

AFEHRI File 19-7-2

**Research Materials/Source Documents
PERSONNEL**

FILE TITLE: African-American Airman in World War II

Reviewed by:

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gayen, Luzon, c. 20 Apr 1945; Ie Shima, 8 Aug 1945; Kimp'o, Korea, c. 23 Sep 1945; Itazuke, Japan, 28 Aug 1948; Ashiya, Japan, 25 Mar-1 Apr 1949. Minneapolis-St Paul Intl Aprt, Minn, 18 Aug 1955-.

COMMANDERS. Lt Col George W Prentice, 21 May 1943; Col Charles H MacDonald, 26 Nov 1943; Lt Col Meryl M Smith, Aug 1944; Col Charles H MacDonald, 13 Oct 1944; Lt Col John S Loisel, 15 Jul 1945; Col Henry G Thorne Jr, 18 Apr 1946; Col Ashley B Packard, 20 Jul 1946; Col Leland S Stranathan, c. 22 Mar 1947; Col Carl W Pyle, 7 Jun 1947; Col William O Moore, 19 Sep 1947; Lt Col Woodrow W Ramsey, 28 Aug 1948-25 Mar 1949. Col David Gould, Aug 1955-.

CAMPAIGNS. China Defensive; New Guinea; Bismarck Archipelago; Western Pacific; Leyte; Luzon; China Offensive.

DECORATIONS. Distinguished Unit Citations: New Guinea, 18 and 21 Aug 1943; New Guinea, 15 and 17 Oct 1943; Philippine Islands, 25 Oct-25 Dec 1944. Philippine Presidential Unit Citation.

INSIGNE. *Shield*: Azure, over a cross-bow or, string argent, bow striped red and silver; a lightning bolt gules, highlighted of the third, surmounting the stock; a pair of wings argent, issuing from the end of the stock; between four seven-pointed stars and one five-pointed star, spattered over the field; all within a diminutive border per pale argent and gules. *Motto*: IN PROELIO GAUDETE—Be Joyful in Battle. (Approved 26 Nov 1956.)

476th FIGHTER GROUP

Constituted as 476th Fighter Group on 20 Apr 1943. Assigned to Fourteenth AF. *Activated* in China on 19 May 1943 with no squadrons assigned. *Disbanded* in China on 31 Jul 1943.

Reconstituted on 11 Oct 1943. *Activated* in the US on 1 Dec 1943. Assigned to First AF as a replacement training unit. *Disbanded* on 1 Apr 1944.

Reconstituted and *redesignated* 476th Fighter Group (Air Defense), on 11 Dec 1956. *Activated* on 8 Feb 1957. Assigned, without combat squadrons, to Air Defense Command.

SQUADRONS. *453d*: 1943-1944. *541st*: 1943-1944. *542d*: 1943-1944. *543d*: 1943-1944.

STATIONS. Kunming, China, 19 May-31 Jul 1943. Richmond AAB, Va, 1 Dec 1943; Pocatello AAFld, Idaho, 26 Mar-1 Apr 1944. Glasgow AFB, Mont, 8 Feb 1957-.

COMMANDERS. Unkn.

CAMPAIGNS. Asiatic-Pacific Theater.

DECORATIONS. None.

INSIGNE. None.

477th COMPOSITE GROUP

Constituted as 477th Bombardment Group (Medium) on 13 May 1943. *Activated* on 1 Jun 1943. Assigned to Third AF. Trained with B-26 aircraft. *Inactivated* on 25 Aug 1943.

Activated on 15 Jan 1944. Assigned to First AF. Trained with B-25's. *Redesignated* 477th Composite Group in Jun 1945. Equipped with B-25's and P-47's. *Inactivated* on 1 Jul 1947.

SQUADRONS. 99th Fighter: 1945-1947. 616th Bombardment: 1943; 1944-1945. 617th Bombardment: 1943; 1944-1947. 618th Bombardment: 1943; 1944-1945. 619th Bombardment: 1943; 1944-1945.

STATIONS. MacDill Field, Fla, 1 Jun-25 Aug 1943. Selfridge Field, Mich, 15 Jan 1944; Godman Field, Ky, 6 May 1944; Lockbourne AAB, Ohio, 13 Mar 1946-1 Jul 1947.

COMMANDERS. Lt Col Andrew O Lerche, 1943. Col Robert R Selway Jr, 21 Jan 1944; Col Benjamin O Davis Jr, 21 Jun 1945-1 Jul 1947.

CAMPAIGNS. American Theater.

DECORATIONS. None.

INSIGNE. None.

478th FIGHTER GROUP

Constituted as 478th Fighter Group on 12 Oct 1943. *Activated* on 1 Dec 1943. Assigned to Fourth AF. After a delay in obtaining personnel and equipment, the group began operations in Mar 1944 as a replacement training unit, using P-39 aircraft. *Disbanded* on 31 Mar 1944.

Reconstituted and *redesignated* 478th Fighter Group (Air Defense), on 11 Dec 1956. *Activated* on 8 Feb 1957. Assigned to Air Defense Command.

SQUADRONS. 18th: 1957-. 454th: 1943-1944. 544th: 1943-1944. 545th: 1943-1944. 546th: 1943-1944.

STATIONS. Hamilton Field, Calif, 1 Dec 1943; Santa Rosa AAFld, Calif, 12 Dec 1943; Redmond AAFld, Ore, 3 Feb-31 Mar 1944. Grand Forks AFB, ND, 8 Feb 1957-.

COMMANDERS. Col John W Weltman, 7 Dec 1943; Lt Col Ernest C Young, 31 Jan-31 Mar 1944. Unkn, 1957.

CAMPAIGNS. None.

DECORATIONS. None.

INSIGNE. None.

479th ANTISUBMARINE GROUP

Constituted as 479th Antisubmarine Group on 1 Jul 1943 and *activated* in England on 8 Jul. Assigned to AAF Antisubmarine Command. Began operations with B-24 aircraft on 13 Jul. The 479th's most effective antisubmarine patrols were in the Bay of Biscay from 18 Jul to 2 Aug 1943, the period in which the group made nearly all of its attacks on enemy U-boats. After that time the enemy avoided surfacing during daylight and adopted a policy of evasion, but the group continued its patrols, often engaging enemy aircraft in combat. Ended operations in Oct 1943. *Disbanded* in England on 11 Nov 1943.

SQUADRONS. 4th: 1943. 6th: 1943. 19th: 1943. 22d: 1943.

STATIONS. St Eval, England, 8 Jul 1943; Dunkeswell, England, 6 Aug 1943; Podington, England, Nov-11 Nov 1943.

XXXIII Corps and American 5th Division, 19 Jul-26 Aug 1918. Antisubmarine patrols, and reconnaissance of Vichy French fleet at Martinique, Dec 1941-Oct 1942. Unmanned, Nov 1942-Feb 1943. Trained cadres for bombardment units, Feb 1943-Feb 1944. Combat in Western Pacific, 25 Jan-15 Aug 1945. Unmanned, Apr 1947-20 Oct 1948.

SERVICE STREAMERS. None.

CAMPAIGNS. World War I: Lorraine; Alsace; St Mihiel; Meuse-Argonne. World War II: Antisubmarine, American Theater; Air Offensive, Japan; Eastern Mandates; Western Pacific.

DECORATIONS. Distinguished Unit Citations: Kawasaki, Japan, 15/16 Apr 1945; Japan, 13-28 May 1945. Air Force Outstanding Unit Award: 1 Jan 1957-31 Jan 1958.

EMBLEM. The buffalo, red lined with blue. (Approved 4 Mar 1924 from World War I emblem.)

99th FIGHTER



LINEAGE. Constituted 99th Pursuit Squadron on 19 Mar 1941. Activated on 22 Mar 1941. Redesignated 99th Fighter Squadron on 15 May 1942. Inactivated on 1 Jul 1949.

ASSIGNMENTS. Army Air Corps, 22 Mar 1941; Technical Training Command, 26 Mar 1941; Southeast Air Corps

(later Southeast Army Air Forces) Training Center, 5 Nov 1941 (attached to III Fighter Command, 19 Aug 1942); Twelfth Air Force, 24 Apr 1943; XII Air Support (later Tactical Air) Command, 28 May 1943 (attached to 33d Fighter Group, 29 May 1943; 324th Fighter Group, c. 29 Jun 1943; 33d Fighter Group, 19 Jul 1943; 79th Fighter Group, 16 Oct 1943; 324th Fighter Group, 1 Apr-6 Jun 1944); 332d Fighter Group, 1 May 1944 (attached to 86th Fighter Group, 11-30 Jun 1944); 477th Composite Group, 22 Jun 1945; 332d Fighter Group, 1 Jul 1947-1 Jul 1949.

STATIONS. Chanute Field, Ill, 22 Mar 1941; Maxwell Field, Ala, 5 Nov 1941; Tuskegee, Ala, 10 Nov 1941-2 Apr 1943; Casablanca, French Morocco, 24 Apr 1943; Oued N'ja, French Morocco, 29 Apr 1943; Fardjouna, Tunisia, 7 Jun 1943; Licata, Sicily, 28 Jul 1943; Termini, Sicily, 4 Sep 1943; Barcellona, Sicily, 17 Sep 1943; Foggia, Italy, 17 Oct 1943; Madna, Italy, 22 Nov 1943; Capodichino, Italy, 16 Jan 1944; Cercola, Italy, 2 Apr 1944; Pignataro, Italy, 10 May 1944; Ciampino, Italy, 11 Jun 1944; Orbetello, Italy, 17 Jun 1944; Ramitelli, Italy, 6 Jul 1944; Cattolica, Italy, c. 5 May 1945; Godman Field, Ky, 22 Jun 1945; Lockbourne AAB, Ohio, 13 Mar 1946-1 Jul 1949.

AIRCRAFT. P-40, 1943-1944; P-39, 1944; P-51, 1944-1945; P-47, 1944, 1945-1949.

OPERATIONS. Combat in MTO and ETO, 2 Jun 1943-30 Apr 1945.

SERVICE STREAMERS. American Theater.

CAMPAIGNS. Sicily; Naples-Foggia; Anzio; Rome-Arno; Normandy; Northern France; Southern France; North Apennines; Rhineland; Central Europe; Po Valley; Air Combat, EAME Theater.

DECORATIONS. Distinguished Unit Ci-

tations: [Sicily, Jun-Jul] 1943; Cassino, 12-14 May 1944; Germany, 24 Mar 1945.

EMBLEM. Over and through a medium blue disc, border of nine golden orange segments fimbriated of the field, issuing out of sinister chief toward dexter base a golden orange winged panther in striking position, proper, between four yellow stars in dexter chief and five like stars in sinister base. (Approved 24 Jun 1944.)

99th TROOP CARRIER

LINEAGE. Constituted 99th Troop Carrier Squadron on 25 May 1943. Activated on 1 Aug 1943. Inactivated on 27 Mar 1946. Redesignated 99th Troop Carrier Squadron (Medium) on 10 May 1949. Activated in the reserve on 27 Jun 1949. Ordered to active service on 10 Mar 1951. Inactivated on 14 Mar 1951.

ASSIGNMENTS. 441st Troop Carrier Group, 1 Aug 1943; 27th Air Transport Group, 27 Aug 1945; United States Air Forces in Europe, 25 Sep 1945; Continental Air Forces (later Strategic Air Command), 15 Feb-27 Mar 1946. 441st Troop Carrier Group, 27 Jun 1949-14 Mar 1951.

STATIONS. Sedalia AAFld, Mo, 1 Aug 1943; Camp Mackall, NC, 18 Jan 1944; Baer Field, Ind, 22-29 Feb 1944; Langar, England, 17 Mar 1944; Merryfield, England, 25 Apr 1944 (operated from Grosseto, Italy, 18 Jul-24 Aug 1944); Villeneuve/Vertus, France, 8 Sep 1944; St Marceau, France, 1 Oct 1944; Dreux, France, 4 Nov 1944; Villacoublay, France, Sep 1945; Wiesbaden, Germany, Oct 1945-15 Feb 1946; Bolling Field, DC, 15 Feb-27 Mar 1946. Chicago-Orchard Aprt, Ill, 27 Jun 1949-14 Mar 1951.

AIRCRAFT. Principally C-47, 1943-1946.

OPERATIONS. Included airborne assaults on Normandy, Southern France, Holland, and Germany; relief of Bastogne; aerial transportation in ETO and MTO, during World War II.

SERVICE STREAMERS. None.

CAMPAIGNS. Rome-Arno; Normandy; Northern France; Southern France; Rhineland; Ardennes-Alsace; Central Europe.

DECORATIONS. Distinguished Unit Citation: France, [6-7] Jun 1944.

EMBLEM. None.

100th BOMBARDMENT



LINEAGE. Organized as 106th Aero Squadron on 27 Aug 1917. Redesignated 800th Aero Squadron on 1 Feb 1918. Demobilized: A and B flights on 8 May 1919, C flight on 2 Jul 1919. Reconstituted and consolidated (1936) with 135th Squadron which, having been allotted to NG, was organized on 21 Jan 1922. Redesignated: 135th Observation Squadron on 25 Jan 1923; 114th Observation Squadron on 1 May 1923; 106th Observation Squadron on 16 Jan 1924. Ordered to active service on 25 Nov 1940. Redesignated: 106th Observation Squadron (Medium) on 13 Jan 1942; 106th Observation Squadron on 4 Jul

AIRCRAFT. B-17, 1943-1945. F-86, 1954-1955; F-84, 1954-1957; F-100, 1957-.

OPERATIONS. Combat in ETO, 26 Nov 1943-20 Apr 1945.

SERVICE STREAMERS. None.

CAMPAIGNS. Air Offensive, Europe; Normandy; Northern France; Rhineland; Ardennes-Alsace; Central Europe; Air Combat, EAME Theater.

DECORATIONS. Distinguished Unit Citations: Germany, 11 Jan 1944; Germany, 20 Feb 1944. Air Force Outstanding Unit Award: 1 Jan-31 Dec 1963.

EMBLEM. Over and through a medium blue disc, wide border light turquoise blue, piped white, a winged horseshoe gold with a light green aerial bomb crossing behind the sinister heel and in front of dexter heel, all surmounted by the face and head of a red devil, with highlight and shadow. (Approved 15 Nov 1943.)

615th BOMBARDMENT



LINEAGE. Constituted 615th Bombardment Squadron (Heavy) on 20 Mar 1943. Activated on 1 Apr 1943. Inactivated on 28 Aug 1945. Redesignated 615th Bombardment Squadron (Very Heavy) on 27 Dec 1946. Activated in the reserve on 10 Jan 1947. Inactivated on 27 Jun 1949. Redesignated 615th

Fighter-Bomber Squadron on 30 Aug 1957. Activated on 25 Sep 1957. Redesignated 615th Tactical Fighter Squadron on 1 Jul 1958.

ASSIGNMENTS. 401st Bombardment Group, 1 Apr 1943-28 Aug 1945. Tenth Air Force, 10 Jan 1947; 401st Bombardment Group, 30 Sep 1947-27 Jun 1949. 401st Fighter-Bomber (later Tactical Fighter) Wing, 25 Sep 1957-.

STATIONS. Ephrata AAB, Wash, 1 Apr 1943; Geiger Field, Wash, 4 Jun 1943. Great Falls AAB, Mont, 8 Jul-19 Oct 1943; Deenethorpe, England, 4 Nov 1943-20 Jun 1945; Sioux Falls AAB, SD, 1-28 Aug 1945. Brooks Field, Tex, 10 Jan 1947-27 Jun 1949. England AFB La, 25 Sep 1957-.

AIRCRAFT. B-17, 1943-1945. F-100, 1957-.

OPERATIONS. Combat in ETO, 26 Nov 1943-20 Apr 1945.

SERVICE STREAMERS. None.

CAMPAIGNS. Air Offensive, Europe; Normandy; Northern France; Rhineland; Ardennes-Alsace; Central Europe; Air Combat, EAME Theater.

DECORATIONS. Distinguished Unit Citations: Germany, 11 Jan 1944; Germany, 20 Feb 1944. Air Force Outstanding Unit Award: 1 Jan-31 Dec 1963.

EMBLEM. A gray quadrangle within a wide border per bend green and red; a ferocious stalking black leopard, highlighted gray, issuing from chief and extending over the border in base, his eyes green, teeth white and tongue red, his tail appearing above the border in chief. *Motto:* PRESS ON. (Approved 17 Nov 1958.)

616th BOMBARDMENT

LINEAGE. Constituted 616th Bombardment Squadron (Medium) on 13 May 1943. Activated on 1 Jun 1943. Inacti-



vated on 25 Aug 1943. Activated on 15 Jan 1944. Inactivated on 22 Jun 1945.

ASSIGNMENTS. 477th Bombardment Group, 1 Jun-25 Aug 1943. 477th Bombardment Group, 15 Jan 1944-22 Jun 1945.

STATIONS. MacDill Field, Fla, 1 Jun-25 Aug 1943. Selfridge Field, Mich, 15 Jan 1944; Godman Field, Ky, 6 May 1944; Sturgis AAFld, Ky, 19 Jun 1944; Godman Field, Ky, 20 Jul 1944; Freeman Field, Ind, 5 Mar 1945; Godman Field, Ky, 27 Apr-22 Jun 1945.

AIRCRAFT. B-26, 1943. B-25, 1944-1945.

OPERATIONS. Training, Jun-Aug 1943, and Jan 1944-Jun 1945.

SERVICE STREAMERS. American Theater.

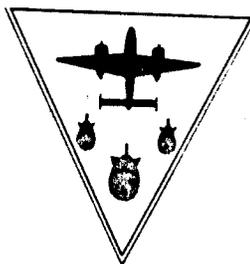
CAMPAIGNS. None.

DECORATIONS. None.

EMBLEM. On a light turquoise blue diamond, bordered dark blue, a caricatured wolf in red flight suit and helmet, seated in cockpit of dark blue caricatured aircraft, with wings, tail fin, and propeller hub yellow orange, dropping a large dark blue aerial bomb, with red nose and tail fin, from open bomb bay doors, all emitting white speed lines to rear. (Approved 14 Aug 1944.)

617th BOMBARDMENT

LINEAGE. Constituted 617th Bombardment Squadron (Medium) on 13 May



1943. Activated on 1 Jun 1943. Inactivated on 25 Aug 1943. Activated on 15 Apr 1944. Inactivated on 1 Jul 1947.

ASSIGNMENTS. 477th Bombardment Group, 1 Jun-25 Aug 1943. 477th Bombardment (later Composite) Group, 15 Apr 1944-1 Jul 1947.

STATIONS. MacDill Field, Fla, 1 Jun-25 Aug 1943. Selfridge Field, Mich, 15 Apr 1944; Godman Field, Ky, 6 May 1944; Sturgis AAFld, Ky, 22 Jul 1944; Godman Field, Ky, 23 Aug 1944; Freeman Field, Ind, 6 Mar 1945; Godman Field, Ky, 26 Apr 1945; Lockbourne AAB, Ohio, 13 Mar 1946-1 Jul 1947.

AIRCRAFT. B-26, 1943. B-25, 1944-1947.

OPERATIONS. Training, Jun-Aug 1943, and Apr 1944-Jul 1947.

SERVICE STREAMERS. American Theater.

CAMPAIGNS. None.

DECORATIONS. None.

EMBLEM. On a light turquoise blue triangle, point to base, bordered dark blue on base leg, and on sides terminating in apex triparted red, white, and blue, a dark blue plan view, silhouette, B-25 aircraft in center chief point, over three red aerial bombs, trimmed dark blue, falling toward base point, in perspective. (Approved 18 Aug 1944.)

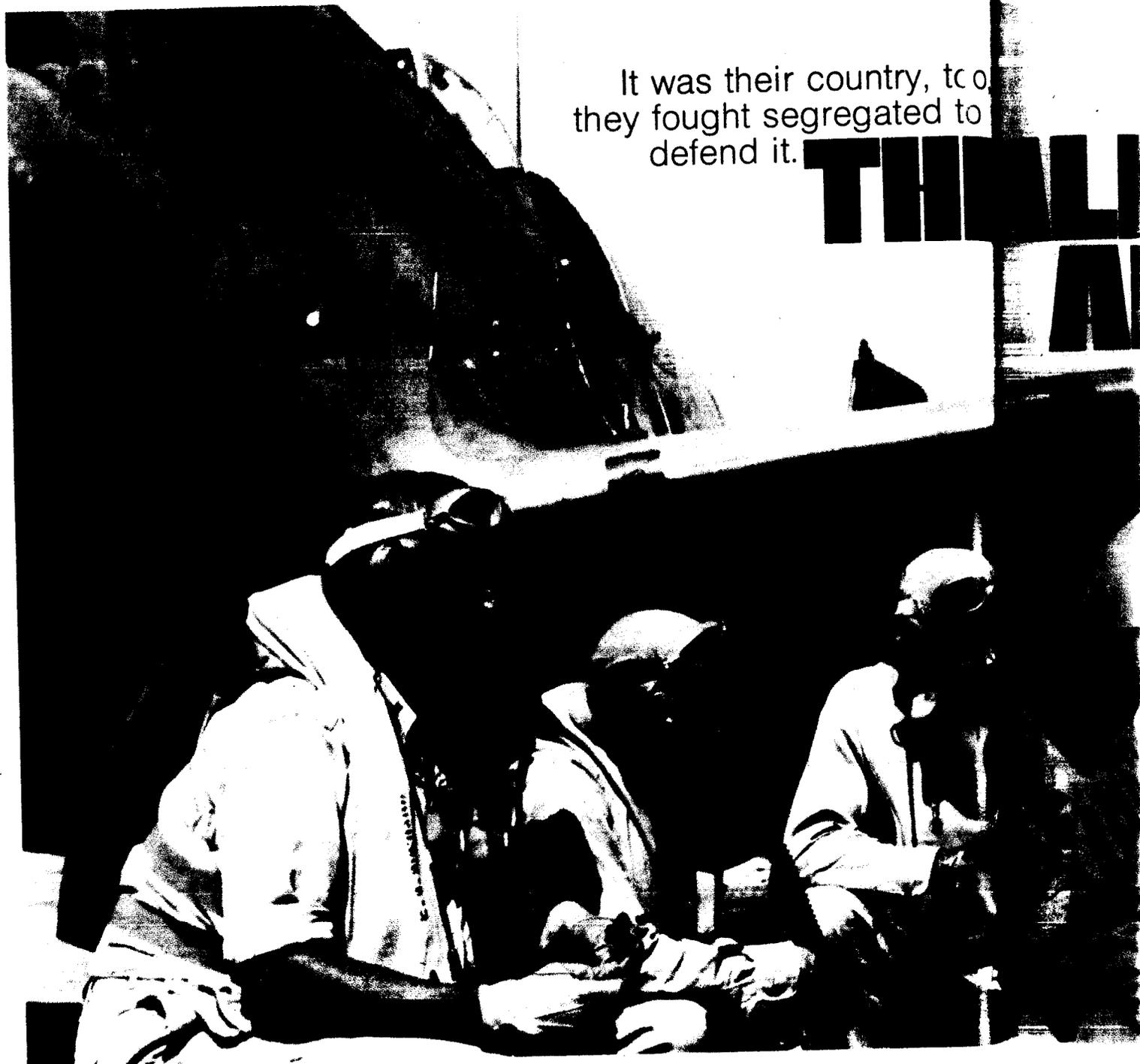
618th BOMBARDMENT

LINEAGE. Constituted 618th Bombardment Squadron (Medium) on 13 May 1943. Activated on 1 Jun 1943. Inacti-

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It was their country, too, they fought segregated to defend it.

THE
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July 2, 1943.
First Lt. Charles B. Hall was on his eighth combat mission, flying a P-40 *Warhawk* from his base at Cape Bon, Morocco. He and other members of the 99th Fighter Squadron were escorting medium bombers to the coast of Sicily.
Over the target area, the bombers began to unload. Through the clouds of smoke and

black chunks of antiaircraft fire, enemy fighters came up to attack. The American P-40s quickly broke formation to meet the rush of German *Focke-Wulf 190s*.
"It was the first time I had seen the enemy close enough to shoot at him," Hall later told a war correspondent. "I saw two *Focke-Wulfs* following the bombers just after the bombs were

dropped. I headed for the space between the fighters and bombers and managed to turn inside the 'Jerries.' I fired a long burst and saw my tracers penetrate the second aircraft. He was turning to the left, but suddenly fell off and headed straight into the ground. I followed him down and saw him crash."
Thousands of other fighter pilots

could tell similar stories. The reason: one reason: first of his race. enemy aircraft would not be. How Hall others came all-black 99 into the 33rd story few re

THE BLACK AIR FORCE

by SMSgt. HAROLD NEWCOMB



lar stories, but Hall's
ent was unique for
e was black, and the
e to shoot down an
it in World War II. He
the last.
who died in 1971, and
o be members of the
FS—later absorbed
Fighter Group—is a
ember.

Keeping alive that memory of battles fought in the air and on the ground against smothering prejudice is a group of veterans called the "Tuskegee Airmen."

"You'd be surprised how little is known about what blacks did in aviation during the Second World War," said Dr. Eugene Richardson, president of the Philadelphia chapter of the 500-member

association. Dr. Richardson, speaking at the fifth annual convention of the group in Philadelphia last summer, listed some accomplishments of the 99th and 332d during the war:

- Destroyed 409 enemy aircraft.
- Flew 15,553 sorties on 1,578 missions.
- Flew 200 missions as heavy bomber escorts into Germany.

without losing a single bomber to enemy aircraft.

- Flew more different types of fighter aircraft in combat than any other fighter unit in World War II.

- Was the only fighter unit to sink a German destroyer.

- Won numerous battle honors, including a Distinguished Unit Citation.

But while the war record of black airmen is enviable, most of the surviving veterans felt their major battle was just getting the opportunity to fight.

Although War Department policy from the beginning of the Army's expansion in 1939 required that all services receive black troops in

unit—quartermaster truck companies, chemical depot companies, air cargo resupply squadrons, and aviation squadrons.

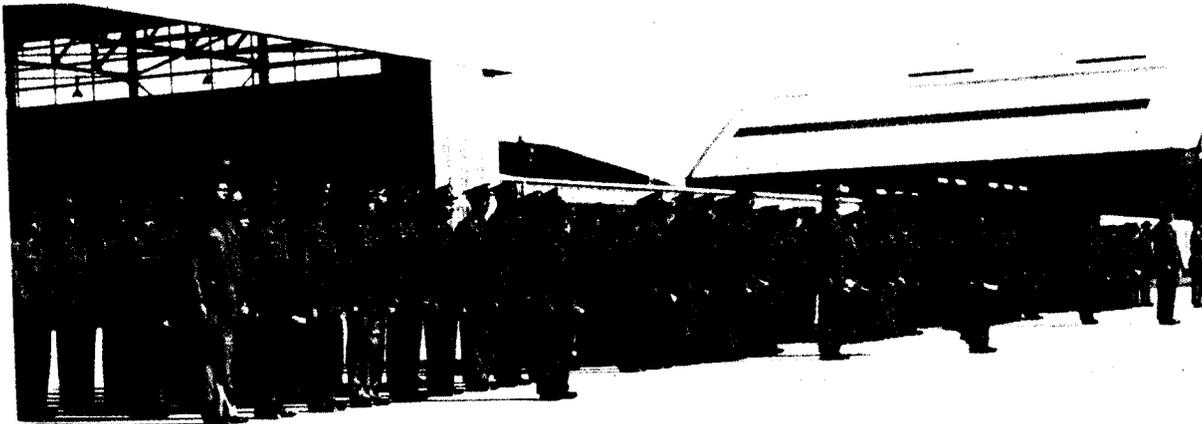
"In 1934 I wrote the Army inquiring about flight training," recalled Robert H. Daniels, Jr., now in New York. "I received a one-paragraph reply that said, 'At present there are no facilities for training colored men in our service.' Fewer than 10 years later I had a commission as a second lieutenant and the wings of a pilot."

From the time Daniels had written his letter until he received his commission, many

destined to become the first black general in the Air Force. Other cadets followed, including Gen. Daniel "Chappie" James, now Commander-in-Chief, North American Air Defense Command and Aerospace Defense Command.

The training was tough; less than half of the first class graduated. But the training wasn't the only problem the black airmen had to contend with.

"Everything was segregated in those days," remembered Ken White, 55, now with the FAA in Minneapolis. White was washed out of flight training the day before graduation but remained at



numbers proportionate to the percentage of American blacks of military age, the Army Air Force never met that percentage.

