee Institute, delivers remarks at the inauguration of training of Negroes as Military Pilots for the U. S. Army Air Corps, July 19th., at the Booker T. Washington Monument, Tuskegee Institute. Dr. Patterson worked hard to make this day possible. Left to right (front row): Major General Walter R. Weaver, Commanding Officer, Southeast Air Corps Training Center, Dr. Eugene H. Dibble, Manager, Veterans Facility, Tuskegee, Alabama, G. L. Washington, Civilian Director of Army Air Corps Training Detachment at Tuskegee Institute and Director of the C.A.A. Flight Training Program and Tuskegee, and Commander-elect E. H. Holland, Britton McKenzie Post No. 150, Tuskegee, Alabama."

(Showing General Weaver Speaking) - "Major General Walter R. Weaver, Commanding Officer, Southeast Air Corps Training Center, delivers main inaugural address and admonishes the first cadets that the way is hard and the responsibility great, at the Inauguration of training of Negroes for Military Aviators in the U. S. Army Air Corps, Booker T. Washington Monument, Tuskegee Institute, July 19, 1941."



Officers accompanying General Weaver were seated, as shown on photograph, on the second row of seats on platform. Benjamin O. Davis Jr. was also seated on second row, since he was to be in charge of Pre-Flight, and since though he was to receive Primary training with the first class he was still a West Point graduate and an officer in the Armed Forces.

A color guard of Tuskegee Institute military students is shown on the first photograph.

(As probably noted elsewhere, Benjamin O. Davis Jr. was transferred to Tuskegee Institute to undergo military flight training at the request of Dr. Patterson, with a view to commanding the 99th Pursuit Squadron. Where he was transferred from should be ascertained.)

Rev. Kelly, who gave the invocation, was also on the front row of the platform.

(Somewhere in the files there is a picture of the cadets seated at the ceremony)

THE FOLLOWING ARTICLE IS COPIED FROM NEWSPIC, UNDER OF NATIONAL INTEREST, AUGUST, 1941:

99th Pursuit Squadron Inaugurated

Under the shadow of the Booker T. Washington Monument the inauguration ceremony initiating the training of Negroes as military aviators for the United States Army Air Corps was held at Tuskegee Institute. The occasion marked the beginning of the 99th Pursuit Squadron which will, within a few months, form one of the nation's defense forces. Hundreds of students, faculty members and townspeople witnessed the exercises.

Major General Walter R. Weaver, Commanding the Southeast Air Corps Training Center, Maxwell Field, Montgomery, Alabama, in addressing the young men who have been selected as cadets said: "This training school which is one of 42 such schools in the Southeast Air Corps Training Center is unique because it is the first one started in which cadets of the Negro race are enrolled. The eyes of the nation will be upon you and your success will lay the foundation for others of your race to be called upon to serve in higher branches of the military service. What Booker T. Washington stood for, especially the principles of work, attention to duty, loyalty to cause -- with these in front of you, you cadets cannot help but be inspired. The life of a flying cadet is no bed of roses because it means keeping fit

and submitting to the most rigorous training. Such training is necessary for when you are in combat in the air, you are defending your country and you are on your own to make decisions."

G. L. Washington, Civilian Director of the Tuskegee Institute Air Training Corps, who was in charge of the exercises, read congratulatory messages from General George C. Marshall, Chief of Staff, U. S. Army, and other high officials of the military and air service.

The Tuskegee Band, Capt. Frank L. Drye, conducting, furnished music for the occasion.

END OF ARTICLE    END    END    END

NOTE: Also on the platform were: Rev. T. D. Kelley; Capt. Maurice Johnson, Medical Officer (who had been sent to Tuskegee Institute for the Detachment shortly after January 16, 1941); Mr. Hilliard Robinson, Negro Architect at Tuskegee at the time in charge of designing the Tuskegee Army Air Field.

The greetings read by Washington were from: General George C. Marshall, Chief of Staff; General Henry H Arnold, Chief of Air Corps; and Mr. Grove Webster, Chief of the Civilian Pilot Training Program.

First Class, 42-C, entering Pre-Flight, July 19, 1941:

- |                       |                    |
|-----------------------|--------------------|
| Anderson, Jr, John C  | Toledo, Ohio       |
| Brown, Charles D.     | Abberville, S. C.  |
| Brown, Theodore E.    | New York, N. Y.    |
| Carter, Marion A.     | Chicago, Ill.      |
| Custis, Lemuel R.     | Hartford, Conn.    |
| DeBow, Jr, Charles H. | Indianapolis, Ind. |
| Moore, Frederick H.   | Sommerville, N. J. |
| Pannell, Ulysses S.   | Reagan, Texas      |
| Roberts, George S.    | Fairmount, W. Va.  |
| Ross, Mac             | Dayton, Ohio       |
| Slade, William H.     | Raleigh, N. C.     |
| Williams, Roderick C. | Chicago, Illinois  |

TUSKEGEE UNIVERSITY  
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1941 -- July 19. The first Pre-Flight course for Negro cadets began at Tuskegee Institute under contract with the War Department. (MILITARY PROGRAM)

Following the ceremony Pre-Flight began under the command of Captain Parrish. Captain Parrish set up his office in the School of Mechanical Industries Director's office, Trade A Bldg. Captain B. O. Davis, Jr. was made Commandant of Cadets. Captain Maurice Johnson was Medical Officer. A number of enlisted men reported during the following five weeks.

The principal obligation of Tuskegee Institute under the contract was the furnishing of quarters.

The Pre-Flight barracks was the old bath house at Phelps Hall, which had been renovated and altered for the purpose by Archie A. Alexander, contractor from Des Moines. It had been equipped with new furniture and furnishings. Mess was provided in a private dining room of Tompkins Hall,--the Institute dining hall.

*Two classrooms were made available in Phelps Hall.*

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See list of cadets in pre-flight under Inaugural exercises, July 19, 1941

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1941 -- July . The Tuskegee Army Airfield was activated.

... the argument that it is logical to give a Negro architect or contractor the work on a construction project for Negroes in a segregated system. It may well be that jointly, or separately, he and Mr. Robinson made such an approach to the War Department. In fact, I have little doubt of this.

Hilyard Robinson's company had never designed an airfield, and the structures on the field were more or less standard military construction. McKissack & McKissack was not equipped to do the earthwork (which was the big money pay-off of the construction contract). However, he associated himself with a white contractor specializing in this work who did that phase of the construction, and his firm constructed the building facilities. He doubt this associated firm had political pull, and together with the two companies, both of the south, and both having support of their Congressmen, eliminated competition. There were those, including the writer, who felt the philosophy of McKissack would have been fully carried if McKissack had allied with Archie A. Alexander (Negro) who was equipped and experienced to do all the earthwork and construction required. Mr. Alexander told me that he and his Congressmen touched all bases of the War Department and found they could not get consideration. His next step (Alexander's) was to seek an alliance with McKissack. This was

1941 -- July 23. Construction of the flying field of the Tuskegee Army Airfield began. (MILITARY PROGRAM)

Earth moving began, and according to a report in THE NEW YORK SUN, Saturday, February 21, 1942, -- "They've changed the course of a big creek, shaved down some hills, filled in the hollows, flattened out the red clay..." "One spot on the field is exactly 54 feet less in elevation than a year ago," a statement in a "year book" of the military fields at Tuskegee.

CONTRACTS

Hilyard R. Robinson, Architect, Washington, D. C. was awarded the contract to design the Tuskegee Army Airfield. (Negro)

The Negro firm of McKissack & McKissack of Nashville, Tennessee was awarded the contract for construction.

The writer was intimately acquainted with both, just as he was with Archie A. Alexander, President and Treasurer of the Alexander & Repass firm of Des Moines, Iowa, who did the initial construction of the Primary Flying Field at Tuskegee.

Calvin L. McKissack, head of the firm, was a progressive person and landed many construction jobs on Negro projects in Tennessee

TUSKEGEE UNIVERSITY ARCHIVES AND MUSEUMS

July 23, 1941 pg 2

on the argument that it is logical to give a Negro architect or contractor the work on a construction project for Negroes in a segregated system. It may well be that jointly, or separately, he and Mr. Robinson made such an approach to the War Department. In fact, I have little doubt of this.

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July 23, 1941 pg 3

was of no avail. No doubt McKissack and his associate had worked together on the contract to such an extent that he was obligated to his associate. No doubt, other non-southern construction firms, such as Alexander's, were unable to land any part of the construction contract.

As to the architect, Mr. Robinson, -- Mr. Robinson took no part in appraising and selecting the site for the field, the selection being predicated on runway possibilities and approaches thereto. Major Luke S. Smith made decision in this regard. And from this point I am sure that Maxwell Field and the Army Engineers at Mobile, Alabama, converted the flying area concept into plans and specifications. However, Mr. Robinson did spend time at Mobile in collaboration with the engineers, since I am certain that the arrangements of the various structures or facilities had to conform to standard design.

My first knowledge of Mr. Robinson's selection was a call from Maj. Smith at Maxwell Field, asking if I could assist with quartering Mr. Robinson's staff at Tuskegee. The accomodation was provided in the Drawing Room of Trade A Building of Mechanical Industries. At some point near the deadline for completion of plans and specification for the field construction it was rumored that the

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War Department paid Mr. Robinson in full and took over the planning.

THE ABOVE account might be explored for complete authenticity. I was in close contact with all the principals involved, but was too busy with the Civilian Pilot Training, assisting the Air Corps with matters of the Tuskegee Army Airfield, and attending matters prerequisite to the Primary Field opening and operation to be concerned with details of agreements with the Government and work done by Mr. Robinson or Mr. McKissack.

1. A hangar-type building to store aircraft only.
2. A hangar with an exceptionally high ceiling, built for such airplanes as Waco and Stinson cabin types. Subsequently, this building was a lean-to structure for aircraft storage.
3. Single restrooms facilities for men and women,--employees and students.
4. Installation of water, sewer and electrical services.
5. Miscellaneous small grounds construction, including roadway.

Union Field was planned, but I believe this airport had a special plan in the regard of all of us who planned aviation at Tuskegee.

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1941 -- Summer. By the end of the summer of 1941 the building program which was begun at Kennedy Field in 1940 was about completed.

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We later increased the north-south runway beside the Union Springs highway by about 500 or 600 feet when training began in the five place Stinson aircraft. This entailed leasing land immediately north of or adjoining the field. Also, with the cooperation of the Alabama Power Company and volunteer aviation student labor, we eliminated a power line along the highway to make the west approach to the field fool-proof. (The students tunnelled under the highway and installed large galvanized pipe to take power line cable)

(Before the runway was lengthened, the town cooperated in allowing us to block off traffic on the highway for about a mile, in order to take off a Howard cabin ship which we were sending to Birmingham to be licensed. Forrest Shelton was the pilot.)

But in regard to the building facilities completed, the following were equipped and in use:

1. A small dispatcher's house or office (The structure built in February 1940)

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2. A high tower for the wind sock.
3. Hangar No. 1 --about 40' x 80" which was the aircraft storage and maintenance shop, built to store about 4 or 5 Piper cubs. Additions were made by lean-to construction on both sides for administrative offices, aircraft and engine supply storage, records room for service files and chart boards, etc.
4. A ~~large~~ garage-type building to store aircraft only.
5. A hangar with an exceptionally high ceiling, built for such airplanes as Wacos and Stinson cabin types. Subsequently, this building had a lean-to structure for aircraft storage.
6. Ample restroom facilities for men and women, --employees and students.
7. Instannation of water, sewer and electrical services.
8. Miscellaneous small grounds construction, including roadway.

Moton Field was glamorous, but I believe this airport had a special place in the regard of all of us who pioneered aviation at Tuskegee.

TUSKEGEE UNIVERSITY  
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It was standard to put in the aviation cadet's orders to training the name of the person to whom they must report upon arriving at the point of training. In reporting to Pre-Flight, it was usually some Army officer at the post where held. Since the bulk of Primary Flying Training was contract, the name would be "G.L. Washington, Director of the Training Detachment. Since Tuskegee's original contract called for both Pre-Flight and Primary, the cadets orders carried G. L. Washington's name. When Pre-Flight was transferred to the Tuskegee Army Airfield, the name should have been changed to some officer there, and there would then be no need to have someone's name transfer from the T.A.A. would simply be by bus to Primary.

Neither the officials at the Tuskegee Army Airfield nor I could get my nose off the orders after the T.A.A. took up Pre-Flight. As a matter of fact, it was about two years before the change was effected. In the meantime, the writer was anxious many nights, -- a cadet reporting being stranded in some city or town and wanting to know what to do, for example. A telephone call of some other trouble nature, or change in Tuskegee Institute to be and having to be transported to the T.A.A. It got so bad that a sign was posted at Chiles Station and Bus Station to Report to T.A.A. instead of G.L. Washington.

1941 -- August . The second class of Negro aviation cadets, Class 42-D, enters Pre-Flight and began flying training five weeks later. (MILITARY PROGRAM)

Class 42-D:

Boyd, William C.	Washington, D. C.
Brookes, Sidney P.	Cleveland, Ohio
Brown, Benjamin J., Jr	Pensacola, Florida
Bundara, Earl L.	Baltimore, Maryland
Dryden, Charles W.	New York, New York
Jamison, Clarence C.	Chicago, Illinois
Joyner, Hercules L.	Plant City, Florida
Lewis, Emile J.	Algiers, Louisiana
McClure, Harold E.	Cincinnati, Ohio
Moore, Charles H.	Knoxville, Tennessee
Smith, James R.	Cincinnati, Ohio

MEMO

I don't think Tuskegee Institute accomodated more than two classes in Pre-Flight before this was transferred to the Tuskegee Army Airfield. (Check)

(CONT'D)

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HUMAN INTEREST

It was standard to put in the aviation cadet's orders to training the name of the person to whom they must report upon arriving at the point of training. In reporting to Pre-Flight, it was usually some Army officer at the post where held. Since the bulk of Primary Flying Training was on contract, the name would be ~~the civilian Director of~~ <sup>that of the Army Supervisor at</sup> the Training detachment. Since Tuskegee's original contract called for both Pre-Flight and Primary, the cadets orders carried G. L. Washington's name. When Pre-Flight was transferred to the Tuskegee Army Airfield, the name should have been changed to some officer there, and there would then be no need to name someone <sup>at Primary</sup>, since transfer from the T.A.A. would simply be by bus to Primary.

Neither the officials at the Tuskegee Army Airfield nor I could get my name off the orders after the T.A.A. took up Pre-Flight. As a matter of fact, it was about two years before the change was affected. In the meantime, the writer was awakened many nights,-- a cadet reporting being stranded in some city or town and wanting to know what to do, for example. A telephone call of some other trouble nature, or coming to Tuskegee Institute to me and having to be transported to the T.A.A. It got so bad that a sign was posted at Chehaw Station and Bus Station to Report to T.A.A. instead of G.L. Washington.



1941 -- August 25. Flight and ground training began at the 66th AAC Primary Flying School with class 42-C, conducted by Tuskegee Institute and marking the beginning of military flying instruction at Tuskegee, Alabama. (MILITARY PROGRAM)

(Probably in 1943, the designation of the Primary School was changed to The 2164th ~~Aviation Cadet~~ Base Unit (Contract Pilot School, Primary) (Army Air Force)

By August 21st details had been completed for commencement of flying training. The full quota of aeroplanes (per the contract) had arrived, including an extra primary trainer for Army use.

The landing area was soft and could be used only in sections. This was because of continued rainfall during the greater part of the construction period.

When flying started on this day, the hangar and gasoline refueling equipment were not complete.

After initial flying on the new field the aircraft were based at Airport Number One.

Some <sup>of the</sup> days following it was necessary to conduct flight training

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on the field of Airport Number One.

Because of the unfavorable weather, it was practically impossible for the contractor to complete the facility in the time allotted. He had made exceptional progress during the days he could work. However, in about a month the hangar was occupied.

Quite naturally the contractor's personnel (Tuskegee Institute's) was lacking in experience on an Army pilot training program. So everyone worked hard to make a good start. The operation was fortunate in having an experienced Army Supervisor in Captain Parrish. Obstacles and deficiencies were met in their stride, and in each instance a satisfactory, temporary solution was found through cooperation of Army and civilian personnel. For some time there was no inspection by Southeast Training Center or Headquarters-Washington. Inspections were by military personnel stationed at the field. This gave the personnel and the operation a chance to feel their way.

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GENERAL NOTES

When contract No. W 535 ac-19658 (dated May 1, 1941) was executed between the War Department and Tuskegee Institute for Elementary or Primary flight and ground school training of aviation cadets, and the provision of housing, feeding and other services, the class sizes of ten (10) cadets had been determined by Air Corps Headquarters in Washington, D. C. No doubt this was based on the activation of one combat unit,--the 99th Pursuit Squadron. But even so this seemed contrary to recommendations of the Director of Training of the Southeast Training Center at Maxwell Field, Major L. S. Smith, who also based his recommendation on the production of one squadron.

Major Smith drew up a schedule dated March 10, 1941, which provided that the first two classes of cadets be drawn from the special "Air Corps-CPT" Secondary course conducted at Tuskegee Institute for which the Air Corps furnished Tuskegee aeroplanes and selected the trainees on the same basis as it did for aviation cadets. I have reference to the Spring Session 1941 Secondary course, at the time when the Air Corps did not propose to contract for a Primary Flying School as was customary in military pilot training. The third class and those immediately succeeding, according to Major Smith's plan, were to enter the Primary School and number thirty (30) cadets. Apparently Air Corps Headquarters forgot or wrote off the 30 students who took and passed that Secondary Course. On the other hand one of the students who passed that course was among the first class of

General Notes

cadets that began training in Primary August 25, 1941. I have reference to Cadet George S. Roberts, who must have sailed through Primary flight with the greatest of ease and received the same training twice at the Government's expense.

I might say further that the slow pace toward the activation of the 99th Pursuit Squadron, what with the small classes entering Primary, became critical enough that the Air Force some months later called into Basic training direct graduates of the Secondary Course referred to above for a rapid activation.

However, going back, the very first class to enter Pre-Flight July 19, 1941, at Tuskegee Institute numbered 12 cadets, instead of ten. Captain B. O. Davis, Jr. was not a cadet, of course, but so far as training was concerned he in fact increased the number in the first class entering Primary to thirteen (13). Therefore the Air Corps contracting officer issued a change order September 10, 1941, after we called this matter to his attention, which read as follows: "the number of military students shall not exceed ten (10) except for Class 42-B and for that class the number shall not exceed (13)". Thus Primary training began on August 25, 1941 with a class of 13 rather than (10).

Next, on October 6, 1941 another change order was likewise issued, after

TUSKEGEE UNIVERSITY ARCHIVES AND MUSEUMS

General Notes

calling this matter to the contracting officer's attention, providing for class 42-D the training of 11 rather than (10). And on January 24, 1942 another change order came through without our requesting it which increased the basic figure in the contract from ten cadets per class to a new level of (20). This was five months after Primary operations began. But change orders continued throughout the program, carrying class size as high as eighty (80) at one time (if I remember correctly). Considering that a newclass would be entered into Primary every five weeks mid-way the training of the previous class, it meant that as many as 150 cadets approximately were eventually in training at Primary at one time, which was a far cry from the combined figure of less than twenty (20) originally estimated based on classes of ten (10).

There were reasons why the class sizes eventually ran so high, but the original quota of 10 cadets to activate a single squadron in any reasonable time seems indicative of the haste and premature judgments at Washington, D. C. which characterized the planning of the whole program for training Negroes as military pilots. Experience has proven that Maxwell Field was right in its projections and accounts for Dr. Patterson's and my efforts in Washington on at least two occasions, at the request of Maxwell Field, to trouble-shoot on a reasonable quota necessary for firm planning. Quota

General Notes

was the basis for physical facilities and personnel planning, and as late as April 7, 1941 Tuskegee submitted its first set of plans for the Primary School airdrome. Two more plans were submitted in the period of a month. So from April 7 to May 17, 1941 we submitted three distinct plans as required by the Air Corps-Washington DC, because the quota was successively reduced from 30 to a settled on 15, and then subsequently, 10. When it got down to 10 Major Smith doubted the wisdom of any contractor providing facilities for such a small quota, and General Weaver was very much concerned as to the possibility of our being ready to receive aviation cadets for Pre-Flight July 19, to say nothing of flight training August 23, 1941 as scheduled. The time left then for getting a contractor started on construction and completing the facilities was only three months up to August 23rd. Furthermore, though as early as November 1940 Maxwell Field sought our help in selecting a site and planning for the Tuskegee Army Airfield, at May 17, 1941 two months would still pass before construction on this field would even begin (which started July 23, 1941). The significance of this is apparent when considering that we would graduate from Primary the very first part of November 1941 the first class of cadets and the Tuskegee Army Airfield should be ready to offer them Basic ground and flight training. This meant a little better than 3 months for the contractor to have runways on that field and quarters for the cadets, officers, ground personnel, etc. ready for operations. As a matter of fact it was a muddy, congested situation at the T.A.A.F. when we transferred the first class to Basic on November 8, 1941.

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We must concede that the relatively new Army Air Corps had its problems. Politics was among them. Strong political pressure was mustered by forces in Chicago for the establishment of the Army Airfield there, and when this failed, for the Primary School. An account of this has been given elsewhere. But when this matter was settled there still remained nine months before training should start at the Tuskegee Army Airfield. What I think is that further politics entered the picture to influence decisions relating to the awarding of contracts for planning the facility and for its construction.

In order to provide an index of the rate of growth of class size, listed following are figures by fiscal years on the number of cadets entering for ten weeks of training:

Year Ending May 31	Cadet Enrollments (Ten Weeks Basis)
1942 (9 months)	115
1943	462
1944	750
1945	757
1946 (6 months)	327

(CONT'D)

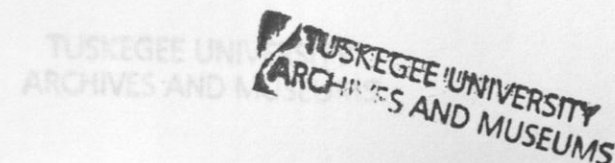
General Notes

These figures serve to facilitate our earlier mention of reasons for the continuous change orders for larger and larger classes that peaked around 80.

In my notes on "Demonstration vs Experiment" I spoke of an article by Mr. Ward Morehouse which appeared in the New York Sun February 21, 1942 in which Mr. Morehouse quoted the Army and Navy Journal's report on the high success of the experiment at Tuskegee which, it stated, was the basis for a recent War Department announcement that an all-Negro 100th Pursuit Squadron would be formed and went on the say other Negro squadrons were being planned.

The reasons for the change orders seem obvious now, for in keeping with the above mentioned announcement, the 100th. Pursuit Squadron was activated May 23, 1942,--about a week before the beginning of the foregoing tabulated fiscal year during which the cadet enrollments level jumped to 462.

During that same fiscal year (June 1, 1942 - May 31, 1943) activations of the 301st Fighter Squadron (early 1943) and the 302nd Fighter Squadron (March, 1943) were announced. About 3 months later began the fiscal year ending 1944 during which the cadet enrollment reached 750 and remained at that level for two years, after which it dropped to 654 when annualizing the 327 for the ending 6 months.



General Notes

Fortunately, Tuskegee Institute was able to feed and house the larger number of cadets and provide for expanded ground school and other services on the campus. Sage Hall was completely taken over for barracks, as was the Teachers' Dining Hall in Tompkins Hall. Otherwise such sudden and rapid hikes in cadet enrollment would have posed very serious problems. Buses replaced station wagons.

The expansion of personnel and physical facilities at the Primary Field to keep pace with the quota posed greater problems in regard to personnel than with physical plant. For as a matter of fact, physical plant expansions and improvements began with the Army's first request,--the construction of an obstacle course on the campus a few weeks after Primary began operating.

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(CIVILIAN PILOT TRAINING)

GENERAL NOTES

CPT Course Sequence

With the CPT Fall Session, 1941, the course sequence was Elementary, Secondary, Cross Country, and Instructor course. The Elementary was, as previously, prerequisite for the Secondary, and the Cross Country a prerequisite for the Instructor course.

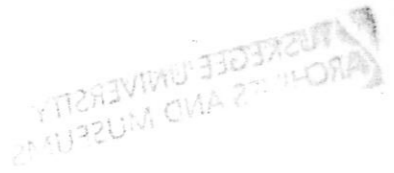
A student completing all four courses successfully received the Commercial Pilot Certificate and Instructor Rating.

Subsequently one course was added: Instrument Flying Course, or blind flying. Tuskegee Institute was awarded contracts for its conduct.

There may have been some rearrangement in the course outlines, but the hours were as follows (for the first mentioned 4 courses):

Ground Instruction:		Flight Instruction:	
Elementary	72	Elementary	35 to 45
Secondary	108	Secondary	40 to 50
Cross Country	108	Cross Country	40 to 50
Instructor	72	Instructor	40 to 50
	<u>360</u>		<u>155</u> <u>195</u>

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1941 -- CPT Fall Session. The Elementary Course with a quota of 20 students was conducted at Tuskegee Institute.

Ground School contractor: Tuskegee Institute  
 Ground school instructors:  
 Flight training contractor: Tuskegee Institute  
 Flight instructors:  
 Flight equipment: The same as for previous Summer Session  
 Course description: The same as for previous Summer Session

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**Trainees:**

Name, home location, college  
 enrolled in

1941, Fall, Elementary pg 2

Grad- Next course or  
 uated(x) Assignment taken Remarks

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1941 -- CPT Fall Session. The Secondary Course with a quota of 10 students was conducted at Tuskegee Institute.

Ground school contractor: Tuskegee Institute  
Ground school instructors:  
Flight training contractor: Tuskegee Institute  
Flight instructors:  
Flight equipment: The same as for previous Summer Session  
Course outline: The same as for previous Summer Session

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Name, home location, college	Grad- uated(x)	Next course or assignment taken	Remarks
Trainees:			

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1941 -- CPT Fall Session. Tuskegee Institute received contracts for the conduct of the Cross Country Course.  
-----

Ground school contractor: Tuskegee Institute  
Ground school instructors:  
Flight training contractor: Tuskegee Institute  
Flight instructors:  
Flight equipment: The same as for previous Summer Session  
Course outline: The same as for previous Summer Session

Trainees:

1941, Fall, C.C. pg 2

<u>Name, home location, college enrolled in</u>	<u>Graduated(x)</u>	<u>Next course or Assignment taken</u>	<u>Remarks</u>
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1941 -- CPT Fall Session. Tuskegee Institute received contracts for the conduct of the Instructor Course.

- Ground school contractor: Tuskegee Institute
- Ground school instructors:
- Flight training contractor: Tuskegee Institute
- Flight instructors:
- Flight equipment: The same as for the previous Summer Session
- Course outline: The same as for the previous Summer Session

1941, Fall, Instructor pg 2

Trainees:

Name, home location, college enrolled in	Graduated(x)	Next course or Assignment taken	Remarks
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1941 -- October . The initial ground crew of the 99th Pursuit Squadron arrived at the Tuskegee Army Airfield from Chanute Field, Illinois. (MILITARY PROGRAM)

Later, the Tuskegee Army Air Field paid high tribute to these men in the Tuskegee Army Flying School and AAF 66th FTD "yearbook":

"No other ground crew in America has had more favorable publicity than the men of the fighting 99th. In the early part of 1941, a group of college men and high school graduates volunteered their services in the Army of the United States to form the foundation crews for the present squadrons that have been activated at the Tuskegee Army Flying School. More than 500 men received training at Rantoul's Chanute Field, ranging from administrative clerks to master mechanics on the flight line. Before becoming eligible for ground crew, the volunteers had to pass a stiff aptitude test, their results determining their training status as a soldier. Today these men are at the school that they had dreamed of for seven long months before it was constructed. They are teaching boys as eager as they were when they volunteered in the early months of 1941. The older mechanics on the line always inform the new mechanics of the significance of keeping the plane aloft in good condition, and the responsibility that rests upon the shoulder of the mechanic.

"The original crew of the 99th can handle and service ships from

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October , 1941 pg 2

trainer planes to the difficult P-40. These men know their jobs and have the confidence of the men who fly the ships they service. They have an exceptionally good safety record."

On page 124 I spoke of the request of the Air Corps that we assist with recruitment of ground personnel for the 99th Pursuit Squadron, and that I took on an additional assignment of recruiting for the men to be assigned to Chanute Field for clerical and mechanical skills. The tribute above is being paid these men.

The first sixty (60) applications of recommendation for training I sent to Maxwell Field (Major Smith) for ground crew training at Chanute Field were from students enrolled at Tuskegee Institute and ~~Mechanics~~ College, Atlanta.

*Mechanics College*

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1941 -- CPT Fall Session. Tuskegee Institute received contracts for the conduct of the Instrument Flying Course.

- Ground school contractor; Tuskegee Institute
- Ground school instructors:
- Flight training contractor: Tuskegee Institute
- Flight instructors:
- Flight equipment: Stinson Reliant, SR8-E, 5-place cabin ship, 320 hp;
- Howard DGA-9, 4-place ship (cabin), 285 hp;

Course outline: (supply)

Trainees:

1941, Fall, Instrument pg 2

Name, home location, college enrolled in	Grade used (x)	Next course or assignment taken	Remarks
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GENERAL NOTES

Without personnel to service aeroplanes and support flying activities, as well as ground school and administrative personnel, we couldn't have had a flying school. As to top administration, I started with the Civilian Pilot Training Program as Coordinator of the activity, as was the practice generally among participating institutions, at the same time carrying on the duties of Director of the School of Mechanical Industries of the Institute. This dual responsibility continued through the opening of the Army Primary Flying School late August 1941. At that time aviation activities had been grouped under a Division of Aeronautics of the Institute. For some time prior I had been relying heavily at times upon the Assistant Director, Mr. William C. Curtis, for administering affairs of the School of Mechanical Industries. And for the academic year 1941-42 I recommended he be designated officially as Acting Director. At the end of this year I resigned in favor of Mr. Curtis, which seemed in the best interest of the School, particularly in view of the growth of the Division and signs that aviation activities would greatly expand.

Airport No. 1  
(At November, 1941)

Administration

Somewhere I mentioned that Mrs. Gertrude Anderson was assisting me full-time with all kinds of clerical work related to aviation. This was in

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In addition to regular assistance, substantial at times, from my secretary in the School of Mechanical Industries, Mrs. Blackwell. Mrs. Anderson joined me toward the end of the Summer of 1940. She operated from my office in the School, and as activities grew at Airport No. 1 she spent more and more time at the field, performing and supervising record-keeping of various kinds, as well as making out vouchers for payment by CAA and overseeing paper-work wherever the responsibility was lodged.

But at November, 1941, Mrs. Anderson and I had moved into the manager's office provided at Moton Field. From then on, I administered from there the Division's activities which included both Civilian Pilot Training and Army Pilot Training. John O. (Buster) Hopkins was stationed at Airport No. 1 as Assistant to me, and Mildred Hanson was there to do clerical work.

Aircraft & Engine Maintenance

I have mentioned earlier that maintenance started with Waco checks being done in the area, probably Columbus, and that we flew the Wacos to Love Field, Dallas, Texas, for major overhauls. Then came Rosenberg who also did some flight instruction. But we foresaw quite a fleet of aeroplanes from Piper cubs to cabin ships in the making and had to develop a program of maintenance. Mr. Walter Finck (white) came down from New York shortly after Mr. Guido began flight instructing and remained with us for four or more years.

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But at November, 1941, we had secured Mr. Elliott H. Gray of Boston, Massachusetts, as Superintendent of Maintenance at Airport No. 1. He was a young Negro and had the requisite CAA ratings. (Mr. Rosenberg had left us at this time, and Walter Finck had gone over to Primary operations). Mr. Gray began training mechanics through apprenticeship from the start, and at this date had four in service, including Hulon White and Willie Childs. As flying equipment increased, he got Harold K. Stevens on the job who also had the requisite CAA ratings. White and Childs were licensed by CAA in due time. (White remained at Airport No. 1, and Childs was moved to the Primary Field at some point.) The service at the field was first-rate to say the least, and it met all expectations of CAA, pilots and others.

Parachute Rigger services continued on a contract basis. Subsequently, however, Miss Mildred Hanson received instructions from the rigger and in due time was licensed by CAA as a rigger.

In time, our fleet of aeroplanes became large enough to require a full-time person to keep records on each aeroplane as required by CAA and keep up with the various checks due on each ship. Mrs. George W. Allen performed this service.

(CONT'D)

Transportation

When we started flight instruction in 1940 a station wagon was purchased to transport students to and from Auburn. Langston Caldwell was the driver. The same vehicle was in service November, 1941. Albert Upshaw was the driver responsible for getting students to and from the campus according to a schedule.

Custodial Service

There was a janitor and a night watchman for Airport No. 1. I do not recall the names, but these, as well as other employees might be checked from copies of payrolls in the Institute airport files.

GROUND SCHOOL

The files may show when Pitts and Cornell ceased teaching at Tuskegee. It must have been quite an effort to teach all day at Auburn and hold classes at night at Tuskegee. However, when they stopped they recommended qualified Aeronautical students of A.P.I. with CAA ground school ratings. At November, 1941 there were four instructors. Warren Darty (who also taught on the Army Primary program) and Wilmot G. Rhodes were among them. Again, airport duplicates of payrolls submitted should furnish the answer.

Primary Flying Field  
(At November, 1941)

I believe we have mentioned somewhere in the notes the role of the military stationed at the field, and the cooperative functioning that obtained. However, the contractor, Tuskegee Institute, was responsible for carrying out the terms of the contract, which meant the operation of the School.

Administration

At this time I and Mrs. Anderson were the sole ones in administration, since the field had been in operation only a couple of months or so. Subsequently, however, my office staff increased to include Miss Katie Whitney and Mrs. Fanny Berryman, and possibly one other.

