

291. 2 - Negroes

151

THE FOLLOWING PAGES
ARE BEST AVAILABLE COPY

711

September 4, 1941

MEMORANDUM for the Chief of the Army Air Corps:
(Through the Air Staff)

The attached report of investigation of the Case of John Evans has been carefully reviewed. This office is impressed with the impartial and thorough manner in which the investigation was conducted and concurs in the findings thereof.

It is evident from the testimony in the case that discharge for cause, for conduct prejudicial to the best interests of the Army, is warranted.

It is noted in this connection, however, that Colonel Estabrook defers the exercise of his prerogatives in the case to higher authority, on the grounds that discrimination on the part of Patterson Field authorities has been charged.

In this regard, it is desired to point out that the request for an investigation of this case is not to be construed as an inhibition or restraint upon the responsibilities and correlated authorities of the Commanding Officer of a military post. Colonel Estabrook should, therefore, feel no hesitancy in the taking of such action, in the case of John Evans, as may have been indicated as the result of his investigation.

It is desired that Colonel Estabrook be informed that the Office of Civilian Assistant to the Secretary of War, instigator of this investigation, also concurs in the findings of the Patterson Field authorities.. Further, in this connection, Judge W. H. Eastie's Office requested that its appreciation be conveyed to Colonel Estabrook and his assistants for the manner in which the Negro employees' problem is being handled and for the entire lack of discrimination in connection therewith at Patterson Field.

(Signed) ST. CLAIR STREETT

ST. CLAIR STREETT,
Colonel, Air Corps,
Executive Officer.

SCS:IMW

No _____

OFFICE OF THE ASSISTANT SECRETARY OF WAR FOR AIR

Record of Communication Received

To: RAL

Dated: 8/30/42

From: John H. Young, III
Ex. Sec'y, Tuskegee Airman's Assn.

Received: 9/3/42

Subject: Enclosing list of negro flyers who are not now being used

Referred to: 9/6/42 RAL ackl'd
9/7/42 Sent entire file to RTC asking his advice
9/8/42 RTC wrote RAL a memo.
9/14/42 Entire file given to Gen. Arnold to report

9/30/42 ltr. rec'd fr. Mr. Young thanking RAL for his
acknowledging ltr.

General Arnold is apparently retaining file.

C
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September 3, 1941

MEMORANDUM

TO: Colonel St. Clair Streett, Office of the
Assistant Secretary of War (Air)

James L. Johnson, Jr., a student in the Aeronautic
Engineer's Training School at Chanute Field, has complained
that the six (6) colored officer cadets have not been outfitted
with uniforms, while the 94 white students received flying
cadet uniforms sometime ago. Cadet Johnson's mother forwarded
the complaint on the receipt of a request from her son for
civilian clothes.

/s/ TRUMAN K. GIBSON, JR.

Truman K. Gibson, Jr.
Assistant to the Civilian Aide to the
Secretary of War

September 5, 1941

MEMORANDUM for Chief of the U. S. Army Air Forces:

The attached memorandum from the Office of the Civilian Aide to the Secretary of War is self-explanatory.

An explanation of the alleged failure to furnish uniforms to Colored officer cadets at the Aeronautic Engineer's Training School at Chanute Field will be appreciated by this office.

(Signed) ST. CLAIR STREETT

ST. CLAIR STREETT,
Colonel, Air Corps,
Executive Officer.

SCS:DMW

Attachment.

Memo from T. K. Gibson, Jr. to S. C. S. dated 9-3-41, re. the above.

September 5, 1941

MEMORANDUM for Mr. Truman K. Gibson, Jr.,
Assistant to the Civilian Aide to the Secretary of War:

This is to acknowledge your memorandum of September 3, and to inform you that an investigation is being made of the reasons for the failure to supply Colored officer cadets with uniforms in the Aeronautic Engineer's Training School at Chanute Field.

(Signed) ST. CLAIR STREETT

ST. CLAIR STREETT,
Colonel, Air Corps,
Executive Officer.

SCS:DMW

C
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WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY FOR AIR
Washington, D.C.