Based on the percentage of blacks registered for the draft, the proportion, set in October 1940, should have been 10.6 percent. But blacks never accounted for more than 6 percent in the AAF—fewer than 150,000 of the nearly 2.5 million men on the rolls of the AAF at its peak in the war.

Like the rest of the Army, the AAF followed a policy of employing blacks in segregated units, commanded "wherever possible" by black officers. Most blacks in the AAF were assigned to some kind of support or service

people—black and white—had campaigned for the establishment of pilot training programs for blacks. Finally, with the support of people like Senator Harry S. Truman and Judge William Hastie, a program was established that culminated in the activation of the Tuskegee Army Air Field (TAAF) at Tuskegee Institute, near Montgomery, Ala. Its mission was training black pilots to be used in an all-black pursuit group.

Twelve cadets and one student officer began flight training at Tuskegee in July 1941. The officer was Capt. Benjamin O. Davis, Jr., a 1934 West Point graduate and son of the only black general in the Army. The younger Davis was

ABOVE: Graduation of the 99th Pursuit Squadron Air Mechanics class, Chanute Field, Ill., 1941.

TOP RIGHT: Members of the 332d Fighter Group felt close to their aircraft. SSgt. James Johnson named this P-51 Mustang after his wife.

CENTER: Six P-51s of the 332d FG buzz their home base in Italy. Wing tanks gave the fighters the long range capability they needed when escorting heavy bombers.

BOTTOM RIGHT: Black navigation cadets learned their trade in segregated units at Hondo Army Air Field, Tex.





Tuskegee as an enlisted ground instructor.

"You had to think segregated, to put your mind in that frame of reference. When we rode on a troop train, the shades were drawn. When we were on a post with whites, we ate and slept separately from them."

Off post, things were just as bad—back door service or no service at all at many establishments. Beatings and jailings for crossing the "color line" were common.

"There was a period there," said Samuel L. Pickens, 57, who served as the physical fitness officer at TAAF, "that unless an enlisted man

lived in Montgomery, you did not allow him to go there on pass. It was too dangerous."

Why, then, were these people in uniform? Most of them were college graduates who, because of the quota restrictions on blacks, could have avoided military service altogether.

"My feeling was," said Pickens, "that when this war started, I was going in as a volunteer. But by the same token, when it was over, nobody was going to tell me I couldn't have this job or that job because I was black. I wanted to do my bit so that no one could say I had not contributed."

Pickens' feelings were echoed by Robert Campbell, 71, who retired from the Air Force in 1948. He had spent 14 years in the cavalry as an enlisted man and six years as a communications officer.

"I used to see people with degrees working as pullman porters in San Francisco," said Campbell. "I told my dad I didn't see any sense in going to school if that was going to happen. But he told me I had too much of an investment in America to claim any other nationality. As bad as things were, we had a job ahead of us to make it better, and the only way we could do that was to contribute. Later, when I said the same thing to young fellows, they branded me an Uncle Tom because I said this is my country. What the hell! This is my country."

While the pilots were training at Tuskegee, the ground crews for the proposed fighter squadron were training at Chanute Field, Ill. Most of the future aviation mechanics and related specialists came from black colleges. One of those who trained at Chanute was Thomas L. Washington, now a 61-year-old retired chief master sergeant. He's an education specialist with the Michigan Department of Education.

"I heard in March 1941 that the AAF was forming an all-black pursuit squadron and that they were training aircraft mechanics up at Chanute," said Washington. "After considerable run-around I



finally found out where to go and what to do. I got to Chanute in April.

"They opened up an area that hadn't been used since World War I. We had to go in and cut down weeds, scrub barracks, set up a mess hall, and establish our own squadron area. We were segregated from the white students right from the beginning. When we first got to Chanute, we couldn't even go to the post theater. When they finally did open it up to us, we could only go in a formation and sit in a designated area. Even the post hospital was segregated. When you went on sick call, they had thermometers

attend," recalled Washington. "I swept the street from the main gate to the PX. Everybody thought we were prisoners."

Finally, in January 1942, the ground crews joined the pilots in training at Tuskegee and began preparing the 99th Pursuit (later Fighter) Squadron for combat.

After more than a year of intensive training, the squadron, now commanded by Lieutenant Colonel Davis, boarded a transport ship in New York on April 15, 1943. Nine days later, they entered Casablanca harbor.

From North Africa the 99th supported the invasion of Sicily, escorting medium bombers that

accounted for 17 destroyed aircraft confirmed, four probables, and six damaged.

In August 1943 Colonel Davis had returned to the states to assume command of the newly formed 332d Fighter Group, then training at Selfridge Field, Mich. Composed of the 100th, 301st, and 302d Fighter Squadrons, the group had been activated—on paper—in October 1942 at Tuskegee. After transferring to Selfridge the following March, the group began training for its combat role overseas.

In January 1943 the group was sent to Camp Patrick Henry, Va., there to board ship for Italy. But

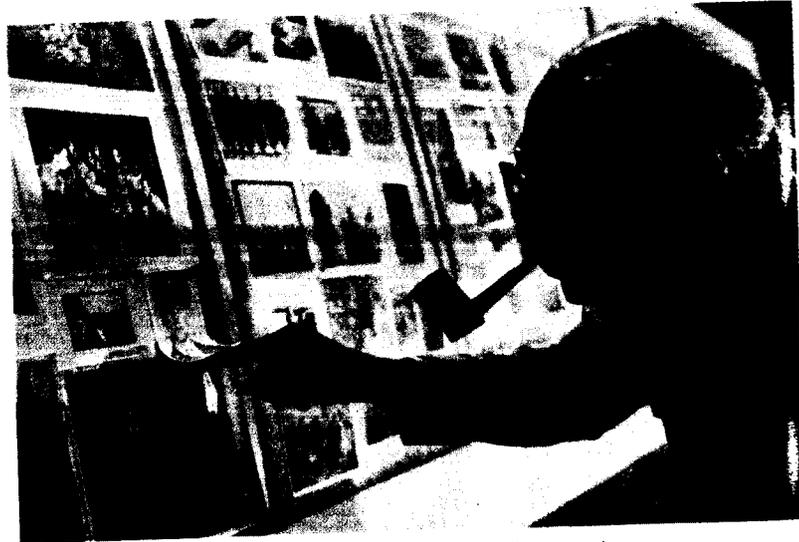


Cpl. Gray Washington arms a P-40 at Oscoda Army Air Base, Mich.

for whites and separate thermometers for blacks."

After Washington and the rest of the original class graduated in October 1941, they were loaded on a troop train and taken to Maxwell Field, Ala. Barracks and other facilities had not yet been completed at Tuskegee, so Washington and more than 200 other ground crewmen were placed in tents in a segregated area at Maxwell and assigned work details.

"We built the pistol range and the rifle range, and set up bleachers in the post gym for events we weren't allowed to



CMSgt. (Ret.) Thomas Washington searches for familiar faces in a photo display at the Tuskegee Airmen convention in Philadelphia.

peppered coastal batteries and enemy installations. The fighters also strafed enemy airfields and dive-bombed supply centers and communication lines. Later the unit moved to Sicily to support the Italian invasion. By September 1943 the squadron was operating from a base in Italy.

Attached to a number of white fighter groups, the 99th provided tactical support to ground troops by dive-bombing and strafing rail yards, troop concentrations, highways, bridges, ports, and supply centers. They also challenged the *Luftwaffe* in the air, and by February 1944 had

even here, on the eve of their departure for the war zone, the black airmen found discrimination. Their memories of the states as they went into combat were not happy ones.

"When we arrived at the camp we found everything on the post segregated," recalled Dr. (Col.) Vance Marchbanks, group flight surgeon, who retired from the Air Force in 1964 after 33 years active service. "In the post theater they had a section roped off for us to sit in, including Colonel Davis. The men were disturbed and they had been issued live ammunition. To prevent any killings, they had to



TOP: Capt. William Mattis during the Italian campaign; 1st Air Base Wing, Andrew with Col. (Ret.) and Mrs. I

confined to barracks. "We were fed up," Dean, then a cryptog "Here we were, on o war, and we didn't ha go anywhere we wan military post. They en patrolling the post w half-tracks."

By February 1944 settled in at its first Italy—Montecorvino—flying harbor protect point-to-point patrol, escort, and armed reconnaissance. Thr



later the group picked up the additional mission of providing escort for bombers striking enemy oil and industrial targets in central Europe and the Balkans. In July the group was joined by the 99th, by now a unit of hardened veterans.

"Assigning the 99th made us a bastard outfit," said retired Col. Edward Gleed, 60, who served as the group's operations officer. "You were only supposed to have three squadrons in a group, but with the 99th we had four. And they weren't too happy at first about being lumped in with a bunch of 'greenies.' By that time they had pretty much made a name for themselves." Nonetheless, War



photo by MSgt. Eddie McCrossan

... gets an assist from his crew chief, SSgt. Alfred Morris. ABOVE: Brig. Gen. William Brown, Commander of the 488th Central Postal Directory, AFB, Md., discusses World War II air combat tactics with Edward Gleed.

Department policy on segregation had not changed, even if it sometimes resulted in organizational nonsense. Not only were blacks segregated tactically, but they were also segregated socially. "We had our own base and our own rest camp," recalled William Dean. "Wherever we were assigned in Italy, we were separated from the whites. Sometimes we would go into an area where whites had been before and find they had spread propaganda among the Italians

about blacks. Some of the Italians would walk around us to see if we had tails, because they had been told we had."

Despite being isolated from the rest of the Army Air Forces, the 332d continued to take its toll of the enemy in the air and on the ground. But not without losses of its own. A number of the group's members were shot down and some became prisoners of war. Three of the black POWs were Lloyd Hathcock, Alexander Jefferson, and Robert Daniels.

Hathcock, 56, now retired as a civil service employee with the Air Force, was shot down near Rome by German groundfire while ferrying a P-47 *Thunderbolt* from Montecorvino to a new base at Ramitelli. Jefferson and Roberts were knocked down by anti-aircraft fire while attacking German radar stations near Toulon Harbor on the southern coast of France.

Jefferson, 55, is now an assistant elementary school principal in Detroit and Daniels is with the FAA in New York.

Hathcock, shot down in June 1944, recalled some of the early treatment he received as a POW while en route to a permanent camp.

"They never turned out the light in the cell I was in, and the bulb must have been 350 watts. You couldn't sleep. We had two latrine calls a day and the food was barley soup of the worst kind, some bread, and lukewarm coffee made out of wood or something. I'll never forget D-Day, although I didn't know that's what it was then. I was taken to see the interrogation officer and he showed me on his war map where 'an insignificant penetration of your troops has occurred today.'"

Eventually Hathcock was taken to *Stalag Luft III*, 80 miles southeast of Berlin near the Polish border.

"My acceptance by the white prisoners at first was a little shaky," he remembered. "Some who had been imprisoned for a while were amazed to see a black man with wings. They thought that

if the U.S. had gotten around to training black pilots, we must have been losing the war; that this was the last-ditch effort. But the bomber crews we had been escorting welcomed me with open arms."

The camp was divided into five sections with approximately 2,000 Allied prisoners in each section. When Jefferson and Daniels arrived at the camp, they were placed in a different section from Hathcock.

"We lived 10 men to a room about 16-by-16 feet," said Jefferson. "We did our own cooking and made most of our pots and pans from cans received in Red Cross parcels. Most of my roommates were southerners, but they treated me as one of them. The Germans never treated me any differently than they did any other officer prisoner."

"I was treated like a brother from the time I got there," said Daniels. "Every new arrival came in broke and empty-handed, and we shared what we had with each other."

There was no opportunity to escape, according to the men. "I wouldn't have tried even if I had had the opportunity," said Hathcock. "I would have stood out like a sore thumb trying to pass myself off as a German."

When the Russians broke through German defenses in January 1945, the POWs were moved, first by a forced march of 85 kilometers and then in crowded boxcars, to Mooseburg where they were liberated by Gen. George S. Patton's Third Army in April.

Meanwhile, the 332d, now flying P-51 *Mustangs*, was employed largely as escorts for heavy bombers attacking oil installations, marshaling yards, and ordnance plants in Germany, Austria, and Czechoslovakia. Several long-range escort missions were flown by the group to the Ploesti and Bucharest oil refineries in Romania. The group also conducted strafing attacks against enemy airdromes, troop concentrations, railroads, highways, and river traffic in



Lloyd Hathcock, former POW, admires Lt. Col. James Warren's ribbons.

central Europe and the Balkans.

Led by Colonel Davis, the group participated in its first escort mission to Berlin in March 1945. The 332d was flying cover for B-17s on a 1,600-mile round trip attack, the longest mission in Fifteenth Air Force history. Nearing the target the formation was attacked by approximately 25 enemy aircraft, including several ME-262 jet fighters. Until this time, only two of the German jets had been destroyed in the air by American fighters. On this day, though, the 332d shot down three

and was subsequently awarded the Distinguished Unit Citation.

The 332d concluded its 14-month combat career on April 26, 1945, destroying four enemy aircraft in the Mediterranean Theater of Operations just before the end of the war. Hostilities in Europe ceased at midnight, May 8.

By October 1945 the 332d had arrived in the states and had been inactivated as a unit. Meanwhile, Colonel Davis had been named commander of a new unit, the 447th Composite Group, at Godman Field, Ky. It consisted of



Alexander Jefferson and prisoners of war in a German camp.

two medium bomber squadrons—the 616th and the 617th—and two squadrons of the now inactive 332d and the 100th. The 447th was preparing to leave for Europe when the war ended in 1945.

Lt. Col. James C. Davis, Chief of Social Action, Tactical Fighter Wing, AB, Japan, flew as a navigator/bombardier with the 477th. One of the few airmen still on active



photo by MSgt. Eddie McCrossan

Robert Daniels study memorabilia from their days as an intern camp.

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the AAF in 1946 but was recalled in 1952.

"Before they integrated the two fighter squadrons into our unit, we were an all-bomber group flying out of Freeman Field, Ind.," he said. "From operations officer on up, our officers were white. When we got to Freeman they set up two officers' clubs, one for whites and one for blacks. On the night of April 5, 1945, eighteen of us went into the white officers' club. When we refused to leave, we were arrested. Eventually they arrested 101 of us."

Warren and the 100 other black officers were taken to Godman Field and confined to a barracks surrounded by guards. An Inspector General team from the War Department came down to investigate.

"When they talked to me, I told them I didn't think we should have segregated units fighting a war for democracy," said Warren. "But if we had to have separate organizations, they should be all-black and all-white. That way if an all-black unit did well, it would get the credit for it instead of the white leadership."

A few days later the black officers were released and the all-black composite group was formed.

The 477th was transferred from Godman to Lockbourne Army Air Base, Ohio, in March, 1946. On May 1, it was deactivated and the 332d Fighter Group reactivated. A few months later the group was reorganized into the 332d Fighter Wing.

Lockbourne became the only all-black base in the Army Air Force. It remained that way until June 1, 1949, when the wing was deactivated and its people integrated into Air Force units throughout the world.

AIRMAN asked members of the Tuskegee Airmen whether they would endure the segregation and discrimination inflicted upon them during World War II if they had it to do over again. Most said yes. A few said no.

"I wouldn't want to go through it again," said Colonel Warren, "but if that was the only way to make the gains we've made since then, I would."

"Tuskegee was in one way a high point of black participation in aviation, and a low point in the history of the nation," he continued. "It highlighted the fact that we could not even fight a war for democracy together."

"But as General James often says, she's my country, and I'll hold her hand until she's well. I feel it's worth working toward making this country what we say it is." ❖

Downs three Nazis

Lt. Clarence P. Lester, a World War II P-51 pilot of the all Negro Fighter Group, 15th Air Force, is congratulated by Squadron Commander Capt. Andrew D. Turner on "Lucky" Lester's shooting down three Nazi planes during one mission.

(U.S. Air Force historical photo)



The Tuskegee Airmen

by Capt. M.W. Betts
AFROTC Public Affairs

A young airman approached me the other day and asked me if I could imagine what it was like 20 years ago in the Air Force. My response was, "Can you imagine what it was like 40 years ago?" I was referring to the experience of the Tuskegee Airmen.

Black Heritage Month is an appropriate time to reflect on the unique contributions of black Americans to our nation's security. The Tuskegee Experiment, conducted during the 1940s, was an important milestone for air power and Air Force heritage.

Before the start of World War II,

blacks were not capable of fighting in combat or performing in leadership roles. An Army War College study from 1925 was the basis for concluding that the negro was a subspecies that could best be used in segregated service units performing menial tasks. This philosophy was common in a segregated society backed up by Jim Crow laws.

On Jan. 16, 1941, after much bureaucratic foot dragging, the U.S. Army Air Force announced the formation of a "separate but equal" black flying unit, the 99th Pursuit Squadron. Basic training for black pilots was conducted at Tuskegee Field, Ala., under the control of the Southeastern Air Corps Training Center at Maxwell Field.

After months of screening applicants and completion of a rigorous training program, the 99th deployed to the Mediterranean theater of operations. The squadron was under tremendous pressure to succeed. Their performance was implicitly identified as a barometer to determine the future use of blacks in the military.

The criteria for evaluating their initial performance was shooting down German planes, but their assigned duties were strafing missions in support of ground forces. Evaluators were extremely critical even though these missions were hazardous because of heavy ground fire, power lines, trees, towers and other obstacles.

The 12th Air Support commander said officers of all professions felt that "the negro type has not the proper reflexes to make a first-class fighter pilot."

One group commander said, "Based on the performance of the 99th Fighter Squadron to date, it is my opinion that they are not the fighting caliber of any man in this group."

Up to that point in the war the unit had shot down only one enemy aircraft. This changed in 1944 when over Anzio Beachhead the 99th shot down five enemy aircraft in under four minutes. This total rose to 17 in two weeks, something that no other fighter squadron had accomplished. From that time to the end of the war the 99th regularly engaged German pilots in aerial combat.

Four squadrons, the 99th, 100th, 301st and the 302nd were designated the 322nd Fighter Group. Under the command of Col. Benjamin O. Davis Jr., who later became the first black lieutenant general in the Air Force, the unit compiled an impressive record that speaks for itself.

Group damaged or destroyed 489 enemy aircraft and were responsible for the last four victories of the Army Air Corps in the Mediterranean theater. They flew 13,553 sorties and 1,578 missions. The group participated in campaigns in Italy, Romania, France, Germany and the Balkans. In 200 missions as heavy bomber escorts not a single bomber was lost to enemy fighters. Flying the propeller-driven P-51 they shot down three of Germany's eight Messerschmitt 262 jets over Berlin in the 15th Air Force's longest mission. Also, they were responsible for the destruction of a German destroyer by machine gun fire.

The Tuskegee Airmen answered America's call to defend her freedom. In the face of institutionalized racism these black men demonstrated courage and patriotism in the heat of battle. On July 26, 1948, President Harry S. Truman signed Executive Order 9981 to integrate the armed forces.

In 1985 black Americans, both military and civilian, are serving America with both honor and distinction because of the legacy left to them. As always, black Americans stand ready to defend this country.

Whenever I pass what used to be the "negro barracks" right here at Maxwell it reminds me of the extraordinary courage, vision and determination it took to make today's freedom possible.

The message for the future is clear. Those who have the skill, education and experience, and who are prepared for the technological challenges of tomorrow, must also have that same courage, vision and determination to keep this nation free.

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FEBRUARY 6, 1986
MONTGOMERY, ALABAMA
VOLUME 31, NUMBER 5

Maxwell-Gunter Dispatch

THESE ARE OUR FINEST, MEN OF THE 99th FIGHTER SQUADRON AND THE 332nd FIGHTER GROUP... BRAVE "BLACK MEN," WHO HAD TO ENDURE THE RIGORS OF PILOT TRAINING AND GO ON TO WIN THEIR WINGS AGAINST ALL THE FORCES OF HOME-GROWN BIGOTRY. THEY ARE THE BRAVE, THE VALIANT, THE LONELY EAGLES, THE REST IS A MATTER OF RECORD... A THRILL-PACKED SAGA OF BOLD BLACK PILOTS WHO FOUGHT AGAINST NAZISM AND FASCISM IN THE SKIES OF NORTH AFRICA AND EUROPE TO HELP SAVE OUR NATION... THESE ARE OUR FINEST.

TOTAL NUMBER OF PILOTS GRADUATED AT TUSKEGEE 992
AWARDS: LEGION OF MERIT, SILVER STAR, PURPLE HEART, DISTINGUISHED FLYING CROSS, SOLDIER MEDAL, BRONZE STAR, AIR MEDAL AND CLUSTERS.
TOTAL KILLED IN ACTION 66
WORLD WAR II 1941-1945.

ROY E. LA GRONE
TUSKEGEE AIRMEN, S.I. 79



MEN OF THE 99TH FIGHTER SQUADRON AND THE 332ND FIGHTER GROUP by Roy LaGrone

Proud of a history
deeply rooted in turbulent times,
theirs is a story of . . .

All Guts, Little Glory

by MSgt. Lorenzo D. Harris
AIRMAN Staff Writer

Illustration by TSgt. Edwin A. Davis



They were called Red Tail Angels, attributable to the distinctive markings on the tails of their airplanes.

Because they were so good at fighting off the Germans, they were the only escort fighters who never lost a bomber to enemy fire as they flew missions in Europe during World War II.

They were members of what has sometimes been called the "All Black Air Force"—the 332nd Fight-

er Group—an elite group of airmen who fought gallantly and bravely for the United States despite the bonds of segregation imposed on them during the war.

"Just before the war and in its early days, most blacks in the military were in support organizations such as supply, civil engineering, or food services," remembered Samuel Wade Watts Jr., who retired in 1965 as a lieutenant colonel.

Lt. Col. Watts, who lives in a quiet neighborhood not far from Orlando,

Fla., is president of the Greater Florida Chapter of Tuskegee Airmen, Inc., a group that has roots in the All Black Air Force. The retired officer remembers his World War II days quite vividly.

"Prior to the war, the United States was going into a buildup," he recalled. "It appeared inevitable to many people that we were going to war.

"Along with combat groups, the Army began expanding the flying capability of its Army Air Corps. It

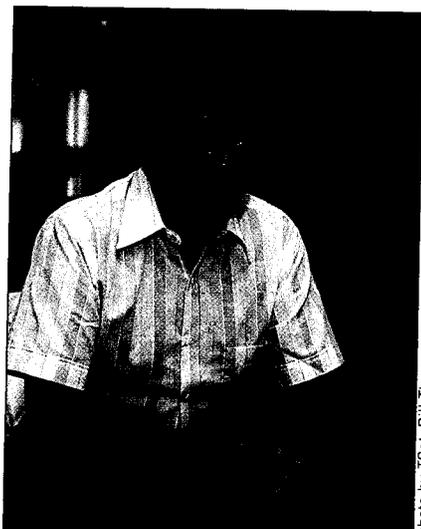


photo by TSgt. Bill Thompson

President of the Greater Florida Chapter of Tuskegee Airmen, Inc., retired Lt. Col. Samuel Wade Watts Jr. served in a segregated military.

did not include any black pilots or mechanics.

"There was a clamor in the black press and among black leaders and politicians to have blacks included in flight training. After a great deal of pressure, the War Department reluctantly agreed to include blacks in Air Corps training, and they started it with civilian pilot training at several colleges, including Tuskegee Institute, at Tuskegee, Ala. Then the Tuskegee Army Airfield was built nearby."

The colonel said the government was initially committed to forming a single black squadron, the 99th Fighter Squadron. However, as training continued for black airmen, the result was additional personnel who formed the 332nd Fighter Group. In addition to pilots, more crew chiefs, maintenance men, armament specialists, medical practitioners, and other support people were added to the 332nd.

"As a youngster, I was keenly interested in flying," Lt. Col. Watts remembered. "My friends and I built hundreds of lightweight balsa models and flew them from rooftops—even set them afire to resemble dramatic aerial crashes.

"It only followed that I wanted to

Retired Lt. Col. Hiram Mann and his wife, Kathadaza, shared some of the same segregationist experiences during and after World War II.

join the Air Corps as I grew closer to adulthood. Until 1943, I was too young. But then, in '43, the military announced a new policy that allowed 17-year-olds to volunteer for the Air Corps Reserve and be sworn in after passing a series of mental and physical examinations. Sometime after their 18th birthday, they'd be called to active duty.

"After my training at Tuskegee Field, I went overseas and saw action in Europe."

But Samuel Wade Watts Jr. and approximately 1,000 other active members of Tuskegee Airmen, Inc., a nationwide organization, have another mission—one they're pursuing with as much zeal as when they strived to prove their aerial finesse during the 1940s.

"We're working to set a positive example for young men and women who're pursuing careers in aerospace and aviation," said retired Lt. Col. Hiram Mann, also a member of the Greater Florida Chapter. Lt. Col. Mann and his wife, Kathadaza "Kitty," are among the relatively few Tuskegee Airmen couples who were married and shared some of the same segregationist experiences during and shortly after the war. They now live in Titusville, Fla.

Channing Conway, charter member of the Greater Florida Chapter, was among black officers arrested in April 1945 at Freeman Field, Ind., for entering an officers club reserved for white officers.

"The white officers club was a nice place to sit and write a letter to relatives back home," remembered Mr. Conway, who was a navigator with the 477th Bombardment Group. He served several years in the Army Air Force before returning

to civilian life where he worked with the Department of Housing and Urban Development and, later, with a private drug treatment and rehabilitation program in New York.

"The trouble was," he continued, "you couldn't so much as get a drink of water in that club if you were black. There were about a hundred black officers who were tired and frustrated. We were fed up with being treated unfairly and decided to enter the club anyway. We were arrested, and the club was temporarily closed."

Mr. Conway said the base hierarchy was perpetuating a policy of segregation despite Army Regulation 200-10, which prohibited exclusion from the officers club because of race.

"I was called into a room of about 20 colonels and lieutenant colonels who tried to intimidate me into signing papers saying that I understood the local policy of segregation," said Conway.

"I was nervous and my right leg was shaking, but I couldn't let them see it. Although I was standing at attention, I leaned a little to put more weight on my right leg to keep it still." He demonstrated by standing rigid, the way he had four decades before.

Although eight black men signed the statement, Conway was one of 101 young officers who did not. They were placed under arrest from April 13 through April 19, 1945.

All but three men were released and assured that the arrest would not appear in their files. Subsequently, the War Department established a committee to investigate segregation in the Army. As a result of the investigation, in June 1945



photo by TSgt. Bill Thompson

In 1945, Lt. Col. Mann posed for this photo just before a mission over Italy.

the 477th's commander was fired for his illegal racial policies and replaced by then-Col. Benjamin O. Davis Jr.

But Conway, Watts, the Manns, and other Tuskegee Airmen agree, based on their contact with active-duty military members, that today's Air Force offers a totally different approach to treatment of minorities than did the military of the 1940s. Today the Air Force is committed to ensuring equal opportunity for all members regardless of race, religion, sex, or creed.

"Hopefully, young people will look at us and realize that since we overcame the disease of segregation, they can also overcome whatever obstacles may be in their paths," Lt. Col. Mann said. "Today's young people can aspire to the heights of their ability and develop their potential." The colonel retired while assigned to the Air Force Academy as an admissions counselor.

The Tuskegee Airmen tell young minority audiences around the nation that they should prepare themselves, primarily through adequate education. And TAI has invested heavily in its beliefs. Through hard work and dedication, the organization in 1984 awarded 25 \$1,200 scholarships to college-age students entering studies leading to aviation or aerospace careers. This seven-year-old program has expanded each year.

"Not only do we have the national scholarship program," noted Charles McGee, current national president of Tuskegee Airmen, Inc., "but some chapters also offer educational grants to deserving young men and women in their local areas. Some chapters sponsor young people in flight training while other chapters are working with the Civil Air Patrol—any worthy effort that allows young people to explore the world of aviation and aerospace.

"Our scholarships and awards are limited to the needy, but not necessarily to minorities," he added.

Because Tuskegee Airmen, Inc. is a non-profit organization, members in chapters around the country and overseas donate their time to raise money for the scholarships. Sports



tournaments, banquets, and charitable contributions from businesses, private citizens, and other Tuskegee Airmen are the primary sources of scholarship funds.