Aircraft & Engine Maintenance

Some time prior to beginning this operation I sought a CAA rated mechanic qualified to serve as chief of aeroplane maintenance. Mr. Austin H. Humbles of West Virginia was highly recommended and was on the job when the field opened. He remained throughout the program. Here also there was the need to train mechanics for aircraft and for engine maintenance. We may have started off with two or three apprentices. Mr. Perry (I don't recall his first name) was certainly among them and proved to be a very valuable

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employee who also remained throughout the program. Of course, subsequently as time went by and the number of aeroplanes assigned the school grew larger and larger (as many as between 90 and 100 at one time) and manpower became shorter and shorter due to the War, resort was to women. Quite a number of women apprenticed and did excellent work as mechanics. (The copies of payrolls should enable us to record their contribution.)

There were linemen who helped cadets start the aeroplanes' engines and refuelled the airplanes, as well as wash them and handle other flying line duties.

At this time parachute maintenance was contracted out, but it wasn't long before Mrs. Alice Gray began qualifying as parachute rigger. When she did she was with us throughout the program. At one time an assistant rigger was necessary.

Other Personnel

The payrolls must be resorted to here. But there were day and night guards. Mr. Walter Shehee started as a guard and later was dispatcher. Mrs. Anderson began serving, and was doing so at this time, as flight registrar (keeping records of dual and solo flight on each aviation cadet). At the peak, three full-time workers were required for this task. Mr. (Pop)

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Frazier drove a new station wagon purchased for the program and saw to it that cadets left the barracks and airfield according to a schedule. The program grew so until a 30-passenger bus was necessary to augment the station wagon. Further growth required the purchase of a second 30-passenger bus. At that time the vehicles, under Mr. Frazier, supplied the necessary transportation on schedule required for cadets at Primary and students at Airport No. 1. (Correction: Mr. Wright (referred to as "muscles") drove the station wagon first, before Mr. Frazier came into the picture)

GROUND SCHOOL

I am sure Mr. Warren Darty of A.P.I. taught. However, the payroll records should show any others. Subsequently, I am sure we hired full-time one, if not two Negro instructors.

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1941 -- November 8. Class 42-C, the first class of Negro Aviation Cadets, graduated from Primary Flying School and were transferred to the Tuskegee Army Airfield for Basic Training. (MILITARY PROGRAM)

MEMO

The names of those entering primary (and their home towns) should be listed in case of every class entering primary; and the names of those graduating from primary (& hometown) and date of transfer to Tuskegee Army Airfield should be recorded in regard to all classes.

From now forward, the chronology should carry only dates of, and number designation of classes, ~~entering and~~ graduating from primary, BUT ~~maintain~~ the roster of men entering and those graduating should be recorded.

Roster of Graduating Cadets: (Ascertain)

Roster of Entering Cadets:  
(same as list under July, 19, 1941, Inaugural Exercises)

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1941 -- November 8. flying Cadet/training operations began at the Tuskegee Army Airfield with class 42-C received from the Primary Flying Field.

When we transferred the first graduating class at the Primary School to the TAAF, the Base was far from being complete. Only on runway was available for flying. A partitionless building,-- a temporary structure, served for ground school and offices. Six (6) cadets comprised the first Primary graduates. Despite the handicap of an unfinished facility training went forward uninterrupted.

1941--November 8. A conference of coordinators of Civilian Pilot Training at Negro colleges and others was held at Hampton Institute on matters pertaining to the military pilot training program at Tuskegee. (MILITARY PROGRAM)

President McLean of Hampton worked cooperatively with me in holding leadership conferences on aviation at Tuskegee and Hampton Institute. It was his suggestion that the January 16, 1941 conference was held at Tuskegee. I suggested that Hampton call this conference. My reason was that since it would relate to the program at Tuskegee, it would seem better for him to call it. There were a number of reasons for the conference:

The future of the Negro in the Air Corps would, as I wrote Dr. McLean, depend largely upon the eagerness of Negro youth for the training as measured by the number of applications and upon the success of the initial project at Tuskegee, which in turn would depend upon the quality of aviation cadets accepted by the Air Corps and sent to Tuskegee Institute's Primary Air Corps Training School. Good quality meant a preponderance of volunteers for our colleges. Two years of college work exempted volunteers from taking the educational examination which I didn't feel most Negro youth could pass without considerable study and coaching. Then there were enlistment procedures to take up in detail with the representatives, who should investigate cases of very poor reception of Negroes at recruitment centers in advance of the conference, so I could have this information for action. Local youth not in college should be encouraged, and instruction provided which concentrated upon the Air Corps educational examination, such as was being done for white youth. There were other matters. John L. Frank assisted Pres. McLean.



1941--December. Captain Noel F. Parrish was reassigned to the Tuskegee Army Air-field as Director of Training December 1, 1941. (MILITARY PROGRAM)

1941--December. Major William T. Smith was assigned to the Primary School (66th AAF Training Detachment) at Tuskegee as Army Supervisor, replacing Captain Parrish. (Military Program)

Major Smith was a lieutenant when assigned. He was a West Point graduate of 1939 and formerly an instructor at Randolph Field. He came to Tuskegee from the Army Primary School at Albany, Georgia, where he was Assistant Army Supervisor for a year. He was a native of Detroit, Mich.

Major Smith was present when class sizes began to expand rapidly, and when the expansion of the physical plant at the airdrome began. However, he remained with us not more than a year or so.

1941 -- December . . . Class 42-D, Second Class of Negro Aviation Cadets, graduated from Primary Flying School and were transferred to the Tuskegee Army Airdrome for Basic Course training (MILITARY PROGRAM)

Robert of Graduating Cadets:  
ascertain

He built the Tidal Basin bridge in Washington, D. C., as well as the 15th Street viaduct connecting with the Key Bridge. The District was so busy that he had to leave some large jobs it wanted him to do. Also he built a bridge for the C & O railroad while doing other work in the District. The reason he gave me for leaving soon was that he had a contract that he would be doing the work for Washington. However, when the new 15th Street bridge over the Potomac was completed it was not opened to traffic, because the bridge was sinking a fraction of an inch daily. The contractor had advised the district about this but the engineers asked to do the construction and leave the contractor responsible. However, he put his reasons for questioning the contractor in writing. Thus, the District had no recourse to the contractor for correcting the defect.

GENERAL NOTES

Dr. Scheffelin, Chairman of Tuskegee's Board of Trustees, was a frequent visitor to our aviation operations, to the extent that he never came to Tuskegee's Founder's Day observance and Spring meeting of the Trustees without visiting the aviation activity.

In 1941 he and Mrs. Scheffelin together visited Airport No. 1. Accompanying Dr. Scheffelin was also Claude Barnette and Archie A. Alexander who we had invited to visit Tuskegee Institute. Treasurer Lloyd Issacs assisted me in getting the party to and from the airport.

Mr. Alexander had been asked to visit to consult with us regarding airdrome construction. His reputation as a successful civil engineer and construction contractor was widespread over the nation. As he related the facts to me, when he applied for engineering training at Iowa State College the dean of engineering advised him he could enter, but that being a Negro he would never be a success in practice, because of his race. After graduating, Alexander began by doing any work he could find which started with alterations to houses and house repair, laying sidewalks, etc. But it wasn't long before he returned to Iowa State University to construct a new power plant and a tunnel system for the college. He had organized a company of which he was President and Treasurer,--Alexander & Repass. Repass was a classmate and football mate, white, who had great respect

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for Alexander. He was quite content to leave all the business and financial matters to Archie, who was responsible for building up the company and exerting general initiative in developing the enterprise.

In the west, one specialty was building railroad bridges. He had an art of doing this without causing the railroad to deviate from its regular schedule. Also water supply and sewage disposal plants were other specialties.

He built the Tidal Basin bridge in Washington, D. C., as well as the "K" Street overpass connecting with the Key Bridge. The District was so please with his work that he turned down some large jobs it wanted him to do. Also he built a bridge for the C & O railroad while doing other work in the District. The reason he gave me for turning down some jobs for the District was that they would have put him in such a high income tax bracket that he would be doing the work free for Washington. However, when the new 14th Street bridge over the Potomac was completed it was not opened to traffic, because the bridge was sinking a fraction of an inch daily. The contractor had advised the district about the foundation, but he was asked to do the construction and leave the design to District engineers. However, he put his reasons for questioning the support of the bridge in writing. Thus, the District had no recourse to the contractor for correcting the defect.

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Mr. Alexander was called upon to correct the bridge situation at his own price. Driving piles, needed to shore up the bridge's foundation under water, was also a specialty of Alexander's. In short time the bridge was ready for traffic.

He became a trustee of Tuskegee Institute, as well as Howard University. Also he was appointed Governor of the Virgin Islands in 1954.

Mr. Alexander told me on several occasions how grateful he was to Tuskegee for inviting him there, where he saw Negroes in various technical and professional endeavors at the Institute and Government Hospital. His contacts up to that time had been with whites. All members of his company were white. He lived in a white neighborhood. And through Tuskegee he made other contacts with Negro technicians in other parts of the country.

Visitors

GENERAL NOTES

Colonel John C. Robinson visited us with fly-ins on two occasions before and after we began aviation activities at the Institute. The first time he brought along two assistants. This was before Civilian Pilot Training and I believe he landed on Institute property, just as Charles Anderson did. And as in the case of Anderson's visit with banker Wright of Philadelphia, his visit helped plant fertile seed of aviation on the campus. It was on this occasion that I endeavored to get him to join the staff of the School of Mechanical Industries, for purposes elsewhere mentioned in the notes.

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The second fly-in was during the early Fall of 1941.

I am not too clear about his rank of Colonel. Probably it was obtained in Europe where he did serve for a period under the Emperor. In preparing for the First Secondary Course in 1940 I thought of contacting him for our flight instruction staff, but his license was that of Private Pilot.

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GENERAL NOTES

Elsewhere in the notes we mentioned that our resource for flight instructors was threefold: (1) pilots from elsewhere already having the requisite ratings, (2) graduates of training courses at Tuskegee, and (3) pilots from the country at large.

With respect to group (3), some we sought, and others came down to Tuskegee on their own. Possibly the only purpose was to be a part of the aviation development with some of them. With others, this and possibly a receiver from the draft. Still others probably saw an opportunity to improve their flying and make more money.

Our primary purpose was to get flying instructors. Therefore if the pilot had the potentiality, we put him through under CAA refresher contracts or at our own expense. But frankly we did not require character references, or investigate prior personal activities, or go to any extent into non-flying experience and educational background. Thus with group (3) we were subject to getting all kinds of people and personalities. Visitors

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(Note: Clearer page 282)

Plinton was eager to... (Note: Clearer page 282) ... I was an assistant to... in my place to fill... liked to be in the midst of things... pictures taken of activities at the airport... jokingly, "you'd better stop... have people believing he started... that type of enthusiasm, I often... the laughing part of the... the pilots of others at...

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James O. Plinton comes to mind: One HOT summer evening someone knocked

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on the front screen door of my residence. I said "come in" without getting up from a comfortable chair. In came someone who spoke up and said "my name is James O. Plinton. I'm from New Jersey and am here to fly for you." Well, he didn't look like it, what with a heavy sweater on, ice skates swung over a shoulder, and a tennis racket in one hand and a bundle of personal belongings in the other. He immediately took command of the conversation and paused only when I asked if he were hungry. The talk went on through the meal and afterwards. To make a long story short, there was no alternative for me but to give him a chance to fly for us.

Plinton was eager to help, beyond the duty of flying. At one time he was an assistant to me at Airport No. 1. On one or two occasions I sent him in my place to fill engagements to speak on aviation at Tuskegee. He liked to be in the midst of things, and so often showed up in the focus of pictures taken of activities at the airports. One day his wife said jokingly, "you'd better stop sending Jimmy away to speak for you, or he'll have people believing he started aviation at Tuskegee." Well, I liked that type of enthusiasm. I often called him my jester, because he kept me laughing most of the time when in his presence. This was true with the pilots ~~as~~ others at the airports, who came in contact with him.

I have already paid tribute to the interest and assistance beyond the call of duty of Charles A. Anderson.

John H. Young III: Young was another group (3) pilot who ~~also~~ had a great deal of ability, as well as a willingness to take on extra assignments that challenged him. To him must go a large measure of credit for most successful Aviation Education Conference held at Tuskegee Institute May 12 and 13, 1944. Along with the assignment of planning this activity was given full initiative. My role was one of review and backing. This conference is noted later.

Lewis A. Jackson: Jackson's vocation was professional education or teaching. Somewhere I referred to him as probably the most precise pilot at Tuskegee,--civilian or military, and as needed at Airport No. 1 more than at Primary, because of the Cross Country and Instrument Flying instruction. He held several non-piloting CAA ratings. After the program terminated he returned to the campus, in Ohio, and he, as well as his wife, went on to earn the Doctorate degree. Nevertheless he went on also to obtain about every flight and non-flying CAA rating in the book. Upon cessation of the above mentioned CPT courses, he was transferred to Primary, but as Director of Training of all aviation training by Tuskegee Institute. As such his duties called for some flight instruction in checking pilots or students.

In travelling about the country I usually chose either Jackson or Anderson to pilot me,-- Anderson most of the time.

George W. Allen: Allen was the third Negro pilot, as well as the third pilot to be employed on our flight staff. It was his desire to instruct on the Army program at its beginning. However, he understood the reasons for our request to remain with CPT and willingly put personal desire aside. He replaced Anderson as Chief Pilot of Civilian Pilot Training and did a splendid job in that capacity. However, when CPT was superceded by CAA War Training we transferred him to the Primary field.

Abram B. Jackson: Jackson was somewhat above the age of most pilots who came from various parts of the country for employment. His will to qualify encouraged our efforts to make a flight instructor out of him and he did qualify. When Allen went to Primary, Jackson was left as Chief Pilot and in charge of training of enlisted men at Airport No.1.

It is risky, of course, to single out people, and especially so in this instance, because everyone on the staff had a job to do that was essential to the success of the total program.

There was Huller Finch who came to us early as an ABE rated mechanic. He was transferred to Primary not too long after its inauguration. He

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Remained with us close to the end of the program. His wife assisted me with clerical matters at one time, though normally she didn't work while at Tuskegee.

Elliott Gray was called to my attention by friends in Boston and we were able to secure his services as a rated A&E mechanic. He was a very young man when he came to us and demonstrated considerable intelligence. Though his education did not extend to a college level, nevertheless he could hold his own in a discussion on mechanical subjects. He was not long with us before we made him the Chief of Aircraft Maintenance at Airport No. 1. He had had Harold K. Stevens join him at Tuskegee who played a large part in training apprentice mechanics. After the War Training program began at Airport No. 1 we transferred Gray to the Primary Field and left Helen White to head aircraft maintenance. White was one of the early apprentice mechanics who got his CMA rating as an A&E Mechanic. His counterpart was Mr. Perry who apprenticed early at Primary under Austin R. Rumbley, in charge of aircraft maintenance at that field. Rumbley was a loyal and faithful worker, ever willing to do whatever was necessary, beyond the call of duty. The War Training program went over. Rumbley got on the list of things that didn't seem to be going right. Many things were done to correct the situation.

General Notes

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There was Walter Finck who came to us early as an A&E rated mechanic. He was transferred to Primary not too long after its inauguration. He was about becoming the parachute rigger at Primary. I think she had taught school in Louisiana before coming to Tuskegee. Anyway, we arranged for her instruction and she passed the CAA examination in due time. She also remained with the program until its end. Mrs. Ruby Washington was a high school teacher. Though she had done some substitute work at the Institute High School, because of policy she never was able to get regular employment in her field. When the need for a full-time person arose to keep individual flying time on cards we gave her the opportunity to become Registrar. These

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(Clearer page 286)

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was one, but I have paid tribute to her elsewhere, along with her husband. I had no administrative assistant in title, but if there were one so functioning, it was Mrs. Anderson. Miss Mildred Hanson was one of the two women who received the private pilot license with the first CPT class for the year 1939-40. The other was Miss Mildred Hemmons. Miss Hanson would have gone on in aviation, but the CAA curtailed the enrollment of women after that year or session. At some point up the line it again permitted the enrollment of women. In the meantime, Miss Hanson sought work at Airport No. 1 where she remained during its lifetime. She studied and took the examination for parachute rigger, and became our rigger at Airport No. 1. She was a dedicated worker. Miss Alice Dungey visited Tuskegee on an occasion, not too long after Elliott Gray joined our staff. The two were attracted to each other and married surprisingly shortly thereafter. Mrs. Alice Gray shared her husband's interest in aviation. She surprised me when she talked about becoming the parachute rigger at Primary. I think she had taught school in Louisiana before coming to Tuskegee. Anyway, we arranged for her instruction and she passed the CAA examination in due time. She also remained with the program until its end. Mrs. Ruby Washington was a high school teacher. Though she had done some substitute work at the Institute High School, because of policy she never was able to get regular employment in her field. When the need for a full-time person arose to keep individual flying time on cadets we gave her the opportunity to become Registrar. These



records were the basis for requisitioning payment from the Government. As the program at Primary grew larger and larger two full-time assistants were necessary. Mrs. Lester, wife of the head of our Printing Department at the Institute was one. Another was Miss Campfield, ~~who was replaced by a~~ Mrs. Young from Union Springs, ~~when she resigned~~. Mrs. Young had been an elementary school teacher in the county. <sup>of aeroplanes</sup>  
*was the dispatcher at Primary.*

Many women served in clerical capacities at both fields who were wives of flight instructors: Mrs. George Allen, Mrs. Philip Lee, Mrs. Thomas who were in addition to others mentioned elsewhere. Quite a number of women served as mechanics, having received their training as apprentices in our operations. Also there was Mrs. Carrie Campbell, wife of an officer at the Tuskegee Army Airfield, who wanted work and became the only woman on the guard force. She served at the guard gate at the entrance to the Primary field.

There were two elderly men who did a tremendous job in their assignments. I have reference to "Pop" Frazier<sup>(2)</sup> in charge of transportation, and "Pop" Daniels<sup>(1)</sup> who was chief custodian at Sage Hall barracks. Both came on board as the Primary program expanded, and continued with the program to the end. Mr. Frazier was always reliable and dependable and exerted a great

- (1) General L. Daniels
- (2) Frazier

deal of initiative in adjusting schedules for transportation to keep up with increasing sizes of cadet classes and transportation needs for all trainees at both airports. He had bus drivers under him and drove a station wagon himself and handled incoming and outgoing mail for both fields. There were many occasions for special transportation which we could depend upon him to arrange and carry through with. "Pop" Daniels, as the aviation cadets called him, was more than a custodian. He took a personal interest and pride in the barracks operations. Cadets counselled with him on personal matters that they hesitated to discuss with the officer in charge of the barracks. With Mr. Daniels on the job, we didn't have to worry about cleanliness or repairs in the barracks. He anticipated and took the initiative re needs and problems in his area.

There were two Tuskegee Institute students who finished the first Civilian Pilot Training course offered at Tuskegee and received the private pilot's license: Charles R. Foxx and Milton P. Crenshaw. Both went through the advanced courses at Tuskegee and received the commercial pilot certificate. Each began instructing at Airport No.1 and each was transferred to the Army Primary program early in its beginning. There they served under the supervision of Chief Pilot Anderson. When the program grew large, Anderson was assisted by two Squadron Commanders, --Crenshaw and Foxx.

records were the basis for reorganizing papers from the Government. As the program of Primary grew larger and larger the facilities available were necessary. Mr. Fox, vice of the head of our Primary Department at the time, was one. Another was Mr. Campbell, a maintenance man. Mr. Young had been an elementary school teacher in the country.

There were two electricians who did a tremendous job for their salaries. I saw the electrician in charge of transportation, and the electrician who was in charge of the hall. The electrician in charge of the Primary program expanded, and covered with the program to the end. The electrician was always reliable and dependable and covered a great deal of initiative in adjusting schedules for transportation to keep up with increasing sizes of cadet classes and transportation needs for all trainees at both airports. He had bus drivers under him and drove a station wagon himself and handled incoming and outgoing mail for both fields. There were many occasions for special transportation which we could depend upon him to arrange and carry through with. "Pop" Daniels, as the aviation cadets called him, was more than a custodian. He took a personal interest and pride in the barracks operations. Cadets counselled with him on personal matters that they hesitated to discuss with the officer in charge of the barracks. With Mr. Daniels on the job, we didn't have to worry about cleanliness or repairs in the barracks. He anticipated and took the initiative re needs and problems in his area.

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After the program was over, both did a lot of crop dusting. This was supplementary income with Fox. Crenshaw sought a better and less hazardous means of making a living. Fox had gone into the printing business in Norfolk, Virginia, since he specialized, along with his college work, in printing at Tuskegee Institute. Crenshaw, however, broke down the resistance of the Commander of an Army post in Alabama, purely on the basis of reason. He was hired as a flight instructor in liaison piloting of Army officers. The last news I had was that he became the instructor of flight instructors, as a teacher trainer at the post. Through his pioneering two or three "charge pilots" were employed there: Sherman Rose, Smallwood, and "Muscles" Wright. Smallwood was regarded as one of, if not the top ground school instructor at the post. This was an all-white situation in Alabama.

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(Clearer page 290)

All other flight instructors at Primary served directly under either Foxx or Crenshaw. Notwithstanding the lure of military combat piloting they remained with the program and worked hard to get as many cadets as possible through Primary, which was the big hurdle.

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influenced Ed to join our staff of the School of Mechanical Industries. He was an excellent architect. So whenever we needed blueprints or plans for additional construction,--which was a recurring need for two or three years, Miller was ready and willing to serve. Pay never came up, because he was thoroughly interested in promoting the Negro in aviation.

Since I am close to notes on the physical plant expansion at the Primary field, there are three men to whom I wish to pay high tribute. Two were Negroes and the third, white: George A. Reed, Royal B. Dunham and J. H. Lamar. The first two were teachers in the School of Mechanical Industries, both of which I brought to Tuskegee. Mr. Lamar was the owner of a plantation just outside the Town of Tuskegee. Archie Alexander found him when he built the initial facilities at Primary and relied heavily upon him for earth moval and other grounds work.

George Reed, an engineer, began helping me with needed alterations to facilities. At the time I was still Director of Mechanical Industries at the Institute and therefore there was no difficulty in getting his services. Ed Miller would draw the plans and George <sup>would</sup> get the job done with students and outside labor. He had the ability to carry the message to Garcia. In time he was at the field so much in this performance, and the need for expanded facilities and plant maintenance was mounting so that I effectuated

his transfer to service as Plant Engineer at Moton Field with responsibility for the operation and maintenance of physical plant at both airfields of the Institute. He worked also with me in the construction of additional facilities. I could rest easily, knowing that George was on the job and always on the spot, day or night, in case of emergency.

Royal Dunham was the masonry teacher on the campus. He started working at the airfield just as George Reed did, since the work usually involved brick, concrete or plastering work. Also we at first relied upon his students to do this work as a part of their practical training. And his work became so regularly needed that outside labor was added to his force. It became clear that we needed a full-time force of carpenters, brick masons and plasterers, and other skilled and unskilled labor. So with same advantage mentioned above, I arranged Dunham's transfer to the airfield staff as Superintendent of Construction. He served under Mr. Reed and was also key in new construction activities to come. He soon took on the staff Mr. Harris, who had done some electrical work as an interne at the field, as ~~electrician~~. There was always electrical work to do, and more so when we began new construction. So Harris remained with us practically to the end of the program. But getting back to Mr. Dunham, he had an interest in the welfare of every operation at the field, and frequently

did things to keep the operation going, beyond the call of duty, which he knew had to be done by someone. Because of his strong loyalty to me personally, he brought from time to time things to my attention which he felt were in the interest of the total operations.

J. H. Lamar: We relied upon Lamar for a variety of accomplishments. Just as Mr. Alexander had done, we engaged his services on a contract or job basis. Labor and machinery to do the job was his responsibility. Due to rains the fields often had to be finish-graded again in spots or sections; when we added the auxiliary field at Hardaway, there was rough and finish grading of the whole area; the initial water supply became inadequate, so additional wells were needed, and ditches had to be dug for enlarged or extended water and sewer lines; roadways had to be re-worked or extended; flying line aprons had to be stabilized, and later asphalted; the enlargement of the Primary field called for cutting down trees, removing stumps and grading; etc. etc. One or more of these jobs was with us throughout the program and Lamar was almost a steady worker at the airports. And all this has been given to describe the basic type of assistance given. The people at the field always marvelled at how steady his crews of workmen would labor in his absence. Many of them were Negroes of the laboring class. It seemed they worked harder when he was not around than when there. I asked him about this one day. His answer was that he never worked people who didn't want

... of the Army was of no avail, he came to me a few days before reporting. I talked the matter over with Lamar, giving plausible reasons why he should be drafted. A few days later, the chairman of the board called Bob and told him he could unpack his bag. There was a very friendly white citizen of Tuskegee who was a booster of our aviation activities. A carpenter of his acquaintance, as we all felt, his call to service. We needed a instrument repairer for aeroplanes and he agreed to work for us. The situation was then put to Lamar. Price began working for us and the board deferred him. Though manager of a first line defense operation, the board called me. After they got through with the members that was settled. There may be minor details, but they are indicative of his willingness to help.

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to work or needed it and avoided lazy, unreliable help. And that he paid his workers a fair wage and expected a fair day's work, and knew what a fair day's accomplishment was. Also, that his workers knew that when they didn't give this they would be paid off, for good.

However, I remember and appreciated Mr. Lamar for other reasons. As a white Southerner I felt he was sincerely a friend. He possessed a lot of character and honesty. He said to me he believed the Negro should get all the education possible and that he did not agree with a lot of the thinking of the whites in Tuskegee. If I wanted to see him after hours, I drove to his plantation, blew my auto horn, and he came out to talk. He did the same in so calling on me. I didn't call him Mister, and neither did he address me so. But I knew I could depend upon and confide in him and that he would ~~could~~ cut out of his way to help me with the program.

On several occasions he would spend days helping me find possible sites for auxiliary field facilities, or to give advice on some physical plant problem. When I needed to be a deputy sheriff in Macon County, I saw Lamar. Whatever went on between him and the sheriff I will never know, but when I approached the sheriff I was readily deputized. ~~When I was~~ when ~~of pressure had been~~ put on the local draft board to keep Robert Moton

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1942

Physical Plant Development - Army Primary

(TUSKEGEE INSTITUTE)

GENERAL NOTES

Aviation Mechanics

initial

The/prime objective in aviation of training aviation mechanics was overshadowed by pilot training developments. The biggest opportunity in this regard was when General Weaver suggested that the ground crew of the 99th Pursuit Squadron be trained at Tuskegee under military sponsorship. I believe, however, we acted in the best interest of the whole military pilot training project when neither Dr. Patterson nor I reacted at all to this suggestion. It is true Major Smith vigorously objected to the idea, but Tuskegee along with General Weaver could have overridden his objections.

POPULAR AVIATION magazine expressed what Dr. Patterson, and I, had said was Tuskegee's underlying purpose in aviation when it quoted me in its March 1941 issue as saying:

"The trainees are interested and enthusiastic regarding aviation mechanics' training, which we are all hoping will develop following realization of our own airfield at which the training facilities in mechanics would be located. Every mechanic and technician should know how to fly. Many leading schools require the aeronautical engineers, mechanics, technicians and others concerned in this work do 20 hours of flight in order that they might better perform their jobs.

"Thus flying is the logical forerunner of training of aviation mechanics.

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General Notes

Aviation Mechanics pg 2

To maintain 50,000 planes for national defense there will be needed at least 150,000 pilots and 150,000<sup>or more</sup> service men. This is exclusive of the needs of commercial operators and service of private planes. There is indeed a field for the Negro in aviation mechanics.

"America never has had occasion to question the loyalty of the American Negro. In such important service in our defense mechanism it would seem that qualified Negroes would be encouraged to train themselves for such service."

However, the Institute did go so far as to sponsor a W.P.A. training course for aviation mechanics. Mr. W. S. Allen was supervisor of the project and there was an aero mechanics teacher. This was a defense program. The State of Alabama purchased about \$14,000 worth of equipment for the training laboratory. (The time training began is uncertain, but we have a photograph of the activity taken in November, 1941.)

Of course no institution can supply all the training needs. The training of Negro enlisted men at Chanute Field provided the start, for these men trained the crews for subsequent Negro squadrons and were considered experts. Quite naturally civilian enterprises profited when all these men returned to civilian life. So the Air Corps took a major step in meeting the need.

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1943

GENERAL NOTES

Physical Plant Development - Army Primary

Earlier (p.248) we talked of quota or aviation cadet class size. The contract entered into by the Institute and War Department May 30, 1941 provided for entering classes of 10 cadets every five weeks. Not more than six cadets were expected to be still in training, because of an expected 40% wash-out, when the new class of 10 entered. Therefore the maximum number in training at a given time would be 16 as an average. Thus facilities were predicated on this number, -- mess and barracks, transportation, airdrome accomodations, etc.

But, as pointed out earlier, right from the start classes exceeded in size the quota stipulated in the contract. Instead of 10, class sizes averaged 19 cadets during the first nine months, 46 during the next twelve, and 75-80 during the following 24 months. Therefore the size of entering classes increased sharply and continuously from the beginning to a point in 1944. All during this time the effort was to bring physical facilities in line with mounting quotas.

Facilities on the Institute campus were flexible and presented no great problem. Keeping transportation facilities abreast with rising cadet population also gave no problem, since it was a matter of getting more

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The priority was also used in purchasing buses. The Army Supervisor vehicles. The problem was with the airdrome. In less than six months from beginning flight instruction remodelling of initial facilities and new construction were necessary, and first the main landing area was enlarged and later an auxiliary field became necessary.

The Construction Management

Archie Alexander managed the first or initial construction described on pages 190 and 191. From then on we developed an organization to handle all future building and land improvements. My chief assistants on building and utilities construction were Mr. George A. Reed, Mechanical Engineer; Mr. Royal B. Dunham, Expert on brickmasonry, concrete work and plastering and possessing general knowledge on overall construction; and Mr. Harris, an Electrician trained at Tuskegee Institute. Mr. D. A. Williston was used on designing and supervising the work of landscaping. Dependance was upon Mr. J. H. Lamar for roadwork, asphaltting, rough and finish grading, tree cutting and clearance work, etc. The first three named were on the regular payroll of the Primary operation, and did construction work as a part of their regular duties.

Any audit values placed upon the construction would, therefore, need be increased since the figures would not reflect the contractor's overhead and profit, which would have been applied to other costs in contracting

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General Notes

PPD-AP pg 3

out the work. At the time, this would have run about 20-25% of the cost of labor and materials and sub-contracts.

I should mention also, in connection with key assistants, that we secured a carpenter early in the program who was passing through Tuskegee. He was influenced to work for us and he continued doing so practically throughout the program. As the occasion required we picked up local mechanics and semiskilled and unskilled labor, as well as Mechanical Industries School students to perform the many jobs involved in construction. Plumbing was usually handled by the Plumbing Division of Mechanical Industries. The same was true of sheet metal work, painting, and machine shop or welding needs.

During the period of construction, or the greater portion, the War was in progress. This meant that the military had first priority on all kinds of building materials. Because of the defense nature of our program, we secured with Air Force assistance a high priority rating for the purchase of electrical, plumbing, and other such materials. But the problem was spotting such materials where we might apply our priority. With the help of regular vendors of the Institute we were successful in locating most of what we needed.

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This priority was also used in purchasing buses. The Army Supervisor requisitioned of Maxwell Field trucks we needed, as well as ambulances. The priority was used for miscellaneous equipment which otherwise would not have been available to civilians. For example, the Town of Tuskegee's Western Union office would never have gotten the Naval Observator Clock had we not requisitioned it with our priority in order to have reliable time or clocks in the various departments of Motong Field. At one time we started to put the master clock at the field. But since Western Union was willing to pay for it, it was installed in the office in the Town and wired to control the clocks at Moton Field.

We did run into a real problem when constructing Hangar No. 2 where the priority was ineffective because the materials could not be spotted. I have reference to the need for long leaf pinewith which the build the 100-foot span trusses for the hangar. There just wasn't such material anywhere in the area, that met our specifications. So we had Mr. Williston to search the Institute's land for long leaf pinetrees which would yield the lumber required. He marked the number of trees found that we needed. Mr. Isner cut the trees and delivered them to O'Connor Brothers for cutting, kiln drying, and finishing into the lumber sizes required. One amusing incident did occur in this connection. In Mr. Williston's enthusiasm in finding the trees he got over into Government Hospital property, and trees

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were cut from its property. Charlie Gibson, Plant Superintendent at the hospital, exploded. However, we already had the logs and didn't mind that so much. We promised him we wouldn't cut any more of his trees.

There was another need for materials that almost stopped me on completing Hangar No.2. The trusses had to have metal shoes on each end that rested on the masonry walls. We got the shoes made in Birmingham, but nowhere could we find the bolts of the size required to fix the shoes to the trusses. I usually estimated the material bill for masonry, brickwork lumber, millwork, etc. Having done this early in the hangar construction I had the time to seek hard-to-get items. Weeks of writing and telephoning yielded no results. But there was a salesman who was very cooperative. He looked all over Alabama for the bolts and nuts as he went about his work, for a period of a month or two. One day he telephoned me he found them in dead storage in a mill. They had been purchased by the mill years prior and never had the need for them. That ended the material problems.

Plant Development

Cadet House

1942--1944

The aviation cadet house (later, the Flight Instructors' Headquarters) was the first building to be constructed under the expansion. The 14' x 13'

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room in Hangar No. 1 became inadequate in 1941. Also there was the need to move the Flight Surgeon from the Institute Hospital to the airfield. Further, we needed a dispatcher but had no space for him in Hangar No. 1,-- the only building, except utility houses about the field. About December 1941 or January 1942 construction began on the one story building, on the flying field side, behind hangar No.1.