September 5, 1941

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/s/ ST. CLAIR STREETT,
Colonel, Air Corps,
Executive Officer.

Attachment.

DECLASSIFIED

RECEIVED
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
SEP 19 1941

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

SEP 19 1941

MEMORANDUM FOR: Colonel St. Clair Streett.

SUBJECT: Flying Cadet Uniforms for Colored
Aviation Cadets (Engineering).

The following is the status of Aviation Cadet uniforms for cadet personnel now at Chanute Field:

There is a total of 489 cadets now at Chanute Field, of which six are colored. There are 278 cadets, including six colored, not yet fully equipped with flying cadet uniforms. Requisitions for uniforms for the six colored cadets have been forwarded from Chanute Field and the uniforms have not yet been received.

For the Chief of the Army Air Forces:

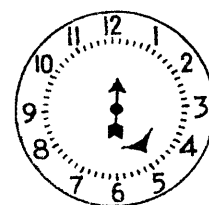


WILLIAM W. DICK

Lt. Col., A.G.D.

Air Adjutant General

SEP 19 41 PM



WAR DEPARTMENT
ASST. SECRETARY (AIR)

neg. no.

MEMORANDUM FOR: Colonel St. Clair Streett.

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100-117-5

MEMORANDUM

117-5
4 11212

September 22, 1941

MEMORANDUM FOR Mr. Truman K. Gibson, Jr.,
Assistant to the Civilian Aide to the Secy. of War.

SUBJECT: Flying Cadet Uniforms for Colored Aviation Cadets

As a result of your memorandum of September 3, setting forth the complaint that six (6) colored officer cadets at Chanute Field had not been equipped with uniforms, the matter has been investigated, and the following report has been furnished for your information:

"There is a total of 489 cadets now at Chanute Field, of which six are colored. There are 278 cadets, including six colored, not yet fully equipped with flying cadet uniforms. Requisitions for uniforms for the six colored cadets have been forwarded from Chanute Field and the uniforms have not yet been received."

(Signed) ST. CLAIR STREETT

ST. CLAIR STREETT,
Colonel, Air Corps,
Executive Officer.

S/k

WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON, D. C.

August 19, 1941

MEMORANDUM

TO: The Assistant Secretary of War (Air)

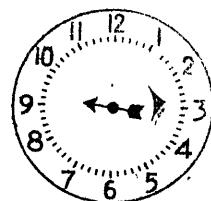
Attached hereto is the report which has come to my attention concerning the case of John Walls, a Negro Aviation Cadet candidate.

I believe the case merits investigation to determine whether the facts are as reported. If the facts are substantially as reported, I can see no reason why Walls should not have been sent on to Ryan Field, even though his original assignment may have been made under the mistaken impression that he was white.

It may be that the only feasible remedial action at this stage will be the elimination of any prejudice by reason of the special physical examination mentioned in the report and the reassignment of this Cadet for flight training as promptly as possible.

William H. Hastie
Civilian Aide to the Secretary
of War

AUG 20 41



WAR DEPARTMENT
ASST. SECRETARY (AIR)

8/23

8/23

Handwritten notes on the right margin, including "12/1" and "Civilian Aide to the Secretary of War".

LS-

ASWA 291.21

8/19/41

8/22/41

- ✓020.1
- ✓221.99 Aviation Cadets
- ✓095 Walls, John
- ✓029 Army Air Forces.

K

8/22/41

August 19, 1941

MEMORANDUM

TO: The Assistant Secretary of War (Air)

Attached hereto is the report which has come to my attention concerning the case of John Walls, a Negro Aviation Cadet candidate.

I believe the case merits investigation to determine whether the facts are as reported. If the facts are substantially as reported, I can see no reason why Walls should not have been sent on to Ryan Field, even though his original assignment may have been made under the mistaken impression that he was white.

It may be that the only feasible remedial action at this stage will be the elimination of any prejudice by reason of the special physical examination mentioned in the report and the reassignment of this Cadet for flight training as promptly as possible.