"We want very much for the young people of today to have opportunities to excel in areas that we older people never dreamed about," said Kitty Mann, a retired school teacher. Although not a former military member or an active Tuskegee Airman, Kitty Mann, like her husband, was also cut by the knife of segregation.

"After graduation from flying training in June 1944," she recalled, the new pilots were granted 15 days leave—their first in 15 months. We took a train that ran to Montgomery, Ala., to make connections to other cities. Many passengers were soldiers and sailors with their wives,

as well as civilians who were in no way associated with the military.

"There was one extremely crowded car—the coal car behind the engine—that blacks were assigned to ride in. Baggage filled the aisles, and some of us had to sit on that. We were packed in the car pretty tight. Someone even sat in the restroom."

Lt. Col. Mann said, "We could see in the car behind us that there were white soldiers and sailors, some of them sitting or lying across two seats. So we asked the military policeman or shore patrolman who came through if we could let our wives and girlfriends ride in the car behind us so they could sit comfortably. He went to check with his superior. A few moments later he returned with the answer: No.

"That was the disgusting part



TUSKEGEE AIRMEN

about segregation," he continued. "Even though many of us would be going halfway around the world and would risk or lose our lives for our country, we were still treated unfairly."

The separate and unequal treatment was a hard pill to swallow. But they took it because they were proud men who wanted to learn how to fly and fight for America. And, perhaps most of all, they wanted to disprove the irritating words of segregationists who said that blacks weren't intelligent enough to fly and maintain airplanes in combat.

So fly and fight they did.

Nearly 1,000 black aviators were trained in segregated facilities at Tuskegee. Before World War II ended, about half of them had fought gallantly in aerial combat over Europe, North Africa, and Sicily under the command of Col. Benjamin O. Davis Jr., who later became the Air Force's first black lieutenant general.

After flying 15,553 sorties and completing 1,578 missions with the 12th Tactical Air Force and the 15th Air Force, the black airmen returned to America with 150 deco-

rations that included the Legion of Merit, Distinguished Flying Cross, Silver Star, Purple Heart, Croix de Guerre, and The Red Star of Yugoslavia.

Sixty-six of these bold-spirited airmen never returned to the country they loved and rushed to defend. They lost their lives in aerial combat.

"We're not glory seekers," said Lt. Col. Mann, "but we do believe that the accomplishments of black airmen should be recognized.

"A few years ago, Kitty and I went to dinner at the officers club at Rickenbacker Air Force Base [formerly Lockbourne], where many of us had served," he recalled. "A pamphlet available to dinner guests there recognized the achievements of units assigned to the base from 1942 through July 1976. The black 332nd Fighter Group had been omitted."

The colonel was incensed. Boiling with fury, he wrote the base commander and informed him that the black unit and its contributions had been left out of the history. The historical pamphlet was corrected.

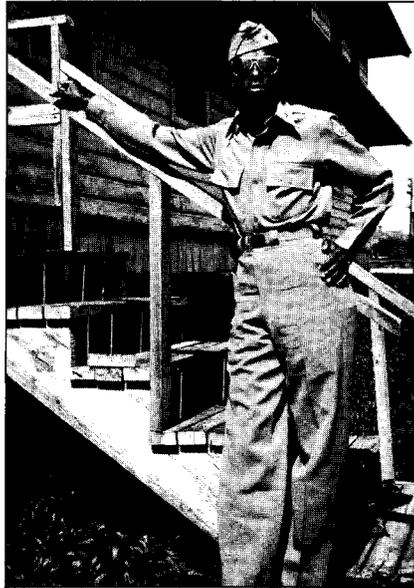
Omission of the accomplishments



photos by TSgt. Bill Thompson

As a lieutenant, Channing Conway was one of the black officers arrested in 1945 at Freeman Field, Ind., for entering an installation club reserved for white officers.

Lt. Col. Mann (below) was among the nearly 1,000 black aviators trained in segregated facilities at Tuskegee Institute, Tuskegee, Ala.



Channing Conway, pictured at left as a young officer, says the Air Force of today is committed to ensuring equal opportunity for all members.



of black airmen was quite commonplace in World War II history books. A college history teacher once told a class that there were no black aviators during World War II. One of his students was the daughter of one of the war's most celebrated black heroes, C.D. "Lucky" Lester. She challenged the instructor and informed him of his mistake.

Unlike Lester, who is depicted shooting down a German fighter in a National Air and Space Museum Smithsonian Institution painting, Lt. Col. Watts didn't shoot down any planes. Although he was shot at by two German jets while flying his slower, prop-driven P-51 in the March 1945 Berlin Raid, the retired officer is the first to admit, "I am

not a hero."

"I didn't shoot down any airplanes, and after I'd been in Europe for a while I worried more about flak and small-arms fire," Lt. Col. Watts said. "The frequent small-arms fire often caused a loss of engine coolant. The engine then quit running and the plane went down. That's how we lost people on strafing missions.

"Three German jets were shot down by the 332nd and that was one of the few groups that ever managed to score against a jet," he added.

"Those were the days," he reminisced. "Now, when we go to national Tuskegee Airmen conventions, our wives get disgusted with us and

leave us over in a corner because we're all over there fighting the war," he said, smiling.

"But the days of the war are gone, and we're all getting older. All the people who took part in what was called the 'Original Tuskegee Experiment' are getting older, and some of us are quitting the trail. So we have formed a Lonely Eagles Memorial Chapter, and every time one of us passes away, he's assigned to that chapter."

To keep the flame of the Tuskegee Airmen burning, the organization is encouraging active-duty and civilian Air Force members to join.

"Anyone, regardless of race, who is interested in helping young people attain careers in aviation or aerospace should certainly be interested in joining one of the Tuskegee Airmen chapters," said Lt. Col. Watts.

Of the 23 chapters in the United States and overseas, some are predominantly composed of active-duty members of different military branches who were not among the original Tuskegee aviators, technicians, and support personnel.

"There's only one thing we had over the young pilots of today," said Lt. Col. Watts with a broad smile and a gleam in his eyes. "Flying those old P-51s sure was a lot more romantic than flying today's jets."

In his view, there was, and is, some glory in being a Tuskegee Airman. ☛

World War II Training Command Records Relating to the
Participation of African Americans in the Army Air Forces
in the
Air Force Historical Research Agency

Compiled and Edited
by
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Air Force Historical Research Agency
Maxwell Air Force Base, Alabama 36112

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Introduction

Since 1970 interest in the participation of black Americans in civil and military aviation has grown steadily. The 1970s saw the formation of The Tuskegee Airmen, a national association organized by World War II Army Air Forces aviators who earned their wings at segregated training facilities in and around Tuskegee, Alabama. Later in the decade the Office of Air Force History published two monographs relating to the role of blacks in the Air Force, Alan M. Osur's Blacks in the Army Air Forces During World War II (1977) and Alan Gropman's The Air Force Integrates, 1945-1964 (1978). Both volumes have since been reprinted by the Office of Air Force History, in 1986 and 1985 respectively.

During the 1980s the efforts of the Smithsonian Institution's National Air and Space Museum (NASM) and Tony Brown's Journal, a Public Broadcasting Service (PBS) television news magazine, stimulated popular interest in the history of blacks in aviation. In September 1982 NASM opened the exhibit Black Wings: The American Black in Aviation, which surveyed the participation of blacks in aviation from Eugene Bullard's exploits as a World War I combat pilot in the Lafayette Flying Corps to the work of black astronauts in the space shuttle program. Since then NASM has held a symposium on black aviation (25 February 1983), published the pictorial essay Black Wings by Von Hardesty and Dominick Pisano, issued a filmstrip by the same title, and made the Black Wings exhibit available to local and regional museums through the Smithsonian Institution Traveling Exhibition Service. In February 1983 Tony Brown's Journal began a four-part documentary, The Black Eagles, that aired on PBS stations across the nation. The series told the story of how American blacks trained and fought in segregated Army Air Forces units during World War II.

This recent interest in black aviation has been paralleled and complemented by a concurrent interest in black military history. Since 1950 a number of scholarly and popular studies dealing with the role of black Americans in all the nation's wars have been published. Several have focused on World War II and the post-war period and thus include varying amounts of material on blacks in the Air Force and the air arms of the Army, Navy, and Marine Corps. Among the most important are Ulysses G. Lee, The Employment of Negro Troops (1966), Richard M. Dalfiume, Desegregation of the United States Armed Forces: Fighting on Two Fronts, 1939-1953 (1969), Morris J. MacGregor, Integration of the Armed Forces, 1940-1965 (1981), Bernard C. Nalty, Strength for the Fight: A History of Black Americans in the Military (1986), and the works of Osur and Gropman cited above.

Although some of the holdings of the Historical Research Agency have been used to support research in both black aviation history and black military history, much at the Agency has been

overlooked simply because the available finding aids have not made these materials easily available to the research public. In an effort to alleviate this shortcoming, the Reference Division began a project to develop supplementary finding aids and thus inform outside researchers of the kinds of materials they might expect to find at the Agency. The initial thrust of the project involved surveying the card catalog for subject headings relating to blacks and this approach yielded a sizable quantity of material. As the work progressed, however, it became obvious that much of this material had already been used as source documents in the published secondary literature. What had not been examined by researchers were the numerous bits and pieces of information sprinkled throughout the Agency's records, especially those from the World War II era. Taken alone these scattered paragraphs, sentences, and statistical tables have limited value but if systematically identified and cited they constitute a potentially valuable source of information for historical analysis.

Consequently, the initial approach to the project was abandoned in favor of detailed examination of a discrete body of records and a citation of the information relating to black Americans found therein. The following guide is the result of this effort to locate, cite, and briefly describe all references to blacks, however slight, in the official World War II histories and appended supporting documents of the Army Air Forces Training Command, predecessor commands, and immediate subordinate commands.

Records from the World War II period were chosen because the war years have been widely accepted by historians as a watershed period in the history of the civil rights movement. The supporters of this interpretation have argued that mass militancy, a characteristic tactic of the civil rights movement, was a product of the war years. The validity of this thesis has been questioned by one of its former proponents, Harvard Sitkoff, who has stressed the need for studies analyzing the frequency and nature of conflicts between blacks and whites during World War II (see Sitkoff, "American Blacks in World War II: Rethinking the Militancy-Watershed Hypothesis," in The Home Front and War in the Twentieth Century: The American Experience in Comparative Perspective, Proceedings of the Tenth Military History Symposium, October 20-22, 1982 [1984]). The records described in this guide contain numerous references, and some detailed descriptions, of confrontations, conflicts, and tensions between blacks and whites. Although many of the references are brief, they generally provide such basic information as place, date, and circumstances, thus providing valuable clues for research in other sources.

The records of the Army Air Forces (AAF) Training Command and its immediate subordinate commands were selected for several reasons. First, since the Training Command was generally the site of initial contact between black recruits and the AAF, its records were considered likely sources for documenting the adjustments and

accommodations both would have to make before black airmen could contribute to the war effort. Secondly, all Training Command bases were located in the United States, not overseas. Consequently, black airmen and the leadership of the Army Air Forces had to cope with the racial customs and attitudes of the adjacent civilian communities, efforts which might be documented in Training Command records.

Besides identifying specific references to blacks in the documents examined, the guide entries serve additional purposes. First, the information contained in headquarters-level official histories and supporting documents is often based on more detailed accounts from lower echelon historical reports. Because many of these unit and base histories are also available at the Agency, a user who finds relevant information cited in this guide may find a fuller account in other Agency holdings. Additionally, the information in Training Command records described for this guide suggests the nature and extent of data relating to blacks which might be found in other groups of World War II records at the Agency.

Finally, the approach used in this guide can also provide an overview of the organizational structure of the Training Command and its records. Preceding the citations for the records of each component command or headquarters is a historical sketch of the organization, a brief description of the organization's pre-1950* records held by the Agency, and a statement regarding which of those records were examined for the guide. Thus the researcher is provided with background information on the organization that created the records as well as an overall description of the records.

*For those familiar with the Agency's classification scheme, these are the records without the "K" prefix, i.e. those created before 1 July 1950.

Selected Bibliography

The material described in this guide is open to all interested researchers, subject to the rules and regulations of the Agency. However, researchers may save considerable time and expense by first consulting published materials that are available at many local libraries before writing or visiting the Agency to examine the records cited in this guide.

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Hastie, William H. On Clipped Wings: The Story of Jim Crow in the Army Air Corps. Washington, D.C.: NAACP, 1943.

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_____, ed. Combat Squadrons of the Air Force: World War II. Washington: United States Air Force Historical Division, 1969. See: "99th Fighter Squadron" (pp.329-30), "100th Fighter Squadron" (p. 332), "301st Fighter Squadron" (p. 365), "302d Fighter Squadron" (p. 366), "616th Bombardment Squadron" (pp.686-87), "617th Bombardment Squadron" (p. 687), "618th Bombardment Squadron" (pp.687-88), and "619th Bombardment Squadron" (p. 688); also included as an appendix to Osur, Blacks in the Army Air Forces During World War II, cited below.

- Nichols, Lee. Breakthrough on the Color Front. New York: Random House, 1954.
- Nalty, Bernard C. Strength for the Fight: A History of Black Americans in the Military. New York: Free Press, 1986.
- Osur, Alan M. Blacks in the Army Air Forces During World War II: The Problem of Race Relations. Washington: Office of Air Force History, 1977.
- Rose, Robert A. Lonely Eagles: The Story of America's Black Air Force in World War II. Los Angeles: Tuskegee Airmen, Inc., Los Angeles Chapter, 1976.
- Strickland, Patricia. The Putt-Putt Air Force: the Story of the Civilian Pilot Training Program and the War Training Service (1939-1944). Washington: Dept. of Transportation, Federal Aviation Admin., n.d. See: Chapter 9, "Negro Fliers," pp. 39-48.

Evolution of the Army Air Forces Training Command

During World War II the training and indoctrination of newly assigned personnel began with "individual" training and was followed by "unit" training. Individual training, the responsibility of AAF Training Command and its predecessor commands, provided the new recruit or cadet with basic military skills and the fundamentals of the specialty in which he would ultimately perform duty. Unit training, which prepared new Air Corps personnel for operational service as part of a military air unit, was the responsibility of other commands, primarily the Continental Air Forces and the Air Technical Service Command.

Until 1939 individual training was divided along functional lines into flying training for aircrews and technical training for ground specialists, a distinction which continued throughout the war. Beginning in 1940, however, the organizational framework for conducting and overseeing individual training went through several modifications before reaching its final wartime configuration in 1943, with the establishment of the AAF Training Command and its six subordinate commands. These changes, depicted in Figure 1 (page 11), reflected the tremendous expansion of the nation's air arm that began in 1939.

Prior to 1939, the Air Corps Training Center at Randolph Field, Texas, conducted all flying training and until 1940 its facilities were sufficient to handle the initial expansion. By spring of 1940, however, a single training center could no longer meet the growing demand for new pilots; consequently, the Air Corps reorganized flying training and established two additional centers. Randolph Field became headquarters for the Gulf Coast Air Corps Training Center, with responsibility for all flying schools between the 92nd and 108th meridians. Two new centers were established to administer flight training east and west of the Gulf Coast Training Center's area of responsibility--the Southeast Air Corps Training Center, headquartered at Maxwell Field, Alabama, and the West Coast Training Center, with headquarters at Moffett Field, California. For eighteen months the Centers operated independently, each reporting directly to the Chief of the Air Corps. In January 1942 the Centers became subordinate commands of the new AAF Flying Training Command, established to oversee and administer all flight training. Flying Training Command was headquartered initially in Washington, D.C., and then at Fort Worth, Texas.

For the ground specialties, the counterpart of the Training Center at Randolph Field before the war was the Air Corps Technical School at Chanute Field, Illinois. Until early 1941, the Commandant of the Technical School supervised a rapidly-expanding program for training ground specialists, which relied on contracts with civilian schools as well as additional military schools established at Lowry Field, Colorado, Scott Field, Illinois, and Jefferson Barracks, Missouri. By March 1941, however, the Technical School could no longer manage the mushrooming program, so the Air Corps established a Technical Training Command to supervise and oversee technical training. The Command was headquartered briefly at Chanute Field, then at Tulsa, Oklahoma, and finally, in spring 1942, at Knollwood Field, North Carolina. Initially, two subordinate districts were established, one with responsibility for basic military training and aviation mechanic training, and the second responsible for all other technical training. After a short time this arrangement was abandoned but in March 1942 the Command once again established subordinate commands--the First District with headquarters at Greensboro, North Carolina; the Second District at St. Louis, Missouri; the Third District at Tulsa, Oklahoma; and the Fourth District at Denver, Colorado. In late 1942 an additional Fifth District, headquartered at Miami Beach, Florida, was established.

The year 1943 witnessed a major reorganization in the training establishment of the AAF, when the Flying Training and Technical Training Commands were consolidated, and responsibility for training both flying and ground personnel was concentrated into a single headquarters. The Army Air Forces Training Command, established on 7 July 1943, with headquarters at Fort Worth, Texas, maintained responsibility for all individual training for the rest of the war and into the postwar era, when it became Air Training Command. Lieutenant General Barton K. Yount was Training Command's first commander and continued in that capacity throughout the war; he previously commanded Flying Training Command.

The Training Command established in 1943 initially consisted of six regional subcommands, three for flying training and three for ground training. The Southeast, Gulf Coast, and West Coast Training Centers were simply redesignated the Eastern, Central, and Western Flying Training Commands. However, a major realignment of the ground training field organization was necessary following the establishment of Training Command. The five districts of the Technical Training Command were abolished and replaced by regional subcommands similar to those used for flying training--the Eastern Technical Training Command with headquarters at Greensboro, North Carolina; the Central Technical Training Command at St. Louis, Missouri; and the Western Technical Training Command at Denver, Colorado. In March 1944 the Central Technical Training Command was absorbed by the Eastern Technical

Training Command and its headquarters transferred to St. Louis, the last major organizational change to the training establishment of the war.

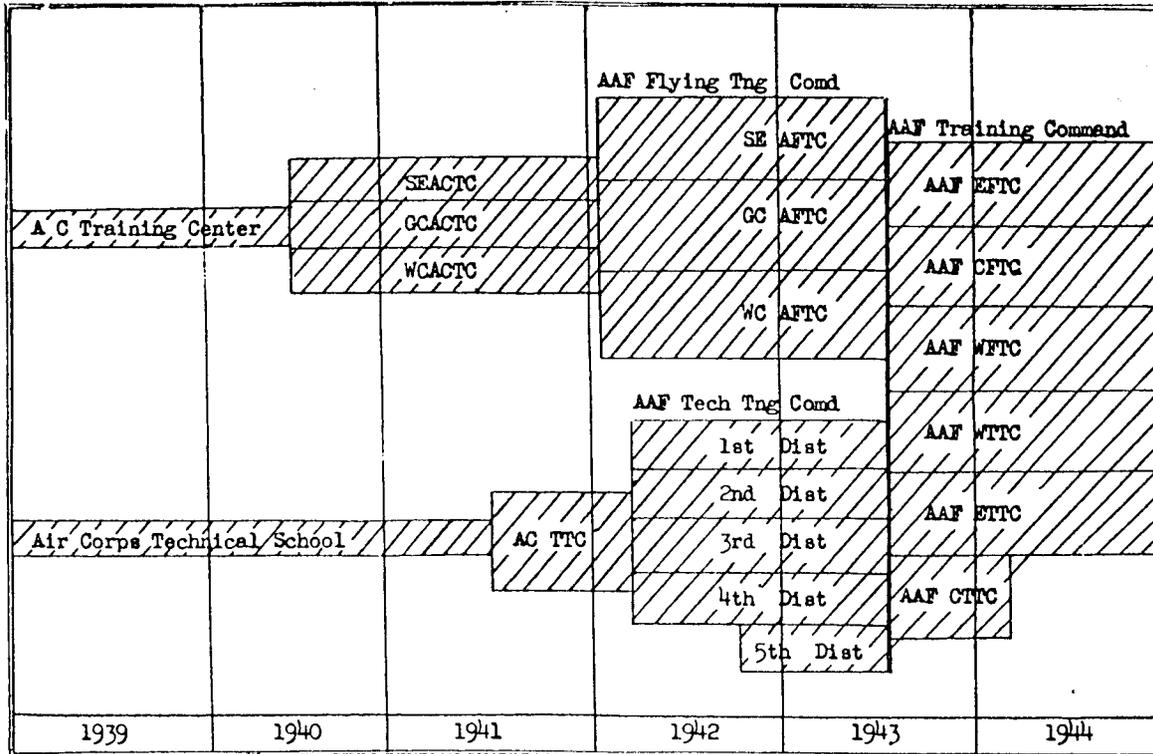


Figure 1

Source: "History of Army Air Forces Training Command," 220.01, 7 Jul 1943-31 Dec 1944, vol.1, p.29.

Figure 1 abbreviations:

- AAF Army Air Forces
- AC Air Corps
- CFTC Central Flying Training Command
- CTTC Central Technical Training Command
- EFTC Eastern Flying Training Command
- ETTC Eastern Technical Training Command
- GCACTC Gulf Coast Air Corps Training Center
- GCAFTC Gulf Coast Air Force Training Center
- SEAFTC Southeast Air Force Training Center
- SEACTC Southeast Air Corps Training Center
- TTC Technical Training Command
- WCACTC West Coast Air Corps Training Center
- WCAFTC West Coast Air Force Training Center
- WFTC Western Flying Training Command
- WTTC Western Technical Training Command

Army Air Forces Training Command

Records

28 linear feet, 1939-1950; decimal classification numbers 220.01 through 220.964-1.

Mostly World War II era materials.

Official command histories and appended supporting docs.

Special histories on communications training, basic military training, classification of recruits and aircrew trainees, and the Women Airforce Service Pilots, or WASP, program.

Also includes interview transcripts, organizational charts, reports, selected correspondence and subject files, directives, regulations, photographs, daily diaries, conference reports and proceedings, project book extracts, policy files, memoranda, messages, records of telephone conversations, numbered memoranda and letters, general orders, statistical reports, personnel rosters, station lists, intelligence reports, instructional materials, and training manuals.

Official histories of the Training Command generally do not deal directly with issue of segregated training for blacks and race relations problems. Instead, they concentrate on describing the development and progress of the various training programs, most of which were available only to whites. Thus they are useful primarily for the background information they provide about AAF training programs in general. A familiarity with these programs is essential for the historian evaluating the "equality" of the separate training offered to blacks during World War II.

The Historical Section of the Training Command wrote a number of official histories of the Command and its predecessors, the AAF Flying Training Command and the AAF Technical Training Command. In Mar of 1945 separate histories of the AAF Flying Training Command and the AAF Technical Training Command from 1 Jan 1939 to 7 Jul 1943, the date they were merged to form AAF Training Command, were completed. Subsequent histories World War II histories of the Training Command covered the periods 7 Jul 1943-31 Dec 1944, Jan-Apr 1945, May-Aug 1945, and Sep-Dec 1945. Additionally, monographs dealing with special topics--such as communications training--were written by the Historical Section, as well as a condensed history of the Training Command and its predecessors for the period 1 Jan 1939-2 Sep 1945.

Records Surveyed

World War II era records with decimal classification nos. 220.01 through 220.08, essentially the official command histories and supporting docs. (7 linear feet). Additionally, 220.765-1 through 220.765-7 and 220.964-1 are described below as they were known to contain pertinent material.

Official Command Histories

220.01

1 Jan 1939-VJ Day [2 Sep 1945]

Prepared by HQ, AAF Training Command, 15 Jun 1946. Narrative in 8 vols. In addition to the periodic narrative histories and their accompanying supporting docs. that were prepared during the war, Training Command historians also completed this history of the command and its predecessor organizations for the period Jan 1939-Aug 1945. The 1,762-page work contains no supporting docs. and is a condensation of the more detailed histories of the Training Command and its predecessors that were prepared during the war. The eight volumes contain no systematic treatment of training for blacks or of AAF racial policy but do occasionally mention these subjects in the context of other discussions.

Vol.2, p.387

Discussion of lower standards for black aviation cadets.

Vol.3, pp.498, 502-504, 579, 619, 620

Establishment of primary, advanced single-engine, and advanced twin-engine flying training at Tuskegee Army Air Field, Ala.

Vol.6, pp.1154, 1193, 1246, 1251, 1277

Service pilot training for Tuskegee, Ala., civilian flying instructors. Black War Training Service Program trainees. Segregated training for Haitian officers.

Vol.7, pp.1319, 1321

Venereal disease rates of white and black recruits. Segregation at basic training centers.

Vol.8, pp.1631, 1700, 1702

Training of blacks as clerks and chaplains' assistants.

220.01

7 Jul 1943-31 Dec 1944

Prepared by HQ, AAF Training Command, 1 Aug 1945. Narrative and supporting docs. in 16 vols. First installment of command history from activation through 1944. Occasional but often superficial reference to training of blacks.

- Vol.1, pp.102, 176
 Narrative. Placement of segregated flight training in the Command's flying training wings. Assignment of responsibility for black flight training within Headquarters staff.
- Vol.2, pp.239, 324-25, 337, 339-40, 345, 424
 Narrative. Processing of black enlisted men for aircrew training. Statistics for preflight and primary training. Chaplains serving Tuskegee, Ala.
- Vol.3, pp.625, 627
 Narrative. Twin-engine pilot training at Tuskegee Army Air Field, Ala., mentioned.
- Vol.4, pp.740-42 passim, 769, 910
 Narrative. B-25 training and flexible gunnery training.
- Vol.6, pp.1356, 1401, 1455, 1497
 Narrative. Liaison pilot training for black artillery officers. War Service Training Program. Black civilian instructors at Tuskegee, Ala. Exclusion of blacks from Emergency Rescue Program.
- Vol.7, pp.1599, 1625, 1728-29, 1787-88, 1848-50
 Narrative. Haitian trainees at Tuskegee, Ala. Classification of black enlisted men. Segregated basic training.
- Vol.9, pp.2277, 2279, 2282, 2375, 2378
 Narrative. Clerical training and Miami Beach Officer Candidate School.
- Vol.13, docs.223 (2 pp.) and 230 (1 of 6 pp.)
 Supporting docs. Memorandum from Air Staff to AAF Training Command, 21 Jul 1943, Subject: [Black] Liaison Pilots for Field Artillery. Message, AAF Training Command to Air Staff, Subject: War Service Training Schools; mentions plans for segregation of black applicants.
- Vol.14, doc.280 (1 p.)
 Supporting docs. Table showing foreign training school graduates by specialty and nationality for the period 1 Jan 1942-30 Mar 1945; includes Haitian students.
- 220.01
 Jan-Apr 1945
 Prepared by HQ, AAF Training Command, 1 Nov 1945. Narrative and supporting docs. in 3 vols.
- Vol.1, pp.5, 45, 100
 Narrative. Establishment of special procedures to investigate "sensitive subjects" such as racial problems. Problems relating to classification of black aircrew training candidates. Advanced twin-engine training at Tuskegee Army Air Field, Ala.

Vol.2, p.420

Narrative. Training of unassigned black armorers as medium bombardment armorers for duty on B-25s.

Vol.3, doc.1

Supporting docs. Plans to rotate permanent party pilots to Combat Crew Training Schools include reference to Tuskegee.

220.01

May-Aug 1945

Prepared by HQ, AAF Training Command, 25 Oct 1946. Narrative in 2 vols.

Vol.1, pp.15, 29, 34, 44, 147, 150

Narrative. Qualifying standards for black pilot trainees. Renewal of pilot training contract with Tuskegee. Number of aircraft assigned to Tuskegee. Segregated flight training for one black U.S. Military Academy cadet.

220.01

Sep-Dec 1945

Prepared by HQ, AAF Training Command, 20 Mar 1947. Narrative in 1 vol.

Pp.31-34 (passim) and 42

Contains references to flight training at Tuskegee, Ala., including termination of preflight and primary training and the continuation of basic and advanced training.

Official Histories, Special Subjects

220.04-2*

20 Jun 1945, pp.136-40.

"Monograph on Basic Military Training in AAF Basic Training Centers, 1 January 1939 to 30 June 1944." Surveys the development of basic training at the twelve AAF Basic Training Centers and includes a special section, "Negro Trainees," that outlines segregated basic training at Jefferson Barracks, Mo., Greensboro, N. C., and Gulfport Field, Miss., Basic Training Centers. Mentions opposition of St. Louis citizens to proposed concentration of blacks at Jefferson Barracks.