When completed it was far larger than needed for the cadet population at the time, but we were then looking to greater expansion. Captain Johnson was given space and a desk therein. Also Mr. Shehee was elevated from guard to dispatcher and located in the building. The remaining space was furnished for cadets. The General Manager took over the space vacated by cadets in Hangar No.1, because his staff was expanding,--clerical staff.

Army Supply Building

The initial 20 x 31 feet space for parts and supplies for aeroplane maintenance became too small as the number of aeroplanes assigned to us increased with the number of cadets to a point where it was necessary to provide more space. Expansion was impossible in Hangar No.1, what with everyone in it wanting more space, particularly the Army Supervisor's staff that ~~was~~ outgrew its quarters. The answer was another building

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which was designed for the purpose and located next to the Cadet House at the rear of Hangar No.1.

Expanded Army Offices

Following the relocation of Army supply, attention was given to better quarters for the Army Supervisor and his staff. With the removal of the wall that separated the original cadet study room from the General Manager's outer office, the space need of the General Manager was solved. But the military administration had increased and taken on women clerical workers not taken into account when the Hangar was designed.

Further, the small Flight Instructors' room, between my private office and the Army Supervisor's, was not used much after the Cadet House or Cadet Ready Room building was occupied. With this room, and a part of the original Army supply space, we redesigned and constructed a new layout for the military. Military personnel related to physical training and barracks operations were accommodated on the campus. This construction about settled the administrative staff needs of the Army for the duration of the program.

Aeroplane Maintenance Records

The remaining portion of the original Army supply room was devoted to

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aircraft and engine maintenance records. Enlisted men concerned with supply were accommodated in the new Army Supply Building. Therefore this room was occupied with both enlisted men and the contractor's personnel concerned with maintaining a wall chart, showing the status of maintenance checks performed and due on each aeroplane assigned the station; and with keeping current the files on aircraft maintenance and the various technical orders for changes in the aeroplanes, which the contractor performed. (All parts and supplies needed for maintenance and changes on aeroplanes were furnished by the Air Force.)

At this point, the flight instructors had accommodated themselves, along with the cadets, in the Cadet House, which was logical, because the ready room provided the necessary ground contact between flight instructor and his students for what we might call "ground flight instruction." There still remained the problems of (1) providing suitable office space for the Chief of Aeroplane Maintenance and his secretary, (2) better provisions for the parachute rigger, and (3) adequate toilet and locker facilities for the aeroplane maintenance Chief and for mechanics, helpers, linemen, and other connected with the maintenance. Women were beginning to be relied upon as apprentice mechanics, due to the manpower shortage occasioned by the

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War. No provisions had been made in the original planning for women. Eventually women constituted a large proportion of our mechanics and helpers.

Parachute Maintenance Space

To relieve this situation, which had not been provided for at all in the original construction of Hangar No.1, a balcony was built at the rear of the hangar. There was ample space for table work, but periodic unfolding and drying out of parachutes required a tower with a forced draft induced by an electric motor and fan. For some time, or until better facilities were available, this was done by hanging the parachutes from the hangar trusses to dry.

The other needs would be met later, if the program continued its growth. At this point we were probably in the early months <sup>of 1942 or</sup> possibly the winter of 1942-1943.

Campus Construction

By this time the cadet population had grown so that a whole floor of Sage Hall was taken over to augment the Bath House (original barracks) for barracks facilities. Also, a section of the main teachers' dining room had to be taken for feeding. There was a construction effort in this con-

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nection,--renovating the floor taken over in Sage Hall, movable partitions in the teachers' dining hall, etc.

Other Campus Facilities

During the period it was necessary to improve transportation by purchasing a 30-passenger bus, which along with the station wagons met needs for transportation to and from the airdrome.

Space for drill, outdoor physical training, and parade grounds were adequate to accomodate whatever cadet population would be reached. Also the Gymnasium building would do the same.

The preponderance of women students at the Institute, because of the War, met important social needs of the cadets during their off-hours and on occasions when dances or other social events were scheduled for them. This was a feature that cadets at our Army Primary enjoyed that was not in the contract or provided at other Primary Schools so handily. The same can be said of the Gymnasium, the Athletic Field where athletic competition events were held periodically, when the classes would vie with each other. Also Dorothy Hall, the Guest House, met needs for accomodation of parents and friends visiting the cadets and officer personnel, as well as other staff.

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It was definite that the classes of cadets would almost double. PPD-AP pg 11  
 Then there were the expanded student union facilities of the Institute which were available to the cadets for games, snacks, cozy corners for private discussion with their lady friends, dances and the ready availability of dance band combos for dances and the full Army Band for parades (formal) every five weeks when graduates would receive their certificates of completion of the Primary phase from the General Manager. Of course, cultural programs of the Institute's entertainment course were also available to cadets whenever their schedules would permit.

But the nightmare of spending was not over for the Treasurer who we kept pretty busy with construction bills. Class sizes continued to rise, and more needs for facilities were presented me by the Army Supervisor. We are now at mid-1943.

Expansion of Utilities

The construction that had been accomplished to this point at the airdrome necessitated more electric current capacity, because of more lighting and use of electrical handtools, as well as grounds lighting. Then our water supply had to be re-worked.

General Notes

Moton Field Gates

We omitted to say that in preparation for the dedication of the Army Primary Field as Moton Field, in February, 1943, construction was begun on the gate. A niche was provided in the brickwork for the bust of Dr. Moton, second President of Tuskegee Institute.

Enlargement of Landing Area

Airplane traffic on the 2800 foot square landing area had reached a hazardous point, training-wise. It was decided to extend the north side of the area. The work was sub-let to J. H. Lamar. No land purchase or lease was involved, since the extension was on our own property. (If I remember correctly, some of the trees cut were suitable for lumber, which was rough sized and stored at the airdrome.)

About the same time the Alabama Power Company cooperated in removing transmission lines along the Notasulga highway at the west boundary of our property, in order to remove a possible hazard. (I believe there was a relatively small materials cost for re-routing the line.)

An auxiliary landing field had been constructed and made available beginning 1943 for practice landings and take-offs.

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Hangar No. 2

It was definite that the classes of cadets would almost double. This meant more hangar space to house a reasonable proportion of the airplanes that would be added, as well as space to maintain them. But there were other requirements of the Air Force which necessitated the construction; Five or six link trainers were to be supplied the school, for which there was no space. Also, a larger cadet ready room was necessary. Adequate parachute maintenance facilities was past due. The Intelligence Officer needed a headquarters for maps and materials for cadet study. Aeroplane dispatching had outgrown its space provisions. A control tower became a must. Then the supervisors of the flight instruction staff and the Director of Training were pressed for adequate office space. Further, the size the operation was taking on necessitated a station and facilities at the field for the Medical Officer. Also space was needed for the Flight Registrar, and her assistants that would be needed.

The construction on this hangar was begun about mid-1943 and ready for occupancy the beginning months of 1944.

Two other buildings were constructed during this construction period: the Warehouse, and the Plant Engineer's Building which started as the construction office for the Hangar No.2 construction job operations,--for

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office work and storage of materials such as hardware, electrical supplies, plumbing fixtures, etc. Also the Bathhouse, so called, was built to provide toilet, shower and locker facilities for men and for women,--a long-standing need.

Plant Engineer's Office Building

At the conclusion of basic construction work on hangar No. 2 the construction ~~was~~ storehouse and office was rebuilt into a respectable Plant Engineer's Building, to house this officer and his secretary and provide storage for special items and pieces of general equipment requiring close control. This building was located <sup>west</sup> of the front of Hangar No.2.

Warehouse Building

Before the brickwork had gone too far on Hangar No.2, a concrete block warehouse building was begun, west of the rear of Hangar No.2. Where to store large and small shipments of all kinds of supplies, except aeroplane items, had become a problem. Also it housed the Construction Superintendent's office operations. A Clerk maintained a perpetual inventory, placing orders for all types of supplies when the amount of hand reached a certain established minimum. An isolated small structure was also built for

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grease and oil and inflammable supplies used for airplane and automotive vehicle maintenance and janitorial work. These structures were directly east of the Plant Engineer's office building.

Bathhouse

The so called bathhouse was completed about the same time as Hangar No.2 and provided separate lavatory, toilet, shower and locker facilities for men and for women. In addition, there was a single sleeping room and bath at one end. It was south of the space between the two hangars.

Maintenance and Vehicle Storage

There was a maintenance and vehicle storage shed construction at the east extremity of the building complex. Trucks and ambulances were stored there evenings. It also provided for storage of miscellaneous sizes of lumber for maintenance purposes.

Campus Facilities

About mid-1943 the Bath House and a floor of Sage Hall served as the cadet barracks. But as the classes continued to mount in size, the whole of

General Notes

Sage Hall was given over as barracks. Also, the whole of the teachers' dining room was given over to feeding cadets.

Transportation

Before 1943 was over and additional 30-passenger bus had been purchased to meet the increased cadet transportation between campus and airdrome.

Other Improvements at the Airdrome (1943-1944)

1. The right to cut trees north of our property was purchased and trees were cut to improve the approach to the field from the north.
2. The Texaco Company installed additional underground fuel storage and pump facilities, and furnished a refuelling truck. The refuelling of aircraft on the ramp or flying line made matters much easier.
3. The area between the two hangars was asphalted, a portion immediately (apron) in front of each hangar having been concreted during construction.
4. The flying line or ramp was asphalted, and there were built in provisions (rings) for tying down aircraft that could not be stored in the

General Notes

hangars (which was the greater portion of those assigned).

5. Mrs. S. O. Johnson conferred with us with reference to running a lunch room at the airdrome. This worked well, because we were about to provide the Chief of Aeroplane Maintenance with more appropriate office facilities. We extended the "lean-to" construction on the south side of hangar No. 1, to accomodate both the Chief and the Lunch Room.

6. Concrete curbing and asphalt roadways were constructed about the building complex

7. A stream running close to and just south of the building complex was harnessed with a concrete dam, to provide a reservoir for water for fire fighting and washing aeroplanes. An adequate footage of firehose and a portable fire pump were housed in a small structure built for the purpose.

8. Parking lots were provided in all available spaces close to the buildings.

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9. Two tennis courts were constructed by making a flat surface part way up the hill south of Hangar No. 1.

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10. A cadet Recreation Building was completed on the crest of the hill just south of Hangar No. 1 about the time the program terminated. It had a long porch from which flying activities could be well observed. Also there were food service facilities and a large hall for games or social functions.

Utilities

With the building expansion it was necessary to improve utilities. The electric service was considerably expanded and streetlighting was extended. Sewage disposal facilities and sewer lines were improved or extended. Water supply, lines and pumping service was revised to meet needs of expanded facilities.

No additional facilities were constructed beyond the foregoing.

TUSKEGEE UNIVERSITY ARCHIVES AND MUSEUMS



1942 -- January 12. Major James A. Ellison was transferred from his command of the Tuskegee Army Airfield to service at the Air Corps Ferrying Command, Wayne County Airport, Romulus, Michigan. (MILITARY PROGRAM)

I was not alone in regretting the transfer of Major Ellison. About early Spring, 1941, he visited with us at Tuskegee a few days and then stationed himself at Maxwell Field. He had been assigned to Command the Tuskegee Army Airfield. On several occasions I visited with him in his office at Maxwell. Somewhere in the notes I believe I mentioned that on one such occasion he showed me a cartoon someone had posted on the wall right at his desk, -- picturing, as I recall, a Negro getting out on the wings of an airplane in flight whose engine was stalled and asking "boss, do you want me to crank her up?" I gathered from talking with him that this was not the first such prank, and that remarks in "fun" about his colored boys had been made to him on several occasions. But the Major was sincerely proud of his assignment and the opportunity to help show what good pilots Negroes could be when given the opportunity.

In the final phase of preparations to get Moton Field construction going, Major L. S. Smith arranged for Major Ellison to serve for him in approving sites we proposed for the construction. At that time S.E.T.C. Commander, General Weaver, was using Major Ellison as his Aide. He

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Class 42-3, Third Class of Negro Army Airfield for Basic Course training. January 12, 1942 pg. 2

accompanied the General to the inaugural exercises at Tuskegee Institute July 19, 1941, and was a platform guest.

Major Ellison engaged, along with Major L. S. Smith, in preliminary planning of the organization of the TAAF, long before construction of it began. And it was he who started cadet training at the Base under very trying circumstances due to the incomplete construction of the facility.

His difficulty with authorities of the town of Tuskegee is believed to have led to his transfer. I believe this started over his courage to oppose local authorities for interference with military matters. I feel somehow that had he been upheld and supported in his stands the trouble over segregation at the field would never have occurred because he was not the man to tolerate such.

- Lytle, Edwin W., Jr. Cleveland, Ohio
- Melton, Hanson A., Jr. Nashville, Tennessee
- Rayford, Lee Hopkinsville, Kentucky
- White, Sherman W., Jr. Washington, D. C.
- Montgomery, Alabama

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JMS

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1942 -- January 12. Colonel Frederick V. H. Kimble succeeded Major James A. Ellison as Commanding Officer of the Tuskegee Army Airfield. (MILITARY PROGRAM)

Colonel Kimble was from Oregon. He graduated from West Point in 1918, and came to Tuskegee with 24 years of flying experience.

1942 -- . Class 42-E, Third Class of Negro Aviation Cadets, graduated from Primary Flying School and were transferred to the Tuskegee Army Airfield for Basic Course training. (MILITARY PROGRAM)

Roster of Graduating Cadets:

(Ascertain)

Roster of Entering Cadets:

- |                          |                        |
|--------------------------|------------------------|
| Bowie, Embra C.          | Baltimore, Maryland    |
| Flowers, Charles H., Jr. | Baltimore, Maryland    |
| Holt, Theodus J.         | Mineola, Texas         |
| Knighten, James B.       | Chicago, Illinois      |
| Knox, George L.          | Indianapolis, Indiana  |
| Lyles, Edward H.         | Cleveland, Ohio        |
| Lytle, Erskine W., Jr.   | Nashville, Tennessee   |
| Melton, Manson A., Jr.   | Hopkinsville, Kentucky |
| Rayford, Lee             | Washington, D. C.      |
| White, Sherman W., Jr.   | Montgomery, Alabama    |

1942 -- CPT Spring Session. Tuskegee Institute 's contracts were renewed for the established sequence of elementary and advanced courses, including ground and flight training.

-----  
Sequence: Elementary, Secondary, Cross Country, Instructor, and Instrument Flying

Flying equipment: The same for each course/<sup>as</sup> previously noted.

Course outlines: The same for each course as previously noted.

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Prerequisites:

Name, home location, college enrolled in

Grade, last course or course(s) completed

ELEMENTARY COURSE:

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Trainees (Cont'd)

Flight Instructors:

COURSE: Cross Country Course

TRAINERS:

Name, Home Location, College  
Enrolled in

Grad-  
uated(x)

Next Course  
or Assignment

Remarks

Ground school instructors (Elementary):

Flight instructors (Elementary):

Quota:

Ground school instructors:

Flight Instructors:

COURSE: Secondary Course

TRAINEES:

Name, Home Location, College  
Enrolled in

Grad-  
uated(x)

Next Course  
or Assignment

Remarks

TUSKEGEE UNIVERSITY  
ARCHIVES AND MUSEUMS  
TUSKEGEE UNIVERSITY  
ARCHIVES AND MUSEUMS

Quota:  
Ground school instructors:  
Flight Instructors:  
COURSE: Cross Country Course  
TRAINEES:

Name, Home Location, College Enrolled in	Grad- uated(x)	Next Course or Assignment	Remarks
---	-------------------	------------------------------	---------

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Quota:  
Ground school instructors:  
Flight Instructors:  
COURSE: Instructor Course  
TRAINEES:

Name, Home Location, College Enrolled in	Grad- uated(x)	Next Course or Assignment	Remarks
---	-------------------	------------------------------	---------

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Date:  
Ground school instructors:  
Flight Instructors:  
COURSE: Instrument Flying Course  
TRAINEE:

Name, Home Location, College	Grade	Next Course	Enrolled in	Date (M) of Assignment	Remarks
------------------------------	-------	-------------	-------------	------------------------	---------

The first Instrument Flying course... The purpose of the experiment with these boys was to determine if they were capable of handling the instrument flying course... The boys are industrious and they are... We don't care to create difficulties and we... We will feel sure that we have something new and different... (In referring to me, it is...)

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Demonstration vs Experiment

GENERAL NOTES

Acceptance of Negroes into the Air Corps for training as military pilots meant one thing for the Negro and another to the military establishment, and possibly white Americans. For the Negro it was an opportunity to further demonstrate his ability to measure arms with any other race, particularly white Americans, when given an equal opportunity. Performance in civilian aviation had certainly proven ability to fly, as individuals. And certainly this had to be the prime requisite for success in military aviation. Therefore this was just another in the long chain of demonstrations over many years. Certainly this opportunity was far from being an experiment to the Negro.

But I don't believe this was the case with the other segment of Americans. The Air Corps looked upon the venture as an experiment. Yes, a few had seen Negroes fly aeroplanes, but a very few. Possibly they were exceptional individuals. Earlier we gave an account of the handful of Negroes piloting in 1939. But could they fly under military discipline and match wits with the enemy in combat. Maybe the Negro had to have something more than individual ability as a pilot, though he had been accepted and drafted into other Armed Forces units purely on the basis of individual ability.

Ward Morehouse, writing in the NEW YORK SUN 21 February 1942 under "The United States At War" reported on his visit to the Tuskegee Army Airfield and the Primary Flying Field, and also made reference to an issue of the

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ARMY AND NAVY JOURNAL bearing on the Negro in training for military piloting.

He referred to the journal as stating that officers instructing the Negro flyers at Tuskegee, Alabama, are so impressed with the outcome of the experiment in making all-Negro flying units that other squadrons are being planned. To quote the journal, he wrote the following statement appearing in it. "The high success of the experiment with Negro flyers was the basis for the recent War Department announcement that another all-Negro squadron, the 100th Pursuit Squadron, will be formed at Tuskegee and that other Negro squadrons are being planned."

Mr. Morehouse interviewed Colonel Kimble, an Oregonian then Commander of the Tuskegee Army Airfield, and quoted him as saying: "All of this is an initial project. It's like starting a new town or railroad. Nothing of its kind has ever happened before in this country. Negroes have learned to fly as individuals but this is the first actual United States Army School. This is for the Negro entirely; it's been his since last July. As to the progress, I can say this: There is never a question about the interest or the enthusiasm of the Negro aviator. We don't have to create enthusiasm and we never have to ring the bell twice. The boys are industrious and they're eager to accept. We all feel here that we have something new and dramatic and we're going ahead with it, mud or no mud." (In referring to mud, it is to be recalled that the field was still under construction at the time.)

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Mr. Morehouse went on the say, about the Primary, "The flight instructors at the Primary School are Negroes. So is G. L. Washington, a civilian, who is in charge of the operation of the field and who is director of the trade school at the Institute. 'Tuskegee felt' he explained, and 'Dr. Patterson felt that the Negro would get his best chance to demonstrate his talents for military aviation in a unit of his own and here he has it and has had it since last July."

In contrast, because the Civilian Pilot Training program placed sole emphasis upon individual performance there seemed no basis for looking upon the programs at Negro colleges as experimental. Thus there was never the suggestion of experimentation. Also, right from the beginning of this program the Tuskegee students had excelled in ground school instruction and had done as well, if not better than white students on the average in flight instruction. There is no doubt that on an individual basis Negro students equalled the performance of whites.

It should also be pointed out that college programs were on a college basis, and any Negro student in a predominantly white institution was eligible for pilot training at that institution. (It would be interesting to know how many Negro students took CPT training at such colleges and universities.)

1942 -- March, 6. Second historical event: First class of aviation cadets graduated and received their wings and commissions in the Army Air Forces. (First historical event, --inaugural exercise July 19, 1941, at the Booker T. Washington Monument at Tuskegee Institute.) (MILITARY PROGRAM)

Guest speaker: General George E. Stratemeyer, Commanding General of the Southeast Flying Training Command.

Benjamin O. Davis Jr. of Washington, D. C.  
Charles Debow Jr. of Indianapolis, Indiana  
Lemuel R Custis of Hartford, Connecticut  
George S. Roberts of Fairmount, West Virginia  
Mac Ross of Dayton, Ohio

Speaker's remarks: " I am sure that everyone present, as well as the vast unseen audience of your well wishers, senses that this graduation is an historic movement, filled with portent of great good. Our country is engaged in a hard fight for its security and freedom. Here today is opened up a new source to wage that fight. It is my hope and my confident expectation that by your skill, courage, and devotion to duty you will fully justify that confidence and trust reposed in you, and that your service records will constitute bright pages in the annals of our country. You will furnish the nuclei of the 99th and 100th Pursuit Squadrons. Future graduates of this school will look upon you as 'Old Pilots.' They will be influenced profoundly by the examples which you set. Therefore, it will be of the highest importance that your service

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be of a character worthy of emulation by younger officers."

MEMO

This class received its Pre-Flight training under contract with Tuskegee Institute, as well as its Primary Flight School training. However, Benjamin O. Davis did not undergo Pre-Flight, but rather was in charge of this training. Pre-Flight would normally have been given at the Tuskegee Army Airfield, prior to assignment to the Primary Flying School. But at July 19, 1941, when this class went into Pre-Flight at Tuskegee Institute, the beginning of construction of the Tuskegee Army Airfield was a week off.

- How many Pre-Flight classes were assigned to Tuskegee Institute?
- The names and hometowns of every cadet in every class assigned to Primary should be compiled. This is important as a record of those accepted as aviation cadets. Possibly around 40% of the cadets sent to Primary never reached the Tuskegee Army Airfield for basic training, because of being "washed out" in Primary for failure to keep up with the flying progress required. Also, there were "wash outs" in basic and advanced phases at the Army Field.
- The number of students sent direct to basic at TAA should be ascertained or identified, those who received CAA Secondary CPT training at Tuskegee; the same should obtain in regard to the Primary Flying School instructors who elected to enter TAA direct



for training as military pilots.

- It seems ironical that Yancy Williams was neither assigned to the first Pre-Flight class (July 19, 1941) nor assigned directly into basic with the first graduates of the Primary School (he had completed the CPT Secondary course at the time). It is to be recalled that Yancy Williams was the principal in the suit against the War Department for entrance into the Air Corps. If I recall correctly, the Air Force did assign him to military flying some one or two years later.

-----  
 Moton Field records should provide the rosters of all cadet Primary classes assigned, as well as Pre-Flight.

We have the photographs of most but not all of the graduates of advanced course who received their wings. These photographs were the ones that were framed and hung at the Tuskegee Army Airfield, given me when the field closed.

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CAA's CPT Program and the Negro  
 GENERAL NOTES

The notes would be incomplete without opinions and facts regarding the CAA's Civilian Pilot Training program, particularly in reference to the Negro. This should help in a final reconstruction of the program's history at Tuskegee Institute.

The program was indeed well-conceived and worthy, and in my opinion it was well-administered. Any complaints would center about Negro training quotas or approval of more Negro college participation. However, these would be lodged at the time when the United States was definitely preparing for entrance into the war and when the policies and programming was controlled or strongly influenced by the Military Establishment.

We will be talking largely about the first three years of the program, the Government fiscal years ending June 30, 1940, 1941, and 1942, when it operated under "Civilian Pilot Training." Subsequently the name was changed to "CAA War Training Service" and was no longer for civilians. A full account of both phases has been noted earlier.

About half way of the first or CPT phase the program was pursuing its intermediate objectives and aimed at training civilians, outwardly at least. However, entrance into the war became inevitable and CPT began to be

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geared to and influenced by military needs and programming. The primary objective from the beginning was pilot support for the military, but the mid-way turn of events saw CPT committing college students to Air Corps pilot training, or the Navy's. By 1943 trainees were those serving in the Armed Services or placed in the Reserve, depending upon the purposes in the training being pursued.

The first CPT session, 1939-1940 academic year, was focused upon training college students (and a few non-college) for the private pilot certificate. This was consistent with the intermediate objective of developing a large pool of civilians who could fly, so as to enable a more rapid development of America's air power in case of an emergency. I should have said, the beginning of such a development. With the addition of the CPT Secondary Course the summer of 1940 the primary purposes were being neared. This course was equivalent to Army or Navy's first phase of training its pilots. Unless volunteering for such training these graduates would certainly be assigned to it if drafted. But by 1941 they were required to pledge the pursuit of this training.

Thus, from then on the function of CAA's CPT and WTS was to develop a pool of civilian eligibles for military pilot training under the Army or

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Navy that reserved combat pilot training for themselves, including contract pilot training at selected, established civilian flight training schools for beginning phases. Important, essential piloting that CAA concentrated further upon was Primary and Basic flight instructors, Ferry or Air Transport Command pilots, Army Artillery liaison pilots, indoctrination flight training of enlisted aviation cadet candidates assigned for college courses under contract with selected colleges and universities. Numbers of these produced were earlier noted.

Negro Colleges

Unfortunately too few Negro colleges applied for the program when it began in 1939. I feel the door was widely open to our colleges then. The possibility for acceptance was, the summer and fall of 1940 ~~was~~, in my opinion, still good. As a matter of fact, Tuskegee was slow to perceive the values and significance of the program and was among the very last, if not the last to apply in 1939.

For \$40, which we waived at Tuskegee, the student could get a private pilot certificate, which would certainly advance the Negro in civilian aviation. The Government paid the college the cost of ground school instruction and contracted with the flight instruction contractor (selected by the college) for the student's flight training.

Either initiative or understanding of the significance and application procedures of the program must have obtained on our campuses. At the same time, the Pittsburgh Courier conducted a drive for Negro college participation and ran spreads in its paper on the colleges accepted. I believe this is one thing that got us active at Tuskegee. An Aviation Conference called at Tuskegee January 1941 certainly awakened many non-participating colleges, and several applied for the training afterwards. And Dr. Patterson subsequently made a strong plea to the Administrator of Civil Aeronautics Authority in behalf of more participation. But I feel because of war planning the die had been cast.

We opened our doors for transfer students from other Negro colleges so that they could take advantage of our elementary course quota. Some transferred. But now with war in sight and the acceptance of the Negro into the Air Corps for military pilot training, poor participation of Negro colleges had handicapped Negro youth militarily. Disadvantaged also were youth not desiring combat piloting who would have done well as flight instructors and other military support pilots.

The colleges that participated from the outset were: the A. and T. College of North Carolina, Hampton Institute, Howard University, Tuskegee Institute,

and West Virginia State College,--the first to be accepted. For one or a few seasons afterwards Lincoln University (Pa.) and Langston University did participate,--following the 1939-1940 academic year. My estimate, in looking back, is that there were approximately 20 Negro colleges in the proper racial climate and close proximity to available flight contractors that might well have participated, especially since there was no cost to the institution. During the 1939-1940 session 10,281 students entered training and 8,967 completed the private pilot's course successfully. Less than 1% were Negro.

Advanced CPT Training

Beginning with the summer of 1940 Tuskegee Institute expended the money necessary to begin the development of an Advanced Flying School to assure that its students, as well as those from other Negro colleges participating might take advantage of advanced CPT training. CAA assigned private course graduates to Tuskegee for this training, paying the subsistence for those from other colleges. With this, students could advance themselves for military pilot training, instructors of flight on the CPT and Army training programs, and the commercial and instrument rating which would have qualified them for Basic School instructors for the Air Corps and Air Transport Command pilots.

But because of the production of private pilots from so few Negro

colleges in the program was too small, it was all we could do to meet critical needs for flight instructors on the CPT and Army programs because of the influx of advanced training graduates into the Air Corps. Thus Negroes never reached Army Basic School instructorships or piloting for the Air Transport Command. Some of our white flight instructors took advantage of the latter opportunity. Further, about 1942 the Air Corps felt the need for more CPT trained aviation cadets which were just not available. More will be noted about this.

Negro Students In CPT

Earlier has been noted to national publicity given Negro students for their proficiency in ground and flight training.

Answers to questions put by the Department of Commerce should be helpful here. July 30, 1941 Mr. Roscoe Wright, Director of the Information and Statistics Service of CAA wrote that the Department was "interested in finding out more about outstanding Tuskegee graduates of the pilot training program of the C.A.A." A first interest was the number that had "been enrolled for pilot training in the 99th Pursuit group now training at Tuskegee." Also, "how many graduates of the C.A.A. pilot training program

are in the enlisted personnel of the 99th Pursuit, which group we understand is now training at Chanute Field, Illinois." Further, information about those engaged in other pursuits was solicited. The purpose was to publicize these C.A.A. graduates with pictures and stories.

The answers follow in substance, giving the picture as of July 30, 1941:

- (1) The enrollment in the private pilot's course is almost wholly made up of Tuskegee Institute students, though we have begun accepting students for it from other colleges.
- (2) Students from other Negro colleges, as well as Tuskegee make up the enrollment in advanced CPT courses.
- (3) Two CPT graduates are undergoing Air Corps training as aviation cadets: George Spence Roberts (graduate of Secondary Course at Tuskegee and Private Course, West Va. State College); and Frederick Henry Moore, graduate of Private Course, Tuskegee Institute).
- (4) Ninety (90) per cent of CPT graduates at Tuskegee have applied for Air Corps pilot training.
- (5) The Air Corps plans to place directly into Basic School training

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at the Tuskegee Army Airfield a number of Secondary Course graduates trained at Tuskegee.

(6) Tuskegee is conducting at present the following CPT courses: Private Pilot, Secondary, Student-Instructor, Commercial Pilot Refresher; Preparations are being completed for the Cross Country Course.

(7) A large number of students completing the private course have enrolled in successive advanced courses.

(8) We are just entering the fifth CPT session, and though there has been a revision of CPT courses in the making they have not been geared to produce so quickly Commercial Pilots. However, three (3) of Tuskegee campus enrolled students have obtained this license by having bought flying time on their own. At least two more should make a similar accomplishment during the current session. All three first mentioned have secured either or both the Primary and Advanced Instructor Rating: Charles Foxx, Milton Crenshaw, and Richard Davis.

(9) Now with the addition of the Cross Country Course to be followed by the Instructor Course, a year from now approximately 24 students should qualify for the Commercial Pilot Certificate. Afterwards there should be

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the opportunity to obtain the Primary and Secondary Instructor rating without the student's having to buy time.

(10) We understand CAA's objective in introducing the Cross Country and Instrument Courses is to train students to pass Army tests for Army Pilot Training instructorships and for Ferry Piloting.

(11) At present we have in our Secondary Course Albert Pierre Coureau, a student from Haiti, who also received his Primary Course instruction here at Tuskegee Institute. The financing is a Pan American Scholarship.

(12) Two CPT graduates are presently at Chanute Field as two of five Negroes being trained as Aviation Cadets Non-Flying for Officers in the ground contingent of the 99th Pursuit Squadron: Elmer D. Jones, graduate of the Secondary Course who came to us from Howard University; and Elcan R. Ward, a graduate of our Private Pilot's Course (Primary Course).

(13) One-third of Tuskegee's Primary Course graduates go all the way through all the advanced CPT courses offered.

(14) As to enlisted personnel being trained for the ground contingent

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of the 99th Pursuit Squadron, the first 50 to 60 to volunteer and be assigned were students of Tuskegee Institute and Morris Brown College of Atlanta.

I might have added that thirty (30) graduates of the private pilot's course at Negro colleges participating in CPT were selected, sent to Maxwell Field for the aviation cadet physical, and assigned to Tuskegee's CPT Secondary Course (recently completed) by the War Department itself; and that this was in keeping with Air Corps plans (which were abandoned after this training started) to substitute Tuskegee's CPT Secondary Course for the customary Contract Primary School,--the graduates to go directly into Basic School at the Army Airfield as aviation cadets.

(The plan was adopted in December 1940 and abandoned mid-February 1941 in keeping with the decision to fully equalize military training for Negroes.)

Tuskegee's normal Secondary quota was ten (10) students. The abandonment of the plan while it was in force proved helpful in two instances:(a) it put Tuskegee far ahead with Secondary graduates, some of which entered the more advanced courses and became flight instructors for us when we needed them most, and (b) this backlog of "aviation cadets" ready for Basic pulled the Tuskegee Army Airfield out of a hole, a year later, which it was in

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in regard to pilot staffing of the 99th Pursuit Squadron.

Air Corps Training of Negroes

Civilian Pilot Training contributed significantly to the training of Negroes as pilots in the Air Corps. It also enabled Tuskegee to provide a large portion of the flight instructors needed at the Army Primary School and for indoctrination flight training of enlisted men assigned to Tuskegee Institute as Aviation Cadet Candidates under the College Training-Air Crew program conducted on the campus. If successful, these candidates would eventually be assigned for training as aviation cadets.

We have indicated that the TAAF had to call CPT graduates into Basic training because pilot staffing for the 99th was slow and behind schedule. Many of the CPT graduates that entered the Air Corps were among the most outstanding officers it produced.

Mid-1942 the TAAF was again facing a pilot staffing problem with the 100th Pursuit Squadron and called upon me to supply more CPT graduates. The Army Supervisor at the Primary School joined in the request, because the quality of aviation cadet pilots being sent to Primary had dropped noticeably. And since the classes entering Primary were getting larger and

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larger, I needed more flight instructors for the larger classes and to replace younger instructors who were leaving us for the Air Corps. All of this had a direct bearing upon pilot staffing of the 100th, 301st, and 302nd Fighter Squadrons which would make up the 332nd Fighter Group.

I drafted a strong letter to the Administrator of CAA for Dr. Patterson's signature. A copy was sent to the Secretary of War and the Secretary of Commerce who had administrative jurisdiction over the CAA. Simultaneously I wrote John P Morris, Director of Civilian Pilot Training, CAA, stating our situation at Tuskegee and re-stating the plea in Dr. Patterson's letter for more Negro college participation and larger quotas for Elementary and Advanced courses. Dr. Patterson wrote that despite successive increases in the total numbers trained under CPT, quotas for Negro colleges had remained the same as in the beginning.

The last four cards of this particular "General Notes" include a copy of the reply from John P. Morris and the chart I enclosed in my answer to his letter, showing the status at May 1, 1942 of training at Tuskegee Institute. (I would have to see the correspondence exchanges to be any more specific about this matter.)

However, we did not get more participation or larger quotas. Apparently

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the reason for this, as we see it now, was that Civilian Pilot Training was being programmed out of the picture in favor of "CAA War Training Service" which we have noted in detail elsewhere. And in 1943 Tuskegee Institute was given a contract for academic college instruction to Aviation Cadet Candidates. CAA also contracted with the Institute's Division of Aeronautics to give each enlisted aviation cadet candidate 10 hours of dual indoctrination flight training in light aeroplanes. I have reference to the 2211th Air Base Unit (College Training, Aircrew) under the Command of Captain Randall. This was the only recourse under the new program to help improve the quality of aviation cadets going into Primary, as well as to supply such cadets.

After the following account of pilot staffing the 99th making use of CPT graduates, I will return to a discussion of the chart sent Mr. John P. Morris.

(CONTINUED)

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CPT Graduates & The Original 99th

We noted already that Elmer D. Jones and Elcan R. Ward underwent officer training for the 99th at Chanute Field as non-flying aviation cadets. Jones graduated from the first Secondary Course at Tuskegee. Ward finished the Private Course.

Class 42-C was the first class assigned to Tuskegee Institute for Pre-Flight, to be followed by Primary School instruction. George S. Roberts (Secondary grad.) and Frederick H. Moore (Private grad.) were among the aviation cadets assigned,--twelve plus Captain B.O. Davis, Jr. Other than Yancey Williams, assigned about two years later, Roberts was the only Secondary Course graduate that was not put directly into Basic School training.

(Research would need be done to determine how many Private Course graduates were in the classes assigned to Primary, from start to finish.)

The first three or four Primary classes were relatively small,-- not over 15, and the wash-out rate high. The loss through Advanced School was 60% for the first class, which was typical. It was realized before 1941 ended that the 99th officer staffing would be a long drawn out proposition. As yet the regular Secondary graduates and the special "Army-CPT" class of 30 mentioned earlier had not be drawn upon, except as noted above. The only recourse seemed to be to pull a sufficient number of Secondary CPT graduates into Basic.

Some were sworn in the last part of 1941. As I recall, nine (9) reported to Basic February 1942, three of which were on our flight instruction staff and had elected to enter the Air Corps: George R. Bolling, Willie H. Fuller, Erwin B. Lawrence, Walter I. Lawson, Faythe A. McGinnis, Spann Watson, and the following flight instructors mentioned: William A. Campbell, Richard A. Dawson, and Richard Davis.

Cadet Dawson died in an accident during his training at the TAAF. Two others met their death after receiving their Wings: Lieut. McGinnis, whose plane spun into a creek in Alabama; and Lieut. Davis whose plane crashed at the TAAF.

Shortly after the above inductions to Basic the Air Corps drew upon about all Secondary graduates remaining who were not flight instructors with Tuskegee Institute: Paul G. Mitchell, Willie Ashley, Jr., Clarence G. Southall, William R. Alston, Gilbert F. Joseph, Edward J. Reese, James A. Porter, Marshall L. Fields, Louis R. Purnell, Graham Smith, and Harold B. Dillon.

In the meantime small classes of Primary School graduates were being sent to Basic at about five-week intervals after November 8, 1941, when the first class was transferred to Basic from the Primary School. Also one Secondary CPT graduate went to the TAAF as ground school instructor. I do not recall his name.



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The following is the Pilot Staff of the Original 99th Pursuit Squadron,-- the Mother of the four activated at the TAAF. An asterisk (\*) appears at the name of CPT graduates. We have included non-pilot Commander of the Service Group of the 99th:

- |  |                               |
|--|-------------------------------|
| Lieut. Col. Benjamin O. Davis, Jr.<br>Commanding Officer (Pilot) | Lieutenants (Cont'd) (Pilots) |
| *George S. Roberts (Captain)<br>Operation Officer (Pilot)        | *Willie Ashley, Jr.           |
| *Lieut. Erwin B. Lawrence<br>Assistant Operation Officer (Pilot) | *George R. Bolling            |
| *Captain Elmer D. Jones, Commander<br>99th Service Group         | *Graham Smith                 |
| <u>Lieutenants-- (Pilots)</u>                                    | *Louis R. Purnell             |
| Lemuel R. Custis   | James Wiley                   |
| Clarence Jamison   | *Willie H. Fuller             |
| *William A. Campbell   | *Spann Watson                 |
| Charles B. Hall  | Lee Rayford                   |
| *Paul G. Mitchell  | James McCullin                |
| Sidney P. Brooks   | Sherman White                 |
| John W. Rogers   | Samuel Bruce                  |
| *Walter I. Lawson  | Leon Roberts                  |
| James B. Knighten  |                               |

(CONT'D)

General Notes

It is observed that eleven (11) of the (24) Pilots were CPT graduates, two of which were next to the Commanding Officer. The twelfth graduate was Commander of the 99th Service Group.

Subsequent inductions of Advanced CPT graduates, as far as I can remember, included: Walter L. McCreary, Andrew Maples, Jr. who were respectively in the original 100th and 301st Squadrons. As far as I can also remember, Tuskegee Institute flight instructors who eventually went into the Air Corps included: Daniel James, Jr., Robert A. Gordon, and Charles W. Stephens. Daniel (Chappy) James was among the early twin engine graduates and went into Bombardment. F/O Gordon and F/O Stephens died in plane crashes, respectively at the TAAF and in North Carolina.

It should be remembered that the above accounting of graduates with reference to the 99th Pursuit Squadron covered CPT graduates, excluding Tuskegee Institute flight instructors except those that volunteered, through the Fall CPT Session of 1940 only. There were subsequent Advanced graduates and research should be made to determine those entering the Air Corps and those who chose to be flight instructors with the Institute. Also, an accounting, as we have pointed out, of the Private Course graduates of the

General Notes

various Negro colleges, including Tuskegee Institute, should be made to determine the number who entered the Air Corps through the Primary School. I have reference to those who did not take any Advanced CPT training.

Going Five Pages Back

Five pages back we promised to discuss the chart sent Mr. John P. Morris. The local Air Corps wanted more CPT graduates. Dr. Patterson had written the Administrator of the CAA and I had written John P. Morris, Director of Civilian Pilot Training. Both letters were appeals for more Negro college participation in CPT and larger quotas. The reasons or urgency of the matter were explained back there. The last four pages on general notes on this subject shows Mr. Morris' reply to me and the chart included in my reply to him, accounting for training through the Fall Session 1941 and giving the general status of graduates as of May 1, 1942. (The 1941 Fall Session ended January 1942.)

The information conveyed on the chart has been put in the form of a TALLY on the following two pages, which is much clearer for the reader. The discussions will be based on the Tally:

TALLY OF PRECEEDING CHART  
Total CPT Training at Tuskegee Through January 1942

<u>ELEMENTARY TRAINING</u>	
. Tuskegee students entering training (total Elementary quota).....	135
. Total disqualified .....	- 36
. Graduated (Potential trainees for CPT advanced courses) .....	<u>99</u>
. Reduction of the Potentials while they awaited assignments to the advanced training (Secondary Course):	
Females ineligible at the time for Secondary Course .....	- 2
Discontinued or lost interest in training .....	- 17
Appointed as aviation cadet .....	- 1
Awaiting appointment as aviation cadet .....	- 4
Volunteered and drafted, other Armed Services (known information)....	- 10
Other reasons .....	- 21
Definitely had been awaiting CAA assignment to advanced courses .....	- 4
. Tuskegee Potentials actually assigned to Secondary Course .....	<u>40</u>
. Secondary Course Potentials assigned for Secondary by CAA and War Department: Hampton Institute, 13; Howard University, 5; West Virginia State College, 5; Lincoln Univ.(Pa), 1; A. and T College, 2; Langston University, 4. ....	<u>30</u>
Forwarded to Advanced Training .....	<u>70</u>

**ADVANCED TRAINING**

- Total students assigned to Advanced Training ..... 70\*
- Total disqualified and discontinued ..... -11
- Potentials for entrance into all advanced courses..... -59
- Reduction of the Potentials during waiting periods before  
CAA assignments to various advanced courses:
  - Appointed as aviation cadet..... - 8
  - Appointed as aviation cadet, entering Basic training direct ..... -24
  - Awaiting appointment as aviation cadet ..... - 2
  - Drafted or volunteered for other armed services ..... - 1
  - Appointed ground school instructor (Air Corps Training Command) ..... - 1
  - Not good prospects for going all the way and unclassified ..... - 9
  - Balance of Potentials ..... 14
- Completed all advanced courses:
  - Army Primary Flight Instructor (Commercial License) ..... - 4
  - Civilian Pilot Training Flight Instructor (Commercial License) ..... - 1
- Still in or definitely awaiting assignment to Advanced Training ..... - 9

0

\*Included 30 Elementary graduates selected by the War Department for the Spring 1941 Secondary CPT Course earlier mentioned.

I am certain Mr. Morris and his Air Corps associates got these interpretations from the chart:

(1) Assuming that the quota of Elementary trainees over the six (6) sessions under consideration was 500 for all Negro colleges combined, and that the percentage of passing was the same for all as at Tuskegee (73%), the total number of Elementary (Private Pilot) graduates would have equalled 365. This poses some observations or questions:

Since only 70 of these graduates were assigned by CAA and the War Department to the Secondary Course, what happened to the 295 student Negro private pilots? (365 - 70). If the overall experience was the same as at Tuskegee, the Air Corps assigned 16 of them to Tuskegee as aviation cadets. (.055 x 295)

What were the chances of the remaining 279 getting Secondary training which was key to assuring appointment as an aviation cadet (which graduates the local Air Corps was now wanting), getting the commercial pilot license and becoming instructors and qualifying for further advanced training to become Ferry Pilots? The answer is that it would have taken nine (9) years had lasted that long. A lot of retraining would have had to have been done at some point up the line. Under such circumstances there is little wonder

General Notes

that (using Tuskegee's experience) 88 registered a loss of interest in further training, 53 volunteered or were drafted into other Armed Services, 118 were in the categories of the foregoing two brackets, and only 20 stood by with high hopes of being assigned to advanced training.

(2) The foregoing suggests that: (a) The Secondary Quota at Tuskegee of ten students per session was indeed too small, later mitigated against the Air Corps and Tuskegee Institute, and cut off (unintentionally perhaps) the Negro's chances for Ferry Piloting; (b) Taking the Secondary completion rate of 84%, or even reducing this to 70% to be safe, about 200 Secondary graduates were lost to the Air Corps for aviation cadets who would go direct to Basic, and to Tuskegee for flight instructors,--the Air Corps getting the much larger portion; and (c) That in view of all this, the question arises as to why the Air Corps, Draft Boards, and Recruitment Stations did not get together to assure that all CPT graduates (Negro) were earmarked for military pilot training at Tuskegee, except those assigned by CAA to Tuskegee Institute for training as Army Primary instructors.

Because of the exceptional record Tuskegee's Secondary CPT graduates made in getting their Wings, assigning even a substantial number of the 279 private pilots to Secondary training would have made quite a difference in pilot staffing the 100th, 301st and 302nd. Probably CAA based its quotas for Negroes on the basis of one Squadron, the 99th.

The normal experience of the Air Corps in 1941 was that, on the average, 60% of the cadets entering Primary School would graduate, and that 94% of them would complete successfully Basic School and 99% of these graduates, Advanced School and receive their commissions. This meant an overall graduating percentage of 55.836.

Therefore, if "G" equals the number of graduates desired from Advanced training and "P", the number of aviation cadets that must be assigned to Primary training to realize "G," then our formula for this would be--

$$P = \frac{G}{0.60 \times 0.94 \times 0.99} \text{ or } \frac{G}{0.55836}$$

Taking the number of graduates from Advanced training at the TAAF, 992, as reported in the Negro Year Book (1941-1946) of Tuskegee Institute, above, the number of aviation cadets entering Primary School at Tuskegee Institute would have had to have been 1,777.

However the number of Primary School registrants as given the Termination Contracting Officer of the Air Technical Command in 1946 was 2,411. Applying

The training schedule of cadets called for five weeks of pre-flight training, followed by 30 weeks of primary basic and advanced training. Since March 6, 1942 when five of the first class completed training, pilots received wings monthly. The 24th and last graduating class, June 29, 1946, included nine cadets and brought the total number of fliers trained at the TAAF to 992. More than 500 of these pilots served overseas where they earned a liberal share of Distinguished Flying Crosses, Air Medals and other awards. Pilot production at Tuskegee reached its peak in March, 1945 when 38 pilots received wings. Until December, 1943 when the first class of twin engine bomber pilots graduated, only single-engine fighter pilots had been trained at the base. The TAAF also produced hundreds of technicians and specialists essential to the Army Air Forces.

our formula after subtracting from "G" (992) an approximate number (27) of CPT Secondary graduates who entered Basic School direct and were commissioned we obtain an over graduation percentage of 40.024, as compared with the foregoing 55.836 expectation of the Air Corps in 1941.

One can understand better now the great concern of local Air Corps heads when they appealed to me for more CPT graduates and appreciate more the effect of large percentages of subnormal pilot potentials in all the classes coming to Primary after early 1942.

The Civil Aeronautics Administration, along with the Air Corps with which it finally had to coordinate its CPT program, must bear the responsibility for the situation. For one thing, the Air Corps was reluctant to follow advice that it recruit among students of Negro colleges all over the south. It had reached a point where it was not necessary to do this in regard to white students, and was therefore reluctant to show a difference between the two groups. But while elementary and advanced quotas for the nation had risen from 10,281 for 1939-40 to 65,991 for the Fiscal Year ending June 30, 1941 and 49,490 for FY '42 (which white students had profited from), Negro colleges were still operating under 1939-40 quotas. If a large part of the 279 CPT private pilot graduates had been given the Secondary course and the remaining ones put into Primary, the picture would have been different. Even so, the disparity between white and Negro students entering Primary or Basic with CPT training would have still been great.

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DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION  
WASHINGTON

April 25, 1942

In reply, please refer to A-155

Mr. G. L. Washington  
Post Office Box 67  
Tuskegee Institute  
Tuskegee Institute, Alabama

Dear Mr. Washington:

We have read your letter of March 9 with a great deal of interest, and have discussed the situation as outlined by you with the Army Air Forces Flying Training Command.

Frankly, we are somewhat puzzled by your approach to this particular problem, and perhaps at a later date you will be able to throw further light on the situation as discussed in your letter.

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DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION  
WASHINGTON

April 25, 1942

In reply, please  
refer to A-155

NOTE Clearer pages  
357, 358, 359, 360  
follow

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Frankly, we are somewhat puzzled by your approach to this particular  
problem, and perhaps at a later date you will be able to throw further  
light on the situation as discussed in your letter.

Our records reveal that several hundred trainees have been graduated  
to date from our various courses. It would appear as though such a  
backlog of trained candidates would prove adequate to fill the needs  
of the Army Air Forces. Therefore, if at your convenience you would  
furnish us with written statements from the Army Air Forces, we would  
be more than glad to consider ways and means of complying with the  
expressed desire that more graduates from Civilian Pilot Training  
be made available as flying cadets for induction as Aviation Cadets.

As you well know our only desire is to provide pilot material to the  
Armed Air Forces, and if you will give us the benefit of your sug-  
gestions, we are confident that we can work out almost any kind of  
problem that the Armed Air Forces desire.

In view of your reactions to the present shortage of potential avia-  
tion cadets for service with the 100th Pursuit Squadron, we will  
appreciate an early answer.

Very truly yours,

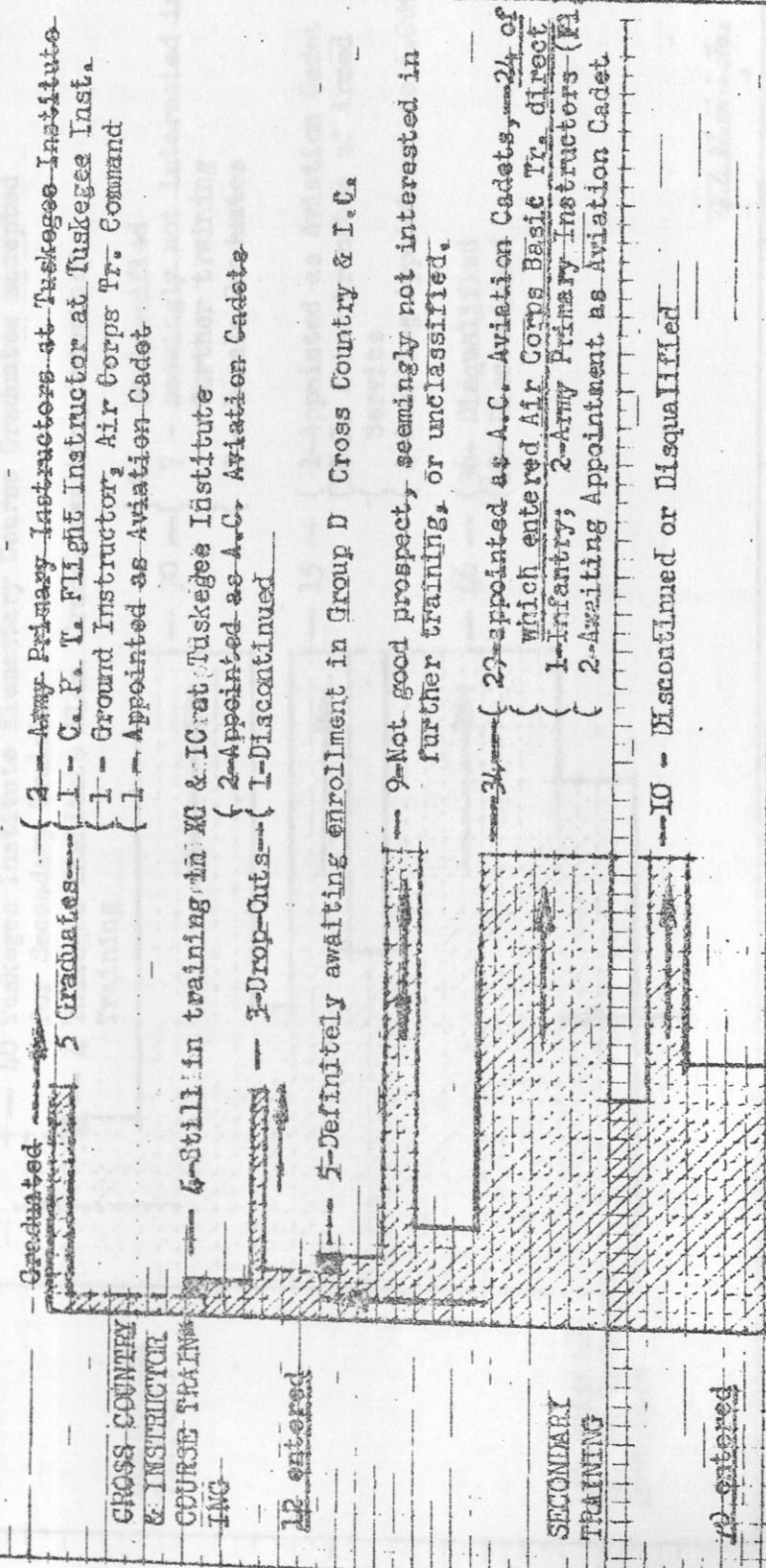
*John P. Morris*

John P. Morris, Director  
Civilian Pilot Training

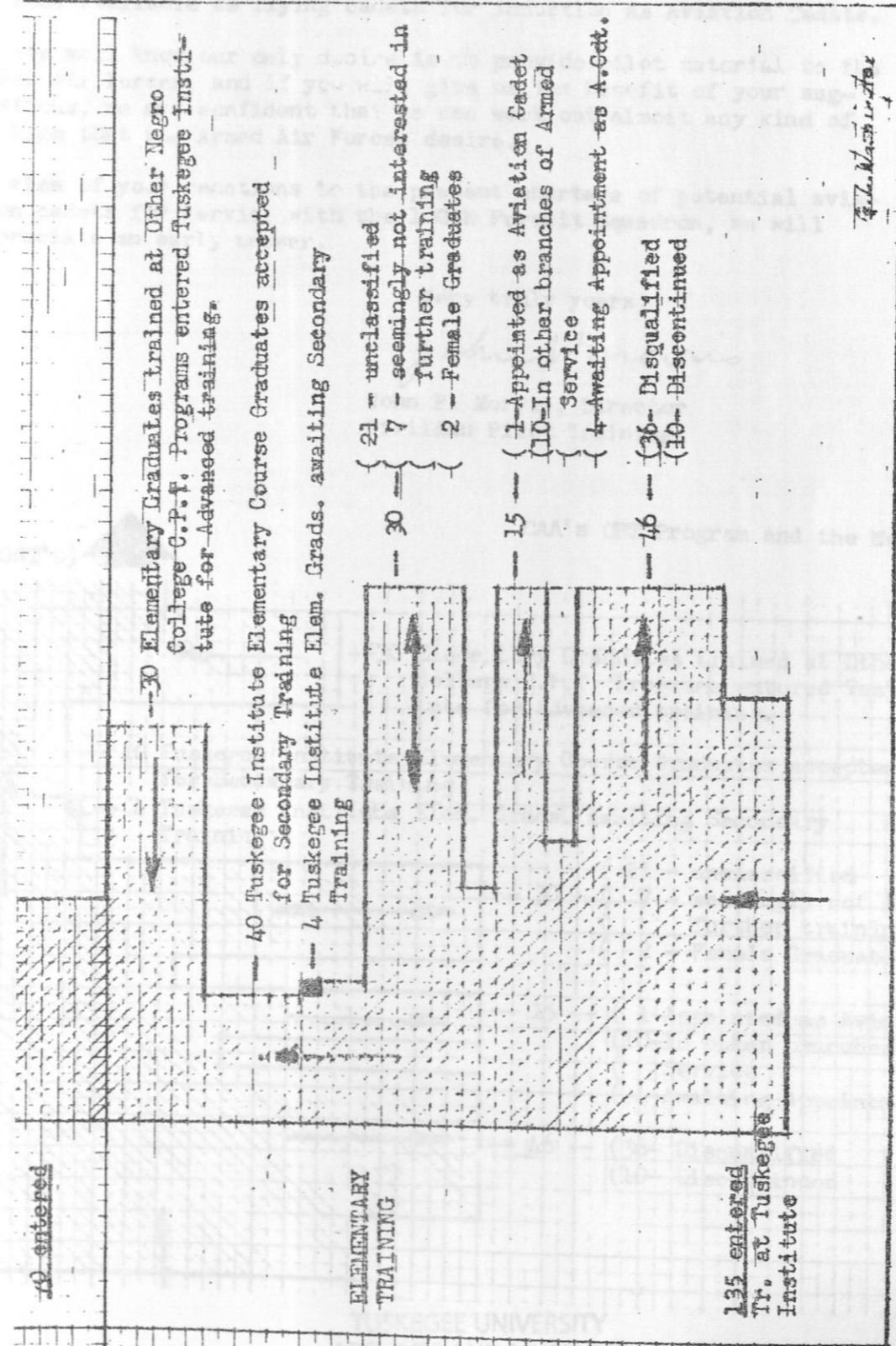
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**STATUS CHART - CIVIL PILOT TRAINING**

Tuskegee Institute Flying Sch.  
As of May 1, 1942  
Includes training from beginning of Program thru Fall, 1941, Session Including Groups A & B of Cross Country & Instr. Course



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As you well know our only desire is to provide pilot material to the Armed Air Forces, and if you will give us the benefit of your suggestions, we are confident that we can work out almost any kind of problem that the Armed Air Forces desire.

In view of your reactions to the present shortage of potential aviation cadets for service with the 100th Pursuit Squadron, we will appreciate an early answer.

Very truly yours,

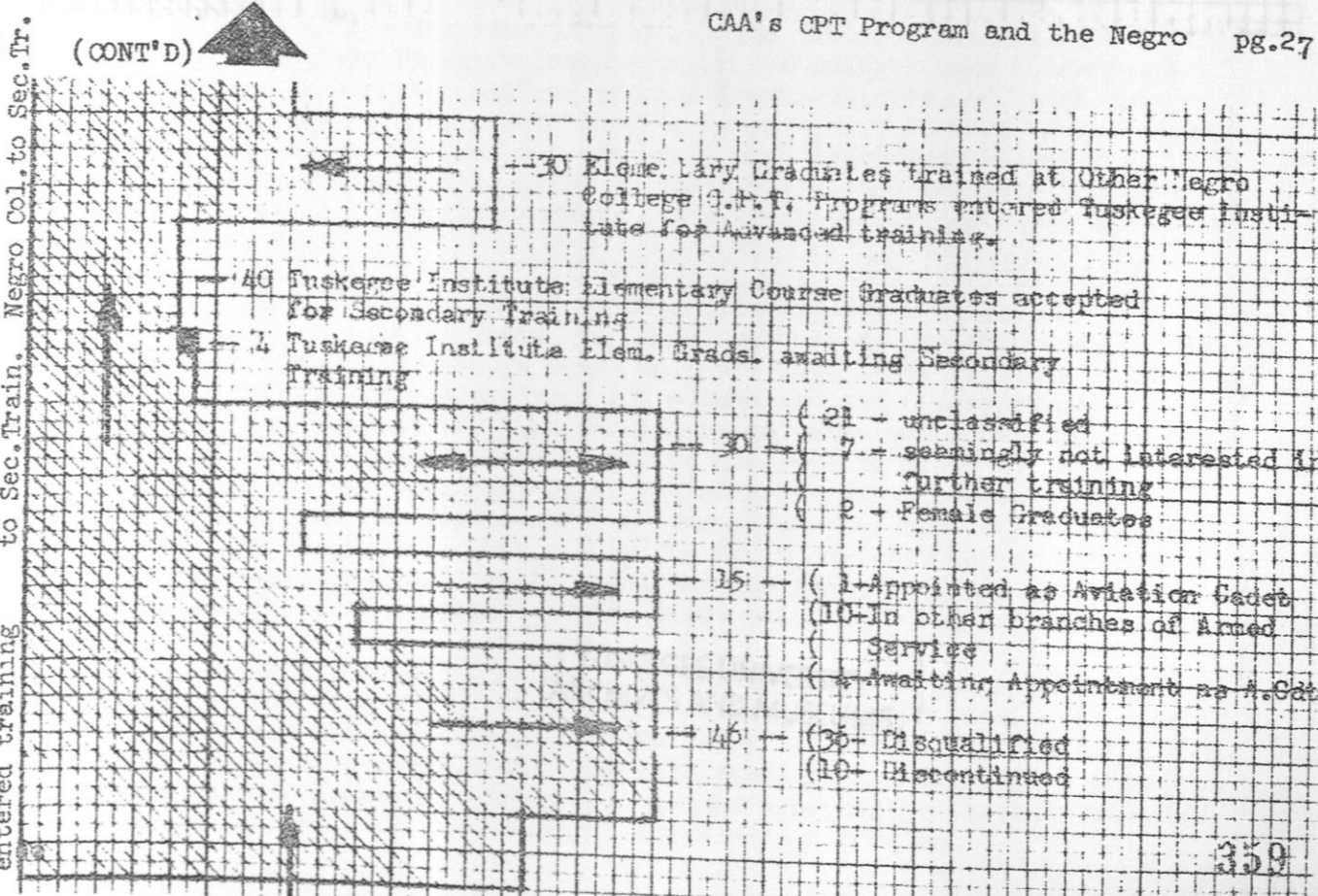
*John P. Morris*

John P. Morris, Director  
Civilian Pilot Training

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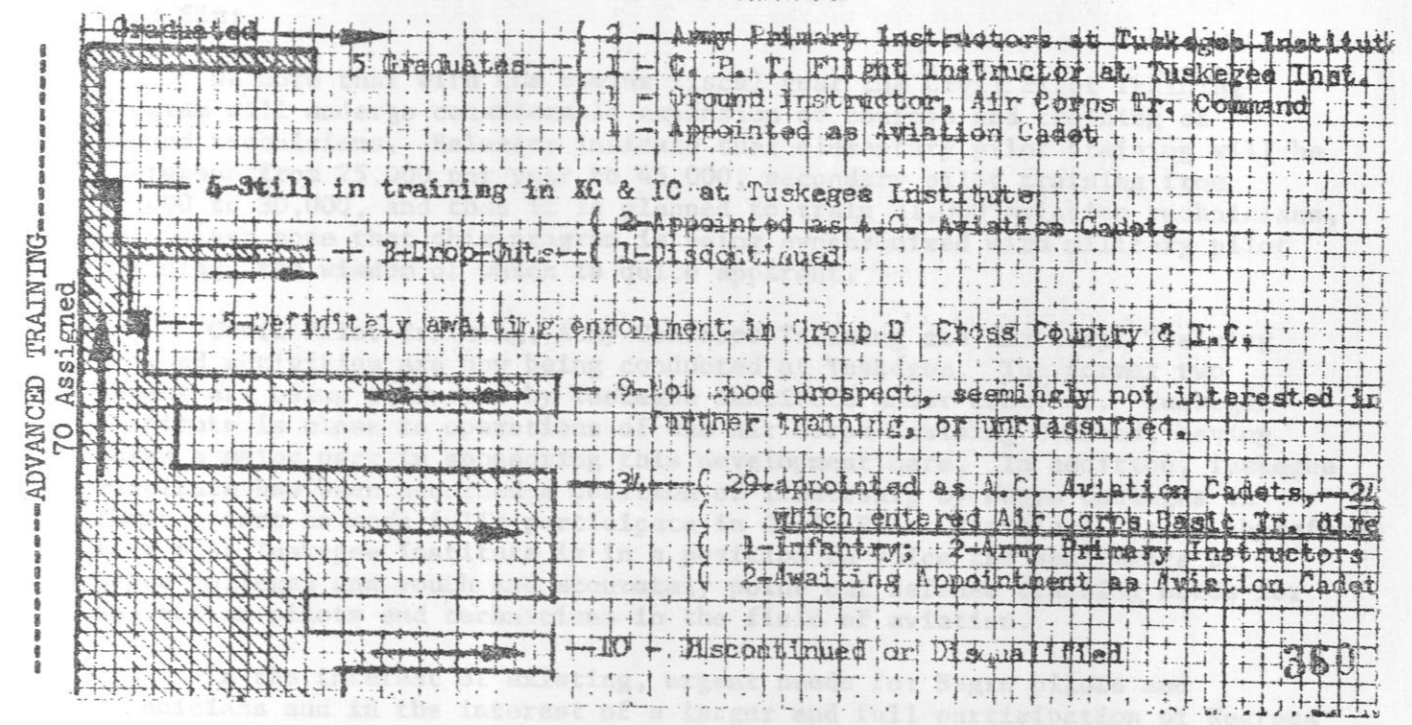
ELEMENTARY TRAINING  
155 Tuskegee Stud. entered training  
40 T. I. Grads. to Sec. Train.  
30 Stud. from other Negro Col. to Sec. Tr.

(CONT'D)



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STATUS CHART - CIVIL PILOT TRAINING  
 Tuskegee Institute Flying Sch.  
 As of May 1, 1942  
 Includes training from beginning of Program  
 thru Fall, 1941, Session Including Groups A & B  
 of Cross Country & Instr. Courses



In the expanded Civil Pilot Training Program, we address this communication direct to you. Under the existing program Negro colleges and youth have not been permitted to participate in fair proportion. In view of existing opportunities and the all-out war effort we would certainly expect that your consideration should be given in this regard. We are sure that the general and regional offices of Civil Pilot Training are aware of this point of view among Negroes.

When Civil Pilot Training was initiated in 1939 five (5) Negro Colleges were included. At no time since has the number reached or exceeded ten (10). The combined training quotas in these colleges have never exceeded during any session 100 and 20 respectively for elementary and secondary pilot training. It is safe to say that at the present time not more than a combined quota of 50 in all courses is available to students in Negro colleges. Provision for college secondary pilot training in this group is limited to the college and that college quota has been reduced to ten (10) each session. The non-college programs for Negroes in the South has come to our attention. We know that colleges must initiate request for these programs. Ino, we know that the efforts of a number to secure civil pilot training have been unsuccessful.

At present the number of Tuskegee University students on the Mason-Dixon Line approximates 138 with a main study total. At least 500 colleges and 135 non-college centers now participating throughout the country with session enrollments that have equalled 16,000. It is quite probable that in excess of 35,000 college and non-college students will be regularly enrolled each session under the expanded program.

Mr. Charles I. Stanton  
Acting Administrator  
Civil Aeronautics Administration  
Department of Commerce  
Washington, D.C.

(suggested letter: for Dr. Patterson  
to Mr. Charles I. Stanton, --Rough  
Draft)

Dear Sir:

We note that with the coming fiscal year the Civil Pilot Training Program will undergo considerable expansion of courses and training of ground technicians. Releases indicate that elementary pilot training will be increased from 25,000 per year to 45,000, secondary pilot training from 10,000 to 30,000, and that it is planned to train 31,000 aviation technicians. We further note that this program is being synchronized with military pilot training, the wisdom of which is quite apparent.

Civil Pilot Training, Army Contract Training and Air Corps Training Command activities are now being conducted at Tuskegee. The former two phases are being conducted by Tuskegee Institute under contract. Tuskegee Institute is close to operations of the Air Corps Training Command, having taken a major part in sponsoring this development here. In addition, Tuskegee Institute has been accorded a position of leadership by Negro Colleges in their effort to more fully participate in Civil Pilot Training. It is therefore felt that Tuskegee Institute is in a position to voice the sentiments of Negro colleges and youth and accurately point out defense training needs for Negroes as pilots and technicians in the field of aviation.