220.04-2A*

25 Aug 1945, pp.161-64

"Revised Monograph on Basic Military Training in AAF Basic Training Centers, 1 January 1939-31 December 1944." Section pertaining to black trainees unrevised; see description for 220.04-2 above.

*Note: a second revision of this monograph is held by the Agency under decimal classification no. 101-49, which includes copies of the supporting docs. listed but not included in the two monographs cited above.

220.04-3

1939-1944, pp.137 and 155.

"Monograph on AAF Classification Centers (Aircrew), 1 January 1939-31 May 1944." Survey of AAF Classification Centers; brief mention of lower standards for black aircrew trainees and tests for black pilot applicants.

Other Records

220.01

1941-1943, p.76.

Wings for Combat: The Story of the Training of an Air Force, 2d ed. Photographic essay of AAF training published in 1943 by The Ullman Company, Brooklyn, N. Y. Page cited shows training at Tuskegee, Ala., under the caption "Tuskegee-- Negro Pilots Are Among The World's Finest."

220.04-7

11 Feb 1944, p.21

"Historical Data on Assignment of Non-pilot Aircrew Trainees to and from Classification, Preflight and Specialized Schools of Army Air Forces Training Command." Brief paragraph on the formation of a black B-25 group and commencement of bombardier and navigator training at Hondo Army Air Field, Tex.

220.765-1

1941, 8 pp.

Office file containing correspondence, memoranda, and other material relating to the case of a black civilian instructor, Daniel B. Delaney, assigned to Keesler Field (near Biloxi, Miss.) to instruct white students.

220.765-2

Vol.1, 1940, ca.50 pp.

Office file containing correspondence, memoranda, and other material relating to the Dec 1940 plan to establish the 99th Pursuit Squadron, a segregated unit, and base it near Tuskegee, Ala.

220.765-2

Vol.2, 1941, ca.25 pp.

Office file containing correspondence, memoranda, and other material. Proposed revisions in the Table of Organization for Aviation Squadrons (Colored). Visit of Tuskegee Institute president F. D. Patterson to Chanute Field, Ill., to inspect training of black ground crews. Plans for a second segregated flying unit, the 100th Pursuit Squadron. Procedures for selecting black aviation cadets.

220.765-2

Vol.3, 1942, ca.20 pp.

Office file containing correspondence, memoranda, and other material. Overseas duty and training of the 99th and 100th Pursuit Squadrons. Question of using black civilian pilots as Service Pilots.

220.765-2

Vol.4, 1943, ca.140 pp.

Office file containing correspondence, memoranda, and other material. Training of black field artillery liaison pilots. Recruitment of black aviation cadets. B-25 aircrew training. Civil Aeronautics Administration War Training Service at the Coffey School of Aeronautics, Harlem Airport, Oak Lawn, Ill.

220.765-2

Vol.5, 1944, ca.10 pp.

Office file containing correspondence, memoranda, and other material. Training of black bombardiers and navigators. Qualifications of black aviation cadets. Overages of black officers at Tuskegee Army Air Field, Ala.

220.765-3

1942, ca.300 pp.

yes

A "consolidated" office file of correspondence, memoranda, and other material relating to a wide variety of topics. Primary flight training at Tuskegee Institute, Ala. Aviation Squadrons (Colored) and reports on assignment of blacks to various AAF stations. Concentration of black units and personnel at Tuskegee. Establishment of 332nd Fighter Group, and 301st and 302nd Fighter Squadrons. Formation of Air Base Defense Units (Colored). Proposals and plans to establish a segregated technical training school at Tuskegee, Prairie View State College, Tex., Jefferson Barracks, Mo., and other potential sites. Accounts of a racial incident in Tuskegee between white civilian and black military police. Housing for civilian employees at Tuskegee Army Air Field. Preparation of the 99th Pursuit Squadron for overseas duty.

220.765-4

1943, ca.15 pp.

Office file containing correspondence, memoranda, and other material. Training of black navigators and bombardiers. Statistical data on number of blacks receiving flight training. Proposals for B-26 transition training.

220.765-5

1940, 7 pp.

Office file containing memoranda and reports on 15-16 Jan 1940 conferences in Chicago, Ill., concerning the training of black pilots.

220.765-6

1940, 2 pp.

Office file containing memoranda concerning loan of War Department equipment to Chicago School Board for the training of black pilots by the Civil Aeronautics Administration.

220.765-7

1941, 5 pp.

Office file. Correspondence, memoranda, and other material relating to Jun 1941 visit by officials of Tuskegee Institute, Ala., to Chanute Field, Ill., to observe blacks undergoing technical training.

220.964-1

1942-1943, ca.20 pp.

Office file. Correspondence, memoranda, and other material relating to the use of both black and white Aviation Squadrons in the Army's crop harvesting program, Jul-Nov 1943.

Flying Training Command

Records

7 linear feet, 1939-1950; decimal classification nos. 221.01 through 221.802.

Official command histories and appended supporting docs. (5 linear feet).

Other records (2 linear feet) include interviews, memoranda, photographs, daily diaries, numbered memoranda, statistical summaries and other statistical data, organizational charts, station lists, course syllabi and other instructional materials, correspondence and subject files, medical histories, and special staff histories.

Records Surveyed

Pre-1946 records with decimal classification nos. 221.01 through 221.802 (2 linear feet), predominantly the command histories and supporting docs.

Official Command Histories

221.01

1 Jan 1939-7 Jul 1943

Prepared by HQ, AAF Training Command, 1 Mar 1945. Narrative and supporting docs. in 10 vols. Prepared by Training Command historians after the Jul 1943 merger of the Flying Training and Technical Training Commands (see above), Mar 1945. Covers the activities of both the Flying Training Command proper and its predecessor organizations responsible for military flight training. Contains no systematic treatment of flight training for blacks but includes occasional references to operations at Tuskegee, Ala., throughout.

Vol.1, pp.126, 162, 187-88, 217, 220-21, 246, 270

Narrative. Plans for civil elementary flight school, military basic-advanced flight training, and replacement center at Tuskegee, Ala. Some dates and student numbers given.

Vol.2, pp.543, 550

Narrative. Establishment of College Training Program at Tuskegee Institute.

Vol.3, pp.772, 815

Narrative. Civilian primary flight training school at Tuskegee Institute.

Vol.4, pp.974-76, 1072

Narrative. Brigadier General Walter R. Weaver's role in decision to establish segregated flight training facility at Tuskegee, Ala., and his contact with Tuskegee Institute president F. D. Patterson. Establishment of P-40 transition training squadron at Tuskegee with black maintenance crews.

Vol.7, 1969, 2007-2008, 2010, 2037, 2137-38

Narrative. Establishment of liaison pilot training program at Tuskegee, Ala. Black U.S. Military Academy cadet enters training at Tuskegee. Rejection of black applicants for service pilot training and central instructor's school. Flying Training Command opposition to training of Haitian officers and their assignment to Tuskegee.

Vol.9, pp.2261, 2758

Supporting docs. Flight training report in tabular format for period 1 Jul 1939-8 Nov 1941, giving numbers of students trained, graduated, relieved, etc. (includes Tuskegee, Ala.). Southeast Air Corps Training Center plan of 20 Jan 1942 for four-engine combat crew school (includes provision for all-black Quartermaster company).

Vol.10, pp.3010, 3014, 3016, 3022, 3050, 3057, 3063, 3073, 3097-98, 3115-16

Supporting docs. Tabular data on flight training for U.S. Military Academy cadets. War Department notes, instructions, memoranda, and reports on training of Latin American officers, including Haitian trainees.

Eastern Flying Training Command

Records

9 linear feet, 1939-1945; decimal classification nos. 222.01 through 222.952.

Official command histories and appended supporting docs. (4 linear feet).

Other records (5 linear feet) include chronologies, special histories, daily diaries, conference proceedings, statistical data, organizational charts, station lists, subject files, regulations, training materials, and flying cadet handbooks and yearbooks.

As the command responsible for segregated flying training at Tuskegee Field, Ala., the official histories and records of Headquarters, Eastern Flying Training Command contain a significant amount of material relating to the participation of black Americans in World War II.

Records Surveyed

All of the Eastern Flying Training Command records cited above.

Official Command Histories

222.01

Jan 1939-7 Dec 1941

Prepared by Historical Section, Eastern Flying Training Command, n.d. Narrative and supporting docs. in 3 vols.

Vol.1, pp.45-46, 540-55

Narrative. Chapter 11, "The Negro Pilot Training Program," summarizes establishment of segregated flight training at Tuskegee, Ala. Opposition of the commander of the Southeast Air Corps Training Center, Brigadier General Walter R. Weaver, to integrated flight training. Training of black ground crews at Chanute Field, Ill. Activities of the president of Tuskegee Institute, F. D. Patterson. Racial tension in the surrounding community over the assignment of black military policemen to Tuskegee.

Vol.2, 17 of ca.300 pp.

Supporting docs. Correspondence and plans from the Chief of the Air Corps and Southeast Air Corps Training Center relating to the establishment of a black pursuit squadron at Tuskegee, Ala.

Vol.3, 3 of ca.50 pp.

Photographs. Aerial mosaic of Tuskegee Army Air Field and vicinity (Dec 1941). Brigadier General Walter R. Weaver and staff, including Captain Noel Parrish, later commander at Tuskegee. Captain Benjamin O. Davis, Jr. and four other members of the first flight training class at Tuskegee (Dec 1941).

222.01

Dec 1941-Jan 1943

Prepared by Historical Section, Eastern Flying Training Command, n.d. Narrative and supporting docs. in 6 vols.

Vol.1, pp.44-46, 245, 466

Narrative. Racial incidents and tensions at Tuskegee, Ala., and Sumter, S. C. Cites Command policy of compliance with local laws and customs. Mentions construction of auxiliary field for Tuskegee and number/type aircraft assigned to Tuskegee.

Vol.2, pp.1150-90, 1356, 1373-74, 1387

NCJ
Narrative. Chapter 26, "Negro Training," concentrates on training at Tuskegee, Ala. Addresses training goals, all phases of flight training, ground school, problems (including black opposition to segregated facilities), and activation of tactical units. Also includes a survey of other black units in the command, mostly enlisted Aviation Squadrons. Chapter 38, "Public Relation and Special Services," briefly mentions news articles about black airmen, activities of black churches among black servicemen, and athletic facilities at Tuskegee.

Vol.3, ca.40 of 200 pp.

Supporting docs. Passing references to Tuskegee, Ala., throughout. Section 10 contains a 12 Aug 42 letter outlining requirements within the command for "colored troop facilities." Section 14 consists of tables analyzing the performance of civilian flying school trainees in the command, including Tuskegee. Section 19 contains tables showing accident statistics in the command for each station, including Tuskegee.

Vol.4, ca.30 of 150 pp.

Supporting docs. Passing reference to Tuskegee, Ala., throughout. Section 26 contains a Headquarters AAF letter (ca. Jan 1943) concerning War Department policy on racial discrimination; quotes memorandum from William H. Hastie, Civilian Aide to the Secretary of War. Also includes statistical tables showing performance of pilot classes in the command, including Tuskegee.

Vol.5

Photographs. Nine 8x10 photographs of cadets in various phases of training at Tuskegee, Ala.

Vol.6

Oversize supporting docs. Includes a tabular survey of recreational facilities for all stations in the command, with special mention of separate facilities for blacks and size of black population in adjacent communities. Also includes other charts and tables showing status of construction projects in the command, including Tuskegee, Ala.

222.01

Jan-Dec 1943

Prepared by Historical Section, Eastern Flying Training Command, n.d. Narrative and supporting docs. in 6 vols.

Vol.2, pp.1032-75

Narrative. Chapter 23, "Negro Pilot Training," deals with training at Tuskegee, Ala., including 66th Flying Training Detachment. Assumption of command by Lieutenant Colonel Noel F. Parrish. Departure of the 99th Fighter Squadron and the 332d Fighter Group. Assignment of Haitian Army personnel for flight training. Liaison pilot training. Surplus personnel problems. Relations with the local community.

Vol.3, 8 of ca.250 pp.

Supporting docs. Section 23 contains news clippings about Tuskegee, Ala., and an inspection report of conditions and facilities at Tuskegee.

Vol.6, Section 10

Photographs. Five 8x10 photographs, including two of Lieutenant Colonel Benjamin O. Davis, Jr., one with Lieutenant General Barton K. Yount and Secretary of War Henry L. Stimson, and one in the cockpit; others are candid shots of cadets in training at Tuskegee, Ala.

222.01

Jan-Jun 1944

Prepared by Historical Section, Eastern Flying Training Command, n.d. Narrative and supporting docs. in 5 vols.

Vol.2, pp.667-94

Narrative. Chapter 18, "Negro Training," covers activities at Tuskegee, Ala., and provides details on expansion of training opportunities for blacks to include navigator and bombardier training. Shifting of B-25 transition training to the Western Flying Training Command. Discussion of the Psychological Section and the Central Instructors' School at Tuskegee, Ala.

Vol.4, 4 pp.

Supporting docs. Section 18 contains memoranda and training schedules for pilots and bombardiers at Tuskegee, Ala.

Vol.5, ca.60 pp.

Oversize supporting docs. Statistical tables showing progress of training at stations within the command (including Tuskegee, Ala.) by phase of training, i.e. elementary, basic, and advanced.

222.01

Jul-Aug 1944

Prepared by Historical Section, Eastern Flying Training Command, n.d. Narrative and supporting docs. in 2 vols.

Vol.1, pp.35-45, 311-35

Narrative. Chapter 3, "Intelligence," includes a section entitled "Racial Relations in the command (exclusive of Tuskegee)" dealing with numerous racial incidents during the period 1942-43. Chapter 16, "Negro Training," continues earlier descriptions of training at Tuskegee, and includes statistics on accident rates, discussion of the "problem of surplus officers," and details of a controversy over segregated dining facilities at Tuskegee. Also contains a statistical summary of training in 1944.

Vol.2, Appendices, ca.70 of 200 pp.

Supporting docs. Section 3 contains ca.35 pp. of correspondence, memoranda, and telephone conversation transcripts dealing with racial incidents in the command during 1942-1944. Section 16 includes ca.35 pp. of correspondence, memoranda, and reports relating to flight training, conditions, and incidents at Tuskegee, Ala.; correspondents include Major General George E. Stratemeyer.

222.01

Sep-Oct 1944

Prepared by Historical Section, Eastern Flying Training Command, n.d. Narrative and supporting docs. in 3 vols.

Vol.1, pp.38-46

Narrative. Chapter 3, "Intelligence," continues the description of racial incidents and race relations from preceding installment; also outlines the reaction to the Jul 1944 War Department policy allowing black personnel full access to recreational, transportation, and post exchange facilities. Chapter 18, "Negro Training," covers training at Tuskegee, emphasizing problems encountered and steps taken toward their solution; also discusses efforts to replace white instructors with blacks and associated problems.

Vol.2, Appendix, 32 of ca.150 pp.

Supporting docs. Section 18 includes Jun-Sep 1944 correspondence, memoranda, and telephone conversation transcripts relating to procurement of black flight instructors for Tuskegee, Ala. Section 4 contains training "flow charts" which sometimes show training progress and projections for Tuskegee.

222.01

Nov-Dec 1944

Prepared by Historical Section, Eastern Flying Training Command, n.d. Narrative and supporting docs. in 3 vols.

Vol.2, pp.425-49

Narrative. Chapter 17, "Negro Training," deals with the training program at Tuskegee, Ala., and examines various problems including a shortage of qualified pilot trainees,

apparent student apathy, and surplus officers. Quotes in full 31 Oct 1944 letter from Lieutenant General Barney M. Giles to Senator Edward C. Johnson (Dem., Colo.) detailing reasons for elimination of three black trainees, all brothers, at Tuskegee.

Vol.3, Appendix

Supporting docs. "General Exhibits," section consists of various statistical charts, graphs, and tables showing progress of training at stations within the command, including Tuskegee, Ala.

222.01

Jan-Feb 1945

Prepared by Historical Section, Eastern Flying Training Command, n.d. Narrative and supporting docs. in 2 vols.

Vol.1, pp.41-43, 339-70

Narrative. Chapter 3, "Intelligence," reports a general decline in racial incidents throughout the command with Tuskegee, Ala., continuing to report the highest number. Chapter 15, "Negro Training," deals with Tuskegee flight training; it outlines a decrease in production of single-engine pilots and a corresponding increase in twin-engine pilots, the transfer of P-40 transition training from Tuskegee to Walterboro, S. C., continued problems obtaining pilot trainees in sufficient number, and the progress towards replacement of white instructors with blacks.

Vol.2, Appendix, 31 of ca.75 pp.

Supporting docs. Section 15 contains correspondence relating to Tuskegee, Ala.; addresses elimination rates, training standards, P-40 transition training, training schedules for twin-engine pilots, and replacement of white supervisory officers with blacks.

222.01

Mar-Apr 1945

Prepared by Historical Section, Eastern Flying Training Command, n.d. Narrative and supporting docs. in 1 vol.

Pp.55-64, 72, 319-332, Appendix (13 pp.)

Narrative and supporting docs. Chapter 3, "Intelligence and Security," outlines racial incidents in the command for the period and mentions incidents in Ala. at Selma, Dothan, and Tuskegee. Chapter 8, "Training: Negro and French," describes training at Tuskegee, including problems related to pilot trainee procurement, security classification of the program, and changes in the advanced twin-engine training program. The Appendix contains charts which include Tuskegee, and correspondence regarding racial tensions between Tuskegee Army Air Field and the surrounding white community.

222.01

May-Jun 1945

Prepared by Historical Section, Eastern Flying Training Command, n.d. Narrative and supporting docs. in 1 vol.

Pp.47-48, 223-46, Appendix (ca.25 pp.)

Narrative and supporting docs. Racial relations characterized as "quiet." Chapter 8, "Negro Training," discusses shortage of pilot trainees at Tuskegee, Ala. The Appendix contains charts depicting the status of training at stations throughout the command and an oversize "Flow Chart of Negro Pilot Training," as of 30 Jun 1945.

222.01

Jul-Aug 1945

Prepared by Historical Section, Eastern Flying Training Command, n.d. Narrative and supporting docs. in 1 vol.

Pp.73-74, 104-20 (passim), Appendix (1 p.)

Narrative and supporting doc. Includes brief description of racial incidents. Chapter 6, "Pilot Training-General," contains reference to the Tuskegee, Ala., program; also includes 10 Sep 1945 Eastern Flying Training Command letter outlining pilot trainee procurement problems at Tuskegee and recommending curtailment of the program. Appendix contains a table depicting aircraft accidents, by station, for the command.

222.01

Sep-15 Dec 1945

Prepared by Historical Section, Eastern Flying Training Command, n.d. Narrative and supporting docs. in 1 vol.

Passim, including pp.6, 11, 15, 20, 42-43, 68-69, 86-87, 91-92, 100, 102, 138, Appendix (40 pp.)

Narrative and supporting docs. Final installment of Eastern Flying Training Command history, describing demobilization of the command. Scattered references to Tuskegee, Ala., throughout the narrative, occasionally in the form of tables showing training accomplished during the war and often broken down into the categories U.S., foreign, and Negro. Appendix, Section 4 contains tables for each pilot training class, broken down by station and showing number entered, progress through various stages of training, and number graduated; Tuskegee Army Air Field is included beginning with class 42-C.

Official Histories, Special Subjects

222.710

1943-Mar 1944

Office of preparation unknown, n.d. Narrative and supporting docs. in 2 vols. "History: College Training Section, AAFEFTC." Includes occasional reference to 320th AAF College Training Detachment (Aircrew), Tuskegee Institute.

222.740

1 Sep 1939-30 Jun 1941

Office of preparation unknown, n.d. Narrative in 2 sections.
["History of Medical Activities, AAF Eastern Flying Training
Command."]

Sec.1, p.2

Narrative. Brief reference to examination of black aviation
cadet applicants.

222.740

Jul 1941-1944

Office of preparation unknown, n.d. Narrative in 6 vols., 9
sections. "History of Medical Activities, AAF Eastern Flying
Training Command."

Vol.2, Sec.3, pp.271, 362

Narrative. Water supply at Tuskegee Army Air Field, Ala. and
testing of black aviation cadet applicants in Montgomery,
Ala.

Vol.3, Sec.4, pp.17, 45, 92

Narrative. Scheduling of black aviation cadets for
segregated training in the altitude chamber at Maxwell Army
Air Field. Report of number of black aviation cadets passing
physical examinations in 1943.

Vol.5, Sec.7, pp.18-19, 22-25, 55

Narrative. Venereal disease rates among black personnel and
the establishment of a venereal disease control officer
school for black NCOs at Tuskegee Army Air Field.

220.740

Apr-Jun 1945

Office of preparation unknown, n.d. Narrative in 1 vol.
["History of Medical Activities, AAF Eastern Flying Training
Command."]

Pp.7, 61-63

Narrative. Exposure of black trainees to scarlet fever at
Keesler Field, Miss. Venereal disease among black and white
personnel.

Other Records

222.052-1

8 Jul 1940-7 Oct 1944

Chronology, 93 pp. Summarizes organizational and
administrative developments within the command, based on
General Orders, Special Orders, Bulletins, and other official
publications of the War Department and command headquarters.
Entries are by day, month, and year. Typical entries include
citation of constitution, activation, redesignation, and
disbandment orders affecting units in the command;
jurisdictional changes; and changes in command. Use is
facilitated by an index listing all stations cited and the

applicable pages. (Fourteen entries for Tuskegee Army Air Field.) Also contains occasional reference to Aviation Squadrons and other black units (see, for example, p.26).

222.13

4 Apr-30 Aug 1943, 1 Jan-29 May 1944, and 29 May-31 Dec 1944
Mimeographed daily "Diary of Important Events" prepared by command Adjutant General and distributed throughout the command. Provides concise summary of the activities of headquarters staff; generally includes entries for Chief of Staff, Quartermaster, A-1, A-2, A-3, and A-4 Divisions, Provost Marshall, Judge Advocate, etc. Filed in reverse chronological order. References to Tuskegee, Ala., program, other black units, and racial problems scattered throughout. The case of Haitian pilot trainees at Tuskegee mentioned on 30 Aug 1943 and 9 Feb 1944.

222.198

Jul 1942, Dec 1942

Statistical Summaries. Detailed tables showing the status of the command as of Dec 1942. Divided into subject areas such as Strength, Inspection Summaries, Distribution of Cadets, etc. Frequently cites separate statistics for blacks and whites.

222.7101

1944

"EFTC Year Book: A Summary Report of Training Operations, and Activities [of the] Eastern Flying Training Command for the Year 1944;" prepared by the Statistical Control Unit, Eastern Flying Training Command. Tuskegee, Ala., usually included under the category "Specialized Training" in tables of statistical summaries by station.

222.245

Feb-Jun 1944

Training Status Reports. Monthly reports of "Training Relations" and "Training Factors" by station. Contains information such as number of students under instruction, elimination rates, number aircraft, etc. for the Command, including Tuskegee, Ala.

222.273

Jun 1942-Sep 1943

Station Lists. Seven booklets, usually issued bi-monthly, giving a brief summary of each station in the command. Provides information such as units assigned, commander, and auxiliary fields, etc., including Tuskegee, Ala.

222.282

Dec 1943

Correspondence from stations throughout the command outlining "Historical Data on Assignment Procedures" and forwarded to Training Command through Eastern Flying Training Command. Includes three-page letter from Director of Training at Tuskegee Army Air Field.

222.302

Feb 1944-15 Dec 1945

A-3 (Operations and Training) Progress Reports. Monthly activity reports of the headquarters division responsible for the progress of training in the Command. Includes numerous references to the Tuskegee, Ala., program.

222.8021

Aug 1944-Mar 1945

"Training Airplane Status and Requirements." Monthly reports from each station in the Command comparing, on a daily basis, number/percentage of aircraft in commission with number/percentage required in commission to accomplish student training. Includes Tuskegee, Ala.

Central Flying Training Command

Records

5.5 linear feet, 1939-1945; decimal classification nos. 223-01 through 223.741.

Official command histories and appended supporting docs. (3.5 linear feet).

Other records (2 linear feet) include interview transcripts, special histories, statistical data books, organizational charts, station lists, and assignment reports.

Records Surveyed

All Central Flying Training Command records described above.

Official Command Histories

223.01

1 Jan 1939-7 Dec 1941

Prepared by Historical Section, Central Flying Training Command, Jul 1943. Narrative and supporting docs. in 6 vols.

Vol.1, pp.42, 152-54

Narrative. Mentions Congressional act of 3 Apr 1939 authorizing loan of Air Corps aircraft to civilian aviation schools and stipulating the designation of one school for training black pilots; speculates that the Chicago School of Aeronautics, Glenview, Ill., was unofficially designated for black training. Account of activation of five new black Quartermaster units assigned to Gulf Coast Air Corps Training Center.

223.01

Jan-Dec 1943

Prepared by Historical Section, Central Flying Training Command, Jul 1944. Narrative and supporting docs. in 7 vols.

Vol.1, pp.161-62

Narrative. Tables showing number of Air Corps enlisted men, by race, in the command by month for 1943. Includes brief discussion of the data summarized in the table.

Vol.3, pp.539 and 608

Narrative. Tables summarizing navigator and bombardier training include monthly totals of assigned enlisted men by race.

Vol.4, pp.747, 774, and 902
Narrative. Tables summarizing observer, liaison, and glider training include monthly totals of assigned enlisted men by race.

Vol.5, pp.929, 966, and 976
Narrative. Table of quotas, by nationality, for the South American Civil Pilot Training Program with Haiti listed as a participant. Other tables summarize British flying training schools and Women's Pilot Training Schools, and include monthly totals of assigned enlisted men by race.

Vol.7, pp.1363-65
Supporting docs. Letter from commander, Bombardier School, Big Spring Army Air Field, Tex., to Gulf Coast Training Center, 16 Jun 1943, requesting changes in personnel authorizations; requests broken down by race.

223.01

Jan-Jun 1944

Prepared by Historical Section, Central Flying Training Command, 1 Sep 1944. Narrative and supporting docs. in 6 vols.

Vol.1, p.76

Narrative. Table showing personnel strength in the command in various categories by month; separate figures for black and white enlisted men.

Vol.4, pp.641-704

Narrative. Chapter 20, "Negro Students and Enlisted Men." First systematic treatment of black personnel in Central Flying Training Command histories. Contains detailed discussion of the Command's implementation of War Department policies regarding blacks; addresses housing and recreational problems, organization of Aviation Squadrons (Separate), venereal disease problems, opportunities for training, Officer Candidate Schools, and black WACs. Extensive description of racial problems and incidents in the Command. Navigator, bombardier, and twin-engine training for black aviation cadets also covered. Numerous statistical tables throughout.

Vol.5, pp.861, 892-93, 907, and 934-35

Narrative. Black students at an Instrument Trainer Instructor Course and Officer Candidate School.

223.01

Jul-Aug 1944

Prepared by Historical Section, Central Flying Training Command, 1 Nov 1944. Narrative and supporting docs. in 5 vols.

Vol.1, pp.33, 36, and 63

Narrative. Security problems and race relations. Table showing personnel strength in the command in various

categories by month, with separate figures for black and white enlisted men.

Vol.3, pp.439-70

Narrative. Chapter 19, "Negro Students and Enlisted Men," describes growing concern within War Department over racial tensions and incidents; contains extensive quotations from official correspondence and memoranda on the problem. Provides results of a survey of the "racial situation" in the Command (in both narrative and tabular form). Continues previous discussion of Officers' Candidate School and aviation cadets.

Vol.4, pp.711-13

Narrative. Summary of Chapter 19.

Vol.5, pp.795-97

Supporting doc. Letter from Central Flying Training Command to Training Command, 12 Sep 1944, Subject: "Review of Racial Situation Within the AAF Central Flying Training Command;" official response to survey ordered by Headquarters, Army Air Forces.

223.01

Sep-Oct 1944

Prepared by Historical Section, Central Flying Training Command, 1 Jan 1945. Narrative and supporting docs. in 4 vols.

Vol.1, p.60

Narrative. Table showing personnel strength in the command in various categories by month, with separate figures for black and white enlisted men.

Vol.2, pp.134, 142-43

Narrative. Five-week freeze on pilot training for whites only. Tables showing locations of training bases throughout the entire Training Command, including Tuskegee, Ala.