In the interest of existing, urgent needs for Negro pilots and technicians and in the interest of a larger and full participation of Negroes in the expanded Civil Pilot Training Program, we address this communication direct to you. Under the existing program Negro colleges and youth have not been permitted to participate in fair proportion. In view of existing opportunities and the all-out war effort we would certainly expect that major consideration should be given in this regard. We are sure that the central and regional offices of Civil Pilot Training are aware of this point of view among Negroes.

When Civil Pilot Training was initiated in 1939 five (5) Negro Colleges were included. At no time since has the number reached or exceeded ten (10). The combined training quotas in these colleges have never exceeded during any session 100 and 20 respectively for elementary and secondary pilot training. It is safe to say that at the present time not more than a combined quota of 80 in all courses is available to students in Negro colleges. Provision for college secondary pilot training in this group is limited to one college and that college quota has been reduced to ten (10) each session. No non-college programs for Negroes in the South has come to our attention. We know that colleges must initiate request for these programs. Too, we know that the efforts of a number to secure civil pilot training have been unsuccessful

At present the number of Negro colleges below the Mason-Dixon Line approximates 138 with a male student population of 16,000 total. At least 580 colleges and 135 non-college centers now participating throughout the country with session enrollments that have equalled 16,000. It is quite probable that in excess of 35,000 college and non-college students will be regularly enrolled each session under the expanded program.

Past and present restricted Negro participation in Civil Pilot Training is keenly felt at this moment in the civil and army pilot training developments in this area alone. The Army Air Corps in making appointments of Flying Cadets is drawing heavily upon students in training under Civil Pilot Training. In fact, one call recently of twenty-five secondary graduates direct into basic training under the Air Corps Training Command practically exhausted the available Negro supply. Local Commanding Officers have expressed a need or desire for more C.P.T. graduates in the incoming of Flying Cadets. The entire existing C.P.T. quotas for Negroes in inadequate for this consideration alone.

It is readily seen, therefore, that sufficient training for instructorships in the contract school and replacement of present pilots who would go over to services under the Air Corps Training Command does not obtain. To this consideration may be added dearth of training for Civil Pilot Training instructorships and the ferry command.

There is every justification, therefore, for definitely incorporating in plans for the expanded program a sizeable participation for Negroes in all phases of the training. In making this appeal in behalf of Negroes direct to you as Administrator, we do not consider that Regional and Central officers of C. P. T. have been overlooked. It is rather our desire to present to those responsible for shaping the entire program the existing picture and point of view among Negroes.

Should the services of Tuskegee Institute be needed in an advisory capacity in expanding this training among Negro colleges and including non-college centers, it would be more than happy to respond.

Very truly yours,

F. D. Patterson  
President

cc: The Secretary of Commerce  
The Secretary of War

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1942 -- May 26. The 100th Pursuit Squadron was activated at Tuskegee Army Air Field. (MILITARY PROGRAM)

Lieut. Mac Ross commanded. Lieuts. George L. Knox and Charles Debow were adjutants.

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1942 -- CPT Summer Session. Tuskegee Institute's contracts were renewed for the established sequence of elementary and advanced courses, including ground school and flight instruction.

SEQUENCE: Elementary, Secondary, Cross Country, Instructor, and Instrument Flying Courses

FLYING EQUIPMENT: The same for each course as previously noted

COURSE OUTLINES: The same for each course as previously noted

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Quota:  
Ground school instructors:  
Flight instructors:  
COURSE: Elementary Course  
TRAINEES:

<u>Name, Home Location, College Enrolled in</u>	<u>Grad- uated(x)</u>	<u>Next Course or Assignment</u>	<u>Remarks</u>
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367

Quota:  
Ground school instructors:  
Flight instructors:  
COURSE: Secondary Course  
TRAINEES:

<u>Name, Home Location, College Enrolled in</u>	<u>Grad- uated(x)</u>	<u>Next Course or Assignment</u>	<u>Remarks</u>
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Quota:  
Ground school instructors:  
Flight instructors:  
COURSE: Cross Country Course  
TRAINEES:

Name, Home Location, College Enrolled in	Graduated(x)	Next Course or Assignment	Remarks
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371

Quota:  
Ground school instructors:  
Flight instructors:  
COURSE: Instructor Course  
TRAINEES:

Name, Home Location, College Enrolled in	Graduated(x)	Next Course or Assignment	Remarks
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comparable flight training under the Civilian Pilot Training Program  
1942, Summer, Sequence pg 6

General: General instructor:  
Flight instructor:  
COURSE: Instrument Flying Course  
PURPOSE: soon the cadet did not show a standardized proficiency on

Name, Home Location, College, Grad- Date Course and soon  
Enrolled in (date) or Assignment was returned

Group, Chief Pilot Anderson, knowing Tuskegee's objective to have  
Colonel Davis, Jr. lead the 99th into combat, took it upon himself,  
with my blessings, as I can confess now, to see to it that Captain  
Davis passed his flying at Primary. As most beginners, he had some  
problems to hurdle, the biggest one being that he worried/became /too much  
to know what some maneuver required to execute, but didn't seem to be  
able to do it as readily as he thought he should. This was his unmet,  
because I understood it he allowed this to bother him to the extent  
of affecting his rate of progress.

He had comparable flying equipment as Airport Number One, and only  
Chief Anderson will ever know what it took to successfully overcome,  
to help Captain Davis to overcome the hurdle.

373

September. Major General Ralph Royce assumed command of the Army Air  
and Southeast Training Center, Maxwell Field, Montgomery, Alabama, re-  
placing Major General George E. Stratemeyer. (MILITARY PROGRAM)  
1942 -- August 27. Colonel B. O. Davis, Jr. was elevated to the Command of the  
99th Pursuit Squadron. (MILITARY PROGRAM)

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-----  
General Royce was from Michigan and graduated from West Point in  
This was very gratifying to Dr. Patterson and me, certainly particularly  
so to Dr. Patterson who made the special request in the very beginning  
that he be transferred from Fort Riley to undergo flight training with  
the first class of cadets with a view to becoming the commander of the  
99th Pursuit Squadron. This was in keeping with our rationale, earlier  
mentioned, and gave assurance that the first squadron would go into  
combat under a Negro commander.

I am not sure that too many people knew of how Colonel Davis (now <sup>at Tuskegee,</sup>  
General) got into the Air Corps picture at Tuskegee. Tuskegee thought  
highly of him. He was professor of military science and tactics, as  
was his father some time before him, just before he was transferred  
to Fort Riley.

There is a little more to the story: Our objective would not be attained  
if he failed to meet the standard of proficiency in training required  
by the Army. And here I might say that many students who were washed-out  
of Primary could have been made good flyers, given a little more time  
and close attention to overcoming their weaknesses. In the case of

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comparable flight training under the Civilian Pilot Training Program our wash-out rate was nil as compared with the 40% the Army expected in Primary. The number of students failing under CPT could probably be counted on one hand. It was their way of weeding out the weak quickly,-- referring to the fact that if after a certain number of hours training fairly soon the cadet did not show a standardized proficiency on test by the Army check-pilot, he was suspended from training and soon transferred to other service. It may well be that this policy was sound, in view of the demands of combat flying.

Anyway, Chief Pilot Anderson, knowing Tuskegee's objective to have Colonel Davis, Jr. lead the 99th into combat, took it upon himself, with my blessings, as I can confess now, to see to it that Captain Davis passed his flying at Primary. As most beginners, he had some problems to hurdle, the biggest one being that he worried/because /too much he knew what some maneuver required to execute, but didn't seem to be able to do it as readily as he thought he should. This wasn't unusual, but as I understood it he allowed this to bother him to the extent of affecting his rate of progress.

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1942 -- September. Major General Ralph Royce assumed command of the Army Air Force Southeast Training Center, Maxwell Field, Montgomery, Alabama, replacing Major General George E. Stratemeyer. (MILITARY PROGRAM)

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Major General Royce was from Michigan and graduated from West Point in 1914. He served with the First Aero Squadron in the Mexican Punitive Expedition in 1916, and led the first All-American unit over the lines in France in 1917, where he won the Croix-de-Guerre. Successively he Commanded the Air Corps Primary Flying School at Carlstrom Field, Florida, and at Brooks Field, Texas (1920-1926; First Pursuit Group at Selfridge Field (1928-1930; Selfridge Field (1934-1937); and Seventh Bombardment Group at Hamilton Field, California, and the 20th Bombardment Wing at Fort Douglas, Utah (1939-1941).

Other services: On the General Staff of the War Department (1930-1933; Made an aerial survey of the route from the United States to Alaska (1934); Served as Military Attache in London and with the Harriman Mission to the Middle East (1941); and Chief of Allied Operations, Australia, (early 1942) and later in Command of the Northeast Area, scene of the heaviest air operations against the Japanese.

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1942 -- CPT Fall Session. Tuskegee Institute's contracts were renewed for the established sequence of elementary and advanced courses, including ground school and flight instruction.

----- Country Course  
SEQUENCE: Elementary, Secondary, Cross Country, Instructor, and Instrument Flying Courses

FLIGHT EQUIPMENT: The same for each course as previously noted

COURSE OUTLINES: The same for each course as previously noted.

SPECIAL NOTE

When it came time for CAA to plan the training program for the fiscal year July 1, 1942 to June 30, 1943, the United States was actively at war with Germany, Italy and Japan. Thus it was necessary to reorient the CPT program. It became strictly military in character, and some-time during the fiscal year the name was changed to "CAA War Training Service."

Therefore, it may be that some of the courses in the sequence were not offered this Session, and some the 1943 Spring Session, as a part

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1942, Fall, Sequence pg 2

phasing out of Civilian Pilot Training. The records would indicate this. However, provisions for recording the complete sequence is carried through the 1943 Spring Session.

Again, the records will show when CAA War Training Service contracts for indoctrination flight training of enlisted men began and ended.

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Quota:  
Ground school instructors:  
Flight instructors:  
COURSE: Cross Country Course  
TRAINEES:

Name, Home Location, College Enrolled in	Graduated(x)	Next Course or Assignment	Remarks
--	--------------	---------------------------	---------

Quota:  
Ground school instructors: (MILITARY PROGRAM)  
Flight instructors:  
COURSE: Instructor Course  
TRAINEES:

Name, Home Location, College Enrolled in	Graduated(x)	Next Course or Assignment	Remarks
--	--------------	---------------------------	---------

...the first class of cadets with a view to becoming the commander of the 98th Pursuit Squadron. This was in keeping with our rationale, earlier mentioned, and gave assurance that the first squadron would go into service under a Negro commander.

...I was not sure that too many people knew of how Colonel Davis (now General) got into the Air Corps picture at Tuskegee. Tuskegee thought highly of him. He was professor of military science and tactics, as was his father some time before him, just before he was transferred to Fort Riley.

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Course:  
General Branch: Instrument Flying Course  
Instructor:  
Subject:

Name, Home Location, College	Grade	Next Course or Assignment	Remarks

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1942 -- August 27. Colonel B. O. Davis, Jr. was elevated to the Command of the 99th Pursuit Squadron. (MILITARY PROGRAM)

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This was very gratifying to Dr. Patterson and me, certainly particularly so to Dr. Patterson who made the special request in the very beginning that he be transferred from Fort Riley to undergo flight training with the first class of cadets with a view to becoming the commander of the 99th Pursuit Squadron. This was in keeping with our rationale, earlier mentioned, and gave assurance that the first squadron would go into combat under a Negro commander.

I am not sure that too many people knew of how Colonel Davis (now <sup>at Tuskegee,</sup> General) got into the Air Corps picture at Tuskegee. Tuskegee thought highly of him. He was professor of military science and tactics, as was his father some time before him, just before he was transferred to Fort Riley.

There is a little more to the story: Our objective would not be attained if he failed to meet the standard of proficiency in training required by the Army. And here I might say that many students who were washed-out of Primary could have been made good flyers, given a little more time and close attention to overcoming their weaknesses. In the case of

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Quota:  
Ground school instructors:  
Flight instructors:  
COURSE: Elementary Course  
TRAINEES:

Name, Home Location, College Enrolled in	Grad-uated(x)	Next Course or Assignment	Remarks

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Quota:  
Ground school instructors:  
Flight instructors:  
COURSE: Secondary Course  
TRAINEES:

Name, Home Location, College Enrolled in	Grad-uated(x)	Next Course or Assignment	Remarks

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Quota:

Ground school instructors:

Flight instructors:

COURSE: Cross Country Course

TRAINEES:

Name, Home Location, College Enrolled in	Graduated(x)	Next Course or Assignment	Remarks
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Quota:

Ground school instructors:

Flight instructors:

COURSE: Instructor Course

TRAINEES:

Name, Home Location, College Enrolled in	Graduated(x)	Next Course or Assignment	Remarks
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October 13. The 332nd Fighter Group was activated until 1943. The 332nd was formed in May 1942, the first cadre of enlisted men was transferred from the 318th Base Headquarters at Tuskegee to the group. The 332nd Fighter Group under the command of Lieut. Colonel Samuel Westberry was transferred to Selfridge Field, Michigan, on May 27, 1943. But the stay at Selfridge was brief for the majority of the Group's personnel. On April 13, 1943, the 100th Fighter Squadron moved from Selfridge Field to Osoda, Michigan, for a temporary change of station. The 100th Fighter Squadron followed on May 1, 1943, and by May 21, 1943, most of the Group had moved to Osoda, Michigan, with the exception

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Notes:

General School Instructors:

Pilot Instructors:

COURSE: Instrument Flying Course

STATUS:

Name, Base Location, college, only the Grad- Next course  
enrolled in the special training phase later(x) or Assn. Period

1941. Under his direction the group was reorganized and an effective training plan put into action. Intensive training in combat tactics was given by Lieut. Richard Sier, veteran of the Alcatraz Campaign. The instruction given by Lieut. Richard Sier did not fall on barren ground. Within a comparatively short period of time the 332nd developed into a combat unit whose motto was summed up in the slogan, "Get to your damn job" adopted by Colonel Selvey. After nine months of intensive training the 332nd Fighter Group was considered ready for combat.....

-- The Tuskegee Alumnus  
Charles K. Francis

1942 -- October 13. The 332nd Fighter Group was activated at Tuskegee. (MILITARY PROGRAM)

"Although the first squadron of the 332nd was formed in May 1942, the group was not officially activated until October 13, 1942. On that date Lieut. Colonel Samuel Westbrook was appointed to command the 332nd, and plans for actual organization began. A month later on November 13, 1942, the first cadre of enlisted men was transferred from the 318th Base Headquarters and Air Base Squadron at Tuskegee to the group.

"The 332nd Fighter Group under the command of Lieut. Colonel Samuel Westbrook was transferred to Selfridge Field, Michigan, on March 27, 1943. But the stay at Selfridge Field was brief for the majority of the Group's personnel. On April 13, 1943, the 100th Fighter Squadron moved from Selfridge Field to Oscoda, Michigan, for a temporary change of station. The 301st Fighter Squadron followed on May 5, 1943, and by May 21, 1943, most of the Group had moved to Oscoda, Michigan, with the exception

The 332nd Fighter Group\*

The 332nd Fighter Group, consisting of three pursuit squadrons and a technical service unit was activated at Tuskegee, Alabama, in October, 1942. During much of its training period in the United States, the group was commanded by experienced white pilots at Selfridge Field, Michigan. In October, 1943, Colonel Benjamin O. Davis, Jr., commander of the 99th Pursuit Squadron, having been recalled from the Mediterranean Theater, took command of the group at Selfridge Field. Earlier, a post commander at Selfridge Field, Colonel William T. Coleman (white), had been transferred and reduced in rank to captain for shooting his Negro orderly.

--Negro Year Book  
Tuskegee Institute

of radio mechanics and other technicians of the 302nd Fighter Group who remained at Selfridge Field. The 302nd, the last of the fighter squadrons to be activated, did not have sufficient line personnel to function as a unit at Oscoda. Consequently, only the pilots of the 302nd Fighter Squadron underwent the initial training phases conducted at Oscoda, Michigan.

"Colonel Robert R. Selway Jr. took over the command of the 332nd in June, 1943. Under his direction the group was reorganized and an effective training plan put into action. Intensive training in combat tactics was given by Lieut. Richard Suer, veteran of the Aleutian Campaign.

"The instruction given by Lieut. Richard Suer did not fall on barren soil. Within a comparatively short period of time the 332nd developed into a combat unit whose motto was summed up in the slogan, 'Get to your damn guns,' adopted by Colonel Selway.

"After nine months of intensive training the 332nd Fighter Group was considered ready for combat....."

-- The Tuskegee Airmen  
Charles E. Francis

1942 -- November. Tuskegee leased land at Hardaway, Alabama, for the construction of an auxiliary landing area for its AAF Primary Flying School. (MILITARY PROGRAM)

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The field would have been a 2,800 by 2,600 feet rectangle but for a diagonal boundary across one corner.

As the size of Primary classes grew rapidly the need for a field for practicing landings and take-offs became acute and prevented congestion at the main airdrome flying field.

The facility required no building construction and was about 18 miles, as the crow flies, from our main airdrome, and about 14 from Airport No. 1, southwest of these fields.

The Tuskegee Army Airfield had its auxiliary field on the Tallapoosa River just north of Milstead, Alabama, and about 7 miles to the west.

The distance between the Primary Field and the Tuskegee Army Airfield was approximately 6 miles.



GENERAL NOTES

The Army Supervisor was the top ranking officer of military personnel stationed at Primary. There were officers and enlisted men at both the airdrome and campus operations. Some of those who came to Primary in the beginning days were there when the program closed. Most all of those assigned subsequently remained throughout the program. In short, the turnover among officers and enlisted men was exceedingly low. This was an advantage and promoted a very close and friendly working relationship between civilian and military workers at the airdrome and on campus. We grew to know and be on a friendly basis each with the other. At no time was there a wall between the two segments of personnel. I can't conceive of another Primary School with a better relationship in this respect.

By 1942 (latter part) the rapid expansion of the program had brought the officer roster to Army Supervisor (sometimes called Commanding Officer), Assistant Army Supervisor, Commandant of Cadets, Adjutant, Commanding Officer-Air Depot Detachment, Assistant to the Army Supervisor, Intelligence Officer, Flight Examiner or Medical Officer, Director of Physical Training, Assistant Director of Physical Training. They were, respectively: Major William T. Smith, Captain Harold C. Magoon, Captain John G. Penn, Lt. James Hale, Jr., Lt. John H. McBeth, Lt. Stanley J. Kominic, Lt. Howard T. Frazier, Captain Vance H. Marchbanks, Jr. (Negro), Lt. John T. Bracken (Negro), Lt. Eldridge F. Williams (Negro)

General Notes

At the time the enlisted men working in operations were Technical Sergeant Charles V. Foster, Staff Sergeant Robert L. Cook, Staff Sergeant Harry D. Edwards, Staff Sergeant John A. Olcott, Sergeant Claude W. Gann, Sergeant Arthur R. Lawrence (Negro), Corporal Albert Rosenblatt, Technician Fifth Grade Benjamin J. Braswell (Negro), Private First Class Ernest W. Moore (Negro), Private Hector D. Petri, and Private Elijah Thomas (Negro).

I have no reliable record of the various additional officers and enlisted men at the operation at its peak in late 1944. The great increase was with enlisted men.

As to Negro officers, at the beginning the Medical Officer was Captain Maurice Johnson. At some time after 1942 Captain Singleton was one of the Medical Officers. If I recall correctly, Dr. Alfred Thomas was an officer with the medical staff for a time.

1942 -- Fall. Major Harold C. Magoon (then Captain) replaced Major William T. Smith as Army Supervisor of the Primary Flying School.

Major Smith was transferred after less than a year in the assignment.

Major Magoon was one of the original officers at Primary, beginning as a Lieutenant. He and Captain John G. Penn were the original two officers assisting Captain Parrish in beginning Primary operations. Captain Penn was a Virginia Military Institute graduate and was Commandant of Cadets at Primary from its beginning to the end.

Major Magoon continued as Army Supervisor until the school was deactivated in the Fall of 1945 (11/30/45). His home was Buffalo, New York.

As was the case with the two former Army Supervisors, Major Magoon was indeed a fine officer and person to work with.

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1942 -- December. The Civil Aeronautics Authority's Civil Pilot Training program underwent a transition to CAA War Training Service fully to support pilot training needs of the Air Corps and Navy. (MILITARY PROGRAM)

However, some Civilian Pilot Training commitments <sup>continued to be</sup> funded, and by mid-1943, I believe, all such programs which were not essential to needs of the military ~~were~~ phased out.

CAA War Training was military in character. It trained pilots to support operations and flying training of the Air Corps and Navy, rather than for combat service. The Army Air Forces reserved for itself combat pilot training. CAA's Service was to train non-combat pilots for various essential services.

Its first trainees were required to be Air Corps Reserve enlistees. However, beginning September 1943 all trainees were members of the Armed Forces on active duty.

From the very beginning of the program some were given elementary flight training for glider piloting and for service as liaison pilots for the

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artillery. The majority, though, took courses beyond the elementary on and some became flight instructors for Army primary training contractors, and some for instruction in Basic cadet training. I believe that some were whipped into shape for Air Transport service. (One of our white pilots, Mr. Camilleri, became an air transport pilot, and whenever he was close to Tuskegee he sometimes telephoned me. On one occasion he came to Tuskegee to visit.)

Before CAA went over to War Training, I believe it had provided training that enabled some 10,000 men approximately to become instructors at Army contract schools such as our's. However, the training for such service under War Training did not benefit us. For one thing we didn't request such instructors, since we struggled to keep our pilot staff Negro.

One program the Division of Aeronautics profited by was contracts with War Training for Indoctrination Flight Training of aviation cadet candidates in the Air Corps' College Training-Aircrew program on the campus of Tuskegee Institute.

Such Indoctrination flight (10 hours of dual instruction in light planes) was provided under the War Training Service program for Aircrew College Training aviation cadet candidates all over the nation in such Army and Navy college programs.

10,000	10,000	10,000	10,000
25,000,000	25,000,000	25,000,000	25,000,000
3,967	3,967	3,967	3,967
55,372	55,372	55,372	55,372
39,572	39,572	39,572	39,572

As of mid-August 1943, some 14,001 aviation cadet candidates in colleges all over the nation were undergoing Indoctrination Flight training, along with academic college instruction, under the Army and Navy aircrew programs.

Tuskegee Institute's flight instructors were subsequently put in the Air Corps Enlisted reserve. This safeguarded them again the draft. However, any that withdrew from our employ would be immediately called to active with the Army. Only one pilot ever withdrew. He was John Pinckett, who felt he could progress militarily. However, he turned up at the Tuskegee Army Airfield as an enlisted man, if I remember correctly. Between the administrations of the two airfields we were able to do something to help him, but I don't recall the details.

I believe the safeguard mentioned above accounted for the number of pilot from the country at large who migrated to Tuskegee Institute to qualify as instructors.

Of course, some of our pilots did withdraw to become military pilots and entered training at the TAAF. To mention some that readily come to mind: William A. Campbell, Richard A. Dawson, Charles W. Stephens. I am sure there were others.

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Civilian Pilot Training

Congress and the Civil Aeronautics Authority were foresighted enough to produce a pool of men, and women, who had learned to fly, using the facilities of Civil Aviation to produce it. The nation was indebted to these agencies for their foresightedness, for without this pool The United States could not have gone forward as rapidly as it did in the development of its air power. The trainees may not have been ready to fly fighter planes and bombers, but they were sufficiently advanced in flying to more rapidly acquire a mastery of military piloting.

The program that produced this pool was CAA's Civilian Pilot Training Program, begun the latter half of 1939. With it came the Negro's opportunity to demonstrate. With 1943 came a reorientation of program and change of name from "Civilian Pilot Training" to "CAA War Training," because the United States for some time had been at war with Germany, Italy, and Japan.

Civilian Pilot Training: (Phase I)

For this phase, Congressional appropriations and training were as follows:

Fiscal Year ending June 30	Appropriation	Student/Courses Provided	No. of Courses Successfully Completed
1940	\$ 4,000,000	10,281	8,967
1941	37,000,000	65,991	55,372
1942	25,000,000	49,490	39,552

The courses provided include elementary, secondary, and advanced courses such as secondary instructor, cross country, instrument,--all of which Tuskegee Institute offered as a Center of CAA training for Negroes. The elementary course alone, which yielded the Private Pilot license, enrolled during the years 84,318 students of which 70,204 successfully completed the work. These graduates were the resource for advanced training. Many went on to qualify as commercial pilots and instructors. Tuskegee Institute relied heavily upon graduates of the advanced courses for its instructors on both the Army program and the Civilian Pilot Training and War Training programs.

CAA War Training (Phase II)

Congressional appropriations for this phase were as follows:

Fiscal Year Ending June 30	Appropriation	
1943	\$ 72,677,450	(of which \$36,000,000 was made available under regular appropriation, and \$36,677,450, in a supplemental appropriation)
1944	89,020,239	(Which was composed of \$29,000,000 regular CAA appropriation; \$40,216,239 Navy working fund; \$19,404,000 Army working fund.)
Total, Phases I & II	\$227,697,689	

Note: Statistics by R. McLean Stewart, Executive Director of Training, Civil Aeronautics Administration, August, 1943.

1942 -- December 26. Colonel Frederick V. H. Kimble was transferred from his command of the Tuskegee Army Airfield to service at Cockron Field, Macon, Georgia, as Commander of the 27th. Training Wing. (MILITARY PROGRAM)

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After eleven months at Tuskegee, Colonel Kimble was transferred to Cockron Field, Macon, Georgia as Commander of the 27th Training Wing.

Colonel Kimble deserved high praise for getting the plans for training and operation at TAAF in actual operation. Also I believe he was sincere and believed in the success of the training of Negroes for combat pilots. A long article appeared in the NEW YORK SUN, February 1942, based on an interview with Colonel Kimble, the writer, and observations on the training being done at the TAAF and the Primary School. Reading it, one would have no question about his sincerity and enthusiasm over the potential and progress of the Negro in training for combat piloting.

His undoing was no doubt the manner in which he catered to southern prejudices in fostering and maintaining segregation at the Base. Considering that Colonel Kimble was an Oregonian one would not expect this. But our own experience in the south did not support such expectation. Too often northerners would lean farther backwards in the practice of discrimination than the southerners themselves. Frequently, for example, we would

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take the occasion to visit, or send our key personnel to observe operations at other Primary Schools in Alabama and bordering states. In every instance except one we were cordially received and accorded hospitality. That one exception was an installation where a northerner was in charge. On the other hand, except for Colonel Parrish's short stay at the Primary Field, throughout the program the two Supervisors of Army personnel representing the Government or Air Corps were northerners. One could not wish to work with finer people, and neither would ever have tolerated any semblance of the practice of segregation on the part of their personnel, including civilian whites of the town of Tuskegee. Of course the control was somewhat different from the TAAF, since the War Department contract placed the final responsibility upon Tuskegee Institute for the training of cadets, and the ownership and operation of the field was Tuskegee's. Nevertheless this did not influence what I have just said. The two races mingled very freely and developed close working relations. There was one lunch room for all. If any local whites resented guard gate regulations or policies at the field, it was never reported to me.

Without a doubt the resentment of Negroes over Colonel Kimble's policy and publicity in the Negro press about the various discriminations at the field just about punctuated the Colonel's tour at Tuskegee.

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1942 -- December 26. Major Noel F. Parrish was promoted to Colonel and succeeded Colonel Frederick V. H. Kimble as Commanding Officer of the Tuskegee Army Airfield. (MILITARY PROGRAM)

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Elsewhere we gave a resume of Major Parrish's career, in connection with his selection as the first Supervisor of Army Personnel at the Primary School.

The general expectation was that Colonel Parrish would change the discriminatory policies of Colonel Kimble, but nothing was ever done of any consequence in this regard. His personality, understanding of how the Negro thought, and appreciation of the unfairness of segregation probably enabled him to make the policies more palatable.

As Lieut. Francis put it in his book on The Tuskegee Airmen, - "Colonel Parrish was a soldier and a gentleman, with understanding and patience. He read extensively, met Negro leaders, and talked freely with everyone. As a result he developed a keen awareness of the psychological effect of the Traditional southern practices upon Negroes. This enabled him to carry out his assignment and the policy of the War Department in regard to Negroes without arousing too much resentment."

Looking at the situation in perspective, Colonel Parrish had seen two Commanding Officers transferred,--one a liberal and the other a strong

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supporter of local prejudices in administering the TAAF. He was more than in the middle of two fires in assuming command, for there was the Army and its policies on top of him, both of which were dominated by southern career officers. Any marked tendency or action in either direction may have spelled the end of his career at Tuskegee and affected his record with the Army. One will never know if any such analysis entered his mind, but one in his place might well have included it in arriving at an approach or course to take in administering the TAAF.

Somehow, I believe a more courageous stand, with the aid and support of Dr. Patterson, in Washington DC at the outset might well have effected a substantial change in Colonel Kimble's policy and precluded much of the disappointment of Negro pilots returned from combat who were stationed at the field. His failure in this regard spelled the eventual closing of the TAAF, which might well have become the base of the 477th Composite Group under the command of Colonel Benjamin O. Davis, Jr. pending the integration of Negroes in the Air Force.

More on the Human Interest side:

When Primary School operations began, Colonel Parrish and I adopted the practice of conferences each morning on matters of Primary School operations. Colonel Parrish (Captain, then) was Supervisor of Army Personnel

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at Primary for only about four months of actual training operations. The classes were very small and the policy was to feel our way for a while. For lack of any real major matters to take up, the conferences usually drifted to matters of race relations. His thirst to get to the bottom of segregation and racial differences was incessant.

Very frequently our conferences extended from his statement, for example, that "I was out with a lady last night (it could have been a man, but it was usually a lady) and she said 'Negroes should be made to stay in their place,' and I asked her what is the Negro's place?" From then on he would relate her points of view or arguments and tell of how he responded to them, to her frustration and confusion. Or, "I flew up to Chicago to see the play (some stage production on race) over the week-end and ... ." He had given a lot of thought to an analysis of the thinking of the principal characters in the play and what the central message was that it sought to leave with the audience. Or it was the good fortune to engage some outstanding Negro actor, or scholar, or other in a discussion about some matter of race or race relations. One day I asked of how he became so interested in relations and thinking of whites and Negroes. If I am not mistaken, he told me that back in Texas, as a small child, he noticed that Negroes did not attend or were not welcomed in his father's church. So he drew up a questionnaire and circulated it among the members for reasons as to why they would not sit by a Negro in church.

(MILITARY PROGRAM)

GENERAL NOTES

Army Primary

Division of Responsibility

The contract with the War Department held Tuskegee Institute, as well as the some 70 commercial aviation institutions over the nation, responsible for making all physical and other provisions to conduct the training of aviation cadets in keeping with the program of instruction which was a part of the contract. This included ground and flying instructors, aeroplane maintenance personnel, and all other supporting service personnel. Also was included the housing and feeding of cadets. The contractor's General Manager in our case was the Institute's agent responsible for meeting the terms of the contract and to whom all civilian personnel reported. Aeroplanes for training, as well as repair and service parts and materials were provided by the Government and stored at the field under the control of military personnel. Text books and teaching aids were also furnished by the Government.

On the other hand, an Army Supervisor, or Air Corps flying officer, and a detachment of officers and enlisted men were stationed at the operation. Under the Supervisor were officers and enlisted men to check progress of cadets in flying training at various stages of instruction, inspect maintenance operations, issue supplies, keep check records on service and flying time on aeroplanes, conduct physical education for cadets, provide medical services for cadets and other military personnel, control life in the

barracks and in general regarding cadets, etc., including like trainer instruction.

The prime responsibility for the operation was with the contractor and in turn, the General Manager. But the Army Supervisor not only administered the military side and supervised officers and enlisted men, but rather was responsible to higher authorities inspect the contractors operations for compliance with the contract.

The degree of excellence <sup>or</sup> non-excellence <sup>of the operation</sup> depended much upon the working relationships between the General Manager and the Army Supervisor. In our case the three Army Supervisors were well trained men, competent, and fine examples as persons. They were most cooperative, tolerant, and ready and willing to help the contractor whenever needed.

The operation was inspected by three teams, any of which could be expected to fly in at any time for a formal inspection. Before leaving the field they always went over ~~the~~ deficiencies with the contractor, giving him the opportunity to throw further light on the matter, supply additional information on the subject, or get a clearer understanding of some short-coming. Written reports followed, through the Army Supervisor, which usually started with "deficiencies of previous inspection not found to be corrected. And followed by "deficiencies found on this inspection not previously reported" and ended with comments in general and on specific items.

The inspection teams were from: Headquarters of the Wing Commander; Headquarters of Southeast Training Center; and Headquarters-Washington, D.C.

The idea we had was to correct, if at all possible, all deficiencies reported before the next inspection, but certainly not have one repeated more than once.

The Army Supervisor helped also in providing the contractor on loan certain equipments. For example, we were in need of two trucks for maintenance and hauling. Two were requisitioned from Maxwell Field, which we kept for the duration of the program. And there was the procurement for us of portable equipment for night-lighting the field runways. Further, the Army Supervisor would write, or cause to be written supporting statements for procurement of priorities for purchase of materials and equipment which were not available to civilians during the War II, and for the procurement of miscellaneous equipment or building materials which would otherwise be unavailable.

Rating of Contractor's Operation

There were probably 40 contract schools such as our's in the Southeast Training Center. Eventually the Center began regular (monthly I believe) raking of the various schools on the basis of total operations,--all aspects. Tuskegee Institute's operation was No. 1 on the list more than once, and was



generally near the top, but never at the very bottom.

Facilities and Services

We have mentioned elsewhere the facilities and services available to aviation cadets on the campus of Tuskegee Institute, where mess and barracks were provided, which distinguished this Primary Flying School from those throughout the Southeast Training Center's area. Registered at the Dorothy Hall guest house we relatives, friends or fiancées of cadets pretty much throughout the years, even those who had been transferred to the Tuskegee Army Airfield.

However, when the Tuskegee Army Airfield got going, and Captain Drye had his musical organization on a going basis, it was found that many members of the leading dance bands of the country were in it. Cadets didn't have the worry about getting top notch combos and dance bands for their social affairs. Also, Captain Drye's TAA band was among the best and provided the music for parade formations on the campus, and particularly the parade at the graduation exercises of our Primary School which occurred every five weeks, at which time the General Manager awarded graduation certificates to cadets finishing which were signed by Dr. Patterson.

Discipline and Safety Record

Discipline and a good safety record are closely related and were cemented together by what the Army Supervisor and I considered a good organization. Comparing the discipline and organization of the Primary School and the Tuskegee Army Airfield, I believe many, including cadets trained at both, would give the Primary the edge.

Accidents were few. Forced landings were not too frequent, considering that we took the raw flying cadets for training. Only one fatal accident ever occurred. A cadet soloing ran into a dual ship in the air. The cadet parachuted to safety and got to the airdrome. The instructor and cadet in the dual instruction ship died instantly,--their bodies being dismembered.

To my knowledge only one instructor was ever hospitalized as a result of an accident in the course of instruction. One mid-day a 50-60 mile wind hit the field without warning. Cadets and instructors in flight who saw the situation flew beyond the disturbance. Some were in the process of landing at the time and somehow managed to get safely to the flying line. Hector Strong and his student took off again but were forced to the ground on a nearby hill, causing injury to Strong. I don't believe the cadet was hurt.

(To my knowledge there was never an accident resulting in any injury to

a student or instructor in connection with the CAA programs conducted at Airport No. 1. A few ships were damaged in forced landings, but never any cuts or scratches to occupants as a result.)

Wash-Out Rates

As an average, the Air Corps figured (in 1941) that 40% of the cadets entering Primary Flying would be washed-out; 6% of those entering Basic would not be continued; and 1% of those entering Advanced Training would be eliminated.

Memo

It would be interesting to check our record against this, combining all the classes and taking the total number of cadets entering Primary over the four years and comparing this with the total number graduated and sent to Basic.

Figures

The payment rate in our initial contract was \$17.50 per hour of flight instruction. This mean \$1,050 for a cadet finishing the 70-hour course, and \$17.50 times the number of hours given those who did not finish Primary. Cadets paid us directly, from their pay or allowance, \$1.00 per day for

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mess, and 66-2/3 cents a day for barracks.

One aircraft for training was furnished by the Air Corps to the contractor on loan for every three cadets in training, exclusive of aircraft furnished the military stationed at the field for check-flighting and staff travel.

Transportation

At the peak of enrollment, the Institute had two 30-passenger busses in operation, in addition to station wagons (2), which ran regular schedules between the campus and the airfield, so that getting to and from the airdrome was no problem and timely. (These busses also were able to handle transportation of CPT students to and from Airport No. 1.) "Pop" Frazier was in charge of transportation.

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TUSKEGEE UNIVERSITY ARCHIVES AND MUSEUMS

Field Day was quite an event at Primary, as well as a regular one occurring every five weeks approximately. It was a holiday and day of competition, and one when cadets, officers and civilian personnel of both the Institute and Army invited relatives and friends to witness aerial and athletic competition and tour the airdrome facilities. The activities took the morning and afternoon, and I believe the cadets had a dance, dinner or some other form of social event in the evening involving campus or out-of-town girl friends. A surprising number of relatives and parents of cadets came at this time to see their offsprings or relatives in training. Some combined the purpose with seeing Tuskegee Institute of which they had heard so much about.

There was always a visiting officer of high rank as guest who generally presented awards to the winners in aerial competition and competitive drill. The rank was generally either General or Colonel.

Aerial competition was, of course, held at the airdrome. Athletic competition was conducted on the Institute athletic field and attracted also a good many community people. Some of the outstanding Negro athletes of the nation were found among the classes assigned to Primary. Almost the whole range of field events were on the program. Of course there was also the tug of war, as well as the piggie back race.

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General Notes

Since there were always overlapping classes in flight training, -- Upper and Lower, some of the aerial competition was by classes. The high point winner of the day was congratulated by the visiting officer and awarded with a flight in a Basic Trainer assigned to Primary for Officers, --the aeroplane he would fly his Basic Course in at the Tuskegee Army Airfield upon graduating from Primary.

Competitive drill was also something to be seen. The visiting officer would also make the award to the winning company.

It goes without saying that the female contingent of Primary employees of both races came to the field on Field Day with their most captivating dress and make-up.

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1943--January 5. Judge William H. Hastie resigned as Civilian Aid to the Secretary of War. (MILITARY PROGRAM)

His resignation was to become effective at the close of the month. As subsequently reported in an article by Judge Hastie, ON CLIPPED WINGS, he stated he resigned "because of reactionary policies and discriminatory practices of the Army Air Force in matters affecting Negroes."

I, for one, deeply regretted Judge Hastie's resignation. Though he did not subscribe to Tuskegee's premise that separate Air Corps training and combat units were the best guarantees of a fair trial for the Negro in military aviation, nevertheless our ultimate goals were the same. I am sure he respected our conviction even though he did not agree with it. And our talks with him during the height of the controversey, in Washington, were objective and without emotion. Once at Tuskegee he did casually remark "you seem to get what you want," referring to decisions by the War Department.

Judge Hastie led a just cause which was certain to overcome some day. The Army, of which the Air Corps was a part, with its deep seated discriminatory policies and practices at the time in matters affecting the Negro was indeed a formidable foe to take on almost single handed, but he did it with great courage and distinction, which won the respect and high regard

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for him on the part of his opponents in the Military Establishment. This was quite obvious from the contacts Dr. Patterson and I had with military leaders in Washington during the controversey.

Therefore we felt we had lost a great champion of fair and equal treatment, as well as integration of the Negro in the Armed Services when Judge Hastie resigned. It was a lot more comfortable for us at Tuskegee to carry out what we believed sincerely would promote the cause in the Air Corps knowing that Judge Hastie was riding herd at the top.

Judge Hastie had every reason to become discouraged or disillusioned, considering the many stone walls faced in his many efforts to combat discriminatory policies and practices. But I feel he was effective more than he realized at the time, judging from changes in Army plans for a more equitable treatment of Negroes in planning the training at Tuskegee. His presence must have kept the Army on its guard constantly. Actually, what Judge Hastie sought took Negro performances in War II and a President of the United States to bring about.

(CONT'D)

TUSKEGEE UNIVERSITY ARCHIVES AND MUSEUMS

THE NEGRO HANDBOOK - 1947  
Current Books, Inc.  
A. A. Wyn, Publisher ---

The Controversy

Many Negroes protested the proposed establishment of a segregated unit of flyers at Tuskegee Institute and several organized groups did what they could to ward off the project. The National Association for the Advancement of Colored People, the National Airmen's Association (colored), and others contended that a separate Negro aviation unit, trained at a segregated field, would be prevented from getting the experience obtained by white flyers who could fly in and out of many different bases.

They objected also to limiting of Negro flyers to pursuit fighting, in which one pilot navigates the plane and maneuvers the guns, on the grounds that this phase of combat duty is the most difficult.

Tuskegee officials, however, favored the plan, contending that a separate Negro flight squadron trained at a segregated air base was better than having no Negro aviators at all. They felt that the plan was a forward step and that more progress would be made in the future.

The 99th Pursuit Squadron was activated and trained there, and that base later became the assembly center of the 332nd Fighter Group, into which later was merged the 99th.

See also pages 136 and 139 of these notes.

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PUBLICATION NOTES ---

The Negro Year Book -- 1941-1946  
Tuskegee Institute

(1) Discrimination in Army Air Forces At the Beginning of War

With the beginning of mobilization in 1940, there was the same kind of discrimination against Negroes in the Army Air Forces as existed in other branches of the Army, Navy, and in defense industries. Typical was the case of Roderick Charles Williams of Chicago who applied for a cadetship in the Air Corps. Williams, a graduate of the University of Illinois, class 1939, had fully met all requirements for admission to cadet training. In response to his written application, he was informed by Major L. S. Smith, acting Adjutant General, as follows:

"The Congress has created several units of the Army exclusively for colored troops but no colored tactical units of the Air Corps have been authorized up to this time. Consequently, no provision has been made by the War Department for units to which the colored race could be assigned in the event of their completing the prescribed course of training to become military pilots. Accordingly, favorable consideration

cannot be given your application for flying cadet appointment at this time. The supporting papers which accompanied your application are returned herewith.

"It is suggested that you communicate with the Administrator, Civil Aeronautics, Washington, D. C., who, it is understood, has designated certain civilian flying schools for the training of colored pilots."

(2) No Military Aviation For Negroes Before 1941

In the fall of 1940, the War Department announced that "Negroes are being given aviation training as pilots, mechanics, and as technical specialists. This training will be accelerated." Investigation revealed, however, that such training was civilian rather than military in nature and was being given in a small number of Negro colleges and one private air field, all under the supervision of the Civil Aeronautics Administration. The training thus received by Negro men gave no military status and no assurance of military acceptance at the completion of the courses.

(CONT'D)

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TUSKEGEE UNIVERSITY  
ARCHIVES AND MUSEUMS

Publication Notes (cont'd)

Note (2) cont'd --

This situation brought about protests from many quarters. Suits were brought against members of the War Department to compel the admission of qualified Negro men to the military aviation centers. One of the results of the persistent protests was the establishment by the War Department of an aviation unit at Tuskegee, Alabama, to train Negroes for pursuit flying. While not entirely satisfactory from the Negro point of view, the establishment of this training center was considered by many to indicate progress toward a solution of the problem.

ing, offered at five Negro colleges and one private air field, all under the supervision of the Civil Aeronautics Administration. The men thus trained had no military status during their training and the Army was not obligated to accept them after they had finished their training.

Army command, whenever a new type of unit is authorized, to prepare it writing a careful and detailed statement describing the new unit, the things it is to do, and how it is to do them. No such guiding statement was prepared for the Aviation Squadrons (Separate). A unit of 250 Negro soldiers was merely assigned to an air field for use in such manner as the local commander might see fit. "Except as individual commanders on their own initiative have found some military function for particular small groups of men, the characteristic assignment of the Aviation Squadrons (Separate) has been the performance of odd jobs of common labor which arise from time to time."

The Negro Year Book - 1941-1946  
Tuskegee Institute

THE NEGRO HANDBOOK - 1947  
A. A. Wyn, Publisher

(3) In October, 1940, the War Department announced that "Negroes are being given aviation training as pilots, mechanics, and as technical specialists. This training will be accelerated." Upon investigation, however, it was learned that the only aviation training given to Negroes in 1940 was training in civilian rather than in military flying.

(4) Separate Aviation Squadrons For Negroes  
In its statement of mobilization plans for 1941, the Air Command provided for the establishment of ten Negro units of 250 men each, to be designated as "Aviation Squadrons (Separate)." In the judgment of William H. Hastie, sometime Civilian Aide to the Secretary of War, the Aviation Squadrons were not intended to function other than as organizations "for Negro enlisted men in the Air Corps." In a statement released to the Negro press, Hastie declared: "These units have never had a defined function. It is the practice of the

Publication Notes (Cont'd)

Current Books, Inc.  
A. A. Wyn, Publisher

THE NEGRO HANDBOOK - 1947

(5) Aviation Squadrons (Separate)  
When mobilization for defense was begun by the United States in 1940, Negroes began to agitate for equal opportunities to serve in all branches of the armed forces. In October, 1940, a release was issued by the War Department and the White House stating that Negro organizations "will be established in each major branch of the service."

In a public release issued to the Negro press, Judge Hastie wrote:

These units have never had a defined function. It is the practice of the Army Command, whenever a new type of unit is authorized, to prepare in writing a careful and detailed statement describing the new unit, the things it is to do, and how it is to do them. No such guiding statement was prepared for the Aviation Squadrons (Separate). A unit of 250 Negro soldiers was merely assigned to an air field for use in such manner as the local commander might see fit.

With this statement of policy to follow, the Air Command included in its mobilization plan for 1941 the establishment of ten Negro units of 250 men each, to be called "Aviation Squadrons (Separate)," and arranged to organize 2500 Negro soldiers into these units.

According to Judge William H. Hastie, former civilian aide to the Secretary of War, who resigned on January 6, 1943, in protest against the Army's policy of segregation and discrimination against Negroes, the Aviation Squadrons (Separate) never had a defined function, but were organized to provide "some provision for Negro enlisted men in the Air Forces."

every Army air field of any size included one of these units. There were no equivalent white organizations.

THE NEGRO HANDBOOK - 1942  
Wendell Malliet and Company

(6)

Continuing their efforts to open up equal opportunities to serve in the armed services of the country, during the latter part of 1940 Negroes began to concentrate their efforts on breaking down color barriers in the Air Corps branch of the Army. In January, 1941, under the direction of the National Association for the Advancement of Colored People a Howard University student, Yancey Williams, filed suit against the War Department to compel his admission to an air-training center. Almost immediately following the filing of the suit, the War Department announced that it would establish an air unit near Tuskegee Institute, Ala., in cooperation with Tuskegee Institute, for the training of colored pilots for the Army, to be called the 99th Pursuit Squadron.

From  
THE NEGRO HANDBOOK  
The Macmillan Company  
1949

STATISTICS ON NEGRO PERSONNEL IN ARMED FORCES

Source: Official Government Reports and Releases

	THE ARMY				
	As of Feb. 29, 1944	As of Sept. 30, 1944	As of Feb. 28, 1945	As of Aug. 31, 1945	As of Jan. 1, 1946
<b>Total</b> .....	664,066	701,678	690,282	695,264	372,369
<b>Air Corps (see breakdown below)</b> .....	77,335	73,688	63,079	80,606	51,664
Infantry .....	44,002	49,983	52,884	48,861	19,198
Coast and Field Artillery .....	50,955	36,302	27,163	19,819	6,517
Cavalry .....	9,043	867	770		
Engineers .....	106,514	133,180	140,154	135,584	58,658
Women's Army Corps .....		4,003	3,961	3,671	
Other .....	376,197	408,160	406,232	320,854	191,718
<b>COMMISSIONED OFFICERS</b>					
<b>Total</b> .....	4,979	5,804	6,548	7,768	4,743
Dental Corps .....	77	101	120	116	79
Medical Corps .....	467	463	569	576	331
Nurse Corps .....	219	247	343	479	318
Chaplains .....	205	236	260	257	143
Women's Army Corps .....			117	115	
<b>SERVING OVERSEAS</b>					
<b>Total</b> .....	284,664	411,368	497,566	475,950	216,897
Women's Army Corps .....			709	820	283

(There was one battalion of Airborne Troops, the 555th Parachute Infantry Battalion, did not see service overseas.)

\* No figures given in the official releases, although WACs were serving at the time.

† The development of policies under which Negroes were admitted to the various branches of the armed services during the earlier years of the war is treated in the 1944 issue of *The Negro Handbook*.

Negroes served in all branches of the Army and Navy during World War II, although in some services they were limited to the proverbial handful, as the statistics show. This policy of the use of Negroes in all branches of the armed forces was developed during this war.

The last branch of the Army to accept and train Negroes was the Infantry Airborne service. One battalion of Negro parachute troops was trained in this service during the latter days of the war, but it did not get into service overseas.

The proportion of Negroes in the Army ranged between eight and ten percent. It was announced by the War Department at the close of the war in Europe that Negro troops would make up ten percent of the United States Army occupation forces in Germany. They were also a representative part of the occupation forces in Japan and other areas of the Pacific.

The Army announced in May, 1946,

that Negroes would compose ten percent of the postwar or peacetime army of the country. During the war, a Negro reached the rank of brigadier general in the Army, for the first time, and approximately 34 Negroes were colonels and lieutenant colonels. The highest rank given Negroes in the Navy was that of lieutenant.

Naval policies which had been gradually liberalized during the earlier years of the preparation for defense and the war, were still further liberalized in 1944 and 1945. Negroes were commissioned as officers in the various branches of the naval service, both male and female, except the female branch of the Marines. In April, 1942, the Navy abolished its traditional policy of admitting Negroes to the mess branch only, and recruited them in general service.

The Coast Guard had commissioned two Negro officers in 1943.

Trainers from the naval training centers and schools at Great Lakes and Hampton were given ratings and put into general service on all classes of ships.

Two fighting ships were manned by predominantly Negro crews.

The Marines and the Coast Guard continued to open opportunities for Negro advancement, and the female branches of the Navy, the WAVES and the SPARS as well as the Nurse Corps, were opened to Negroes.

Negro Personnel In The Armed Forces pg.2

Publication Notes (Cont'd)

THE NAVY

As of September, 1945

(The numbers in thousands are estimates, according to Navy officials who issued the statistics below.)

Total	165,000
General Service	90,000
Construction Battalions (Seabees)	12,000
Stewards' Branch	75,000
Women's Naval Reserve (WAVES)	68
Commissioned Officers	52
Dental Officers	2
Medical Officers	2
Nurses	4
Chaplains	2
WAVES Officers	2
In Officer-training Schools	37
Overseas	123,069

THE COAST GUARD

As of September, 1945

Total Enlisted Men	3,627
Commissioned Officers on Active Duty	4
Warrant and Petty Officers	968
Women's Auxiliary (SPARS)	5

THE MARINES

As of September, 1945

Total Enlisted Men	16,944
Officers	
Combat Troops	11,781 †
Non-Combat and Mess	5,163
Overseas	12,462
Women	0

\* As of July, 1944.

† As of November 10, 1945.

NEGROES SERVING OVERSEAS IN THE ARMY, BY WAR THEATERS

As of Aug. 1945

	As of Aug. 1945	As of Jan., 1946
Pacific Theater	206,512	130,019
China-India-Burma	23,892	10,135
Alaska Area	4,726	2,086
Africa-Middle East	585	406
Mediterranean Theater	43,747	6,125
Persian Gulf	80	
Caribbean Defense	2,763	1,489
European Theater	181,620	61,085

NEGROES IN THE ARMY AIR FORCES BY BRANCHES

As of August, 1945

Total	80,806
Pilots, Technicians and Mechanics	6,000
Pilots	563
Navigators	130
Bombardiers	189
Communications Officers	34
Weather Officers	9
Total Officers	925
Radio Operators	657
Crew Chiefs	379
Radio Technicians	88
Airplane Engine Mechanics	1,369
Propeller Technicians	56

(There were ten Air Base Security Battalions, combat troops, who guarded air bases overseas.)

1943 -- . The 301st Fighter Squadron was activated at Tuskegee Army Airfield. (MILITARY PROGRAM)

"The 301st Fighter Squadron was activated at Tuskegee in the early part of 1943. It, too, like the 100th, had a series of Squadron Commanders. Captain Charles DeBow was the first to fill the position. During his command, the squadron was ordered overseas. Captain DeBow was relieved of his command in April, 1944, and Lieut. Lee Rayford replaced him.

"Lieut. (Major) Rayford was returned to the States after completing his tour of duty and Major Armour C. McDaniel took over the command. A change in command was again necessitated when Major McDaniel was shot down over Berlin in March 1945. Captain Walter Downs then became the new leader and held this position until the outfit returned to the States at the close of the war."

---The Tuskegee Airmen  
Charles E. Francis

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1943 -- . Dr. Patterson travelled to Washington, D. C. in the interest of getting the 99th Pursuit Squadron moved from Tuskegee to combat. (MILITARY PROGRAM)

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The 99th Pursuit Squadron had been ready for combat for months. The men were overtrained and restless, if not disillusioned. Apparently Tuskegee Army Airfield and Maxwell Field efforts produced no results. Dr. Patterson was called upon, inasmuch as the Institute still had the ear of the powers in Washington headquarters.

Dr. Patterson is the only one that can relate the course he took in Washington. But, if I remember correctly, he had reached a point where it seemed he needed to contact President Roosevelt. He wasn't available immediately, and Dr. Patterson got to see Mrs. Roosevelt. After talking to her, I believe he felt the message would reach the President. At least he came back to Tuskegee satisfied with accomplishments in Washington.

(The account under this caption should be rewritten by Dr. Patterson)

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1943 -- Spring CPT Session. Tuskegee Institute received contracts for ground school and flight training under Civilian Pilot Training as this program phased out and became strictly a military training program under the name, "CAA War Training Service."

Base Location, College	Graduated(x)	Next Course or Assignment	Remarks
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SPECIAL NOTE

I believe the CAA War Training Program began during the late Spring or Summer of 1943. The records will indicate when.

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1943, Spring, Sequence pg 2

Quota:  
Ground school instructors:  
Flight instructors:  
COURSE: Elementary Course  
TRAINEES:

Name, Home Location, College	Graduated(x)	Next Course or Assignment	Remarks
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TUSKEGEE UNIVERSITY  
ARCHIVES AND MUSEUMS

Ground school instructors:

Flight instructors:

COURSE: Secondary Course

TRAINEES:

Name, Home Location, College Enrolled in	Grad- uated(x)	Next Course or Assignment	Remarks
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1943, Spring, Sequence pg 4

Notes:

Ground school instructors:

Flight instructors:

COURSE: Cross Country Course

TRAINEES:

Name, Home Location, College Enrolled in	Grad- uated(x)	Next Course or Assignment	Remarks
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420

Quota:  
Ground school instructors:  
Flight instructors:  
COURSE: Instructor Course  
TRAINEES:

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Name, Home Location, College  
Enrolled in

Grad-  
uated(x)

Next Course  
or Assignment

Remarks

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Quota:  
Ground school instructors:  
Flight instructors:  
COURSE: Instrument Flying Course  
TRAINEES:

Name, Home Location, College  
Enrolled in

Grad-  
uated(x)

Next Course  
or Assignment

Remarks

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1943 -- February . Secretary of War Stimson visited Tuskegee to inspect the 99th Pursuit Squadron. (MILITARY PROGRAM)

Lieut. Melvin T. Jackson, Jr. succeeded the squadron until he returned to the States in the spring of 1943. Captain Vernon C. Payson, the next Commander, carried out his duties until the squadron was deactivated in March, 1945.

--- The Tuskegee Airport  
Charles E. Francis

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1943 -- March . The 302nd Fighter Squadron was activated at Tuskegee Army Airfield. (MILITARY PROGRAM)

(This was the last group activated at Tuskegee.)

"The 302nd was the last group to be activated. This occurred in March, 1943, under the leadership of Lieut. William T. Mattison.... This particular unit of the group, however, encountered adverse conditions. In the beginning, the unit was considered only a pool for the other two squadrons. Most of its personnel, both officers and enlisted men, were considered the least desirable members of the group.

"The seeming disregard of the ability of the members of the 302nd, however, played a very potent part in welding it into a capable and effective outfit. The men realized that whatever they did wrong would reflect on the squadron and at the same time substantiate opinions about their characters and abilities. They were determined to do everything a little better than the other squadrons of the group. The 302nd began demonstrating its possibility as a fighter unit on maneuvers in the North woods of Michigan. Here the squadron developed the team spirit that it carried into combat.

In the summer of 1943 Lieut. Mattison was replaced by Lieut. Robert Tresville. Tresville commanded the squadron only a short time before being

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transferred to the 100th Fighter Squadron. Lieut. Edward C. Gleed succeeded Lieut. Tresville and carried the squadron overseas. On April 10, 1944, the squadron received a new Commanding Officer, Lieut. Melvin T. Jackson. He commanded the squadron until he returned to the States in the spring of 1945. Captain Vernon C. Haywood, the next Commander, carried out his duties until the squadron was deactivated in March, 1945."

--- The Tuskegee Airmen  
Charles E. Francis

--- Negro Year Book  
1941-1946  
Tuskegee Institute

1943 -- March 27. The 100th. Fighter Squadron was transferred from Tuskegee to Selfridge Field, Mt. Clemens, Michigan, as a component of the 332nd Fighter Group. (MILITARY PROGRAM)

The unit was known as the 2211th Air Base Unit (College Training, Airmen). It was under the command of Captain Theodore H. Randall (Negro).

"The Squadron remained at Tuskegee until March 27, 1943, and was then transferred to Selfridge Field, Mt. Clemens, Michigan, as a component of the 332nd Fighter Group. Changes in officer personnel were made in July of the same year. Lieut. Mac Ross now became the Group Operation Officer. This promotion of Mac Ross left the Squadron without a Commander. This vacancy was quickly filled by the appointment of Lieut. George Knox as Squadron Commander. Lieut. Elwood Driver took over the command in December 1943, but his assignment lasted only a week. He was succeeded by Lieut. Robert B. Tresville, a graduate of the United States Military Academy."

If I recall correctly, Captain John A. ... in this program at some point.  
-- The Tuskegee Airmen  
Charles E. Francis.

1943 -- April 2. The 99th Pursuit Squadron boarded an evacuation train enroute to  
oversea duty. (MILITARY PROGRAM) at Chatham

**The 99th Pursuit Squadron**

Activated on March 15, 1941, as the first all-Negro air unit, this Tuskegee trained unit of fighter pilots was committed to combat on June 1, 1943, after further training by veterans of the Panbian campaign. It flew its first mission over an air base at Erdjouna, the following day. Other early missions were over the island of Pantelleria, Italian stronghold guarding the Sicilian straits. Six of its pilots had their first brush with enemy aircraft over Pantelleria, and pilots of the 99th dive-bombed Pant-beria daily until it was surrendered on June 11, 1943.

Next came the Sicilian campaign. During the first nine days of July, 1943, these Negro pilots escorted bombers to Sicily. On every trip they were attacked by superior numbers of enemy fighter planes. By the middle of July the 99th was escorting bombers over Italy. In a dog-fight over Sciacca, Italy, one day, First Lt. Charles B. Hall, of Brazil, Indiana, shot down the first Axis plane officially credited to the 99th Squadron. On that same day the 99th, flying close escort for medium Mitchell bombers, probably destroyed two more German planes and damaged three.

General Eisenhower was at the air base with the squadron's commander, Lieutenant Colonel (now colonel) Benjamin O. Davis, Jr., when Hall and the others landed after that fight and congratulated them on their first confirmed victory. From June 1 to September 3, 1943, the 99th Squadron participated in about 800 sorties over north Africa, Sicily and Italy.

The 99th Squadron, by this time based in Italy, had its biggest day on January 27, 1944. In one of the fiercest air battles of the Italian campaign, over the Anzio beachhead, south of Rome, Negro pilots of the 99th Squadron scored eight confirmed victories over the Germans. Bent on driving the Allied landing force out of its beachhead, a hundred or more Messerschmitt 109's and Focke-Wulf 190's came over in two attacks, morning and afternoon on that day. Twenty-eight were destroyed and the 99th got eight of them, the largest number credited to any single squadron that day. On January 28, 1944, the 99th shot down four more enemy planes. Allied fliers brought down 16 Focke-Wulfs and 3 Messerschmitts on February 7, 1944, three of these being brought down by pilots of the 99th. In ten days over Anzio beachhead, the 99th brought down 16 enemy planes, and received special commendation of ranking Army Air Forces officers. Then commending the outfit was Major George S. Roberts, Fairmont, West Virginia, who succeeded when Lieutenant Colonel Benjamin O. Davis, Jr., returned to the States to head the 332nd Fighter Group.

Exactly one year after they had flown their first mission over an enemy air base at Erdjouna, North Africa, pilots of the 99th, on detached service with the 332nd Fighter Group, flew their five-hundredth combat mission. The 99th flew 3,725 sorties during its first year of service. During the first year, the squadron lost 12 pilots—five killed in action, four reported missing, and three known to be prisoners of war.

The 99th Fighter Squadron (formerly the 99th Pursuit Squadron), having undergone many changes in the process of demobilization, is functioning as a unit in the postwar Army Air Force. Under command of Major William A. Campbell, Tuskegee Institute, Alabama, it is a part of the 477th Composite Group, stationed at Lockbourne Army Air Base, near Columbus, Ohio.

Units of combat activities drawn from news releases, Bureau of Public Relations, and Records, War Department.

West Point graduate, and member of first class of pilots trained at T.A.A.F.

--Negro Year Book  
1941-1946  
Tuskegee Institute

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1943 -- Spring . Tuskegee Institute entered into contract with the Army for College Training, Aircrew, of enlisted men. (MILITARY PROGRAM)

The unit was known as the 2211th Air Base Unit (College Training, Aircrew). It was under the command of Captain Theodore H. Randall (Negro).

I was not too familiar with this unit, beyond the Indoctrination flight the Division of Aeronautics gave under CAA War Training contracts. The subjects taught on the campus, pay to Tuskegee Institute, etc. would be in the files, of course, of Tuskegee Institute.

This program was operated at some 153 institutions or agencies. It is obvious, of course, that successful aviation cadet candidates went eventually to our Primary school for flight training as aviation cadets.

If I recall correctly, Captain John A. Welch became involved in this program at some point.

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1943 ---

Tuskegee's Division of Aeronautics entered contract with the CAA War Training Service for indoctrination flight training of aviation cadet candidates stationed at the 2211th Air Base Unit. (College Training, Aircrew) at Tuskegee Institute. (MILITARY PROGRAM)

With the beginning of this training the various Civilian Pilot Training courses begun in 1939 ended.

Under the contract the Institute was to furnish 10 hours of dual flight instruction in light planes, such as cubs (Piper).

I believe that at this point a Resident CAA Inspector came into being. While CAA inspectors had always come in fairly regularly to examine students, inspect aircraft, etc., none had been regularly on duty full-time.

It required 12 flight instructors and a minimum of 12 airplanes on the line daily to handle the training.

Teacher, George Washington Carver, was Henry A. Wallace. On occasion, when he was a Cabinet Member, he spoke at the Institute. He was shown about the field, photographed, and then flown to Atlanta in the Stinson to make connections with his flight back to Washington.

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1943 -- Founder's Day, Tuskegee Institute. The Primary Flying Field was dedicated as Moton Field in memory of Dr. Robert Russa Moton, second president of Tuskegee Institute. (MILITARY PROGRAM)

Colonel B. O. Davis Jr. assumed command of the 332nd Fighter Group. (MILITARY PROGRAM)

After six weeks of intensive training the 332nd Fighter Group was ready for combat. On October 5, 1943, Colonel Benjamin O. Davis Jr. assumed command of the Group and immediately made preparations for combat. A number of experienced leaders when Captain Louis Farnell, Captain Lee E. Smith, Flight Doctor Driver, and Lieut. Graham Smith reported to the Group on December 2, 1943. These men had served their tour of duty with the 99th Fighter Squadron and had volunteered to return to combat with the 332nd Fighter Group.

On December 23, 1943, the 332nd was transferred to the Port of Norfolk at Camp Patrick Henry, Virginia. Here the members of the 332nd had their final processing before embarking for overseas duty on January 3, 1944.

The Tuskegee Airmen  
Charles E. Francis

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TUSKEGEE UNIVERSITY  
ARCHIVES AND MUSEUMS,

TUSKEGEE UNIVERSITY  
ARCHIVES AND MUSEUMS,

GENERAL NOTES

Many distinguished people visited Airport No. 1 and Moton Field during the five years,--probably more visited Airport No. 1, before Moton Field came into being, because of the national publicity the press gave our Civilian Pilot Training activities because of our accomplishments, which persisted in the newspapers for over a year.

We have already noted Visits by Mrs. Eleanor Roosevelt, wife of the President of the United States, and Henry Ford.

When Moton field grew it was such a busy flying operation that Dr. Patterson referred to it as a beehive of activity, and if there were a distinguished or important visitor at the Institute that didn't ask to see our aviation activities, Dr. Patterson personally brought him to the field anyway. And there were numerous notables who came to Tuskegee Institute for one reason or another.

One such visitor who always took the opportunity to look up his old teacher, George Washington Carver, was Henry A. Wallace. On one occasion, when he was a Cabinet Member, he spoke at the Institute. Afterwards he was shown about the field, photographed, and then flown to Atlanta in the Stinson to make connections with his flight back to Washington.

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1943 -- September 2. Colonel B. O. Davis Jr. was recalled to the United States to assume command of the 332nd Fighter Group. (MILITARY PROGRAM)

1943 -- October 5. Colonel B. O. Davis Jr. assumed command of the 332nd Fighter Group. (MILITARY PROGRAM)

"After nine months of intensive training the 332nd Fighter Group was considered ready for combat. On October 5, 1943, Colonel Benjamin O. Davis Jr. assumed command of the Group and immediately made preparations for combat. He was assured of experienced leaders when Captain Louis Purnell, Captain Lee Rayford, Lieut. Elwood Driver, and Lieut. Graham Smith reported to the group on December 2, 1943. These men had served their tour of duty with the 99th Fighter Squadron and had volunteered to return to combat with the 332nd Fighter Group.

"On December 23, 1943, the 332nd was transferred to the Port of Embarkation at Camp Patrick Henry, Virginia. Here the members of the 332nd received their final processing before embarking for overseas duty on January 3, 1944."

--The Tuskegee Airmen  
Charles E. Francis

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TUSKEGEE UNIVERSITY  
ARCHIVES AND MUSEUMS  
TUSKEGEE UNIVERSITY  
ARCHIVES AND MUSEUMS

TUSKEGEE UNIVERSITY  
ARCHIVES AND MUSEUMS



1943 -- December. The graduating class at the Tuskegee Army Airfield included its first group of twin engine pilots. (MILITARY PROGRAM)

Up to this time all graduates were single-engine fighter pilots.

The training of the group of twin-engine pilots began in October, 1943, initiating preliminary training of such pilots with a view to the formation of a Negro Bombardment Group, the 477th, which was formed at Selfridge Field, Michigan, February, 1944.