Vol.4, pp.540-52, 732, 753-65

Narrative and supporting doc. Chapter 20, "Negro Students;" navigator and bombardier training for black aviation cadets at Hondo, Midland, and San Angelo Army Air Fields, Tex.; morale/quality of the black cadets and a racial complaint involving the Officers Club at Midland. Stenographic transcript, "'Briefing', Colonel Charles H. Dowman, Commanding Officer, Midland Army Air Field, Texas to Negro Officers of Class 45-4B, 30 September 1944," concerning charges of racial discrimination at the Officers Club and a complaint to the Inspector General.

223.01

Nov-Dec 1944

Prepared by Historical Section, Central Flying Training Command, 1 Mar 1945. Narrative and supporting docs. in 4 vols.

Vol.1, pp.41-42 and 68

Narrative. Command personnel strength tables showing numbers of enlisted personnel by race as of 31 Oct, 30 Nov, and 31 Dec 1944. Transfer of black AAF enlisted men to the Army Ground Forces.

Vol.2, p.346

Narrative. Table and brief discussion of navigator-bombardier training for black cadets at San Angelo Army Air Field, Tex.

Vol.3, pp.395-418

~~Narrative.~~ Chapter 16, "Negro Students and Enlisted Men." Navigator and bombardier training at Hondo, Midland, and San Angelo Army Air Fields, Tex. Screening of black enlisted men for pilot training. Black officer candidates attending the San Antonio Aviation Cadet Center. Black enlisted men of the Eastern Flying Training Command attending the instrument trainer instructor's course at Bryan, Tex. Blacks in the WAC physical and military instructor's course. Aircraft mechanic training for black enlisted men. General military training for black troops (mentions Tuskegee, Ala.). Includes "Morale and Racial Problems" section, dealing mostly with enlisted men.

Vol.4, pp.593-94, 671-76

Narrative and supporting doc. Transcript of an interview with black First Sergeant at Foster Field, Victoria, Tex., 2 Oct 1944, describing problems with the official policy of segregation.

223.01

Jan-Feb 1945

Prepared by Historical Section, Central Flying Training Command, 1 Jun 1945. Narrative and supporting docs. in 3 vols.

Vol.1, pp.33, 189

Narrative. Command personnel strength tables showing numbers of enlisted personnel by race as of 31 Jan and 28 Feb 1945. Training program reductions not applicable to black aircrew training.

Vol.2, pp.398-412, 499

Narrative. Chapter 19, "Negro Student Training." Blacks in navigator and bombardier training, Hondo Army Air Field, Tex.; Instrument Trainer Instructors Course, Bryan Army Air Field, Tex.; Instrument Pilot Instructors Course, Lubbock Army Air Field, Tex.; liaison pilot training at Sheppard

Field, Tex.; and Officer Candidate School, San Antonio Aviation Cadet Center, Tex. Screening of black navigator and bombardier cadets for pilot training. Discussion of black enlisted men in the Command and the black WAC detachment at Midland Army Air Field, Tex. Table, "Military Aquatics Classification," showing status of swimming proficiency testing in the command with separate category for blacks.

Vol.3, pp.607-608

Narrative. Summary of Chapter 19.

223.01

Mar-Apr 1945

Prepared by Historical Section, Central Flying Training Command, 1 Aug 1945. Narrative and supporting docs. in 3 vols. This installment marks the discontinuation of a separate chapter devoted to "Negro Training."

Vol.1, two foldout sheets and pp.71-72, 83-84, 106, 218-19, 230-32, 242-44

Narrative. Two foldout sheets precede the table of contents and give detailed personnel distribution figures for the command as of 31 Mar and 30 Apr 1945; separate figures for black and white enlisted men. Discussion of precautionary measures taken to preclude possibility of racial violence in connection with V-E Day celebrations. Graduation of last class of black navigator training cadets at Hondo Army Air Field, Tex., followed by assessment of their quality in comparison to the average white cadet. Progress of black navigator-bombardier trainees at San Angelo Army Air Field, Tex.

Vol.2, p.522

Narrative. Table showing black graduates of the Chaplain's Course and the Chaplain's Assistant Course at the San Antonio Aviation Cadet Center, Tex.

223.01

May-Jun 1945

Prepared by Historical Section, Central Flying Training Command, 1 Oct 1945. Narrative and supporting docs. in 3 vols.

Vol.1, two foldout sheets and pp.45, 49, 172-73

Narrative. Two foldout sheets precede the table of contents and give detailed personnel distribution figures for the command by race as of 31 May and 30 Jun 1945. Navigator-bombardier training for blacks at San Angelo. Screening of black bombardiers and navigators for pilot training volunteers.

Vol.3, pp.441, 462

Narrative. Two tables with separate figures for black personnel: (1) Chaplain's Course and Chaplain's Assistant Course graduates, San Antonio Aviation Cadet Center; (2) "Military Aquatics Classification" (swimming proficiency).

223.01

Jul-Aug 1945

Prepared by Historical Section, Central Flying Training Command, 1 Dec 1945. Narrative and supporting docs. in 3 vols.

Vol.1, pp.35, 38

Narrative. Personnel strength tables for the command showing numbers of enlisted men by race.

223.01

Sep-Dec 1945

Prepared by Historical Section, Flying Training Command, 1 Apr 1946. Narrative and supporting docs. in 1 vol.

Pp.29, 43, 47, 51-58 (passim), 152-53, 185-86, 195, 202, 241

Narrative and supporting docs. Scattered references to flight training at Tuskegee Army Air Field; navigator training at Childress, San Angelo, and Big Spring Army Air Fields, Tex; and gunnery training at Luke Field, Ariz. Plans to discontinue flight training for blacks, inactivation of Tuskegee Army Air Field, and integrated transition training for Tuskegee graduates. Also includes personnel strength tables for the Command with separate entries for black enlisted men.

Official Histories, Special Subjects

223.740

Sep 1939-Nov 1944

Prepared by Historical Section, Office of the Surgeon, Central Flying Training Command, 1 Dec 1944. Narrative and supporting docs. in 5 vols. "Medical Department Activities of the Central Flying Training Command." Volumes 4 and 5 mostly photographs, some showing mixed groups of black and white convalescents.

Vol.2, p.146

Narrative. Brief reference to black soldiers' objections to sharing a venereal disease prophylactic station with whites.

Vol.3, pp.196-97.

Narrative. Venereal disease rates for white and black troops briefly mentioned.

223.740

Jan-Mar 1945

Prepared by Historical Section, Office of the Surgeon, Central Flying Training Command, 31 Mar 1945. Narrative in 1 vol. "Medical Department Activities, Army Air Forces Central Flying Training Command."

P.91

Narrative. Surprise physical examinations of black troops for venereal disease infection mentioned.

Other Records

223.197

Data Books. Quarterly compilations of statistical data concerning all aspects of the Command and its mission, prepared by the 5th Statistical Control Unit. The tables cited below include separate entries for white and black enlisted men.

Sep 1943

Pages unnumbered

"AAFCFTC Total Military and Civilian Population by Arm or Service," "Intelligence Levels and Educational Background of Enlisted Personnel Assigned," and "AAFCFTC Consolidated Housing Report."

Jan 1944

Pp.5, 12

"Personnel by Schools and Stations" (unnumbered prefatory table), "AAFCFTC Total Military and Civilian Population by Arm or Service," and "AAFCFTC Digest of Inventory of Air Corps Personnel."

Apr 1944

Pp.2, 4

"Personnel by Schools and Stations" (unnumbered prefatory table), "AAFCFTC Total Population," and "AAFCFTC Authorized and Actual Military and Civilian Population, Air Corps and Arms and Services."

Aug 1944

Pp.3, 4

"Personnel by Schools and Stations" (unnumbered prefatory table), "AAFCFTC Total Population," and "Authorized and Actual Military and Civilian Population, Air Corps and Arms and Services."

Oct 1944

Pp.3, 6

"Personnel by Schools and Stations" (unnumbered prefatory table), "AAFCFTC Total Population," and "Authorized and Actual Military and Civilian Population, Air Corps and Arms and Services."

Nov 1944

Pp.3, 6

"Personnel by Schools and Stations" (unnumbered prefatory table), "AAFCFTC Total Population," and "Authorized and Actual Military and Civilian Population, Air Corps and Arms and Services."

Jun 1945

Pp.2, 4, 25

"Station Summary as of 30 June 1945" (unnumbered prefatory table), "Total Population," "Authorized and Actual Military and Civilian Population, Air Corps and Arms and Services," and "V. D. Rates by Stations."

Jul 1945

Pp.2, 3, 17

"Total Population," "Authorized and Actual Military and Civilian Population, Air Corps and Arms and Services," and "V. D. Rates by Stations."

Sep 1945

Pp.10, 11, 16

"Total Population," "Population, Military and Civilian," and "V. D. Rates."

223.273

Aug 1942-Jul 1943, except for Sep 1942, Oct 1942, and Jul 1943.

Station Lists. Includes lists of units assigned to stations throughout the Command. Among the units listed are "Aviation Squadrons (Separate)," segregated squadrons of black enlisted men, usually used as labor battalions.

Western Flying Training Command

Records

7 linear feet, 1940-1945; decimal classification nos. 224.01 through 224.951.

Official command histories and appended supporting docs. (6 linear feet).

Also includes (1 linear foot) special histories, training progress charts, conference reports, data books, organizational charts, station lists, daily diaries, and training reports.

Records Surveyed

All Western Flying Training Command records described above.

Official Command Histories

224.01

7 Dec 1941-Dec 1942

Prepared by Historical Section, West Coast Flying Training Command, n.d. Narrative and supporting docs. in 5 vols.

Vol.4, pp.864, 906-907, 910-13

Narrative. Brief paragraph on establishment of recreational facilities for black troops. Problems associated with stationing black units (quartermaster transportation platoons and aviation squadrons) in certain locales in Calif. (Gardner Field, Merced, Lemoore Army Air Field, and Santa Rosa Army Air Field) and N. Mex. (Kirtland Field).

Vol.5, "Str[ength] Report" Section

Supporting docs. Quarterly strength reports for the Command, showing separate totals by station for black and white enlisted men.

224.01

Jan-Dec 1943

Prepared by Historical Section, West Coast Flying Training Command, n.d. Narrative and supporting docs. in 8 vols.

Vol.2, pp.338, 347

Narrative. Transition training of black pilots at Mather Field, Calif., Nov 1943.

Vol.4, pp.853-56

Narrative. Establishment of Command-wide Provisional Replacement Depot for incoming black enlisted men at Luke

- Field, Ariz. Three aviation squadrons (Stockton Field and Chico Army Air Field, Calif., and Marana Army Air Field, Ariz.) placed on alert to assist in crop harvesting.
- Vol.5, p.1161
Narrative. Problems in providing recreational facilities for black troops.
- Vol.8, Tab 27
Supporting docs. Monthly strength reports for the command showing totals by station for black and white enlisted men.
- 224.01
Jan-Jun 1944
Prepared by Historical Section, Western Flying Training Command, n.d. Narrative and supporting docs. in 5 vols.
- Vol.1, pp.214, 221-22, 231-33
Narrative. Transition training in B-25s at Mather Field, Calif., for black pilots; includes statistical table.
- Vol.2, pp.277
Narrative. Bombardier training for black navigators at Roswell Army Air Field, N. Mex., mentioned.
- Vol.3, pp.626, 671, 680, 688-89, 691-94, 697-98, 820-21
Narrative. Recommendations for incorporating black enlisted men into Base Units. Need for maximum use of black troops due to shortages of white troops. Statistical tables showing black and white troop strength by station. Inactivation of black quartermaster transportation platoons and transfer of personnel to Sections F of new Base Unit organizations.
- Vol.4, pp.877, 882, 914-16, 928, 939-41, 964, and Tab 1 (nos. 13-19)
Narrative and supporting docs. Improvements to "colored day rooms" at Deming Army Air Field, N. Mex. Allocation of musical instruments to black units. Shortage of black chaplains. Venereal disease rates for blacks. Assignment of black WAC detachment to Douglas Army Air Field, Ariz. Monthly Command Personnel Reports listing black and white enlisted men by station.
- Vol.5, Tab 17 (no. 1, p.9), Tab 20 (no. 1, p.2), and Tab 42 (no. 1, pp.1-2).
Supporting docs. Loss of experienced personnel requires greater use of black manpower. Attempts to secure a USO club for black troops at Deming Army Air Field, N. Mex., and improve facilities at Douglas Army Air Field, Ariz., and Marfa Army Air Field, Tex.

224.01

Jul-Aug 1944

Prepared by Historical Section, Western Flying Training Command, n.d. Narrative and supporting docs. in 3 vols.

Vol.1, pp.106-108, 114-16, and 259

Narrative. B-25 transition training at Mather Field, Calif., for black pilots and transfer of B-25 transition training from Mather to Douglas Army Air Field, Ariz. Increased use of black personnel for aircraft maintenance.

Vol.2, pp.348, 477, 486-87, 498, 508, 519-20, and 535

Narrative. Emphasis on use of black enlisted men in more responsible positions. Black/white AWOL rates. Reference to special study of morale of black troops as part of a larger War Department program. Disposition of press releases concerning court martial of two black WACs at Douglas Army Air Field, Ariz. Search for two black chaplains for circuit assignments. Black/white venereal disease rates. Venereal disease control NCOs trained at Tuskegee, Ala., and assigned to stations having black troops.

Vol.3, Tab 1 (no. 15), Tab 11 (pp.12, 39, 51-52), Tab 35 (nos. 1 and 2), and Tab 39 (no. 1)

Supporting docs. Graph showing numbers of black and white enlisted men for 1943 and 1944. "Report of Conference on Wing and Station Commanding Officers" includes discussion of problems with black troops, especially use of black military police. AWOL rates for Jul and Aug. Sample "Report of Negro Chaplain's Visit."

224.01

Sep-Oct 1944

Prepared by Historical Section, Western Flying Training Command, n.d. Narrative and supporting docs. in 3 vols.

Vol.1, pp.11, 41-42, 67, 73, and 110

Narrative. Organizational chart showing separate chaplain for black personnel. Proportional allocation of promotions by race. Black WACs at Douglas Army Air Field, Ariz. Black/white AWOL rates.

Vol.2, pp.286-88

Narrative. B-25 transition training for black pilots at Mather Field, Calif. and Douglas Army Air Field, Ariz.

Vol.3, pp.580, 587, 599-601, 610-11, 650, 661, Tab 5 (no. 2), Tab 9 (nos. 3, 4, 7, 8, and 9)

Narrative and supporting docs. Black/white venereal disease rates. Foreign language course for convalescents conducted by black patients at Marana Army Air Field, Ariz. Special arrangements for social activities for black personnel at Douglas Army Air Field, Ariz., Deming Army Air Field,

N. Mex., Pecos and Marfa Army Air Fields, Tex. Termination of Negro Chaplain Program. Black/white AWOL rates. Tables showing personnel distribution and eligibility for overseas assignment by race.

224.01

Nov-Dec 1944

Prepared by Historical Section, Western Flying Training Command, n.d. Narrative and supporting docs. in 4 vols.

Vol.1, pp.66-67, 69, 107-110, and 122

Narrative. Command asked to supply cadre for establishment of new black WAC detachment at San Antonio Aviation Cadet Center. Black WACs at Douglas Army Air Field, Ariz., scheduled for overseas duty (a reversal of previous War Department policy). Table showing black/white ratio of personnel assigned to Provost Marshall activities. Also includes four-page section outlining Command policies for handling "racial problems."

Vol.2, pp.361, 363-64, 367-68

Narrative. B-25 transition training for black pilots at Douglas Army Air Field, Ariz. Brief account of 15 black combat returnees who refused to enter B-25 transition training.

Vol.3, pp.738, 754-57, 791-93, 799, and 813, Tab 1 (p.53), Tab 5 (no. 1)

Narrative and supporting docs. Venereal disease problems among black troops and training of black NCOs as venereal disease control officers at Tuskegee, Ala. Four-page section, "Welfare of Negro Troops," giving details of racial incidents at Kingman Army Air Field, Ariz., and Command efforts to improve conditions for black personnel. Three-page section summarizing racial incidents at Pecos and Pyote Army Air Fields, Tex., and Marana Army Air Field, Ariz. Black/white AWOL rates, Dec 1944.

Vol.4, Tab 9 (nos. 1, 4-7, 12-15)

Supporting docs. Reports of station facilities give occasional reference to recreational facilities for blacks. Statistical tables showing Command strength (separate totals for black and white enlisted men) and black/white eligibility for overseas assignment.

224.01

Jan-Feb 1945

Prepared by Historical Section, Western Flying Training Command, 1 Jun 1945. Narrative and supporting docs. in 2 vols.

Vol.1, pp.23, 55-57, 63, 68-69, 74-76a, 97, 125, and 214-22
Narrative. Tables: monthly Command strength showing personnel distribution by location and rank, broken down by race and sex; eligibility for overseas assignment by race; number of Air Forces civilians by grade and race. Assessment of susceptibility of blacks to coccidioidomycosis ("valley fever"). B-25 transition training at Douglas Army Air Field, Ariz., especially problems with black combat returnees entering transition training.

Vol.2, pp.301, 447, Tab 5 (nos. 2-5)
Narrative and supporting docs. Black bombardier trainees carried as "overload" students. Twin-engine training at Douglas Army Air Field, Ariz. Venereal disease rates and control efforts for black personnel.

224.01

Mar-Apr 1945

Prepared by Historical Section, Western Flying Training Command, 1 Aug 1945. Narrative and supporting docs. in 2 vols.

Vol.1, pp.50, 162-67

Narrative. Personnel strength table with separate figures for black and white enlisted men. B-25 transition training at Douglas Army Air Field, Ariz., including a discussion of black pilots who attempted to avoid graduation.

224.01

May-Jun 1945

Prepared by Historical Section, Western Flying Training Command, 1 Oct 1945. Narrative and supporting docs. in 2 vols.

Vol.1, pp.29-30, 33, 50, 58-59, 98-99, 106, 109-110

Narrative. Command strength tables with separate figures for black and white enlisted men. Courts martial involving black enlisted men at La Junta Army Air Field, Colo., and Victorville Army Air Field, Calif. Segregated recreational facilities at Marana Army Air Field, Ariz. B-25 transition training at Douglas Army Air Field, Ariz.

Vol.2, Tab 2, no.1

Supporting docs. Table showing enlisted strength by race and sex as of 30 Jun 1945.

224.01

Jul-15 Nov 1945

Prepared by Historical Section, Western Flying Training Command, 15 Nov 1945. Narrative and supporting docs. in 1 vol.

Table 2A (pp.33-35), Appendix 2 (nos. 1, 2, 6, and 8), Appendix 6 (no. 1)

Command strength by race and station. Venereal disease rates by race. Opinions on establishment of postwar AAF fraternal organizations, by race.

Official Histories, Special Subjects

224.740

1940-1944

Prepared by Office of the Surgeon, Western Flying Training Command, 1 Dec 1944. Narrative in 2 vols. "History of the Medical Department, Western Flying Training Command."

Vol.1, pp.158, 206, 233, and two tables following p.215

Narrative. Briefly mentions B-25 transition training at Mather Field, Calif. Bombardier and navigator training at Roswell Army Air Field, N. Mex. Training of black NCOs in venereal disease control at Tuskegee, Ala. Tables show eligibility of enlisted men for overseas assignment, by race.

Other Records

224.113

Reports, AAF Radio Production Unit, Santa Anna, Calif.

Jun 1942-Jan 1945

The Army Air Forces orchestra of the Radio Production Unit provided music for the Frank Capra motion picture film "The Negro Soldier."

224.113, Command Data Book

Oct 1945

Pp.10, 11, 16

Command personnel strength tables and venereal disease rates, by race.

224.273, Station Lists

5 Aug 1942

P.32 and passim

Unit lists for each station annotated as "Colored Unit" or "Partly Colored Unit" as applicable. Also lists seven Aviation Squadrons (Separate).

15 Sep 1942

P.35 and passim

Unit lists for each station annotated as "Colored Unit" or "Partly Colored Unit" as applicable. Also lists seven Aviation Squadrons (Separate).

1 Jan 1943

P.35 and passim

Unit lists for each station annotated as "Colored Unit" or "Partly Colored Unit" as applicable. Also lists fifteen Aviation Squadrons (Separate).

1 Mar 1943

P.37 and passim

Unit lists for each station annotated as "Colored Unit" or "Partly Colored Unit" as applicable. Also lists seventeen Aviation Squadrons (Separate).

1 Apr 1943

P.36 and passim

Unit lists for each station annotated as "Colored Unit" or "Partly Colored Unit" as applicable. Also lists nineteen Aviation Squadrons (Separate).

15 May 1943

P.37-38 and passim

Unit lists for each station annotated as "Negro Enlisted Personnel" or "Partly Negro Enlisted Personnel" as applicable. Also lists twenty-three Aviation Squadrons, twenty annotated as "Negro."

20 Jul 1943

P.38-39 and passim

Unit lists for each station annotated as "Negro Enlisted Personnel" or "Partly Negro Enlisted Personnel" as applicable. Also lists twenty-three Aviation Squadrons, twenty annotated as "Negro."

5 Oct 1943

P.40-41 and passim

Unit lists for each station annotated as "Negro Enlisted Personnel" or "Partly Negro Enlisted Personnel" as applicable. Also lists twenty Aviation Squadrons, all annotated as "Negro."

224.603, Standard Operating Procedures for Intelligence Officers

1 Nov 1944

Docs.II-6 and III-8

Instructions from Western Flying Training Command to station intelligence officers: "Use of Information System to Obtain Information Regarding the Racial Situation," 6 Oct 1944 and "Reports Concerning the Racial Situation," 14 Jun 1945 (amended).

224.719, Weekly Training Reports

2 Mar-17 Aug 1945

Tabular reports; entries for Douglas Army Air Field, Ariz., show status of B-25 transition training for black pilots.

Technical Training Command

Records

12 linear feet, 1917-1948; decimal classification nos. 225.01 through 225.9511.

Includes official command histories, 1917-1943 (1.5 linear feet) and 1945-1948 (1.5 linear feet). (Note: Records for the period Jul 1943-Nov 1945 with classification nos. 225.01 are Eastern Technical Training Command official histories.)

Under classification nos. 225.06 through 225.9511 (9 linear feet) are a variety of Technical Training Command records as well as assorted records of the Command's 1st, 2nd, 3rd, 4th, and 5th Districts and the Eastern, Central, and Western Technical Training Commands. Because these records are interfiled and not arranged by regional commands or districts, they are included in this guide as part of the records of the Technical Training Command. These records include progress reports, official histories of subordinate units, photographs, annual reports, daily diaries, conference minutes, board proceedings, personnel correspondence files, organizational charts, station lists, maps, training materials, and Tables of Organization and Equipment.

Records Surveyed

Official histories for 1917-1943 (1.5 linear feet).

Official Command Histories

History of the AAF Technical Training Command and Its Predecessors
225.01

1 Jan 1939-7 Jul 1943

Prepared by Historical Section, AAF Training Command, 1 Mar 1945. Narrative and supporting docs. in 12 vols. History of the AAF Technical Training Command prepared by AAF Training Command historians after the Jul 1943 merger of the Flying Training and Technical Training Commands (see above). The Technical Training Command (activated on 26 Mar 1941 as the Army Air Corps Technical Training Command and redesignated Army Air Forces Technical Training Command a year later) and its predecessor organizations were responsible for all non-flying training in the Army Air Forces. Courses of instruction were numerous and varied and ranged from basic training to meteorology, aircraft mechanics, and cryptography. A careful review of

all twelve volumes turned up little material which specifically mentions technical training for blacks.

Vol.2, pp.252-53, 272, 304, and 402-404
Narrative. Discussion of racial tension and segregation at Jefferson Barracks Basic Training Center, St. Louis, Mo., including the establishment of a separate classification unit staffed entirely by blacks.

Vol.7, pp.2018-19, 2056, 2058
Supporting docs. Transcript of 11 Oct 1942 telephone conversation between a General Jones and a Colonel Howard; includes discussion concerning assignment of blacks at various bases in the eastern U.S. Extracts from Headquarters AAF staff meeting of 10 Aug 1942 pertaining to "Vitalization of Technical Training Program;" a General Hanley cites cases of "Negroes and Egyptians" performing aircraft maintenance to support his contention that theoretical training is superfluous.

1st District, AAF Technical Training Command

Records

1.5 linear feet, 1942-1943; decimal classification nos. 225.01.

Official district histories and appended supporting docs. (Note: Additional 1st District records can be found interfiled among Technical Training Command records, decimal classification nos. 225.06-225.9511; see description for Technical Training Command records.)

Records Surveyed

All 1st District records under decimal classification no. 225.021.

Official Histories

225.021

10 Mar 1942-7 Jul 1943

Prepared by Historical Section, Eastern Technical Training Command, n.d. Narrative and supporting docs. in 3 vols. Organization and collation of the volumes is poor; narrative and supporting docs. are interfiled and poorly numbered.

Vol.1, Sec.2, Pt.1, p.24

Special arrangements for arrival of black recruits at Basic Training Center No. 10, Greensboro, N. C.

Vol.1, Sec.2, Pt.3, History of G-3, Miscellaneous section

Brief reference to Jun 1943 directive calling for preparation of defense plan against racial disturbances or riots.

Vol.1, Sec.2, Pt.3, History of G-3, Mobile Training Unit section, Inclosure #21

Letter of commendation from Colonel F. V. H. Kimble, Tuskegee Army Air Field commander, to Commanding General, 1st District, 9 Dec 1942.

Vol.2, Sec.2, Pt.9, History of Staff Quartermaster, pp.18-19 and Inclosure #6

Short discussion of problems with 927th and 928th Quartermaster Platoons, Transportation, stationed at Goldsboro, N. C., and Boca Raton, Fla., technical schools; includes manning table.

Vol.3, Sec.2, Pt.12, History of Staff Engineer Section, p.3

Mentions use of black women as construction laborers at Basic Training Center No. 10, Greensboro, N. C.

225.021

10 Mar 1942-31 Dec 1942

Prepared by Historical Section, Eastern Technical Training Command, n.d. Narrative and supporting docs. in 2 vols. A consolidated history based, in part, on the history cited immediately above.

Vol.1, pp.45, 63-64, 237, 255

Narrative. Use of black enlisted men as drivers in Miami Beach, Fla., not permitted. Shortage of recreational facilities for blacks around Greensboro, N. C. Black women used as construction laborers at Greensboro. Prostitution in Atlantic City, N. J., mentioned.

225.021

1 Jan-7 Jul 1943

Prepared by Historical Section, Eastern Technical Training Command, n.d. Narrative and supporting docs. in 5 vols. Second installment of consolidated history cited above.

Vol.1, p.287

Narrative. Personnel problems of 80th Aviation Squadron, Seymour Johnson Field, N. C.

Vol.2, pp.503-504, 525-29, 531-32, 553

Narrative. Further discussion of problems in 80th Aviation Squadron: low morale, inspection results, grievances, commanding officer relieved of command. USO clubs for black personnel and problems with public transportation in Goldsboro, N. C. mentioned.

Vol.3

Supporting docs. Appendix A, Summary of Activities. "Basic Training Center #10, Greensboro, N. C.": separate educational and recreational activities; issue of rifles to 80th, 376th, 409th, and 410th Aviation Squadrons. "Pending Projects: Miscellaneous": 409th and 410th Aviation Squadrons use firing range at Fort Bragg, N. C; 80th and 376th Aviation Squadrons to receive 283 men from Kearns, Utah. "G-1 Projects": Discussion of arrivals of black troops at Basic Training Center No. 10 and selection of "acting non-commissioned officers (straw bosses)."

Vol.5, Inclosures 161 and 172

Supporting docs. Extract from General Inspection of AAF Technical School, Goldsboro, N. C. pertaining to grievances of black personnel of 80th Aviation Squadron and 927th Quartermaster Platoon. "History of the 80th Aviation Squadron Technical School, AAFTTC, Seymour Johnson Field, From September 9, 1942 through July 7, 1943": outlines history of 80th since activation; includes names of key officers and their civilian backgrounds, stations of assignment, duties, mission, and problems encountered.

2nd District, AAF Technical Training Command

Records

2.25 linear feet, 1939-1943; decimal classification no. 225.022.

Official district histories and appended supporting docs. (Note: Additional 2nd District records can be found interfiled among AAF Technical Training Command records, decimal classification nos. 225.06-225.9511.)

Records Surveyed

All 2nd District records described above, except those mentioned in the parenthetical note.

Official District Histories

225.022

1 Jan 1939-7 Dec 1941

Prepared by HQ, 2nd District, 25 Oct 1943. Narrative and supporting docs. in 3 vols. "History of the Second District: Consolidated History of Stations Later Incorporated into the 2nd District. . . ." History of three major stations of the 2nd District--Scott and Chanute Fields, Ill., and Jefferson Barracks, Mo.

Vol.2, doc.13, p.3

Supporting docs. Informational pamphlet, "The Air Corps Technical School, Chanute Field, Rantoul, Ill.", n.d. but after Nov 1940. Page cited notes lack of black domestic help in Rantoul.

225.022

7 Dec 1941-31 Dec 1942

Prepared by Headquarters 2nd District, n.d. Narrative and supporting docs. in 5 vols.

Vol.1, p.83

Narrative. Inauguration of technical training for black personnel at Chanute and Scott Fields, Ill., and Tomah, Wis. Plans for black Officers Candidate School at Jefferson Barracks, Mo., abandoned.

- Vol.2, pp.347-48, 399, 430-31
 Narrative. Arrival of first black inductees at Jefferson Barracks, Mo., Nov 1942, and establishment of segregated facilities. Table showing number of inductees, by race, classified at Jefferson Barracks, Dec 1941-Dec 1942. Venereal disease rates among blacks at Jefferson Barracks.
- Vol.3, p.715
 Supporting doc. Training for black recruits deemed part of regular quota.
- Vol.4, p.1221
 Supporting doc. Arrival of first black recruits at Jefferson Barracks, Mo.
- Vol.5, pp.1339, 1348, 1362, 1482, 1488, 1611
 Supporting docs. Table showing Jan 1943 troop strength of black units at Jefferson Barracks, Mo.: 84th Aviation Squadron; 916th, 1166th, 1167th, 1168th, 357th, and 360th Technical School Squadrons. Segregated USO club in St. Louis, Mo., segregated mess at Chanute Field, Ill., and meeting regarding the training of blacks at Jefferson Barracks mentioned. Venereal disease among blacks at Jefferson Barracks prompted adoption of the "Tuskegee Plan."
- 225.022
 1 Jan-7 Jul 1943
 Prepared by Historical Section, Headquarters 2nd District, n.d. Narrative and supporting docs. in 10 vols.
- Vol.1, pp.81, 83, 85-86
 Narrative. Separate and inadequate messing facilities for black personnel at Jefferson Barracks, Mo.
- Vol.2, pp.558, 608-610, 631-32
 Narrative. Establishment of training wing and Negro Classification Unit at Jefferson Barracks, Mo. Black troops used as guards at Jefferson Barracks. Graph depicting number of black inductees processed.
- Vol.3, pp.719, 757, 770-71, 793-95, 807, 835-42, 856, 862
 Narrative. Jefferson Barracks, Mo., venereal disease rate among blacks high; "Tuskegee plan" used to lower the rate. Problems providing mess for blacks at Jefferson Barracks. Low morale among black troops at Sioux Falls, S. Dak. Controversy over proposal to convert Jefferson Barracks into all-black training site. Army Air Forces criticized for not using troops undergoing training to control Detroit, Mich., race riot of Jun 1943.
- Vol.4, pp.1213, 1217-19
 Supporting docs. Segregated mess halls at Jefferson Barracks, Mo., discussed.

Vol.8, pp.3542, 3546-47, 3550-51, 3641, 3645, 3695, 3832-41
Supporting docs. Constitution, activation, and redesignation
orders for units in 2nd District (units with black enlisted
marked with asterisk). Use of blacks and Chinese-Americans
as mess attendants suggested. Enlisted men eligible for
combat duty to be reported by race. Ten-page narrative
summary, "The Colored Soldier in the Second District,"
includes information on the following: Chanute and Scott
Fields, Ill., 99th Pursuit Squadron, Allison Factory School
(Indianapolis, Ind.), Truax Field and Tomah, Wis., Sioux
Falls, S. Dak., Jefferson Barracks, Mo., venereal disease
rates, and assignment/training policies.

3rd District, AAF Technical Training Command

Records

None. There are no records in the Agency under the decimal classification no. that was apparently reserved for the 3rd District, 225.023 (see A Guide to the Resources of the USAF Historical Research Center, Aug 1985, p.178). A few scattered records for the 3rd District are interfiled among Technical Training Command records, decimal classification nos. 225.06-225.9511; see description under Technical Training Command records.

Records Surveyed

None.

4th District, AAF Technical Training Command

Records

1 linear foot, 1942-43; decimal classification no. 225.024.
Official district histories and appended supporting docs. Note: Additional 4th District records can be found interfiled among Technical Training Command records, decimal classification nos. 225.06-225.9511; see description for Technical Training Command records.

Records Surveyed

All 4th District records described above.

Official District Histories

225.024

10 Mar 1942-31 Dec 1942

Prepared by Historical Section, Headquarters 4th District.
Narrative and supporting docs. in 4 vols.

Vol.1, p.257

Narrative. Brief reference to speeding and reckless driving of black personnel operating Army vehicles in Denver.

225.024

1 Jan-8 Jul 1943

Prepared by Historical Section, Headquarters 4th District.
Narrative and supporting docs. in 4 vols.

Vol.1, pp.151-52,

183-86, 312

Narrative. Training of black personnel at Anderson Clerical School, Los Angeles, Calif. Abandonment of concentrated technical training at Chanute Field, Ill., and assignment of qualified blacks to schools in 4th District; includes quotas by technical specialty and site of training. Rehabilitation units for slow-learner recruits.

Vol.3, pp.706-708, 727-30

Narrative. Unannounced arrival of black instructors at Lincoln Army Air Field and Lincoln Aeronautical Institute, Neb., causes housing problems. Problems providing separate housing, messing, and recreational facilities for black personnel at Basic Training Center No. 8, Fresno, Calif., and Kearns, Utah; instructions received from 4th District to use

existing facilities and avoid segregation, which violated
"intent of WD [War Department] and AAF policies."

Vol.4

Supporting doc. Letter from Headquarters AAF Technical
Training Command to subordinate headquarters, 11 Jan 1943;
Subject: "Technical Training for Colored Enlisted Men."

5th District, AAF Technical Training Command

Records

3.25 linear feet, 1942-1943; decimal classification no. 225.025.

Official district histories and appended supporting docs. Note: Additional 5th District records can be found interfiled among Technical Training Command records, decimal classification nos. 225.06-225.9511; see description for Technical Training Command records.

Records Surveyed

All 5th District records described above.

Official District Histories

225.025

Feb 1942-Nov 1943

Preparing offices vary and in some cases cannot be determined. Consists of 16 vols. of assorted histories and supporting docs. of 5th District headquarters and subordinate units. Pagination is inconsistent and sometimes nonexistent.

Vol.2, p.35, 134, 157

Supporting docs. Brief reference to 417th, 418th, and 83rd Aviation Squadrons; use of aviation squadrons in farm work mentioned (racial composition of squadrons unclear).

Vol.3, Pt.1. History of Officer Candidate School, pp.iv, 149, 151; Tables 6, 7, 9; and Graphs 1-2.

Narrative. Mostly statistical data on Officer Candidates showing age distribution, performance, class standing, Army General Classification Test scores, eliminees, and graduates; separate figures given for "special groups," i.e. blacks and foreign students.

Vol.3, Pt.2. History of the 417th Aviation Squadron (6 pages); General Order No. 7, 6 May 1943, 417th Aviation Squadron.

Supporting docs. Short historical sketch of a presumably white aviation squadron; brief reference to black 83rd Aviation Squadron.

Vol.13, History of the Miami Beach Army Air Forces Training Base,
Pt.1, p.153

Narrative. Commanding general for Miami, Fla., area declined
black transportation platoon in deference to local ordinance
prohibiting presence of blacks in Miami Beach after 9:00 P.M.

Vol.14, History of the Miami Beach Army Air Forces Training Base,
Pt.2, p.287

Narrative. Local ordinance prohibiting blacks from residing
in Miami Beach precludes use of black squadrons.

Vol.16, History of the Miami Beach Army Air Forces Training Base,
Pt.4, pp.802, 806

Supporting docs. Telephone conversation transcript
documenting exclusion of black troops in conformance with
Miami Beach's local ordinances.

Eastern Technical Training Command

Records

6.5 linear feet, 1943-1945; decimal classification no. 225.01 (for the period Jul 1943-Nov 1945; before and after that period records with no. 225.01 are Technical Training Command records).

Contains official histories and appended supporting docs. Note: Additional Eastern Technical Training Command records can be found under decimal classification nos. 225.06-225.09511, which are described under Technical Training Command.

Records Surveyed

Eastern Technical Training Command described above with decimal classification no. 225.01.

Official Histories

225.01

8 Jul 1943-1 Mar 1944

Prepared by Historical Section, Eastern Technical Training Command, n.d. Narrative and supporting docs. in 6 vols.

Vol.1, pp.182, 225-26

Narrative. High venereal disease rates at Greensboro, N. C., briefly mentioned. Discussion of recreational facilities, including USO clubs, for black troops at Greensboro.

Vol.2, pp.290, 339-41, 414, 476-78, 481, 493-500, 551, 598-99, 601-602, 605

Narrative. Troop shipments to Seymour Johnson Field and Greensboro (Basic Training Center No. 10), N. C. Conflicts between black personnel and local white civilians in Gulfport, Miss. High absence-without-leave rates and low morale at Basic Training Center No. 10. Resistance of northern blacks to segregated public transportation in the South. Segregated facilities at Keesler Field, Miss. Housing problems of black civilian employees. Segregated unit activated, the 927th Quartermaster Platoon, Transportation. Opposition of Biloxi, Miss., whites to high number (6,500) of blacks at nearby Keesler Field. Racial incident at Gulfport Field, Miss., Nov 1943.

Vol.5, pp.1644, 1831, 1834, 1845, 1897

Supporting docs. Segregated medical wards. Black Officer Candidate School graduates at Miami Beach, Fla. Releases by

- Public Relations Officers to black press. USO clubs for blacks in Greensboro, N. C.
- Vol.6, pp.1959, 2054-55, 2171, 2174, 2225-28
Supporting docs. Special troop movement of 39th Provisional AAF Squadron. Opposition of Biloxi, Miss., whites to blacks at nearby Keesler Field. Venereal disease rates. "Schedule of Technical Training (Colored)," 14 Feb 1944. Racial incident at Gulfport Field, Miss.
- 225.01
1 Mar-1 Jul 1944
Prepared by Historical Section, Eastern Technical Training Command, 1 Sep 1944. Narrative and supporting docs. in 7 vols.
- Vol.1, pp.158-59, 161, 174, 194, 196, 198-200, 309, 312, 339-41, 344, 349
Narrative. Inauguration of Base Unit organization system and establishment of Sections F for black personnel. Basic training for blacks a chief function of Basic Training Center No. 10, Greensboro, N. C.; charges of racial discrimination at Basic Training Center No. 10. Transfer of blacks from Jefferson Barracks, Mo., to Sioux Falls Army Air Field, S. Dak. Retention of surplus black personnel of the Eastern Technical Training Command at Seymour Johnson Field, N. C. Technical training at Bell Aircraft Corporation School, Chanute and Scott Fields, Ill., and Truax Field, Wis. Reduction in black enlisted men at Scott Field. Increase in black enlisted men at Sioux Falls Army Air Field. Commanding officer of the Willow Run Technical School, Ypsilanti, Mich., rejected Manpower Board recommendation to replace white enlisted men with blacks because separate housing not available. Lack of unskilled black laborers at Boca Raton Army Air Field, Fla.
- Vol.2, pp.386, 428, 485-86, 604
Narrative. Black cooks used at Boca Raton Field Army Air Field, Fla. Black military police used at Sioux Falls Army Air Field, S. Dak., and Greensboro, N. C. Morale problems in aviation squadrons. Black instructors for white students at Scott Field, Ill.
- Vol.3, doc.96
Supporting doc. "Minutes of Station Commanders Conference," 16-17 Apr 1944, convened to discuss implementation of Base Unit organization plan, which included establishment of Section F units for blacks.
- Vol.4, docs.141, 144, 156-58
Supporting docs. Use of black cooks at Boca Raton Army Air Field, Fla. Separate figures for blacks and whites required in venereal disease reports. Interviews with commander and men of 80th Aviation Squadron, with discussion on morale problems.

225.01

Jul-Sep 1944

Prepared by Historical Section, Eastern Technical Training Command, n.d. Narrative and supporting docs. in 5 vols.

Vol.1, pp.68-69

Narrative. Plans for establishment of black WAC unit at Sioux Falls Army Air Field, S. Dak.

Vol.2, pp.211-12, 325-27, 333, 347-48

Narrative. Availability of technical training for black personnel. Venereal disease rates at Sioux Falls Army Air Field, S. Dak., Boca Raton Army Air Field, Fla., and Scott and Chanute Fields, Ill. Morale of black personnel at Sioux Falls and Boca Raton Army Air Fields.

Vol.3, doc.21

Supporting doc. Description and plans relating to establishment of a black WAC unit at Sioux Falls Army Air Field, S. Dak.

Vol.4, docs.123, 124

Supporting docs. Correspondence relating to technical training of assigned black personnel.

225.01

1 Sep-1 Nov 1944

Prepared by Historical Section, Eastern Technical Training Command, 1 Jan 1945. Narrative and supporting docs. in 6 vols.

Vol.1, p.25

Narrative. Quotas for trainees at the Holley Carburetor Co., Detroit, Mich., include black enlisted men.

Vol.2, pp.331, 362-64, 391-93, 400, 419-20, 423-27, 433-37, 456-64, 501-502, 518

Narrative. Commander at Sioux Falls Army Air Field, S. Dak., rated 76% of the 580 black enlisted men assigned there as below average. Training as guards and truck drivers opened to black enlisted men but Radio Operator-Mechanic training remained closed. Plans to establish black WAC unit at Sioux Falls Army Air Field. Tables showing venereal disease rate by base and race, Jul-Oct 1944. Discussion of relationship between overall venereal disease rates and number of black troops. High venereal disease rates among black personnel, especially at Boca Raton Army Air Field, Fla. Attempts to improve the morale of black troops at Sioux Falls and Boca Raton Army Air Fields, and Langley Field, Va. Complaint of discrimination at the Boca Raton Army Air Field hospital. Establishment of a Director of Colored Personnel for each Continental Air Force recommended.

Vol.3, pp.687-88

Narrative. Black WAC unit at Sioux Falls Army Air Field, S. Dak., to be temporarily quartered in white WAC area until special quarters for black unit completed.

Vol.4, doc.24

Supporting doc. Message concerning proposed training of black and white enlisted men and civilians at Holley Carburetor Company, Detroit, Mich.

Vol.5, docs.154-56

Supporting docs. Correspondence and memorandum outlining problems associated with using black personnel as armed guards at Scott Field, Ill. Correspondence approving on-the-job training of black enlisted men as drivers.

Vol.6, docs.177, 180-82, 195-96, 199-200, 202-203, 205, 207-208, 210-11, 213-14, 233-38

Supporting docs. Correspondence, messages, memoranda, and reports concerning effective use of black personnel. Use of black civilian barbers at Sioux Falls Army Air Field, S. Dak. Housing arrangements for black and white WAC units at Sioux Falls Army Air Field. Study of infectious mononucleosis at Boca Raton Army Air Field, Fla., with data broken down by race and sex. Venereal disease rates for the command analyzed by race. Encouragement of musical activities among black personnel at Boca Raton Army Air Field to boost morale. Complaints of inappropriate job assignments and racial discrimination at Boca Raton Army Air Field.

225.01

1 Nov 1944-1 Jan 1945

Prepared by Historical Section, Eastern Technical Training Command, 28 Feb 1945. Narrative and supporting docs. in 4 vols.

Vol.1, pp.95, 99-100, 154, 173, 175-77

Narrative. Black and white enlisted men transferred to infantry training camps. Black WAC company at Sioux Falls Army Air Field, S. Dak. Citizens of Boca Raton, Fla., concerned over presence of black troops. Venereal disease among black personnel affects morale; high rate at Sioux Falls Army Air Field attributed to presence of black WAC company.

Vol.2, pp.295, 362

Narrative. Training of black pilots "encouraged." Surplus black officers at Scott Field, Ill., ineligible for reassignment.

225.01

1 Jan-1 Mar 1945

Prepared by Historical Section, Eastern Technical Training Command, 31 May 1945. Narrative and supporting docs. in 4 vols.

Vol.2, p.420

Narrative. Decline in venereal disease rates for black personnel.

Vol.3, doc.60

Supporting doc. Overall strength figures for the command, by race and sex.

225.01

1 Mar-1 May 1945

Prepared by Historical Section, Eastern Technical Training Command, 1 Aug 1945. Narrative and supporting docs. in 4 vols.

Vol.1, pp.20, 33-34

Narrative. Table showing number of civilians employed by race and sex; discussion of low morale among black WACs at Sioux Falls Army Air Field, S. Dak.

Vol.2, pp.380-81, 399-402

Narrative. Venereal disease rates among blacks at Truax Field, Wis., and Sioux Falls Army Air Field, S. Dak. Morale low among black WACs at Sioux Falls Army Air Field.

225.01

1 May-1 Jul 1945

Prepared by Historical Section, Eastern Technical Training Command, 1 Oct 1945. Narrative and supporting docs. in 3 vols.

Vol.1, pp.22, 203

Narrative. Table showing civilian personnel strength by race and sex. Brief reference to black mess crew at Chanute Field, Ill.

Vol.2, doc.17 (pp.1, 7)

Supporting doc. Black enlisted men entered radar maintenance training at Boca Raton Army Air Field, Fla.

Vol.3, doc.145 (para. 3)

Supporting doc. Black personnel at Sioux Falls Army Air Field, S. Dak., transferred from jurisdiction of Eastern Technical Training Command to Second Air Force.

225.01

1 Jul-1 Sep 1945

Prepared by Historical Section, Eastern Technical Training Command, n.d. Narrative and supporting docs. in 2 vols.

Vol.1, p.18

Narrative. Table showing the command's civilian strength by race and sex.

Central Technical Training Command

Records

.8 linear foot, 1943-1944; decimal classification no. 225.011. Consists of official histories and appended supporting docs. Note: Additional Central Technical Training Command records can be found under decimal classification nos. 225.06-225.911, described under Technical Training Command records.

Records Surveyed

All records described above under decimal classification no. 225.011.

Official Histories

225.011

7 Jul 1943-1 Mar 1944

Prepared by Historical Section, Eastern Technical Training Command, 20 Jun 1944. Narrative and supporting docs. in 6 vols. Continued from 2nd District, which was renamed Central Technical Training Command on 7 Jul 1943 and absorbed by Eastern Technical Training Command on 1 Mar 1944.

Vol.1, pp 314-316

Narrative. Housing and messing problems associated with training of black enlisted men at Caterpillar Tractor Co., and LeTourneau, Inc., in Peoria, Ill.

Vol.2, pp 440, 443, 487-88, 490, 496, 505-506

Narrative. Housing problems at Jefferson Barracks, Mo. Dining hall problems at Chanute Field, Ill. Complaints from 46th Aviation Squadron, Scott Field, Ill. Near mutiny by 85th Aviation Squadron at Sioux Falls Army Air Field, S. Dak.

Vol.5, pp 1505-1516

Supporting docs. Inspection report of schools at Caterpillar Tractor Co. and LeTourneau, Inc., in Peoria, Ill.; outlines inadequate quarters and dining facilities for black students.

Western Technical Training Command

Records

8.5 linear feet, 1939-1945; decimal classification no. 225.012. Contains official histories and appended supporting docs. Note: Additional Western Technical Training Command records can be found under decimal classification nos. 225.06-225.09511, described under Technical Training Command records.

Records Surveyed

All Western Technical Training Command records described above under decimal classification no. 225.012.

Official Histories

225.012

Sep 1939-Dec 1944

Office of preparation unknown, n.d. Narrative in 1 vol. ["Medical History of Western Technical Training Command."]

Pp.35-36

Narrative. High venereal disease rates among black personnel briefly discussed.

225.012

8 Jul 1943-31 Dec 1943

Prepared by Historical Section, Western Technical Training Command, 1944. Narrative and supporting docs. in 9 vols.

Vol.1, pp.316, 328-30, 346-47

Narrative. Classification and assignment of black recruits at Basic Training Center No. 5, Kearns, Utah. Assignment of black recruits to technical schools. Improper assignment of black enlisted men of 86th Aviation Squadron.

Vol.2, pp.615-17, 833-48

Narrative. Western Technical Training Command directed to comply with recent War Department policies and regulations prohibiting use of "racial designations" as an integral part of a unit's organizational name. Memorandum from Secretary of War directing use of black WAC officers to command black WAC units quoted. Reaction to memorandum from General George C. Marshall regarding disaffection among black troops.

Extensive analysis and investigation of racial discrimination

- complaints from members of 364th Aviation Squadron and 1005th Quartermaster Platoon, Transportation, Amarillo Army Air Field, Tex. Basic Training Center No. 8, Fresno, Calif., mentioned.
- Vol.3, pp.1047, 1394-96, 1498-1500
Narrative. Tentative plans for providing technical training to non-AAF enlisted personnel. Bivouac training for aviation squadrons ordered, with objective of making aviation squadrons capable and prepared to depart assigned stations on 6 hours notice. Policies and reports on use of aviation squadrons for crop harvesting duty.
- Vol.4, pp.1501-1508, 1515, 1565
Narrative. Policies and reports on use of aviation squadrons for crop harvesting continued; 74th Aviation Squadron at Williston, N. Dak. and 86th Aviation Squadron at Crosby, N. Dak. Transfer of black enlisted men to Eastern Technical Training Command.
- Vol.5, pp.2215-21
Narrative. Report and testimony concerning training of blacks at Lowry Field, Colo., photography school and controversy over appointment of black graduates as Aviation Cadets for advanced training at Yale University, N. J.
- Vol.6, pp.2562-63, 2825-26, 2848-49
Narrative. Supply procedures for aviation squadrons. Recreation facilities for black personnel at Buckley Field, Colo. "Redwood Colored USO," Wichita Falls, Tex., rebuilt.
- Vol.7, pp.3281, 3297, 3310, 3314-15, 3318-19, 3378-80, 3497-98
Narrative. Breakdown by race required in personnel strength reports and reports of training school graduates. Classification and scheduling of blacks for technical training at Basic Training Centers. Scheduling black recruits for assignment to Lincoln Basic Training Center, Neb. Investigation into use of funds for equipping a service club for blacks at Lowry Field, Colo. Jefferson Barracks, Mo., and Los Angeles, Calif., area cited as suitable sites for concentration of black personnel. Sick rates for white and black personnel compared.
- Vol.8, pp.3587-93, 3596-97, 3599, 3601, 3755, 3759, 3769-70, 3781, 3785-87, 3805-3809
Narrative. Venereal disease rates by race. Use of black NCOs trained as venereal disease control officers at Tuskegee Army Air Field, Ala. High venereal disease rates at Amarillo Army Air Field, Tex. Problems at Lincoln Army Air Field, Neb., and Sheppard Field, Tex., regarding venereal disease control and recreational facilities for blacks. Morale problems in aviation squadrons. "Colored Service Club" at Basic Training Center No. 5, Kearns, Utah. Recreational facilities for blacks at Lincoln and Amarillo Army Air Fields deemed inadequate and not comparable to white

facilities. Inadequate facilities for blacks at Sheppard Field, Kearns, and Fort Logan, Colo.
Vol.9 (consists of unnumbered, unpaginated supporting docs.)
Supporting docs. Charts section: "Colored EM--AAFWTTC: Percentage of Permanent Party and Students." General Orders section: "Disbandment of 413th, 415th, 416th Aviation Squadrons."

225.012

Jan-Jun 1944

- Prepared by Historical Section, Western Technical Training Command, 1944. Narrative and supporting docs. in 6 vols.
- Vol.1, pp.16, 238-39, 271, 340-41, 360, 363
Narrative. Higher AWOL and court martial rates predicted for Sheppard Field, Tex., due to increased numbers of black basic trainees. Black enlisted men organized into special Section F units following implementation of AAF Base Unit reorganization plan. Importance of proper assignments for black enlisted men discussed.
- Vol.2, pp.567-69, 639-44, 661-64, 758-61
Narrative. Enlisted grade allotments for all-black units under AAF Base Unit reorganization plan. Restrictions on transfer of black aircrew trainees classified "navigator only" and "bombardier only." Increase number of black enlisted personnel assigned to Western Technical Training Command causes concern over adequate separate housing and recreational facilities. Prospective black aircrew trainees to be exempt from effects of reduced flying training program.
- Vol.3, pp.821-23, 883-84
Narrative. Black WAC company assigned to Kearns, Utah, and quartered in civilian housing. Use of black enlisted firemen in WAC barracks area at Lowry Field, Colo., discontinued because of "incidents."
- Vol.5, p.2024
Narrative. Chaplain services for black troops at Sheppard Field, Tex., discussed.
- Vol.6, pp.159-61, 409
Supporting docs. General orders showing disbandment of various Western Technical Training Command units, including several with black enlisted men. Monthly statistics on number of recruits to AAF, broken down by race.

225.012

Jul-Aug 1944

Prepared by Historical Section, Western Technical Training Command, 1944. Narrative and supporting docs. in 4 vols.

Vol.1, pp.215-17

Narrative. Complaints from Lowry Field, Colo., and Maxwell Field, Ala., regarding transfer of black enlisted men.

Vol.2, p.590

Narrative. Table showing estimated time required for small arms training by race.

Vol.3, pp.1020-22, 1026, 1028, 1035-36, 1106

Narrative. Control of venereal disease among black personnel; comparison of venereal disease rates between black and white personnel. Racial designation of base exchange facilities at Amarillo Army Air Field, Tex.

Vol.4, docs.1, 8, 75

Supporting docs. Venereal disease bulletin. Personnel requirements guidelines for Western Technical Training Command stations (see guidelines for Sections F). Survey of Western Technical Training Command exchange services.

225.012

Sep-Oct 1944

Prepared by Historical Section, Western Technical Training Command, 1944. Narrative and supporting docs. in 6 vols.

Vol.1, p.250

Narrative. Amarillo Army Air Field, Tex., on policy for processing applications for Officer Candidate School from qualified black enlisted men.

Vol.2, pp.527-28, 585

Narrative. Personnel officer at Lowry Field, Colo., attempts to fully utilize skills of black enlisted men assigned to Section F. Flow of students to Basic Training Centers shown by race.

Vol.4, docs.1, 2, 7, 18, 21, 77

Supporting docs. Venereal disease rates by race. Flow of recruits to basic training by race. Guard School at Barksdale, La., opened to black enlisted men. Training of black enlisted men as drivers initiated. Racial designation required in instructions to Western Technical Training Command stations for reporting permanent party personnel.

Vol.5, docs.116, 138

Supporting docs. Racial disturbances anticipated in connection with V-E Day celebrations. Effect of revised strength and grade allotments on "colored allotment" for Western Technical Training Command mentioned.

Vol.6, doc.197

Supporting doc. Venereal disease rates by station and race.

225.012

Nov-Dec 1944

Prepared by Historical Section, Western Technical Training Command, 1944. Narrative and supporting docs. in 12 vols.

Vol.1, pp 153, 181-83, 219-20

Narrative. Request for report of guard section personnel by sex and race. Position of racial advisor to the commander established at all echelons within Western Technical Training Command, on orders from Training Command headquarters.

Vol.2, pp 285-86, 332-33, 456-57, 471

Narrative. Black and white enlisted men screened for duty as educational and vocational counselors. Qualified black personnel declared eligible for various "token courses," i.e. courses from which there was no immediate demand for graduates. Black enlisted men screened for overseas duty by scores on the Army General Classification Test.

Vol.3, pp 606-607, 700-701, 712

Narrative. Strength of Keesler Basic Training Center, Miss., by race. Quotas established for black NCOs to attend venereal disease control course at Tuskegee Army Air Field, Ala.

Vol.6, docs.10, 25, 48, 96

Supporting docs. Request from Training Command headquarters for report of black enlisted men qualified for overseas duty. Quotas for transfer of 100 black enlisted men to MacDill Field, Fla. Report of guard personnel by race and sex.

Vol.7, docs.124, 149

Supporting docs. Report of personnel, by race, undergoing training at Kessler Basic Training Center, Miss. Report requested on venereal disease rate, by race, among overseas returnees.