After the activation of the 332nd, a larger and more complex fighting unit than the 99th, Negroes became insistent in their pleas for acceptance as bombardiers and navigators. There followed the establishment of preliminary training for this type of service at Tuskegee in October, 1943; soon afterwards (training of a similar nature was initiated at Selfridge Field, and the first class of Negro navigation pilots began training at Hondo Field, Texas. Some of these Hondo navigation trainees underwent bombardier training at Roswell Army Air Field, New Mexico, thus qualifying for dual-rating. Meantime, Negroes had been accepted for paratroop training at the Parachute School, Fort Benning, Georgia. In February, 1944 a unit designated as the 555th Parachute Infantry Company became the first Negro parachute unit.

--Negro Year Book  
Tuskegee Institute

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1944

HUMAN INTEREST

True Stories

They said "let's go get the corn," speaking of one of our linemen and a young lady who cooked in Mrs. Johnson's lunch room at Moton Field. They had met at the lunch room door very early that morning, considerably before anyone, except the guards, were at the field. The corn referred to was ripe, in a plot on the edge of the property which had been given over to personnel who wanted to grow a garden. Both being regular workers, the guards paid no attention to their activities. The day before, the young lady had agreed to cook some of the corn for her companion's lunch meal.

Well, they left for the garden. The shortest way was to walk on the ramp where aeroplanes had been staked down the evening before. From there the distance to the garden was only about three or four hundred feet. So there was nothing unusual so far.

But in passing the airplanes one or the other got the idea of using one of the airplanes to ride to the garden and back! Of course, the lineman had started and taxied trainers numerous time, but when he taxied a plane another worker would swing the propeller for him to start the engine. So, he put the young lady in the cockpit and told her to move the throttle a bit as soon as the engine caught. He slung the propeller. In the excitement of her first such venture she pushed the throttle, and the plane went wild on the ramp, with her in it. I am sure she helped by

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by pressing down on every pedal in the ship. He eventually got in the airplane and brought the rampage to a stop. In the meantime, seven or eight other airplanes on the ramp were damaged. The Army furnished the replacement parts, but the cost of the labor to repair the ships was the contractor's. I guess it isn't going to a cornfield that counts, but rather how one goes.

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An associate of some years ago had a saying that "you can never tell how far a frog will jump from where he sits." This brings to mind "Chappy" James. He was not among the earlier Civilian Pilot Training students trained at Tuskegee who took the Secondary Course and entered military Basic training direct, or who went through advanced courses to become instructors and later entered military piloting, such as William A. Campbell, Richard A. Dawson, Charles W. Stephens and others.

But he was among our CPT trainees, and I remember him well because he was frequently involved in some prankish trick involving fellow trainees. What broke the camel's back was his taking the fire hose and wetting down the students in bed, on his dormitory floor. When Mrs. Anderson came to work the next morning I told her "that was it." He'd have to go immediately, since we had taken enough. As per her usual technique, she waited until I had sufficiently cooled off and interceded in Chappy's behalf. And

after making a strong case for his retention I capitulated and gave him one more chance. I often wonder whether being put out would have caused him to make some field other than flying his vocation, or whether he would have gone on, despite Tuskegee, to become the military flyer he is today. Probably Mrs. Anderson could best venture the answer. However, he went on to become a flight instructor in our organization.

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From mid-1940 on, for probably two years, Tuskegee Institute was foremost among institutions of higher learning in the national press. And what with the Negro press and Southern publications reporting on aviation developments at the Institute regularly, everywhere we went people seemed to know about our aviation activities and achievements. Also word got around from CAA Inspectors who serviced our activities, and pilots from Maxwell Field frequently flew about the area and observed our students in training. The War Department itself kept the Institute in the news regarding military pilot training developments at Tuskegee. With this --

On one occasion pilot Lewis Jackson (who was known for his "hesitation roll" and proficiency at acrobatic flying in general) flew me to Nashville on business, in a Waco trainer used for acrobatics. I was surprised that the gentleman we had business with had such a large crowd of Negroes at the

airport to meet us. We arrived about noon. Would we do some acrobatic flying for the group was the question put immediately by the gentleman. The Municipal airport seemed pretty busy with flights, so I suggested the impossibility of accomodating the group, but added he could ask the airport manager for permission. I thought this was the end of that. But the manager readily conceded and had traffic control to clear the west approaches to the airport for 20 minutes. All the employees at the airport who could leave their posts joined the Negro group for the "show." Well, Jackson really put on a show to the delight and amazement of the audience, including control tower personnel.

Before the performance Jackson asked me if I wanted to fly through the maneuvers with him, knowing well that I always cautioned the pilots not to do acrobatics while I was in the plane. No was the answer. But in returning home, I thought Jackson's approach to a landing at Airport No. 1 was mighty fast, and then concluded he was simply going to buzz the field. But instead he went into a chandelle maneuver and then came in for a three-point landing. There was the CAA Inspector on the field, watching! The maneuver was smooth and I had no reason to fly off the handle. Anyway the Inspector would take care of him, I said to myself. But the inspector enjoyed it and said nothing.

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On another occasion, Pilot Charles Anderson flew me to Jacksonville, Fla., in the 5-place Stinson. Our visit was expected, but we did not anticipate the reception we received. About every leading Negro businessman in the city was there,--including President Lewis of the Afro Insurance Company, his son, Mr. Betsch, his son-in-law, and so many other that the names didn't stick when introduced to them. I would say a hundred or hundred and fifth Negroes were present.

Chief gave Mr. and Mrs. Lewis, Sr. and about a dozen or so others short hops over the city. I thought that was it, but the whole day was spent in well organized visits to the various businesses of the city run by Negroes. Each was expecting us according to a schedule. We were well entertained and I believe the citizens got a lot of pride and pleasure out of our visit. We must remember that Negroes flying aeroplanes was something new to Jacksonville, particularly those from Tuskegee Institute which had been heralded for its aviation activities.

I believe it is said that discretion is the better part of valor. But once I thought James O. (Jimmy) Plinton never heard of this advice. It was nearly 30 years ago when what I am about to relate happened, at a time when in Alabama Negro men didn't court or marry white women, openly at least.

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After Jimmy became a flight instructor he decided to have his girl friend come down from New Jersey to visit him. He was living in Phelps Hall and had made arrangements for the friend to stay at Dorothy Hall. There was some mix up on arrival time. After the girl friend didn't arrive at Chehaw on the 10:30 night train, he assumed something had gone wrong and returned to his dormitory. The young lady came in on a train that mid-night. The station was dark and nobody was around except two Tuskegee police officers.

Being a white young woman: "Miss, can we help you?" "Yes, my boy friend was supposed to meet me, but I guess something went wrong." "Who is your friend and where is he located" the police inquired. "He's a pilot at Tuskegee Institute and lives on the campus, and I'll appreciate it if you would take me there." Well, Tuskegee had white pilots also. "What building at Tuskegee Institute?"--when they arrived at the campus. "Phelps Hall," was the answer. At Phelps Hall,--"Will you please go in a let him know I'm here. His name is James Plinton."

The officer accomodating her found Plinton's room and knocked on the door. According to Plinton he almost fainted when the police was in his face upon opening the door. "Are you James Plinton?" "Yes Sir!" The officer simply said "Your friend is outside waiting for you." The young lady stayed two or three weeks, and Jimmy enjoyed driving her around and about the town in his open convertible.

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1944 -- Tuskegee Institute continues the training of enlisted men under the contract with the Army for the conduct of College Training-Aircrew program. (MILITARY PROGRAM)

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1944 -- Tuskegee's Division of Aeronautics continues training of enlisted men of the 2211th Air Base Unit (College Training, Aircrew) in Indoctrination Flight under contract with the CAA War Training Service. (MILITARY PROGRAM).

Italy, September 10, 1944

(Cont'd from pg. 1)

Distinguished Flying Cross Awards

In recognition of their outstanding courage, aggressiveness, and combat technique, the group immediately engaged the enemy formation in aerial combat. In the ensuing engagement that continued over the target area, the gallant pilots of the 332nd Fighter Group battled against the enemy fighter to prevent the breaking up of the bomber formation and thus jeopardizing the successful completion of this vitally important mission. Through their superior skill and determination, the group destroyed three enemy aircraft, probably destroyed three, and damaged three. Among their claims were eight of the highly rated enemy jet-propelled aircraft with no losses sustained by the 332nd Fighter Group.

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1944 -- January, Colonel B. O. Davis, Jr. leads the 332nd Fighter Group overseas and commanded it until hostilities in Europe ceased. (MILITARY PROGRAM)

In February, 1944, the 332nd Fighter Group became an active part of the 12th Air Force in the Mediterranean Theater, where it was soon joined by the 99th Pursuit Squadron which had already established an enviable reputation for itself. From Allied headquarters in Naples it was announced on March 17, 1944, that the 332nd Fighter Group was operating from Italian bases, as part of the Mediterranean coastal air force. This group flew P-39's on convoy protection and harbor patrol missions along the west coast of Italy. It also flew in close support of advancing Allied armies in Italy, in daily dive-bombing operations against enemy supply lines, motor transport, rail yards, and gun emplacements. Penetrating ahead of the 15th Army Air Force bombers bound for Munich on June 9, 1944, the group battled more than 100 enemy fighters near Udine, Italy, and sent five of them crashing to earth. The bomber formation they were protecting suffered only a few losses.

The 332nd Fighter Group destroyed a total of 111 enemy planes in the air and 150 on the ground. In addition, it is credited with destruction of 57 locomotives and damaging another 89. Perhaps the greatest single feat of the group was the sinking of an enemy destroyer, with machine-gun fire, off the Istrian Peninsula, but its pilots are best known for the protection they gave Fifteenth Air Force

bombers during concentrated raids on oil refineries at Pola and Vienna. On the D-Day invasion of southern France the group flew cover for Allied landing forces and strafed radar installations along the coast preparatory to the landings. On March 24, 1945, the group flew escort to B-17's of the 15th Air Force to Berlin and destroyed three enemy aircraft, probably destroyed three other, and damaged three. For its outstanding performance of duty, the group was awarded the Distinguished Unit Citation, which read as follows:

"On March 23, 1945, the group was assigned the mission of escorting heavy-bombardment type aircraft attacking the vital Daimler-Benz tank-assembly plant at Berlin, Germany. Realizing the strategic importance of the mission and fully cognizant of the amount of enemy resistance to be expected and the long range to be covered, the ground crews worked tirelessly and with enthusiasm to have their aircraft at the peak of mechanical condition to insure the success of the operation.

"On March 24, 1945, 50 P-51 type aircraft were air-borne and set course for the rendezvous with the bomber formation. Through superior navigation and maintenance of strict flight discipline the group formation reached the bomber formation at the designated time and place. Nearing the target approximately 25 enemy aircraft were encountered which included ME 262's which launched relentless attacks in a desperate effort to break up and destroy the bomber formations.

\*Data concerning combat activities drawn from news releases, Bureau Public Relations, and records, War Department.

"Displaying outstanding courage, aggressiveness, and combat technique, the group immediately engaged the enemy formation in aerial combat. In the ensuing engagement that continued over the target area, the gallant pilots of the 332nd Fighter Group battled against the enemy fighter to prevent the breaking up of the bomber formation and thus jeopardizing the successful completion of this vitally important mission. Through their superior skill and determination, the group destroyed three enemy aircraft, probably destroyed three, and damaged three. Among their claims were eight of the highly rated enemy jet-propelled aircraft with no losses sustained by the 332nd Fighter Group.

"Leaving the target area and en route to base after completion of their primary task, aircraft of the group conducted strafing attacks against enemy ground installation and transportation with outstanding technical skill and devotion to duty of the ground personnel. The 332nd Fighter Group has reflected great credit on itself and the armed forces of the United States."

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Italy, September 10, 1944

(Cont'd from pg. 1)

Distinguished Flying Cross Awards

In recognition of their outstanding courage, professional skill and devotion to duty, Colonel Davis and three other pilots of the 332nd Fighter Group—Captain Joseph D. Elsberry, Langston, Oklahoma; First Lieutenants Jack D. Holsclaw, Spokane, Washington, and Clarence D. Lester, Chicago, Illinois, were presented with Distinguished Flying Crosses. Lieutenant General Ira C. Eaker, in command of all Allied Air Forces in the Mediterranean theater, was present at the occasion in Italy, September 10, 1944.

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Note:

The 99th Fighter Squadron joined the 332nd Fighter Group overseas July, 1944.

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THE NEGRO HANDBOOK  
Current Books, Inc.  
A. A. Wyn, Publisher -- 1947

The 332nd Fighter Group was activated in March, 1943, at Selfridge Field, Mich. It was composed of three pursuit squadrons and a technical service unit, and Col. Benjamin O. Davis, who had been in command of the 99th since its activation, was recalled from Europe to take command of this group.

In February, 1944, the 332nd Fighter Group was sent to Europe and attached to the 12th Air Force based in Italy. In July, the 99th Pursuit Squadron, which was already in action on the fronts, joined this group. The entire unit took part in activities throughout the European area, from Italy as far east as Rumania, where its work was highly commended as aiding in the destruction of oil fields there.

It established a good record and many of its men won Air Medals and the Distinguished Flying Cross. So good was its performance that on October 16, 1945, it was given the Presidential Distinguished Unit Citation, the highest unit citation awarded. During these activities it was under the command of Col. Benjamin O. Davis, except for periods when he was called to the States, at which times command was taken over by Lt. Col. George (Spanky) Roberts, and Capt. Wendell Lucas, and perhaps one or two others.

The fighter group provided escort for bombers and went on strafing and other missions. Upon its return to the States in October, 1945, a War Department release stated that the group had destroyed 111 planes in the air and 150 on the ground, and in addition was credited with destroying 57 locomotives and damaging 69 others.

Probably the greatest single achievement of the 332nd was the sinking of an enemy destroyer with machinegun fire off the Istrian Peninsula, but it was best known for its protection of the 15th Air Force bombers during concentrated attacks on oil fields in Rumania.

During the invasion of southern France the group flew cover for Allied landing forces and strafed radar installations along the coast in preparation for this major event.

Following complete destruction of

the enemy's oil installations, the "Red Tails"—the name by which the group is known in air circles—concentrated on strafing communications and transport facilities in southern Germany, Austria and northern Italy.

On March 24, 1945, the group flew escort to B-17s of the 15th Air Force to Berlin, destroying three jet-propelled planes and damaging many others.

The group was overseas for 22 months.

A War Department release, issued November 12, 1945, stated:

Official records of operations of the 332nd Fighter Group in the Mediterranean Theater, from February through September, 1944, reveal that the all-Negro unit, when compared with other AAF units in Italy, more than held its own in sorties, flying time, combat missions, and number of enemy aircraft destroyed.

The 332nd became operational with the 12th Air Force on February 12, 1944. From that date

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until the end of May the unit flew P-39s, but beginning the first week of June it was transferred to the 15th Air Force and started transitioning to P-47s which it flew during June.

During the period the group was operating with P-39 aircraft, the sortie rate was one third higher than that of other Aira Cobra units in this air force. . . . With regard to the loss rates per sortie, during the period of operation of the 332nd Group as a P-39 group, the losses were one third as high as those of other units; however, the figures for all P-39 units were extremely low.

While operating as a P-51 group the loss rate per sortie was approximately the same as that of other units flying the Mustang. . . . Top honors went to the P-51s commanded by Colonel Davis whose pilots destroyed 83 Nazi planes during the attack on August 30, on the Grosswardcin (Rumania) airdrome, 130 miles southwest of Budapest. Five P-51s and one P-38 were lost on the two days' operations, but none of these were lost by the 332nd Group.

1944  
February, 1944  
The first six Negroes qualified as parachute jumpers at Fort Benning, Ga. They were sent to Camp Mackall in North Carolina to help train men for the 554th Central Postal Directory Battalion, the only all-Negro unit of the kind. Although not a part of the air force, they were usually associated with the Tuskegee Army Airfield. They were regarded as the highest type of fighters due to the constant hazards to which they were exposed and for the excellent courage shown in the performance of their duties.

This battalion, commanded by Capt. M. P. Power of New York, South Carolina, was sent to the European theater. They were not sent abroad. Among the Tuskegee Army Airfield pilots who were flying in the States was the fighting 488th Central Postal Directory Battalion. They were sent to the European theater and four Negroes were killed.

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1944 -- February. The 477th Bombardment Group, first Negro bombardment squadron, was formed at Selfridge Field, Michigan. (MILITARY PROGRAM)

This group was made up of the first class of twin-engine bomber pilots from the Tuskegee Army Airfield. The pilots were subsequently trained at Mather Field, California, and was for a time stationed at Freeman Field near Vincennes, Indiana.

Subsequently it was stationed at Godman Field, Kentucky.

After the activation of the 332nd, a larger and more complex fighting unit than the 99th, Negroes became insistent in their pleas for acceptance as bombardiers and navigators. There followed the establishment of preliminary training for this type of service at Tuskegee in October, 1943; soon afterwards training of a similar nature was instituted at Selfridge Field, and the first class of Negro navigation pilots began training at Hondo Field, Texas. Some of these Hondo navigation trainees underwent bombardier training at Roswell Army Air Field, New Mexico, thus qualifying for dual-rating.

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**Bombardment Group**

The first class of navigation cadets—24 in number—was graduated on February 26, 1944, at the Hondo Air Field in Texas. They were sent to the Rosewell Army Air Field to undergo bombardier training. These men were later put in the 477th Bombardment Group, activated and stationed at Godman Field, Ky. The unit was at first commanded by Col. Robert Selway, white, who was later replaced by Col. Benjamin O. Davis, after many complaints had been lodged against Colonel Selway for his treatment of the men. (See "Freeman Field Case.")

When Colonel Davis took over command in June, 1945, the group was reconstituted into a composite fighter-bomber group, composed of approximately 4000 officers and enlisted men. Some of its members had seen action with the 99th Pursuit Squadron in Europe.

This group did not see service in foreign areas, and the men were sorely disappointed over not getting into battle.

**Parachute Unit**

In February, 1944, the first sixteen Negroes qualified as parachute jumpers, or paratroopers, and were graduated at Fort Benning, Ga. They were sent to Camp Mackall in North Carolina to help train men for the 555th Parachute Infantry Battalion, the only Negro unit of its kind.

Although not a part of the air forces, the layman usually associated these troops with flyers. They were regarded as the highest type of fighters, due to the constant hazards to which they were exposed and to the cool courage necessary to the performance of their duties.

This battalion, commanded by Capt. James M. Porter of New York, finally reached a strength of ten officers and 140 enlisted men, all volunteers. They were not sent abroad. Among their activities in the States was the fighting of forest fires in Oregon. They were highly praised for their mastery of parachute jumping.

**Air Base Security Units**

Early in the preparations for World War II Negroes were placed in training to form Air Base Security units, the first units of their kind in the history of the country. They were mobile troops whose duties were to defend and guard air bases, once established, from enemy attack. The training of the first few battalions was considered an experiment, but as the earlier group seemed to fill the bill, others were trained, approximately ten battalions in all, and all were Negroes. All commissioned officers of the units were white, but the noncommissioned officers were Negroes.

The first ABS Battalion to go overseas was the 907th. It was sent to North Africa where it participated in the campaign against the German general, Rommel, and his forces. Here

they worked with British air forces. The battalion and others later served in Pantelleria and Italy. The troops were semi-combat and in the Kasserine Pass in Africa the 907th was left behind at an air base from which the white pilots had been driven and had to do some heavy fighting.

Six of the battalions served in the European theater and four in the Pacific.

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1944 -- May 12 & 13. A conference was held at Tuskegee Institute having as its theme, "Aviation Education."

The impetus was the Civil Aeronautics Administration which encouraged the various colleges that participated in the Civilian Pilot Training Program to hold such conferences. The following article describing the conference appeared in the Pittsburgh Courier issued Saturday, May 27, 1944:

THE PITTSBURGH COURIER

**Aviation Education  
Theme Of Conference**

TUSKEGEE, Ala. -- Delegates from 17 States and the District of Columbia attended an aviation education meeting on May 12 and 13 here. Dr. F. D. Patterson, president of Tuskegee Institute, extended invitations to high schools, colleges and State Boards of Education to attend the meeting sponsored by Tuskegee Institute's division of aeronautics under G. I. Washington, general manager.

Dr. George W. Frasier, president of Colorado State Teachers College and educational consultant for the Civil Aeronautics Administration, was principal speaker and consultant for the meeting.

**PROMOTE INTEREST**

According to John H. Young, III, chairman of the Education committee of the division, the purpose of the meeting was "to promote the interest and activity of Negro schools and colleges in the

field of aviation education. James C. Evans, assistant civilian aide to the Secretary of War and consultant for the meeting, was particularly interested in post-war rehabilitation in aviation in the post-war period.

The immediate business of the meeting was a group discussion centered around the problem and considerations involved in the inauguration of a program of aviation education.

The appointment of a committee by the chairman to ascertain the findings of this discussion was followed by J. P. Whittaker, registrar, Morehouse College, Dr. George W. Frasier, V. E. Daniels, dean of instruction, State Teachers College in Montgomery, Sista Mary Martin, dean of women, Xavier University, J. E. Washer, principal, Lincoln High School, Dr. J. W. Lawson, professor of physical education, and the chairman, Dr. F. D. Patterson.



*The Pittsburgh Courier*  
**Aviation Education  
Theme Of Conference**

*Saturday, May 27, 1944*

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The appointment of a committee by the chairman to ascertain the findings of this discussion was as follows: J. P. Whittaker, registrar, Morehouse college; Dr. George W. Frazier, V. E. Daniels, dean of instruction, State Teachers' college in Montgomery; Sister Mary Madeleine, dean of women, Xavier university; C. E. Warner, principal LaGrange High school; Dr. J. R. Lawson, professor of physics, Fisk university. The committee recommended in part, that aviation education should be taught in the elementary schools, secondary schools and colleges as part of general education; that specialized courses in aeronautics should be placed and graded to suit the level of instruction concerned.

The committee also recommended that teachers could be trained by planning workshops and courses in aviation education in the summer session of 1944; extension courses offered in this field, beginning in the fall of 1944 in various population centers throughout the South; requesting that CAA conduct airport institutes for Negroes in the South.

**WIDESPREAD PARTICIPATION**

As assurance of widespread Negro participation in aviation education, the committee recommended that CAA employ a Negro for the purpose of promoting aviation in Negro schools and that CAA be asked to participate in an advisory capacity in the meetings of Negro State, regional and national professional organizations.

Colonel Noel F. Parrish, commanding officer of the Tuskegee Army Air field was principal speaker at the dinner meeting on Friday night. He praised Negro military pilots who had done such a thorough job in combat.

List of those participating in meeting follows:

**CONSULTANTS**

Dr. George W. Frasier, CAA; James C. Evans, War Department; Dr. I. A. Derbigny, administrative dean, Tuskegee institute, and G. L. Washington, general manager, Division of Aeronautics, Tuskegee institute; A. Holsey, executive secretary, National Negro Business league.

**DELEGATES, STATE OFFICIALS**

W. E. Turner, director of Negro education in Tennessee, and E. G. McGehee, director of Negro education in Alabama.

Ohio—A. D. Gaither, director, vocational education, Wilberforce university.

D. C.—A. E. Richmond, assistant professor of engineering Howard university.

Virginia—John L. Frank, co-ordinator and instructor of trades, Hampton institute.

North Carolina—A. E. Manley, State director Negro High schools.

South Carolina—H. W. Crawford, State supervisor of Negro education and C. R. Claggett of State college.

Georgia—John P. Whittaker, registrar, Atlanta university and Morehouse college; F. R. Lambkin, principal Spencer High school, Columbus; C. E. Warner, principal East Depot High school, LaGrange; C. N. Cornell, principal Booker Washington High school, Atlanta.

Florida—E. P. Southall, dean, Florida A. & M.; A. S. Gaither, Florida A. & M.; Charles L. Williams, principal Booker Washington High school, Miami.

Tennessee—Dr. J. R. Lawson, professor of physics Fisk university; A. V. Boswell, business manager A. & I. State college; Charles H. Vernon, A. & I. State college.

Louisiana—Rudolph Moses, dean Dillard university; Leon Netterville, business manager Southern university; Sister Mary Frances, dean Xavier university; Sister Mary Madeleine, dean of women, Xavier university; Victor LaBat, director of industrial arts Xavier university.

Mississippi—G. J. Baker, trades

instructor Alcorn A. & M. college.

Oklahoma—James E. Taylor, Jr., representative Langston university.

Alabama—V. E. Daniel, dean of instruction State Teachers' college;

J. U. Munday, principal Tuskegee

Institute High school; W. A. Winston and G. W. A. Scott, Tuskegee

Institute High school; W. C. Curtis, director mechanical industrial;

C. A. Anderson, group commander

division of aeronautics, both of

Tuskegee institute; Marshall Fields,

Federal instructor of sheet metal;

Mother Mary Xavier, principal St. John High school, Montgomery.

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(Clearer reproduction of pages 448 and 449)

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CONSULTANTS

Dr. George W. Fisher, CAA; James C. Evans, War Department; Dr. I. A. Derbigny, administrative dean, Tuskegee Institute, and G. I. Washington, general manager, Division of Aeronautics, Tuskegee Institute; A. Hoisey, executive secretary, National Negro Business League.

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DELEGATES, STATE OFFICIALS

W. E. Turner, director of Negro education in Tennessee, and E. G. McGhee, director of Negro education in Alabama. Ohio--A. D. Gaither, director, vocational education, Wilberforce university. D. C.--A. E. Richmond, assistant professor of engineering Howard university. Virginia--John L. Frank, co-ordinator and instructor of trades, Hampton Institute. North Carolina--A. E. Manley, State director Negro High schools. South Carolina--H. W. Crawford, State supervisor of Negro education and C. R. Clavett of State college. Georgia--John P. Whitaker, registrar, Atlanta university and Morehouse college; F. R. Lumpkin, principal Spencer High school, Columbus; C. E. Warner, principal East Depot High school, LaGrange; G. N. Cornell, principal Parker Washington school, Atlanta. Florida--F. J. South, dean Florida A. & M. A. S. College.

Florida A. & M. College, W. K. Harris, principal Booker Washington High school, Miami. Tennessee--Dr. J. E. Cantel, professor of business, East Tennessee State University, Johnson City. Dr. A. V. Mendenhall, business manager, A. & J. State College, Clarksville. Virginia--A. & L. State College, Dr. Leonard R. Ruppel, Moser School, Bedford university. Leon, Virginia, vice, business manager Southern University, States Mary Frances dean, Charles W. University, States Mary Washington, dean of Xavier University, Victor L. Latham, director of industrial arts, State university, Mississippi. Robert L. Foster, dean, Mississippi State College, Hattiesburg. Alabama--A. E. Taylor, Jr., representative Livingston university. Alabama--A. E. Daniels, dean of instruction, State Teachers College, J. H. Munday, principal Tuskegee Institute High school, W. A. Washington and G. W. A. State Teachers Institute, High school, E. F. Clinton, principal, industrial school, C. A. Anderson, group commander, division of aeronautics, staff of Tuskegee Institute, Marshall fields, federal instructor of sheet metal, Mother Mary, principal St. John high school, Montgomery.

This was the second aviation conference at Tuskegee, the first reported being held on January 16, 1941. However, even though training operations left little time for cooperative promotions or leadership activities, we did manage to accomplish a few things other than conferences.

Elsewhere has been mentioned the sharing of our elementary quota with students of colleges that did not have Civilian Pilot Training. Then there was the maintenance of communications throughout the years to keep our colleges and students current on War Department or Air Corps actions affecting them, as well as to add specific information not included or clear in official announcements of these agencies. The following may be worth noting.

In closing the 1941 CPT Summer session, "Chief" Anderson proposed that we give four or five of the elementary course students a taste of real cross country flying. The proposal approved was for him and four other instructors to fly with five students, using five Piper cubs, and visit the campuses of one or two Negro colleges in South Carolina or Georgia. The flights were made. The purpose was to motivate students and to interest and advise the colleges visited in seeking CPT participation.

On another occasion I had Chief Anderson fly me in the Stinson to Virginia State College to talk with President Foster about the CPT program

with the hope that he would apply for it. We had a fine conference, but I don't believe the college was seriously interested at the time.

A similar trip was made to Nashville to confer with presidents of Fisk and Tennessee A. & I. A good deal of interest was registered at both institutions. After wards, President Charles Johnson's son registered at Tuskegee to enter or elementary course. President Davis was quite interested and had me meet with some of the faculty. A. & I. had plans for or had started instruction in aviation mechanics. I believe both colleges applied later but were unable to secure the program. (Check)

Eventually, in 1944 I believe, I approved a pilot project for Fisk and Tennessee A. & I. Four Piper cubs were sent to Nashville and Piots James Taylor, Cecil Ryan and Nathan Sams. Taylor was in charge. Tuskegee was reimbursed for all costs. This gave students of the two institutions an opportunity to receive flying training. The purpose of the project was accomplished in about two months and the aircraft an pilots returned to Tuskegee.

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HUMAN INTEREST  
1944

True Copy

NEGRO FLIERS WIN BATTLE

Five German Planes Downed -- One of Ours Lost

ROME, June 10 (AP)-- The only Negro fighter group in the United States Air Force, penetrating ahead of the Fifteenth Air Force bombers bound for Munich yesterday, battled twenty Nazi attackers and sent five of them crashing to earth, it was disclosed today.

Only one plane in the Negro fighter group was lost. The encounter occurred near Udine in northeastern Italy. The group, commanded by Col. Benjamin O. Davis Jr. of New York, was flying new Thunderbolts.

This clipping was mailed to me by a friend who failed to identify the newspaper. However, I believe the paper was the New York Times.

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HUMAN INTEREST

One day at the Primary Field there was suddenly great commotion. A B-26 bomber was coming in in a hurry for a landing,--an emergency landing! Cadets and instructors who were about to land changed their minds and hurried elsewhere, for the moment. Those about to take-off almost "flew" back to the ramp. A warning flag went up atop the control tower.

Shortly after the bomber landing gear touched the ground its crew, except the pilots, began jumping out of the aircraft. Apparently they didn't think there was enough field for the ship to come to a safe stop. However, the pilot brought it to a stop within the limits of the landing area.

The B-26 had such a little wing surface that it was often referred to as the ship that wasn't supposed to fly. And at the time a good many were wondering if the bomber could get out of the field.

The ship had just left the Tuskegee Army Airfield (5 miles away) and developed serious trouble, such that the pilot would have had to land anywhere, regardless of whether he could do so safely. The Primary field was his best bet. So he came right on in without having gotten set for the landing at the right speed.

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Forced visitors pg. 2

Human Interest

After the excitement was over, civilian and military personnel of the aeroplane maintenance division was told of the trouble and they sought to correct it. After working all day on the ship, it was adjudged ready for flight.

The non-pilot crew of the bomber was so reluctant to enter the ship for the take-off that the pilot officers had to order them in. The field was cleared of training and the pilot taxied to the extreme northwest corner of the landing area. He took-off and rose at about three-fourths of the runway,--everyone waving good-bye. People returned to their work. But in less than five minutes the bomber was coming back for a landing. The same trouble was developing and the pilot landed safely in good time.

Certain replacement units had to be sent from Mobile, and after two or three days the maintenance crew was fully satisfied that the trouble was over. Everyone gathered at the flying line to bid them farewell again. And the bomber was taxied to the same spot for take-off. It was a good take-off. Our visitors circled the field, and buzzed it, and were gone for good that time.

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TUSKEGEE UNIVERSITY ARCHIVES AND MUSEUMS

HUMAN INTEREST

A creek was the east boundary of the Primary field and provided good fishing, but it was a source of very tiny white gnats, particularly evenings, that went for one's eyes and left them burning. One particular morning Chief Guard Beasley brought one of his guards to my office who he had caught asleep on the job during the night before. I asked the elderly employee if he had anything to say for himself. "Yes, Sir," he said, and went on: "You know about them nats. Well, they're something awful in the eyes. Now I wasn't asleep, I just had my eyes closed to keep them nats out." I had to terminate the conference immediately, because I couldn't hold back my laughter very long. Beasley left with the guard, disgusted with both of us.

The very next morning Beasley came to my office and put a revolver on my desk, and said, "I took this out of his holster (referring to the same guard) while he was asleep last night, or rather, had his eyes closed keeping out the gnats. He is looking for his gun and doesn't know who has it, so I guess he'll tell you the gnats took it."

Well, those gnats were really something to contend with, and I wouldn't put anything beyond them. I believe they ran him off his job.

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Human Interest pg.2

Once in a while a cadet would get lost on his first cross country solo flight. This one was lost in Louisiana, ran out of gas, and made a forced landing in a white farmer's corn field. He called us late in the afternoon and gave his location. Two planes were dispatched to rescue him, one with a mechanic. The plane was spotted and the pilots landed close by. When the pilots reached the plane the young cadet looked a bit put out. He and the farmer's daughter were sitting together on a wing of the plane. She was giving him dinner. I always felt that if the younger generations were left alone they would solve the race problem.

My small dog, Spark Plug, would follow me to Institute Council meetings, staying at my feet for the duration, and would insist on my carrying him up on the scaffolds with me when we were building hangar No. 2 at Moton Field. He went with me in the station wagon to the field every day and was at the wagon promptly for his ride back home. The wife and I went to Chicago together for a conference held there, and I asked Mr. Dunham to see that the dog got to and from the field each day during our absence. Upon return Mr. Dunham reported this: He arranged with the driver of one of the buses to stop at the house and blow his horn on an early run with cadets to the field. Dunham was there and had the dog get into the bus. The

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reverse was done at the field to catch the last bus back at the end of the work day. From then on the dog waited for the bus to go to the field and, to return. But the day before we returned, Spark Plug was tardy and missed the last bus. Immediately, Mr. Dunham said, the dog came to his office, sat at his feet until he was ready to leave, and rode in with him.