Vol.9, doc.189

Supporting doc. Western Technical Training Command venereal disease rates, by race, for 1944.

Vol.12, docs.330, 340, 389

Supporting docs. Venereal disease report, by race. Personnel allotment by station with notations on installations considered unsuitable for black personnel. Chart showing percentage of white and black enlisted men qualified for overseas duty in 1944.

225.012

Jan-Feb 1945

Prepared by Historical Section, Western Technical Training Command, 1945. Narrative and supporting docs. in 4 vols.

Vol.1, pp 115, 192-200, 209, 244, 263, 265, 291, 362

Narrative. Venereal disease rates by station and race.

Headquarters recommends Lowry Field, Colo., chorus include 30

black personnel. Black enlisted men screened for pilot training. Assignment of black enlisted men to duty outside their specialties. Disposition of black eliminees from technical training mentioned. Black personnel trained as movie film projectionists.

Vol.2, pp 420-21, 447, 480, 580

Narrative. Training of black enlisted men as armament and aircraft mechanic specialists, including B-25 training at the North American Factory School.

Vol.3, docs.6, 15, 18, 21, 25, 32, 35, 91

Supporting docs. Reporting procedures on personnel strength require breakdown by race and sex. Training of black enlisted men as armorers and aircraft mechanics at Lowry Field, Colo. Inquiry by 4th Air Force regarding P-38 training at Lockheed Aircraft Corporation. AAF Regulation 20-52 revised to clarify placement of blacks in Base Unit organization scheme. Training of black enlisted men at B-25 factory course.

Vol.4, docs.121, 131, 199, 248-250

Supporting docs. B-25 factory school training. Defense plan for Sheppard Field, Tex., cites potential for racial disturbances. Strength reports require breakdown by race. Station personnel allotments annotated to show stations unsuitable for black personnel. Venereal disease rates by race.

225.012

Mar-Apr 1945

Prepared by Historical Section, Western Technical Training Command, 1945. Narrative and supporting docs. in 4 vols.

Vol.1, pp 130-31, 135, 170, 280

Narrative. V-E Day celebration plans allow for possibility of racial disturbances. Manning tables for Base Units to include breakdown by race.

Vol.3, docs.119, 122, 124

Supporting docs. Inadequate entertainment for black troops at Amarillo Army Air Field, Tex. Potential for racial disturbances on V-E Day considered.

Vol.4, docs.179, 245

Supporting docs. Pilot stanine requirements for black aviation cadet applicants lowered from 5 to 4. Salary distribution for civilian employees shown by race and sex for each station.

225.012

May-Jun 1945

Prepared by Historical Section, Western Technical Training Command, 1945. Narrative and supporting docs. in 4 vols.

Vol.1, pp.218-19, 224

Narrative. Percentage of enlisted men over age 38, by race. Percentage of officers desiring discharge, by race.

Vol.2, p.455

Narrative. Black enlisted men entered into chemical warfare training, Buckley Field, Colo.

Vol.3, doc.59

Supporting doc. Activation orders for 1406th and 1407th Military Police Companies, Aviation (black enlisted personnel).

225.012

Jul-Oct 1945

Prepared by Historical Section, Western Technical Training Command, 1945. Narrative and supporting docs. in 4 vols.

Vol.1, pp 115-17

Narrative. Racial tension between white and black basic training squadrons at Sheppard Field, Tex.

Vol.3, docs.8, 9, 20, 131

Supporting docs. Proposal for construction of additional barracks for black troops rejected. Inventory of permanent party black enlisted men qualified for overseas duty prepared. Report of comparative utilization of black and white enlisted men under preparation. Report of training program readjustments after V-J Day; includes reference to black organizations.

Vol.4, docs.178, 183, 257

Supporting docs. Statement on number of recruits, by race, scheduled for Aug shipment to Sheppard Basic Training Center, Tex. Manning of black and white chemical companies, Buckley Field, Colo. Venereal disease rates, by race, for Jul and Aug.

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Ypsilanti, Michigan, 58

REF # 8

HEADQUARTERS - AAFTTC
KNOLLWOOD FIELD, N.C.

FILE

RECORD OF TELEPHONE CONVERSATION, OR TELEPHONIC INSTRUCTIONS GIVEN OR RECEIVED.

Note: Use this slip to record in detail telephone conversations, or all telephonic instructions or orders given or received.

Subject:

Date: Time: From: To:

Action

Ha: Do you think you can send it to us before Sunday? I am expecting these men to come in Sunday.

Hi: But you won't start classifying them till 4 or 5 days after that.

Ha: That is right, but if I can get all the dope before then I can be all set to go.

Hi: Yes, I see. I don't think you will experience a great difficulty in changing over to selections for Arms and Services Schools. My idea is that those schools have not had tests to select with other than GCT and MA tests; also clerical. Those are AGO tests now. And they probably had code aptitude for signal corps. One other thing, have you had orders to send out a cadre of enlisted personnel to Fresno?

Ha: Yes, I selected them and the orders are already cut. They are leaving in another day or two.

Hi: In another day or two? Couldn't you check with G-1 and see if you can get them out today as they start up at Fresno the 1st. How did you get your information--by letter or telegram.

Ha: The District called and said they had a telegram, I believe. I had been anticipating it since Col. Hill's visit and had them ready to go.

Hi: That isn't taking away too many of your men is it?

Ha: It is hurting pretty bad but that is the way it goes. Lt. Geddes is quite a loss too.

Hi: Is there anything else on your mind?

Ha: Yes, Col. Hill said we were to get two 2d Lts. from the AG Sch. to replace the loss in personnel, and was wondering when they would arrive.

Hi: That class graduates this Sat. We have been allotted quite a number of officers for that purpose.

Ha: That's all.

DISTRIBUTION: G-1

AAFTTC Form 10 Rev. 7-8-42 1000

(over)

AG
AG

A.H.

HEADQUARTERS - AAF TTC
KNOLLWOOD FIELD, N.C.

FILE

RECORD OF TELEPHONE CONVERSATION, OR TELEPHONIC INSTRUCTIONS GIVEN OR RECEIVED.

Note: Use this slip to record in detail telephone conversations, or all telephonic instructions or orders given or received.

Subject: Negro Classification at J.B., and also personnel from J.B. to Fresno.

Date: Oct. 29, 1942 Time: 1130

From: Capt. Hand, Class. Off., J.B., Mo. To: Lt. L. Hill, Asst. Class. Off., AAF TTC

Action

Capt. Hand: Lt. Hill we have some things coming up now I wish to get some definite ruling on, and that is Negro Classification.

Lt. Hill: I am not in a very good position to give you much on that. I know that Jefferson Barracks is designated to handle Negro troops only.

Capt. Hand: I can't quite hear.

Hi: Jefferson Barracks is designated to handle Negro troops only, but I can't give you much information on that. What questions did you have in mind?

Ha: The question is, I am ready to start handling them the 1st of November. They are coming in at that time and I understand that they are for the Arms & Services, and in that case would it just be occupation specialists classification.

Hi: We will get 40% of those. They will go into Arms and Services Schools, and other 60% assigned to units. I don't know the minimum requirements for various Arms and Services Schools, but have written Washington for that and they have promised to send it to us as soon as possible, and we will send it right on to you.

Ha: If you can send me that information just as soon as you can it will certainly help. We are to get 6,000 negroes and 3,500 whites during November and my problem is how to classify them, if they are supposed to be for technical schools or what?

Hi: They are not for technical schools. They are special services schools, SOC, Engineers, CM, or those various schools. I can give you that here now, just what goes where.--To Chemical Warfare, 1,600; Engineers, 4,800; (these are totals coming in, you see), of the Engineers there will be 2,183 colored and 56 colored for Chemical Warfare, and 264 for Ordnance: CM 1,533; Signal, 614; Medical 611; none in Finance and none in Military Police. We don't know that standards they have set up for those boys for Arms and Services schools, we will give it to you as soon as we get it.

AAF TTC Form 10 Rev. 7-8-42 1000

(over)

TO	NOTE-	O.C.	P.C.
(EX DIV)			
(ADM DIV)			
(SPL DIV)			
(AG-INS DIV)			
(R&M DIV)			
(P&S DIV)			
(Class Div)			

OCT 31 1942 P.C. AG

FILE



REF # 1
REF # 3
291.2

HEADQUARTERS
GULF COAST AIR CORPS TRAINING CENTER
Office of the Commanding General

lah

Randolph Field, Texas

291.2

July 22, 1942.

SUBJECT: Colored Troops.

TO: Commanding General, AFFTC, Fort Worth, Texas.

1. Attention is invited to your TE 306-A, dated February 27, 1942, which stated that the total number of colored troops furnished to the Army Air Force would not exceed ten point six (10.6) per cent. Information was furnished by letter, your Headquarters, dated May 11, 1942, subject: "Stations for Colored Troops", that nine (9) Air Base Defense Units (Col) were to be assigned to stations of the Training Center. This would make the total number of Air Force colored troops nine thousand five hundred twenty-one (9,521), or a ratio of seventeen point four (17.4). An additional one thousand four hundred forty-nine (1,449) colored troops of the Arms and Services are scheduled under the 55,000 PTP. Under this program, according to present information, there will be a total of ten thousand nine hundred seventy (10,970) colored troops, or a ratio of twenty (20) per cent.

2. The above gives a ratio of total colored troops to white Air Force troops of twenty (20) per cent. This is approximately double the ratio of colored troops as outlined in your above mentioned TE. Information is therefore requested if the ratio of colored troops has been increased or if this Training Center is to be assigned a number of colored troops in excess of the normal ratio.

For the Commanding General:



H. W. HOLDEN,
Colonel, General Staff,
Chief of Staff.

X3526C

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REF #2

Subject: Colored Troops

SEP 11 1942

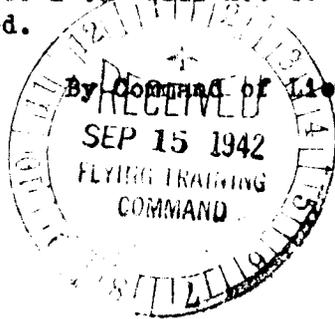
4th Ind.

AFDPU

War Department, Headquarters Army Air Forces, Washington, D. C.
To: Commanding General, Air Forces Flying Training Command,
Fort Worth, Texas

1. Approximately 10.6% of all Air Corps personnel will be negroes. This figure reflects the ratio of negro to white population in the United States.

2. It is impractical to assign to each unit, station or command negro troops on a fixed basis because of racial feeling, inadequate facilities, etc. Therefore, within some jurisdictions the ratio of 10.6% will not be reached, while in others it will be exceeded.



By Command of Lieutenant General ARNOLD:

Incl: n/c

JUWEN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

291.2

5th Ind.

HEADQUARTERS, Air Forces Flying Training Command, Ft. Worth, Tex.
SEP 19 1942 TO: Commanding General, Gulf Coast
Training Center, Randolph Field, Texas.

Inviting attention to preceding indorsement.

Incl: n/c

BY COMMAND OF MAJOR GENERAL YOUNG

C. J. HUFF
Lieut. Col. A. A. F.
Acting Asst. Adj. Gen.

	INITIAL	ACTION
AG-12/10		
C/S		
Air Forces		
A-2		
A-3	P	
A-4	W	
AG		
TELT		
GM		
QEP		
STC		
C. J. HUFF		
Lieut. Col. A. A. F.		
Acting Asst. Adj. Gen.		
SS		
STAT		
PRO		
FIN		
FILE		

[REDACTED]

2nd Ind.

(AFPMP-2-HPB)

REF #4

FILE NO. AIRPTC

297.2

WD, HEADQUARTERS OF THE ARMY AIR FORCES, Washington, D. C., January 14, 1943.
TO: Commanding General, Army Air Forces Flying Training Command, Texas and Pacific Building, Fort Worth, Texas.

1. On December 31, 1942, The Adjutant General was requested to send colored enlisted men to the following Aviation Squadrons (Sep) in the numbers indicated after each unit.

<u>Unit</u>	<u>Station</u>	<u>Jurisdiction</u>	<u>No. of Men</u>
27th Aviation Sq. (Sep)	Cochran Field, Georgia	FTC-SE	22
65th Aviation Sq. (Sep)	Columbus, Mississippi	"	17
14th " " "	Craig Field, Alabama	"	139
51st " " "	Greenville, Mississippi	"	67
6th " " "	Jackson, Mississippi	"	61
22nd " " 2	Gunter Field, Alabama	"	9
21st " " "	Napier Field, Alabama	"	51
15th " " "	Shaw Field, South Carolina	"	16
26th " " "	Turner Field, Georgia	"	33
314th " " "	Walnut Ridge, Arkansas	"	78
317th " " "	Courtland, Alabama ✓	FTC-SE	225
318th " " "	Greenwood, Mississippi	"	225
319th " " "	Malden, Mo.	"	225
320th " " "	Seymour, Ind. ✓	"	225
321st " " "	Tuckerman, Ark.	"	225
322nd " " "	Winfield, Kansas	FTC-GC	225
323rd " " "	Independence, Kansas	"	225
324th " " "	Garden City, Kansas	"	225
325th " " "	Bryan, Texas	"	225
326th " " "	Frederick, Oklahoma	"	225
327th " " "	Altus, Oklahoma	"	225
328th " " "	Pampa, Texas	"	225
329th " " "	Dodge City, Kansas	"	225
330th " " "	San Marcos, Texas	"	225
331st " " "	Childress, Texas	"	225
332nd " " "	Del Rio, Texas	"	225
334th " " "	Kingman, Arizona	FTC-WC	225
335th " " "	Douglas, Arizona	"	225
336th " " "	Marfa, Texas	"	225
337th " " "	Yuma, Arizona	"	225

2. The exact date of arrival of above personnel requested can not be determined but will be shipped as it becomes available to The Adjutant General.

[REDACTED]

RHW/hv

May 15, 1942

SUBJECT: Assignment of Colored Troops.

TO : Commanding General, First District, Army Air Forces Technical Training Command, Sedgefield Inn, Greensboro, N.C.

1. Reference is made to long distance telephone conversation with Colonel Johnson of your headquarters on May 13 in which Colonel Johnson requested a report as to whether colored troops should be assigned to this station, and if so the number and date they should be assigned.

2. Miami Beach is a city which has only white residents. Colored people are prohibited from appearing on the streets after 9:00 p.m. unless in transit from place of work to the city of Miami. Air Forces units stationed at Miami Beach prior to May 15 were all white and are quartered in hotels leased by the Government for this purpose. These hotels were built and operated as luxury tourist hotels and the occupancy of any of these hotels by colored troops would probably ruin their value as tourist hotels in the future. In offering hotels for the use of the Army, owners have understood that they were to be occupied only by white troops.

3. All of the several municipalities which make up the Greater Miami area have very strict zoning restrictions dealing with the matter of residential areas for negroes. Dade County also has similar zoning laws and regulations which cover all rural districts within the county. Broward County, which adjoins Dade on the north, is also said to have like regulations. These zoning laws and restrictions are rigidly enforced throughout this section of the state.

4. The authorized colored residential sections in the Miami area are too thickly populated by permanent colored inhabitants to permit the proper quartering of the unit in question.

5. The rural areas are so zoned as to prohibit the establishment of a camp for colored troops in any of the outlying districts where the rural homes and estates of white residents have general distribution.

6. It is understood that it is proposed to station a security battalion, colored, and an aviation squadron, separate, colored, at this station, with a total strength of approximately 600 enlisted men. The

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stationing of colored troops in this area would create a situation which might lead to trouble between the colored troops and white residents of the community. These troops would be a potential source of race riots which might have serious consequences. One little incident has already arisen. Three colored soldiers, evidently residents of Miami, entered the Pier (soldiers' recreational center) and decanted in a loud voice, "Black Label Johnnie Walker". Several other remarks were made by them and if it had not been for the utmost tact of the ladies in charge, a fight would have ensued immediately. The security troops proposed to be stationed here would be armed with service arms and equipment. The white population is practically unarmed and the white school and Air Corps Replacement units stationed here are not trained for tactical operations. The stationing of such a security unit here would create a potentially dangerous situation which should not be injected into this community.

7. It is therefore strongly recommended that no colored units be stationed at Miami Beach. In case it should become absolutely essential to station colored units in the Miami area, it is recommended that they be stationed in the city of Miami and not at Miami Beach. In this event, it will be necessary to house such troops in a tent camp or in an area in which colored people are permitted to live in Miami as the city of Miami is zoned with restrictions pertaining to the use various sections may be used for.

8. A minimum of one month's time should be given this headquarters to locate living space and prepare for the reception of these troops in case they should be sent here. It is therefore recommended that this headquarters be given at least one month's notice prior to date that colored troops will be sent here in case decision should be made that it is necessary to send colored troops here.

Very truly yours,

RALPH H. WOOTEN,
Brig. Gen., U.S.A.
Commanding

REF# 6
291.2

~~_____~~

SUBJECT: Assignment of Colored Troops.

1st Ind. ✓

War Department, Headquarters, Army Air Forces, Washington, D. C.

APR 30 1942 To: Commanding General, Flying Training Command,
Washington, D. C.

1. There has been opposition to the stationing of colored troops at practically all Air Force stations. The Air Corps has been directed to absorb its quota of colored personnel and therefore all Air Force stations will be required to absorb their quota of colored troops.

By command of Lieutenant General ARNOLD:

O. S. FERSON,
Colonel, Air Corps,
Director, War Organization & Movement.



Chas. A. Horn
Colonel, A. C.
Executive
War Organization & Movement



~~_____~~ U

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CTR 108

TRAINING

REF # 7

D R A F T

1st Ind.

11/3 5/18 1948
30/X6

HQ, AAFTC, Knollwood Field, W. C., August 20, 1942. TO: Commanding General, Army Air Forces, Washington, D. C. (Attention: AFRIT)

1. An analysis was made, by these Headquarters, of the attached inclosure, and a total of ¹⁹²⁴~~2017~~ colored specialists are to be trained by this Command in technical courses indicated in Column 24 of the attached inclosure. Allowing the normal overall elimination rate of 10%, ²¹³⁸~~2241~~ colored students will have to be entered in technical schools to meet the total requirements of the Personnel Requirements Chart.

2. It is imperative that this total of ²¹³⁸~~2241~~ men have a ^{minimum} general classification test score of 100, and a ^{minimum} mechanical aptitude test score of 100. This requirement is made necessary because of the fact that technical students, to be eligible for training, must meet these minimum requirements to satisfactorily complete prescribed courses. It is recommended that this selection of minimum requirements be made in the various reception centers through which these men are processed.

3. The following classes of personnel should be selected at reception centers to fill the specialist qualifications needed and for which no course of technical instruction is provided for by this Command.

<u>CLASSIFICATION</u>	<u>NUMBER (from Column 24)</u>
Craftsmen	9
Cooks and Bakers	145
Dope and Fabric Workers	11
Woodworkers	22
Automobile Mechanics	93
Truck Drivers and Tractor Drivers	118
Telephone Linemen	7
General Electricians	6
Bandsmen	28
Guards	100
Non-specialists as required to fill TO requirements	

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4. It is also recommended that enlisted requirements for the Services attached be drawn from various service schools being conducted by other branches of the Army.

5. It is recommended that the students be grouped in the various required technical categories, and when a complete class or the required number to be trained have been accumulated, that they be ordered to one of the technical schools under the jurisdiction of this Command, training that specific specialty. These class totals would be equal to Column 24, attached inclosure, as listed thereon. In this way, the total requirements as indicated would be trained at one time with the exception of the electrical, instrument, ~~and~~ propeller ^{and Radar} specialists, who have to be Airplane ~~Mechanic~~ ^{or Radio} graduates before it will be possible for them to take the specialist course indicated.

6. The plan to train these students at technical schools already existing and under the present jurisdiction of this Command, appears to be the logical location. A cursory survey was made of Civilian Mechanic Schools and because of housing difficulties, it is not advisable to attempt to train these men in Civil Mechanic Schools already existing under contract to this Command. Shortage of equipment requirements, especially in the more highly specialized courses, would not make it advisable to attempt to establish new Civil Mechanic Schools to undertake this training.

7. It is recommended by this Command that instead of attempting to locate new school facilities, that the policy of training these men in Army Air Forces Technical Schools, if the classification and entrance requirements are followed as indicated above, be authorized as the accepted policy for training ^{technical} colored enlisted troops.

For the Commanding General:

ADDRESS REPLY TO
COMMANDING GENERAL,
AIR CORPS FLYING TRAINING COMMAND,
WAR DEPARTMENT,
WASHINGTON, D. C.

WAR DEPARTMENT
ARMY AIR FORCES
HEADQUARTERS AIR CORPS FLYING TRAINING COMMAND
WASHINGTON
Ft. Worth

REF # 9

210.11

AUG 31 1942

AI-12

291.7
SUBJECT: Professional Qualities of Officers Assigned to Negro Units.

TO : Commanding General, Southeast Air Forces Training Center,
Maxwell Field, Montgomery, Alabama.

1. Investigations of certain incidents involving alleged un-disciplined conduct by colored troops indicate that there has been a tendency to assign to colored units officers unsuitable for their command. In many instances such officers failed to appreciate the problems which their troops presented in the particular locality in which they were stationed, and took no steps to solve them, with the inevitable result that when disturbances arose the situation became critical rapidly.

2. Difficulties in the handling of colored troops usually can be attributed to a lack of aptness on the part of officers assigned to this duty. Officers for this assignment must be carefully chosen, their ability to properly handle negroes being a primary requirement. Officers properly selected can accomplish much, whereas those who may have a better background in a military way but who lack the ability to handle negroes, not only fail to accomplish their task but create the conditions which breed trouble.

3. Colored troops expect strong and capable leadership and are quick to sense its absence. Their resentment of poor leadership invariably leads to serious results. In areas where racial and social issues assume importance, it is vital that negro units be afforded leadership of the highest type. Obviously, a lesser quality of leadership is contrary to the best interests of the service.

4. The Secretary of War has directed that the current practice in the assignment of officers to negro units be examined critically, and that such corrective measures be taken as will insure the assignment to such units of officers of especially high professional attainments, and particularly such officers as possess judgment, common sense, tact, initiative and leadership.

5. It is desired that this matter be given the serious consideration that it warrants and that action be taken to see that officers possessing the qualities above mentioned be selected and assigned to colored units.

By Command of Major General Yount:

3906
3906 *Walter F. Kraus*
Walter F. Kraus,
Brig. Gen. G. S. C.
Chief of Staff

59

57

Subject: Apron Paving for DH-1 Hanger, Tuskegee Airfield

REF # 10
REF # 11

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON, D. C.

March 20, 1942

SUBJECT: Air Force Technical School for Negroes.

TO: Commanding General, Air Force Technical Training Command,
20 East Archer Street, Tulsa, Oklahoma

1. It is desired that a site be selected immediately for the establishment thereof of necessary facilities to train Negro Technicians as set forth hereinunder. It is imperative that this instruction be in effect that students are present and the classes are ready to start not later than April 15th. Towards the accomplishment of this it is suggested that the arrangements be made with existing Negro Institutions in the vicinity of Birmingham, Alabama.

	<u>Qualifications</u>	<u>Number Required</u>
Officers: (Cadets)	Communications	4
	Engineering	4
	Armament	4
Enlisted Men:	Airplane Mechanics	250
	Machinist	4
	Welders	4
	Parachute Riggers	6
	Metal Workers	12
	Teletype Operators	7
	Weather Observers	4
	Armament	20
	Technical and administrative Clerks	40
	Radio Operators	30
Total	<u>377</u>	

2. Sites selected should be capable of expansion as it is contemplated 10.6% of the prospective recruits for the Air Corps will be of that race, and the number of Air Corps organizations composed of Negro troops greatly increased.

3. Negro Civilian Instructors should be provided if they services may be secured, if not it will be necessary to utilize white instructors until such time that a sufficient number of Negroes are qualified to take their place in the Instructional Staff.

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REF #12

HEADQUARTERS 3RD AIR FORCE

Office of the Commanding General E-11

IN REPLY REFER TO:

Tampa, Florida
August 3, 1942

3AF 353 (8-3-42)

SUBJECT: 332nd Fighter Group. (neg 10)

TO : Commanding General, Army Air Forces, Washington, D. C.

1. This headquarters has been directed to activate and train the 332nd Fighter Group at Tuskegee, Alabama. The 332nd Fighter Group is to be formed using the 100th Fighter Squadron as a nucleus.
2. Information at this headquarters, based on staff inspections, indicates that:
 - a. Present rate of pilot production of the school at Tuskegee is eight to ten pilots every five weeks. At the present rate of production, the 100th Fighter Squadron alone will not be filled up until July 1943. The remainder of the group will not be filled at any foreseeable date. Even if the pilot instruction program at Tuskegee were increased tremendously immediately, no results would be felt for nine months.
 - b. There is no plan apparent to furnish the trained technicians required by the 332nd Fighter Group.
 - c. There is no plan apparent for the activation and training of colored service units to accompany the 332nd Fighter Group.
3. This headquarters believes that the only practicable way of training the 332nd Fighter Group is to move this group to another station where it can train by itself. It must, of course, be reinforced by instructors from other units. Obviously this group cannot be moved until it has sufficient trained personnel assigned and sufficient trained personnel in its supporting colored service units to permit continuation of its training at a different field.
4. Based upon the present flow of colored pilots and technical personnel, it does not appear that the conditions necessary for the movement of this group will be met before the fall of 1943.

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Subject: 332nd Fighter Group.

5. It is, therefore, recommended that:

a. The training program for colored pilots and enlisted technicians be increased immediately to fill the needs of this group.

b. Immediate arrangements be made to activate and train a colored service group to support the 332nd Fighter Group.

For the Commanding General:

s/ CHARLES H. CAMPBELL
t/ CHARLES H. CAMPBELL
Major, A.G.D.
Asst. Adjutant General

1st Ind.

War Department, Hq. Army Air Forces, Washington, D. C., September 10, 1942.
To: Commanding General, Air Forces Technical Training Command, Knollwood Field, North Carolina; and to Commanding General, Air Forces Flying Training Command, Fort Worth, Texas. (In Turn).

1. For information and return to this office upon which this office can base a reply as to the status of the flying and technical training of Air Force Troops for the 332nd Fighter Group.

By command of Lieutenant General ARNOLD:

s/ U. B. Woolcott
for
t/ L. S. SMITH
Colonel, A.A.F.
Director of Individual Training

~~SECRET~~
WAR DEPARTMENT
Headquarters Army Air Forces
Washington

AFROM-E-5

April 3, 1942.

SUBJECT: Task Force 5889.

TO: Commanding General, Flying Training Command, Maritime Building,
Washington, D. C.

1. With a view to becoming acquainted with the Commanding Officers of the units in Task Force 5889 and to render any assistance in the preparation of the units to carry out their objective at the overseas destination, it is planned that the Commanding Officer of Force 5889, Colonel Percy L. Sadler, Infantry, will pay a visit to the Commanding Officer of the units comprising the Force.

2. The Task Force 5889 is composed of the following:

99th Pursuit Squadron (1) (Col.)

Attached Medical

Headquarters, 96th Maintenance Group (Reduced) (Col.)

Attached Medical

366th Material Squadron (Reduced) (Col.)

Attached Medical

23d Interceptor Control Squadron (Reduced) (Col.)

101st Chemical Platoon, Airdrome (Reduced) (Col.)

501st Chemical Platoon, AF Service Center (Reduced) (Col.)

689th Signal, AW Reporting Company, Frontier (Col.)
(Less 1 Reporting Platoon)

Detachment, 767th Ordnance Company (AB) (Col.)

1 Platoon, 643rd Ordnance Company, (Avn) (Pur) (Col.)

Company A, 812th Engineer Battalion (Avn) (Sep) (Col.)

3. It is requested that you advise the Commanding Officers of the Units above, which are under your control, of the contemplated visit of the Task Force Commander.

TRUE COPY:

John T. Hazard
JOHN T. HAZARD,
Maj., AC.

By Command of Lieutenant General ARNOLD:

TRUE COPY:

/s/

MANNING T. JETER,
Capt., Air Corps.

/s/ Chas. A. Horn,
Chas. A. Horn,
Executive,
War Organization &
Movement.

48
Incl #1

~~SECRET~~

✓
Previous communication.

322.999

2nd Ind.