We drew upon pilots from various parts of the country for flight instructors. If they had the potential we usually refreshed them and put them on the payroll. Psychological examinations were never imposed. This was a mistake in only one instance, so what's just one mistake. In this case, though, the pilot took unto himself another wife in a town about 40 miles away,--engagement, formal wedding, honeymoon and everything. (I am not minimizing the seriousness of this, I hope). But in taking on the second wife, he already had one and two or three children at his apartment in a Tuskegee housing project. Just how he managed two families over a period of about three months, I do not know. But the cat was finally out of the bag and I had a team of psychiatrists from the Government hospital examine him, and of course fired him. The marriage was annulled, but no conviction was sought by the family of the second wife. How did the cat get out of the bag? Well, it seems he told the new wife, before

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their marriage, that he had two children, or three possibly, who were with him and that a housekeeper took care of them. Eventually they would all be together. But curiosity overcame the wife in time and she decided to see the children, without the husband's knowing about it. She found the apartment, knocked on the door, and told the "housekeeper" she was Mrs. Doe. There must be some mistake, the "housekeeper" replied, "I am Mrs. Doe." But no, I am his wife. etc. etc. etc.

It takes James Plinton to tell this one: In the early months of the Primary field operation Mr. Walter Shehee was made dispatcher of aircraft (There were only 6 airplanes then). There was a board in front of Mr. Shehee's desk on which were the numbers of each airplane and a hook at each number. Mr. Shehee would put some kind of a note on each hook about the aircraft. (As a matter of fact, if he turned his head a quarter turn, he could see every airplane on the line and didn't really need the board.) Plinton said he would go to Mr. Shehee for an airplane. "Let's see, now. You can have number 36." "But Mr. Shehee, I just saw 36 taking off." "Well, let me see. Oh yes Mr Anderson has that one." Looking at the line and seeing number 30, Plinton said "Can I have number 30?" "No, that plane is flying." Plinton looked at the line again and saw only one plane left; number

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35. Mr. Shehee, can I have number 35?" Looking at the board and seeing something on 35's hook, Mr. Shehee said "no, that plane's flying." Someone had actually taken this plane and there were none on the line now. But Mr. Shehee said "here's one, number 40. Take that one." Plinton: "Never mind Mr. Shehee, look around. See, there's no planes on the line. Thank you just the same."

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This group was in process of formation and was to comprise two bomber squadrons and one pursuit squadron from the 33rd Fighter Group.  
General Ira C. Baker, Acting Commanding General of the Army Air Forces (at home), personally recommended Colonel Davis for this command because of excellent work he had seen Colonel Davis perform overseas, when General Baker was overseas at Commander of the Allied Air Force in the Southwest Theatre of Operations.

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Fall. The Defense Plant Corporation offered to buy Moton Field and lease the facility to Tuskegee Institute at a certain rate per flying hour.

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The proposition was offered all 70 or more contract primary schools. It was the Government's way of helping them unload facilities acquired because of Air Corps training. Facilities included land, buildings, equipment and other improvements thereon.

The Institute would have continued its use, after the sale, of the facility by paying the Corporation a few dollars per cadet flying hour. The proposition was very reasonable and fair.

Tuskegee Institute was the exception, in that it did not wish to sell, and we so notified the Corporation. Dr. Patterson's feeling was that in order to assure flying training facilities for Negroes after the War II Tuskegee would need retain control of the property. The thought was that the Town of Tuskegee might make a deal for the field's purchase after training for the Air Corps ceased there.

As I look back now, Tuskegee would probably have received \$300,000 approximately for the facility, and may have been able to buy it back after the War for a comparatively small price.

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1945 -- June 21. Colonel Benjamin O. Davis, Jr. was given command of the 477th Composite Group. (MILITARY PROGRAM)

This group was in process of formation and was to comprise two bomber squadrons and one pursuit squadron from the 332nd Fighter Group.

General Ira C. Eaker, Acting Commanding General of the Army Air Forces (at the time), personally recommended Colonel Davis for this command because of the excellent work he had seen Colonel Davis perform overseas, when he (General Eaker) was overseas as Commander of the Allied Air Force in the Mediterranean Theatre of Operation.

† Later, in ceremony at Godman Field, Kentucky, June 21, 1945, where he presented Colonel Davis as commander of the 477th Composite Group and of Godman Field, General Eaker said: "Along with other officers in the Army Air Forces, I have followed closely the record of Negro pilots. As the commanding officer of the Mediterranean Allied Air Forces, I had under my command the 8th Fighter Squadron and later the 332nd Fighter Group. I watched closely as the pilots progressed through the P-26, P-40, P-47,

and P-51 aircraft. I likewise watched their assignments develop from routine but necessary coastal patrol missions to important heavy bomber close-escort missions. "The 8th Fighter Squadron and other squadrons of the 332nd Fighter Group have done well. They have carried out the missions assigned to them and they have destroyed enemy aircraft both in the air and on the ground. By their efforts and performance they have won a place on the great Air Force team. They came on the hard way."

-- Negro Year Book  
Tuskegee Institute

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1945 -- July 1. Colonel Benjamin O. Davis, Jr. was appointed as Commanding Officer of Godman Field, Kentucky, thus becoming the first Negro to command an Army Air Force base of the United States. (MILITARY PROGRAM)

He set up Godman Field with experienced ground officers and enlisted men secured from the Tuskegee Army Airfield, and also had transferred there a sizeable number of veteran pilots who were stationed at Tuskegee. The same month, when the 99th Pursuit Squadron returned ~~with the 99th Fighter Group~~ to the United States, the 99th was reassigned to the 477th Composite Group under Colonel Davis, Jr. at Godman. Major William A. Campbell was reassigned as its commander. He had commanded it overseas. The other three squadrons of the Fighter Group, or the remaining Fighter Group (332nd) ~~were~~ to Camp Kilmer, New Jersey, and was deactivated. Colonel George S. Roberts was the Group's commander overseas after Colonel Davis departed to the United States to head the 477th Composite Group. A large percentage of the experienced staff personnel of the 332nd Fighter Group were also reassigned to the 477th Composite Group under Colonel Davis, Jr.

(CONT'D)

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**The 477th Composite Group**

The all-Negro air unit, the 477th Composite Group (bomber group redesignated), composed of the 99th Fighter Squadron, the 617th Fighter Squadron, the 602nd Engineer Squadron, the 766th AAF Band, and the 118th AAF Base Unit, was transferred in February, 1946 from Godman Field, Kentucky, to its permanent base, Lockbourne Army Air Field, near Columbus, Ohio. Colonel Benjamin O. Davis, Jr., former head of the 99th Pursuit Squadron and the 332nd Fighter Group, is commander of the 477th and the Lockbourne base.

The 477th Bombardment Group, first Negro bombardment squadron, had been formed in February, 1944, at Selfridge Field, Michigan, made up of the first class of twin-engine bomber pilots from the Tuskegee Army Air Field, subsequently trained at Mather Field, California. This group was, for a time, stationed at Freeman Field, near Vincennes, Indiana, before going to Godman Field. In 1945 Colonel Davis replaced Colonel Robert Selway, Jr., (white) as commander of the group at Godman after the latter was removed, following the arrest of 101 Negro officers, subsequently released, who had opposed segregation tactics in the officers' club at Freeman Field.

The 477th and 553rd, in 1945 (before transfer to Godman Field and Walterboro, S. C., respectively), had experienced difficulty at Selfridge Field over use of the officers' club by Negroes. (The 553rd Pursuit Squadron which had been activated at Selfridge contained replacements for the 99th and 332nd).

Patterson's advice with respect to the Tuskegee Army Airfield. This seemed to be the best solution in sponsoring and setting up the base.

keeping with the general wishes of the War Department.

Chief Anderson flew to the Tuskegee. Our appointment was made. Dr. Patterson should give the War Department. We both left the field with the understanding that Davis was in favor of retaining the base.

-- Negro Year Book  
Tuskegee Institute

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45 -- August 31. Negro personnel in the Army Air Forces were reported by Tuskegee Institute as follows:

**Negroes in the Army Air Forces, August 31, 1945**

There were over 6,000 Negro technicians, mechanics and pilots in the Army Air Forces on August 31, 1945 (two days before V-J Day, September 2), according to the War Department. A partial list of Negro AAF personnel holding technical positions is shown below.

<b>OFFICERS—Total 925</b>	
<b>Pilots—563</b>	
Pilot 1-E.....	130
Fighter Pilot 1-E.....	223
Bomber Pilot 2-E.....	1
Pilot 2-E.....	100
Fighter Pilot 2-E.....	2
Pilot B-25.....	89
Pilot B-24.....	1
Service Pilot 1-E.....	5
Flight Test Maintenance Off.....	7
Weather Officer Pilot.....	1
<b>NAVIGATORS—130</b>	
Navigator.....	58
Navigator-Bombardier.....	72
<b>BOMBARDIERS—189</b>	
Bombardier.....	189
<b>COMMUNICATIONS OFFICERS—34</b>	
Electronics.....	3
Radio Officer.....	1
Communications Officer.....	23
Signal Officer.....	2
Message Center Off., Cryptogram..	1
Maintenance Repair Air Signal Equipment.....	1
Signal Equipment Maintenance Repair Officer.....	1
Security Officer, Cryptogram.....	1
Communication Inspector.....	1
<b>WEATHER OFFICERS—9</b>	
Weather Engineer Survey.....	2
Weather Officer.....	7
<b>ENLISTED MEN</b>	
Radio Operators.....	657
Crew Chiefs.....	379
Radar Technicians.....	88
Airplane Engine Mechanics.....	1,369
Propeller Technicians.....	50

TUSKEGEE UNIVERSITY  
ARCHIVES AND MUSEUMS

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TUSKEGEE UNIVERSITY  
ARCHIVES AND MUSEUMS

1945 --

Dr. Patterson wrote the War Department withdrawing an earlier suggestion to base tactical reserve units for peace time at the Tuskegee Army Airfield, which meant the closing of the field. (MILITARY PROGRAM)

The War Department sought Dr. Patterson's advice with respect to the continuance or deactivation of the Tuskegee Army Airfield. This seemed reasonable, since it had sought Tuskegee's assistance in sponsoring and setting up the facility.

Any advice given should be in keeping with the general wishes of the officers and men involved, Dr. Patterson felt.

Therefore, possibly late September or October Chief Anderson flew Dr. Patterson and me to Godman Field in the Stinson. Our appointment was with Colonel Davis, Jr. The advice Dr. Patterson should give the War Department was the subject of the conference. We both left the field with the definite impression that Colonel Davis was in favor of retaining the Tuskegee Army Airfield for the peacetime base.

Upon returning, Dr. Patterson wrote the War Department suggesting the retention of the Field. However, to our surprise, we noted shortly thereafter through the press, I believe, that this was not the general desire

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Oct 1945 pg. 2

of the personnel at Godman Field and, if I remember correctly, Colonel Davis. This information was convincing enough for Dr. Patterson to address immediately the following telegram to the Chief of Staff at the War Department:

"Acting on the advice which I regarded as reliable and personally believing that participation of Negroes in the Army Air Force could be encouraged and effectively aided by the use of the splendid facilities and relationship developed during the war at Tuskegee Army Air Field, I suggested to you that tactical reserve units for peace time be based at this government owned and operated field.

"Information now received indicates objections by an important percentage of Negro flying officers to basing of such tactical units at the field.

"I therefore withdraw my suggestion that this be done. I do not believe that the best interest of the Negro in the Army Air Force will be served if the Group were stationed in the community with the personnel of the said group displeased with the location."

Possibly Dr. Patterson should comment about this. It may be that Colonel Davis was not fully aware of the experiences of returned combat pilots under Colonel Parrish's command, when he advised us as he did. I have reference to the Tuskegee Army Air Field experiences.

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1945 -- October 17. The 332nd Fighter Group arrived at New York from overseas and was cited by the War Department for outstanding performance of duty in armed conflict with the enemy. (MILITARY PROGRAM)

The Assistant Civilian Aide to the Secretary of War sent me a letter dated October 18, 1945 enclosing a copy of the citation and writing as follows:

"Recalling the great amount of initiative and effort which you put into the first training programs leading toward this accomplishment, I felt that you would be interested in having this citation for your records. This unit arrived in New York yesterday. I feel that the record which they made, as finally summarized in this citation, is ample justification for the faith which we had in these young men when they made their first approaches toward pilot training. These results also give tangible and definite reply to many questions on the wisdom of such ventures."

Signed: James C. Evans

(CONTINUED)

Oct. 17, 1945 pg. 2

TRUE COPY OF THE CITATION

General Orders)  
No. 84

WAR DEPARTMENT  
Washington 25, D. C., 5 October 1945

BATTLE HONORS.--As authorized by Executive Order 9396 (sec. I, WD Bul. 22, 1943), superseding Executive Order 9075 (sec. III, WD Bul. 11, 1942), citation(s) of the following unit(s) in the general orders indicated are confirmed under the provisions of section IV, WD Circular 333, 1943, in the name of the President of the United States as public evidence of deserved honor and distinction. The citation(s) read as follows:

15. The 332nd Fighter Group is cited for outstanding performance of duty in armed conflict with the enemy. On 23 March 1945, the group was assigned the mission of escorting heavy bombardment type aircraft attacking the vital Daimler-Benz tank assembly plant at Berlin, Germany. Realizing the strategic importance of the mission and fully cognizant of the amount of enemy resistance to be expected and the long range to be covered, the ground crews worked tirelessly and with enthusiasm to have their aircraft at the peak of mechanical condition to insure the success of the operation. On 24 March 1945, fifty-nine P-51 type aircraft were airborne and set course for the rendezvous with the bomber formation. Through superior navigation and maintenance of strict flight discipline the group formation reached the bomber formation at the designated time and place. Nearing the target approximately 25 enemy aircraft were encountered which included ME262's which launched relentless attacks in a

TUSKEGEE UNIVERSITY  
ARCHIVES AND MUSEUMS

True Copy of the Citation (cont'd)

WAR DEPARTMENT  
WASHINGTON, D. C.

18 October 1945

Mr. G. L. Washington  
General Manager  
Moten Field  
Tuskegee Institute, Alabama

Dear Mr. Washington:

I am inclosing a copy of the citation recently given to the 332nd Fighter Group as it appeared in General Orders announced by the War Department on 5 October 1945.

Recalling the great amount of initiative and effort which you put into the first training programs leading toward this accomplishment, I felt that you would be interested in having this citation for your records.

This unit arrived in New York yesterday. I feel that the record which they have made, as finally summarized in this citation, is ample justification for the faith which we had in these young men when they made their first approaches toward pilot training. These results also give tangible and definite reply to many questions on the wisdom of such ventures.

It is to be hoped that these returning flyers will continue to have your interest and support as they look toward peacetime activities.

Sincerely yours,

*James C. Evans*  
James C. Evans,  
Assistant Civilian Aide to the  
Secretary of War.

Incl



True Copy of the Citation (Cont'd)

desperate effort to break up and destroy the bomber formations. Displaying outstanding courage, aggressiveness, and combat technique, the group immediately engaged the enemy formation in aerial combat. In the ensuing engagement that continued over the target area, the gallant pilots of the 332nd Fighter Group battled against the enemy fighter to prevent the breaking up of the bomber formation and thus jeopardizing the successful completion of this vitally important mission. Through their superior skill and determination, the group destroyed three enemy aircraft, probably destroyed three, and damaged three. Among their claims were eight of the highly rated enemy jet-propelled aircraft with no losses sustained by the 332nd Fighter Group. Leaving the target area and en route to base after completion of their primary task, aircraft of the group conducted strafing attacks against enemy ground installation and transportation with outstanding success. By the conspicuous gallantry, professional skill, and determination of the pilots, together with the outstanding technical skill and devotion to duty of the ground personnel, the 332nd Fighter Group has reflected great credit on itself and the armed forces of the United States. (General Orders 3674, Headquarters Fifteenth Air Force, 9 August 1945, as approved by the Commanding General United States Forces, Mediterranean Theatre.)

By Order of the Secretary of War:

Official:

EDWARD F. WITSELL  
Major General  
Acting The Adjutant General

G. C. MARSHALL  
Chief of Staff

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The 332nd Fighter Group comprised all the fighter squadrons activated at Tuskegee, -- 99th, 100th, 301st, and 302nd. At first, the Group did not include the 99th. However, shortly after the Group entered combat it was enlarged by the addition of the 99th Squadron.

It has been with much satisfaction and pride that on at least two occasions,--in striking up a conversation with a seatmate on an airline, to find he was a bomber pilot overseas and, when hearing of my connection with military training at Tuskegee, beamed with praise of the fighter groups trained at Tuskegee. Every time it was said they accompanied them (the bomber personnel) deeper into enemy territory than most accompanying pursuit squadrons.

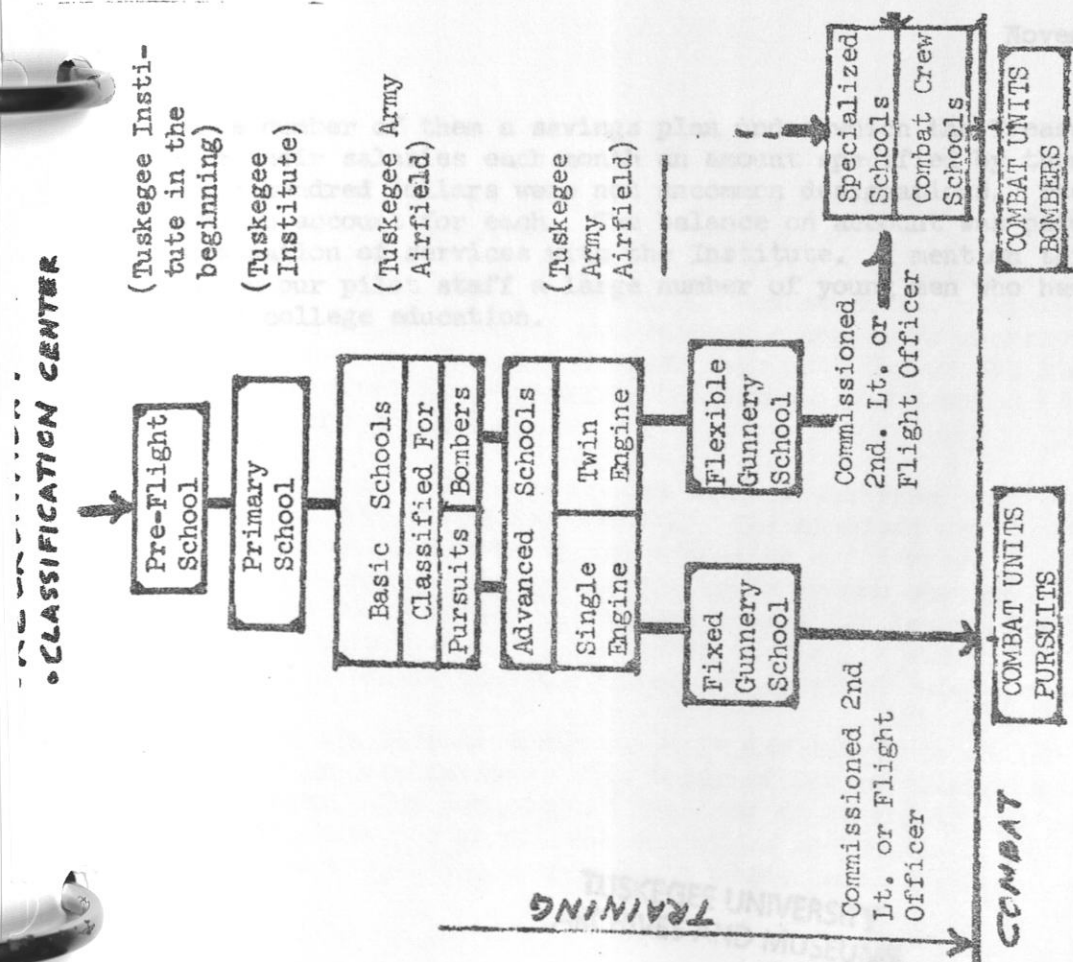
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1945--November 23. The last class of cadets graduated from the Primary School at Tuskegee Institute. (MILITARY PROGRAM)

\_\_\_\_\_ classes had graduated from Primary, totalling \_\_\_\_\_ cadets transferred to Basic School at the Tuskegee Army Airfield. The total number of cadets assigned to Primary was \_\_\_\_\_.

The school was first designated as the "66th Army Air Force Primary Flying School," being the 66th such contract entered into by the War Department. Some time in 1943 the designation changed to "The 2164th Army Air Force Base Unit (Contract Pilot School, Primary)." Locally it was referred to as "Primary," "Primary Field," and after April 1943, "Moton Field" which it was named in memory of Dr. Robert Russa Moton, Second President of Tuskegee Institute.

However, the Tuskegee Army Airfield would not graduate this class before mid-1946. This class, as all others graduated, would need continue its training in the Basic and the Advanced Schools at the TAAF. In the beginning the period of training at each three Schools was 10 weeks. Subsequently the periods were changed to 9 weeks. The chart following shows the sequence of training through to readiness for combat:



NOTE: Chart does not show other training tracks from classification center leading to Bombadier, Navigator, Glider Pilot, etc.

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No employees were taken off the payroll before December 1st. Many were necessary through the close of the year to accomplish many things necessary to closing out such a field.

Weeks before training ended I gave much attention to helping personnel find other employment. A letter was sent to each employee asking whether or not he needed assistance. Those indicating in the affirmative were asked to supply information contained in a questionnaire attached.

In the meantime I contacted officers at Tuskegee Institute and the Veterans' Hospital to ascertain vacancies in work classifications comparable to some at our operation. Many of our pilots in particular were college graduates. I circulated a list of these and their majors to a number of colleges in the southern states.

Just about all of the local people were placed with either the Institute or the Hospital. Practically all of the pilots who had come to us from various parts of the country, except Charles Anderson, returned to where they had been located.

I felt quite pleased over a plan I had inaugurated about two years prior. Our pilots were getting very large salaries then, compared with teachers and other professional employees of the area. Some were very young, too. So I arranged with the Treasurer and sold to a surprisingly

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large number of them a savings plan under which the Treasurer would deduct from their salaries each month an amount specified by them. Seventy-five and a hundred dollars were not uncommon designations. The money was put into an account for each. The balance on account was paid each upon termination of services with the Institute. I mention this because we had on our pilot staff a large number of young men who had not finished their college education.

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TUSKEGEE UNIVERSITY  
ARCHIVES AND MUSEUMS

TUSKEGEE UNIVERSITY  
ARCHIVES AND MUSEUMS

TUSKEGEE UNIVERSITY  
ARCHIVES AND MUSEUMS

1945 -- November. The Army Air Force presented Tuskegee Institute with a Certificate of Service award, dated November 23, 1945, for the part it had played in training military pilots. (MILITARY PROGRAM)

Some time in November or early December the presentation was made in the President's Office at Tuskegee Institute. Present were Dr. Patterson, G. L. Washington, Luther H. Foster, Jr., Colonel Parrish and Major Magoon. Colonel Parrish made the presentation.

This no doubt was a customary recognition of services of contractors who operated Primary Schools for the Air Corps.

Somewhere is Dr. Patterson's correspondence may be some special letter of appreciation from Headquarters-Washington, D. C. for the total part played in regard to military aviation at Tuskegee, Alabama.

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GENERAL NOTES

It was the policy of the Air Technical Service Command to look at the profits of the companies the War Department had entered into contract with for the operation of Army Primary Schools. Reference is to profits made on Primary School operations only. Consequently, auditing teams were sent to the operations of the various contractors shortly after the termination of their contracts. I never knew what the profit limit was, the excess of which subjected the contractor to renegotiations and, of course, return of money to the Government.

No exception was made in the case of Tuskegee Institute in granting it a contract for the Primary School. The standard requirement for such a contract was that the flying school be a CAA rated Advanced Flying School. Tuskegee obtained this rating two weeks before the decision of the War Department to authorize a Primary School for Negro aviation cadets. But Tuskegee Institute was an exception in that it was the only institution of higher learning that qualified and received such a contract.

As an educational institution it was tax free. Other contractors were mostly corporations. The focus of the auditing team was upon profits after taxes. The judgment of the team in regard to Tuskegee was, as I was informed, that its profit was one of, or the highest. <sup>745</sup> ~~It~~ <sup>contracts</sup> was not renegotiated because <sup>745</sup> ~~it~~ <sup>was</sup> a non-profit educational institution.

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General Notes

What has just been said related to but one program of aviation. An audit of the whole program would have to account for the following programs: Civilian Pilot Training, Army Primary School, 2211th Air Base Unit (College Training, Aircrew), and CAA War Training Service.

As to sources of income, the Government paid Tuskegee direct for aviation ground school and flight training under Civilian Pilot Training, Army Pilot Training, and CAA War Training Service. The same would be true for academic college instruction of aviation cadet candidates of the 2211th Air Base Unit. The Government may have also paid direct for mess and barracks for enlisted men of the 2211th, or required these men, as was done under the Army Primary program, to pay the Institute for these services from subsistence allowances paid them direct by the Government.

Except for any subsistence payments made by CAA for non-Tuskegee Institute students assigned for advanced CPT training, the Division of Aeronautics handled no receipts for mess and barracks furnished its trainees, under any of its programs. This was a direct income to Auxiliary Enterprises of the Institute. A further income to it was receipts at Dorothy Hall from providing hotel accommodations to visiting relatives and friends of aviation cadets and officer personnel, both at Institute operations and those at the Tuskegee Army Air Field. Snack bars and lunch facilities profited also.

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1946

1946--January. Tuskegee Aviation, Inc. was organized and granted permission by Tuskegee Institute to use the facilities of Moton Field.

Upon the recommendation of President Patterson the Board of Trustees of Tuskegee Institute granted the writer leave with full pay during the calendar year 1946. This was in appreciation of his untiring efforts and hard work in developing the aviation program of the Institute.

Some time, possibly a year, before the program ended some of the top employees encouraged me to consider organizing a private company to operate an Air Park after the Government programs were over. Charles Anderson, Austin Humbles, Royal B. Dunham and a few others were the ones. It was felt that the general public had become quite air-minded and people would seek flying training in large numbers. The thought of operating at Moton Field was not in the picture then.

To this end I made two trips to Atlanta and in due time obtained an option on a large tract of land in the northwest section of the city. It was felt than an Air Park, which was the popular post-war planning proposed by commercial concerns, would need be in a large city, preferably as close in to it as possible.

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The general planning for air parks included a flying field, hangar and maintenance facilities for private flying; aircraft sales; recreational facilities such as golf course, if feasible, tennis courts, picnic area, restaurant, private club, etc. The recreational, and even motel facilities would attract the people and support flying operations.

The large tract within Atlanta seemed suited to the purpose. There was additional land close by to the west that was also available. And incidentally these tracts are the areas where middle class Negroes now have such fine homes in Atlanta and are still building them. But as months went by the feeling of the group was that Negroes may not have the money to pay for flying training and buy aeroplanes in large numbers that seemed necessary. So, with little foresight for the real estate potentialities I let the option go.

When the program was at the end the group felt I should undertake an organization at Tuskegee with the hope that the Institute would let us have use of Moton Field rent free for at least a year. Thus Tuskegee Aviation, Inc. came into being, and the Institute did grant permission to use the field as requested.

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June 29. The last class of cadets to enter Primary training at Tuskegee graduated from the Tuskegee Army Airfield, being also the last class trained at this base. (MILITARY PROGRAM)

The 34th class. Nine (9) graduates.

"After the closing of the Tuskegee air field, there was no report of the training of Negro pilots until July, 1947, when it was reported that three Negroes were members of an Army Air Force aviation cadet pilot training class of five hundred at Randolph Field, Texas. In the meantime the training of Negro mechanics and other specialists had continued at various posts in the North and South."

---The Negro Handbook, 1949  
The Macmillan Company

"The last graduates, nine, brought the total number of fliers trained at the TAAF to 992. More than 500 of these pilots served overseas....Pilot production at Tuskegee reached its peak in March 1945 when 38 pilots received wings..." -- Negro Year Book, Tuskegee Institute, 1941-46

Reference is to graduates produced. About 2,400 cadets entered primary during the program. From 50-60% of them entered Basic at TAAF. (Check)

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Probably in recognition of Tuskegee's services, the Army Air Force extended an invitation to Tuskegee to be its guest at a three-day demonstration of air power and inspection of facilities at Egland Field. Dr. Patterson thought I should be the one to go and so advised the host.

I was notified that a staff car would pick up me on a certain day in time for my flight in military aircraft from Maxwell Field to Florida, leaving mid-afternoon. Having friends at Pensacola, not so far away, I decided to drive my automobile so that I could visit with them after the visit at Egland.

I arrived at Eglin Field's guard gate about 4:30 that afternoon. The white guard refused to admit me regardless of my saying I was an invited guest. He assured me no Negroes would be overnight guests at the post. But I raised so much fuss that he complied with my demand that the Commander of the post be called so I could speak with him. The Captain that answered the telephone must have, after hearing the guard's story, spoke his mind, for in one nothing he was at the gate in a staff car, with apologies since they were expecting me by military aircraft.

I was shown to a choice room in the Officers quarters, just across the street from the Officers' Club. When alone I was unpacking when a Negro Sergeant (formerly Captain Campbell of TAAF) came to my room, greeted me,

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and said I certainly had created a stir at the field. We laughed about it and he went on to say previous arrangements had been made for a staff car for me, for personal use; and that it would be driven by a Negro enlisted man,--the first time a Negro had ever been assigned to drive such a car. And that prior arrangements had been made to avoid my seeing and meeting the Negro troops at the post, who were relegated to the edge of the field and assigned the most menial and unskilled tasks, though many were technicians and clerical workers. This on a Friday. (Incidentally, the white officer who took me to my quarters had left a program and gone over the events; and another higher ranking officer had come in before the Sergeant to insist that I attend the cocktail hour on the grounds, dinner, etc.)

Well, I decided to go across the street, get a good meal, and visit with the Negro officers and enlisted men. Before the main course was served, a Major came to my table and said everyone had been expecting me on the lawn at cocktails. I told him I though I would forego it, but he called the waitress, cancelled the order and took me straight to the Commander of the post, who was the center of attraction, of course, for the officers, invited guests and ladies of the post.

I shook hands with him and received his welcome to the post. Mr. Grove Webster of CPT days spotted me and stood near awaiting the Colonel to release me, so he could greet me. But the Colonel, between handshakes

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with a number of guests, he said "I understand you experienced some difficulty at the gate." I replied without any feeling whatsoever, "Yes, I am sure it was a matter of not briefing the guard properly." He still held me by his side, for about 2 or three cocktails. Then I got in,--"I understand you have some well trained Negro officers and enlisted men here underemployed." "Yes," he replied, and "It's unfortunate, too, because they are better than many civilian women and military personnel in those positions. It's a matter of keeping the community quite." I never made a response and had by that time enough cocktails to really get into the party. Grove Webster, officers, wives all took me over for conversation.

A group of us wound up at a table for about 20 people, and there the dinner and more drinks went on until about midnight. Afterwards I got away and returned across the street to my quarters. There were the two Negro chauffeurs awaiting to drive me somewhere. They had been there since early evening. Out of sympathy, I said "Do you know someone in Pensacola." The immediate response was "Yes!" O.K. then, I said, drive me there and I'll give you an hour in Pensacola to visit with them, while I nap in the car. They were so happy.

The next morning, on the way to the demonstration grounds, my car stopped at the guard gate, and the same guard who gave me trouble stood

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erect and saluted. Well that satisfied me with him.

The following morning, Sunday, I walked to visit the Negro officers and enlisted men. They were so appreciative and told me volumes about their experience at Eglin, which one can well imagine.

...of the Army Air Force declared the Tuskegee Army airfield surplus.

1947 -- July. The Air Forces were separated from the Army and became the Air Force a branch of the armed services comparable in status to the Army or Navy.

THE NEGRO HANDBOOK - 1949  
The Macmillan Company -----

Just what the policies of the Air Force under the new set-up would be was not clearly developed during the months following its separation from the Army. However, it was noted that of the 32 Negro officers appointed in the Regular Army and Air Force after July 1947, at which time the separation took effect, 23

were appointed in the Air Force, which brought to 68, the number appointed in and assigned to the Air Force out of a total of 110 Negro officers in the Regulars up to the end of 1947.

Official statistics concerning Negro personnel in the Air Force subsequent to its separation from the Army are not available, but a statement in a Negro newspaper dated Sept. 27, 1947, gives the Negro strength as 21,000 in a total of 315,000. How many of these were women and how many were officers was not stated.

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1946 -- September 5. The Army Air Force declared the Tuskegee Army Airfield surplus.

Officers formerly assigned to the field were transferred to the Lockbourne Army Air Base, Columbus, Ohio to join the 477th Composite Group.

THE NEGRO HANDBOOK, The Macmillan Co., 1949 --

Reduction of personnel began July 31, 1946, at which time there were approximately 865 enlisted men and 266 officers on duty there. During the next few weeks the field was completely abandoned by the Army, a goodly part of the personnel being moved to Lockbourne Air Base, near Columbus, Ohio, where the only Negro flying unit, the 477th Composite Group, was then stationed.

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1949 -- June 1. Army Air Force pilots trained at Tuskegee were integrated into white AAF organizations, thus attaining the goal of Negroes of the Nation, as well as Tuskegee Institute and the pilots concerned. (MILITARY PROGRAM)

The 477th Composite Group based at Lockburn Army Air Base, Columbus Ohio, March 13, 1946. May of the same year the Group was deactivated concurrently with the reactivation of the 332nd Fighter Group as the 332nd Fighter Wing. This Wing was deactivated in favor of the integration of its personnel.

Though a large per cent of the civilian employees at the Lockbourne base are white, it is essentially an all colored post, the key positions being staffed, for the most part, by men who saw extended combat duty with the 99th and 332nd. The 477th is under the First Air Force.

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