1Km

HQ., GULF COAST ARMY AIR FORCES TRAINING CENTER, Randolph Field, Texas. August 6, 1942. TO: Commanding General, Air Forces Flying Training Command, Fort Worth, Texas.

1. In compliance with request contained in 1st Ind., the following information is submitted:

a. 23 Avn Sqdns of 250 men each 5750
9 Air Base Def Sqdns of 419 men each 3771
Total 9521

b. Colored personnel assigned to Arms and Services is as follows:
Assigned and under orders for assignment to 908th QM 1058
Assigned and under orders with Medical Detachments 291
1449

c. As indicated under Column 8 of attached inclosure, the strength of Air Force enlisted personnel is 53,487. Using this figure as a basis of computation, the following percentages are evident:

$$\frac{9,521}{53,487} \times 100 = 17.8\%$$

$$9,521 + 1449 = 10,970$$

$$\frac{10,970}{53,487} \times 100 = 20.5\%$$

2. It is noted that there is a slight discrepancy between the percentages as indicated above and percentages shown in basic communication. This is due to the fact that original percentages were computed by slide rule, whereas the percentages shown above were computed by machine.

3. It will also be noted that the inclosure indicates a total of 1990 colored troops which are assigned to Quartermaster Regiment truck organizations

210.31

CLASSIFICATION CANCELLED
By Authority [redacted]

HEADQUARTERS
AIR FORCE BASIC-ADVANCED FLYING SCHOOL
UNITED STATES MILITARY ACADEMY
OFFICE OF THE COMMANDANT

Date 30 JAN 1948

J. A. WEIKERT

FILE

In Reply Refer To:

Stewart Field, West Point, N. Y.

291.2

November 6, 1942

SUBJECT: Assignment of Enlisted Men (Colored) to the 340th Aviation Squadron, (sp) at Stewart Field, New York.

TO: Commanding General
Flying Training Command
Texas and Pacific Railway Building
Fort Worth, Texas (Through Superintendent, U.S.M.A.,
West Point, New York)

1. Reference is made to confidential letter, War Department, AGO, October 15, 1942, file AG 320.2 (10-14-42) OB-I-AF-44, which activates the 340th Aviation Squadron (Separate) at this field.

2. With specific reference to paragraph 4, above-mentioned letter, it is requested that the following enlisted men (120 colored Privates), with qualifications set forth below, be assigned to this station as soon as possible:

- | | |
|---------------------|---------|
| 1 Clerk | (055) |
| 1 Clerk | (186) |
| 1 Bugler | (021) |
| 3 Chauffeurs | (245) |
| 4 Cooks | (060) |
| 1 Squadron Mechanic | (121) |
| 44 Aircraft hand | (NoSSN) |
| 65 Basic | (521) |

3. The above is a partial requisition of the total authorized for this Squadron; barracks are now ready to accommodate these men. As soon as all barracks are completed requisition for the remainder of the authorized strength will be submitted.

X 220.3

JOHN M. WEIKERT
Colonel, Air Corps
Commandant

JMW/mw

[REDACTED]

ASSISTANT CHIEF OF STAFF
by Authority of G. H. APTRO

Date 23 SEP 1942

HEADQUARTERS
ARMY AIR FORCES WEST COAST TRAINING CENTER
1104 WEST 8TH STREET
SANTA ANA, CALIFORNIA

A. WHEELER
Capt, USAF
Asst Adj Gen

FILE NO. AAFPTC 2712

320.22 WCTCA

December 21, 1942

SUBJECT: Requisition for Colored Enlisted Men.

TO : Commanding General, Army Air Forces Flying Training Command,
Texas and Pacific Building, Fort Worth, Texas.

1. Authority has been granted for the activation of the following Aviation Squadrons (Sep), which will be transferred to permanent station on January 3, 1943 at cadre strength of 15 enlisted men:

<u>Unit</u>	<u>Permanent Station</u>
341st Aviation Squadron (Sep)	Victorville, California
342nd " " "	Hobbs, New Mexico
343rd " " "	Luke Field, Arizona
346th " " "	La Junta, Colorado

2. Due to the need of this type of personnel, it is urgently requested that 235 colored enlisted men be shipped to each of these stations on January 3, 1943 to bring the units to full authorized strength.

For the Commanding General:

99676



1st Ind.

7E/dik

HEADQUARTERS, ARMY AIR FORCES FLYING TRAINING COMMAND, Fort Worth, Texas.
DEC 30 1942 TO: Commanding General, Army Air Forces, Washington, D. C.,
ATTN: AAFP-2

Approved.

FOR THE COMMANDING GENERAL:

Chester R. Keown
CHESTER R. KEOWN
1st Lt., A. G. D.
Assistant Adjutant General

[REDACTED]

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CENTRAL MAIL SECTION A.A.F.

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1st Ind.

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HEADQUARTERS, Southeast Army Air Forces Training Center, Maxwell Field, Alabama.
September 18, 1942. TO: Commanding General, Army Air Forces Flying Training
Command, Texas & Pacific Building, Fort Worth, Texas

1. At the time it first became known that stations in this Training Center were to receive colored troops, all Commanding Officers were directed, both verbally in a conference held in this Headquarters and thereafter by letter, that careful consideration should be given to the type, qualifications, and ability of officers assigned to the immediate command of these troops.

2. Upon new organizations of colored troops' being assigned to subordinate stations, an officer of this Staff, who has made a study of the conditions, inspects such colored troops, the facilities made available to them by which segregation is accomplished, and interviews the officers assigned to their immediate command.

3. Subsequent directives have been forwarded to Commanding Officers and the question of command of these troops has been the subject of discussions at each conference of Commanding Officers held at this Headquarters.

4. It is believed that all subordinate commanders realize the necessity and have made provisions for the assignment of the most suitable officers available at their Headquarters for this purpose.

For the Commanding General:

W. W. Welsh
W. W. WELSH
Colonel, G.S.C.
Chief of Staff



57

FILE

ADVANCE COPY
For your information only

X 370.5
291.2

Shipment of Enlisted Men (Colored) to Aviation Squadrons (Sep).

The Adjutant General. (Attention: Enlisted Section).

It is the understanding of this Headquarters that the Army Air Forces are to take nine thousand (9000) colored troops in the month of July. Requisitions have been submitted for two thousand forty-two (2042) enlisted men for A3WAAF units. It is desired that the remaining six thousand nine hundred fifty-eight (6958) be shipped to organizations and stations as outlined below:

<u>UNIT</u>	<u>STATION</u>	<u>NO. OF MEN</u>
2nd Avn. Sq. (Sep)	Warkdale Field, Ga.	64
3rd " " "	Savannah Air Base, Ga.	84
4th " " "	Maxwell Field, Ala.	15
5th " " "	Dale Mabry Field, La.	28
6th " " "	Jackson Air Base, Miss.	119
10th " " "	Florence Air Base, S. C.	225
11th " " "	Louis Field, Charlotte, N. C.	101
12th " " "	Orlando Air Base, Fla.	60
13th " " "	Key Field, Meridian, Miss.	222
15th " " "	Shaw Field, Sumter, S. C.	100
16th " " "	Spence Field, Moultrie, Ga.	136
18th " " "	Chanute Field, Ill.	22
19th " " "	Sheppard Field, Texas	22
20th " " "	Keeler Field, Hoxi, Miss.	22
21st " " "	Waples Field, Moberly, Mo.	222
22nd " " "	Walter Field, Montgomery, Ala.	250
23rd " " "	Walter Field, Woburn, Calif.	210
24th " " "	Wright Field, Ohio	250
25th " " "	Wurtsmith Field, Warren, Mich.	250
26th " " "	Turner Field, Albany, Ga.	222
27th " " "	Cochran Field, Decatur, Ga.	250
28th " " "	Kelly Field, Texas	250
29th " " "	Kelly Field, Texas	250
30th " " "	Lyndall Field, Panama City, Fla.	250
31st " " "	Lowen Field, Boise, Idaho	250

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*32nd Avn. Sq. (Sep)	Geiger Field, Wash.	250
33rd " " "	Oklahoma City Air Depot, Okla.	222
34th " " "	Mitchel Field, N. Y.	250
35th " " "	Wentover Field, Mass.	250
36th " " "	Bradley Field, Windsor Locks, Conn.	250
37th " " "	Greiner Field, Manchester, N. H.	250
38th " " "	Deer Field, Bangor, Maine	250
39th " " "	Brookley Field, Mobile, Ala.	250
40th " " "	Myrtle Beach Air Base, S. C.	250
41st " " "	Avon Park, Sebring, Fla.	250
42nd " " "	Roswell Air Base, N. C.	25
43rd " " "	Bowman Field, Kentucky	25
44th " " "	Selfridge Field, Mich.	25
45th " " "	Harding Field, Baton Rouge, La.	25
46th " " "	Scott Field, Illinois	25
*47th " " "	Tucson Air Base, Ariz.	25

*The 994 men for Geiger and Gowen Flds and Tucson Air Base are to be shipped to 2nd A. F. Replacement Wing, Salt Lake City, Utah.

TOTAL 6960

For the Commanding General, Army Air Forces

J. W. BEVANS
Colonel, Army Air Forces
Director of Personnel

CAG:bes

BY:

C. A. CLARK, JR.
Lt. Colonel, Army Air Forces

HEADQUARTERS
FIRST AIR FORCE TECHNICAL TRAINING COMMAND DISTRICT
 (HIO-81) Greensboro, North Carolina

April 7, 1942

Training
 SICK, DE LONG

SUBJECT: Report on Inspection of Tuskegee, Alabama, Area.

TO: Commanding General, First Air Force Technical Training
 Command District, Greensboro, North Carolina.

1. In compliance with verbal instructions, the Commanding General, Air Force Technical Training Command, the undersigned visited Tuskegee, Alabama, on April 2, 1942, to inquire into the feasibility of establishing a technical training institution in that area. Consultation was held with the commanding officer, ACAFS, and with the president of Tuskegee Institute.

2. Findings.

2. Technical training is needed at once for members of the 100th Pursuit Squadron being organized at the ACAFS. 500 recruits of classification 1 and 2 are now in tentage at the ACAFS, Tuskegee, who are available as students. Training should be expedited of the following men:

Aviation cadets:

Communications 4
Engineering 4
Armament 4

Enlisted men:

Airplane mechanics	250
Mechanists	4
Welders	4
Parachute riggers	6
Metal workers	12
Teletype operators	8
Weather observers	4
Armament	20
Technical and administrative clerks	40
Radio operators & mechanics	30

ing school is located in the vicinity of Tuskegee, Alabama, he prefers its location at the flying school, in order that maximum control would be maintained on all negro soldiers stationed in that vicinity. Racial problems at Tuskegee are acute at the present time.

3. Recommendations.

(a) The establishment of a technical training school in Tuskegee, Alabama, is not recommended. Tuskegee, Alabama, is a small community. The number of negro soldiers stationed in that vicinity are causing difficulty with racial problems at the present time. The impossibility of forecasting technical training requirements of negro soldiers makes it advisable that the inauguration of such installations not be at Tuskegee.

(d) Personnel. -- Supervisory personnel for each element of training must be sent to ACADES. Instructor from the men trained at Orange, North Carolina, and presently located at Tuskegee, Alabama, are to be sent to ACADES. H. R. MADDUX, Lt. Colonel, A.C., Acting Assistant Chief of Staff, G-3.

(c) WJR/lpk

Headquarters, First Air Force Technical Training Command District, Greensboro, North Carolina, April 8, 1942. To: Commanding General, Air Corps Technical Training Command, Knollwood Field, Southern Pines, N.C.

1. Forwarded, concurring in recommendations contained in basic communication.

2. Informal information indicates that there exist colored technical universities which are faced, at the present time, with a large reduction in student enrollment. These universities possess facilities which could be immediately utilized for mechanic training. By maintaining colored educational institutions, at their normal enrollment, technical training of negro soldiers can be accomplished without disrupting the normal racial problems of any community.

3. It is recommended that a survey be made of existing colored technical universities to determine the practicability of the use of these institutions for the training of colored mechanics.

For the Commanding General: WALTER J. REED, Colonel, Air Corps, Acting Chief of Staff

COPY

ARMY AIR FORCES
HEADQUARTERS TECHNICAL TRAINING COMMAND
Knollwood Field, N. C.

Training

Date: 23 May 1948

11/M

May 26, 1942.

SUBJECT: Establishment of Air Force Technical School.

TO: Commanding General, First District AAFTTC, Greensboro, N. C.

1. You will immediately draft a plan to establish an Air Force Technical School (colored) at the Air Force Flying School, Tuskegee, Alabama.

a. Housing and school facilities are now under construction at that location.

2. Captain Robert W. Ryder, Chanute Field, Illinois, will be made temporarily available to you to function as Director of Training at this school. Request for temporary duty at Tuskegee for this office to investigate the necessary details and report to your headquarters may be made direct to the Commanding General, Second District, St. Louis, Missouri. The Commanding General, Second District, ~~XXXXXXXX~~ is being advised by these Headquarters that Captain Ryder will be made available to you on call.

3. Subsequent correspondence direct with Captain Ryder is authorized.

4. Commanding Officers, Chanute Field, Lowry Field, and Scott Field are familiar with the preliminary arrangement for the establishment of this school. These stations have employed, and are now training, colored civil service instructors, have prepared necessary instructional equipment or requisitions for this training, and are prepared to furnish the instructors and equipment upon notice from your headquarters. Correspondence direct to Stations concerned on these matters is authorized.

5. For original planning purposes, the annual total number of students to be trained in each subject will be based on approximately ~~XXXX~~ three times the number appearing in paragraph 1 of letter, Headquarters Army Air Forces Schools, subject "Army Air Force Technical School for Negroes", March 20, 1942, copy attached, or a total of approximately 1131 aviation cadets and enlisted men. This figure is based on the approximate housing available as indicated in attached correspondence.

6. White instructor personnel, civilian or enlisted, may be used, if necessary, to initiate this training. Plans should be made, at earliest practicable date, to turn this entire program over to colored personnel, officers, enlisted men, and civilians. After consideration of status of housing, equipment instructor personnel, etc., recommended plans from your headquarters including class schedules, number to be entered in each class, starting and graduation dates of each class, plans for administration and supervision of the training and such other comments as you consider pertinent will be submitted to these Headquarters at the earliest practicable date.

44 3 Incls.

By command of Major General WEAVER:

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HEADQUARTERS
AIR CORPS TECHNICAL TRAINING COMMAND
OFFICE OF COMMANDING GENERAL

11/A

TRAINING

20 E. Archer Street
Tulsa, Oklahoma
March 18, 1942

SUBJECT: Technical Training of Colored Troops.

TO: President, Board of Officers for
Selection of Technical Training Facilities for the
Training of Negro Students, C/o Postmaster, Birmingham, Ala.

1. The Technical Training Command will have in operation by April 15, 1942, facilities for the training of 250 Negro Airplane Mechanics, 4 Negro Aircraft Machinists, 4 Negro Aircraft Welders, 6 Negro Parachute Riggers, 7 Negro Teletype Operators, 4 Negro Weather Observers, 20 Negro Aircraft Armorer Students, 40 Negro Technical and Administrative Clerks, 30 Negro Radio Operators and Mechanics. These men must be trained and graduated not later than September 15, 1942. The officers and senior supervisory civilian personnel will be white and instructors and other permanent personnel will be Negroes.

2. It is directed that you survey facilities, such as Negro Schools, which may be available in whole or in part for this training, facilities should include sufficient space for shop instruction, classroom instruction, and housing and messing for the total number of students and for the permanent military personnel which will be required for this number of students. The possibility of expansion should also be considered. When adequate facilities have been located, necessary preliminary arrangements for the leasing of this property should be made and telegraphed or telephoned collect to this Headquarters.

3. It is desired that the original survey be made among any available Negro colleges which are located in Birmingham, Alabama or vicinity. However, if the required facilities are not available in that location, survey will be made as quickly as possible for any location in the southeast portion of the United States that may be easily accessible to Tuskegee, Alabama. In this connection, Tuskegee Institute, Tuskegee, Alabama may be investigated.

4. The Board will report in person to Headquarters, Air Corps Technical Training Command after suitable facilities have been procured and will confer on a complete plan for this training, including (1) the source of procurement for instructional personnel, (2) availability of equipment and possibility of securing necessary equipment from Air Corps Technical Schools now functioning, (3) facilities that have been selected and dates training can be started.

5. All persons necessarily involved will be warned of the confidential nature of any information relating to expansion of the training facilities of the Army of the United States. No publicity will be given to this matter until released by proper authorities.

By command of General WEAVER:

/s/ PERRY C. RAGAN
Lt. Colonel, A.G.D.
Adjutant General.

Incl. #5

C O P Y

ARMY AIR FORCES
HEADQUARTERS TECHNICAL TRAINING COMMAND
KNOLLWOOD FIELD, N.C.

11/M

May 26, 1942

Asst. Adm. Gen.

SUBJECT: Establishment of Air Force Technical School.

TO: Commanding General, First District, AAFTTC, Greensboro, N.C.

1. You will immediately draft a plan to establish an Air Force Technical School (colored) at the Air Force Flying School, Tuskegee, Alabama.

a. Housing and school facilities are now under construction at that location.

2. Captain Robert W. Ryder, Chanute Field, Illinois, will be made temporarily available to you to function as Director of Training at this school. Request for temporary duty at Tuskegee for this office to investigate the necessary details and report to your headquarters may be made direct to the Commanding General, Second District, St. Louis, Missouri. The Commanding General, Second District, is being advised by these Headquarters that Captain Ryder will be made available to you on call.

3. Subsequent correspondence direct with Captain Ryder is authorized.

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5. For original planning purposes, the annual total number of students to be trained in each subject will be based on approximately three times the number appearing in paragraph 1 of letter, Headquarters Army Air Force Schools, subject "Army Air Force Technical School for Negroes", March 20, 1942, copy attached, or a total of approximately 1131 aviation cadets and enlisted men. This figure is based on the approximate housing available as indicated in attached correspondence.

~~SECRET~~

WAR DEPARTMENT
The Adjutant General's Office
Washington

930 533
COPY NO. 185

AG 291.21 (7-2-42)NS-SECRET-M

July 7, 1942

SUBJECT: Movement of Negro Personnel

TO: The Commanding Generals,
Army Air Forces
Army Ground Forces
Services of Supply
All Corps Areas
Chiefs of Supply Services

SECRET
:Auth: T.A.C.
:Initials
:Date: 7-7-42

1. In transferring Negro troops from one station to another, consideration must be given to the recreational facilities which have been organized both at the station and in nearby communities. While it is realized that this factor alone cannot control the assignment of Negro units, it must be realized by all concerned that proper recreational facilities and opportunities for associations in nearby communities will assist to a great extent in lessening the possibility of racial difficulties.

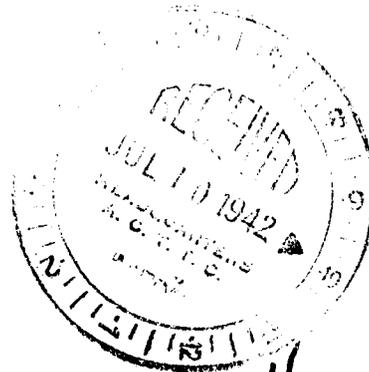
2. Since recreational facilities for Negroes are not present at all stations, close attention must be given to the full utilization of those facilities which do exist.

3. When Negro troops are transferred from one station to another, sufficient notice must be given to the Commander of the new station so that adequate preparations for their reception and accommodation may be made. In furnishing this advance notice, all agencies will place emphasis upon the fact that Negro troops are involved.

By order of the Secretary of War:

[Signature]
Major General
The Adjutant General

COPIES FURNISHED:
The Commanding Generals,
All Armies
Divisions of the War Department
General Staff



250

3. Personnel for newly activated Aviation Squadrons (Sep) will be requested in the near future.

By Command of Lieutenant General ARNOLD:



J. M. BEVANS
Colonel, Air Corps
Director of Personnel

BY *E. L. Kouf*
E. L. KOUF
Major, Air Corps

291.2

3rd Ind.

TE/eg

HEADQUARTERS, ARMY AIR FORCES FLYING TRAINING COMMAND, Texas and Pacific Building, Fort Worth, Texas. JAN 22 1943

TO: Commanding General, Army Air Forces, Washington, D. C. (Attention: AFPMP-2).

1. Reference is made to preceding indorsement.

2. Confirming telephone conversation between Major Cook, your Headquarters, and Major Faversham, this Headquarters, it is requested that no personnel be assigned to the 317th Aviation Squadron (Sep), Courtland, Alabama; 319th Aviation Squadron (Sep), Malden, Missouri; or 320th Aviation Squadron (Sep), Seymour, Indiana. Due to conditions over which this Command has no control, it is considered extremely inadvisable for such personnel to be shipped to the above named stations. The Southeast Training Center is activating these Squadrons at these stations, but such Squadrons will be transferred after activation.

3. This Headquarters does not wish to imply in any way that colored personnel is not desired in this Command as a whole. Requisitions for such personnel during the past six months are evidence that Aviation Squadrons (Sep) are of considerable assistance to the stations in the performance of their mission.

4. Further reference is made to basic communication. It is requested that the personnel earmarked for the stations referred to in Paragraph 2 be

RECEIVED
JAN 26 1943

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PMP

Page 1

RM 1-17-43

IG 333.9-A.C. Advanced Flying School, 2d Ind.
Tuskegee, Ala.

War Department, IGO, April 24, 1942. - To the Commanding General, Services of Supply.

1. Brigadier General, B. O. Davis of this office has just returned from an inspection of the Air Corps Advanced Flying School at Tuskegee, Alabama and is thoroughly familiar with conditions there as well as the incident referred to in basic letter. He states that the commanding officer of the school immediately appointed a board of officers to investigate the matter and that the episode has also received the attention of Lieutenant Colonel L. W. McIntosh, Inspector General's Department, resulting in recommendations for corrective action, which have been approved by the Commanding General, Southeastern Air Corps Training Center.

2. It appears that on pay day night (April 1, 1942) a colored soldier had been arrested by a civilian policeman in Tuskegee and that a colored M.P. demanded custody of the soldier. This M.P. was backed up by several other colored M.P.'s, hence the civilian policeman turned the soldier over to the Military Police but telephoned to the Chief of Police for aid. Thereupon a number of city police and a state highway patrolman appeared upon the scene and took the prisoner back from the Military Police, during which controversy the Military Police were disarmed and one of them was beaten to such an extent that it was necessary to place him in a hospital for treatment. The colored M.P.'s were not within their rights in demanding that the civilian policeman turnover to them in the City of Tuskegee a soldier arrested by the civil authorities, and the whole matter resulted from bad judgment on the part of the Military Police.

3. Brig.Gen. Davis is of the opinion that Colonel Frederick von H. Kimble, Air Corps, Commanding Officer of the Flying School, now has the situation well in hand and that no further action on the part of the War Department at this time would be advisable.

4. A conference has been had with Mr. Gibson on this subject and it is the understanding of this office that he concurs in the view expressed in paragraph 3, above.

5. Accordingly, it is recommended that these papers be transmitted, through the Office of the Provost Marshal General, to the Assistant Civilian Aide to the Secretary of War, for his information and file.

/s/Virgil L. Peterson
Major General
The Inspector General

[REDACTED]

WAR DEPARTMENT
Office of the Chief of Army Air Forces
Washington

Date: 21 May 1946
(12-C15)

April 30, 1942.

SUBJECT: Air Force Technical School at Tuskegee, Alabama.

TO: The Chief of Engineers.

1. You are authorized to proceed with the construction of the following facilities to accommodate the training of colored technicians at the present Air Corps Flying School at Tuskegee, Alabama.

<u>Item</u>	<u>Type</u>	<u>Plan No.</u>	<u>Cap.</u>	<u>Size</u>	<u>Units Required</u>
School Bldg.	Biloxi Type				
Barracks	Std.	800-443	74	76x270	1
Day Room	RB-4	800-460		30x90	7
Supply Room	SA-2	800-661		25x70	2
Mess	M-476	800-1170	476	25x60	2
Adm. Bldg.	A-10	800-210		25x110	1
Hangar	DH-1	OCE 24-1-1.1		25x110	1
				120x184	1

2. Runds are available in Project M-1. 6th Supplemental Defense Appropriation Act, F.Y. 1942. It is requested that this Headquarters be furnished with a copy of the allotment of these funds.

For the Commanding General, Army Air Forces:

L. P. WHITTEN
Colonel, Air Corps
Director of Base Services

[REDACTED] U

Incl. #3

[REDACTED]

CLASSIFICATION
By Authority
Date

FILE 291.2

HEADQUARTERS
SOUTHEAST A.C. TRNG. CENTER
OFF. OF INSPECTOR GEN.
MAXWELL FLD. ALA.

April 18, 1942

893.1 TAFS, Tuskegee,
Ala-42

SUBJECT: Action-letter, I.G.D. - Defense Housing at the T
Army Flying School, Tuskegee, Ala. FY 1942.

TO: The Inspector Gen., D.C.

THRU: CO, TAFS, Tuskegee
CG, SEACTC, Maxwell
CG, 4th Corps Area, Atlanta
Quartermaster Gen., D.C.
C.G., FTC, D.C.
C.G. AAF, D.C.

19

1. This action-letter was initiated after submission of Report of Inspection of this station, which was conducted by Lt. Col L.W. McIntosh, I.G.D., assisted by Major E.C.Slye, A.C., and Capt. Richard L. Goldsmith, I.G.D., during the period April 10-11, 1942, inclusive. The following additional information is herewith submitted:

a. The present authorization for Defense Housing at the above school indicates only thirty (30) houses originally intended for colored officers. Recommendation covering eighty-five (85) sets in dormitory units was disapproved.

b. Tuskegee, Ala., is a town of less than four thousand (4000) inhabitants. Present expansion plans call for twenty-eight hundred (2800) military personnel at the school, plus a Government colored civilian employee strength probably approaching 300-400 persons. The Flying School is nine (9) miles from the town, which has not proper colored housing facilities for the additional personnel indicated.

c. It is believed that this station should be regarded as a special case, as regards planning for Defense Housing. Factors of morale; relations between town people and colored population of the station; and ability of a small community to rapidly assimilate a large additional colored population, seems to indicate that every effort should be made to prevent a serious housing problem at Tuskegee due to the rapid expansion of this station.

2. RECOMMENDATIONS: It is recommended that the Defense Housing set-up as recommended by the Commanding General, SEACTC, be approved.

[REDACTED] MCINTOSH,
Col., I.G.D.

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333.1 TAFS, Tuskegee
Ala.-42.

1st Ind.

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HEADQUARTERS, TUSKEGEE ARMY FLYING SCHOOL, Tuskegee, Ala., April 23, 1942.
To: C.G.SEACTC, Maxwell Fld, Ala.

1. Approved.

2. There is attached and listed as Inclosure No. 1 a map showing the location of eighty (80) acres of land deemed by this headquarters to be suitable for the construction of the Defense Housing Project. This land is now under a ninety (90) day free option pending approval upon the request made in basic communication.

/s/ FREDERICK V. H. KIMBLE
Colonel, A.C.
Commanding.

1 Incl.
map

333.1 TAFS, Tuskegee
Ala.-42

2nd Ind.

G-4F/g

Hq., SEACTC, Maxwell Fld, Montgomery, Ala., April 29, 1942. To: C.G., 4th
Corps Area, Post Office Bldg, Atlanta, Ga.

1. Attention is invited to the basic communication and to 3rd Indorsement, Office of the Utilities Officer, TAFS, Tuskegee, Ala., dated April 10, 1942, copy of which is inclosed.

2. Due to the expansion of this Post, and the establishment of a Sub-Depot, to which will be assigned not less than 250 Colored Civil Service employees, the number of Colored employees at this Post will be in excess of 500.

3. There are no housing facilities available in Tuskegee for this Colored personnel, and, for various good reasons, some of which are quoted in Paragraph 1, c, of the basic communication, it is considered necessary that this personnel be housed adjacent to the Reservation.

4. The following housing facilities are required for the Colored civilian personnel at this Station:

200 Family type units.
215 Dormitory type units for men.
100 Dormitory type units for women.

5. The above housing project can be constructed on a site adjacent to the Reservation, which consists of eighty (80) acres, and is under a ninety (90) day free option. This site is recommended by the Commanding Officer of the Station.

6. The housing requirements for this Station should be considered as a special case, in view of the grave and potentially dangerous racial problems involved. It is recommended that immediate steps be