William H. Hastie

Civilian Aide to the Secretary
of War

B/2

INDEX OF JARGON

MEMORANDUM

July 28, 1941

Attorney Theodore Berry, Chairman
Allied Council of Defense
308 West Fifth Street
Cincinnati, Ohio

Dear Ted:

I am sending you a copy of a story which is true. I talked with John Walls, saw his original letter, and had him give me the wording of the telegram and all the particulars. I am sending you a copy of the letter from the Aviation Service of the War Department to him, and a recitation of his experiences. This can be added to your record. It seems to me that the President's Order should be appealed to in this instance. Walls should either be forced into Ryan Camp or they should be forced to put him somewhere.

They subsequently found that he did not have a murmur, but said that since it once appeared they rejected him. Of course, the Captain said that he could not have gone to Ryan Camp in any event, and his rejection is really a scheme to keep him out of Ryan Camp. But we should not let that keep him out of the Aviation Corps.

Good luck.

Sincerely yours,

Carter W. Wesley, State Director
Allied Council of Defense

/c

Inclosures--2

8/2

WAR DEPARTMENT
Office of the Chief of the Air Corps
Washington
June 13, 1941

(1-B)

Mr. John M. Kullie
2405 Bastrop Street
Houston, Texas

Sir:

As a result of your recent examination for appointment as flying cadet, you have been found qualified for this appointment and your name placed on the eligible list with a view to assignment to the first class in which you may be accommodated. Qualified candidates authorized for enlistment as flying cadets are sent to a designated civil flying school for three months elementary training under the supervision of Army personnel.

Classes of flying cadets commence training every five weeks, and selection of qualified candidates is generally made about one month before commencement of the class. However, in order to fill the quota for each class, substitutes are selected up to about one week before the class starts for those candidates originally selected who are unable to accept appointments. It is generally possible to appoint all qualified candidates on the eligible list within a reasonably short time after qualification.

You are further advised that a candidate under twenty-one years of age must present to the Enlisting Officer at the time he appears for enlistment the written consent for such enlistment signed by his parents, or by either parent in the absence of the other, or if neither parent is living, by his duly qualified guardian; if applicant has neither parent or guardian, he will so advise the Enlisting Officer.

You should keep this office advised of any change in your address so that authorization for your enlistment and assignment to school may be secured at the proper time. Failure to do so will be sufficient cause to remove your name from the list of authorized applicants. Any change in your status which may affect your standing on the priority list should also be reported promptly.

In the event you should be notified by your Local Board to report for induction under the Selective Training and Service Act, notify this office immediately stating your full name, address and designation and address of the Local Board, in order that arrangements can be made to have you placed in a deferred classification pending your enlistment as a Flying Cadet.

J. W. DURANT,
Captain, Air Corps,
Asst. Chief, Personnel Division

Address reply to:
Flying Cadet Section,
Office, Chief of Air Corps
Washington, D. C.

W-3489, Ac. Rev. 2/18/41

8/29

THE CASE OF JOHN WALLS

This is the story of young John Walls, cruelly embarrassed, humiliated and rejected from the Aviation Corps because he is colored. Walls was summoned from studying, stationed here to Houston and then rejected rudely, because they discovered he was colored after he got here. Now here is his story:

He took examination for Aviation Cadets. Received a letter from Washington, telling him that he had passed and was put on the eligible list and would soon receive appointment. He received a telegram saying that he was appointed to Ryan field in California, and directing him to report at Houston not later than 8 o'clock Thursday, July 18. He received the wire while at Marshall at Wiley College on the 17th and came to Houston on the train at 7 o'clock Thursday, the 18th.

In the meantime, another white fellow who was appointed had gone out to his house, thinking he was white, and discovered he was colored. His father, who had been down to the local office, also noticed that young Wall's name was underlined with red pencil. When Walls got off the train and went to report, after being up all night, he was immediately examined by a corps of doctors and after a rigid examination they rejected him, on the ground that there was a slight murmur in his heart.

There was indeed a slight murmur in his heart, but what would you expect when a man had been rushing around like that and up all night. Subsequently, he was examined out to the field by the doctors and they found no murmur, but still rejected him because they said that there was an indication that something was wrong because the murmur once appeared.

The record was one of the best made and was admitted. Off the record, the local captain said that he thought that Walls' record had gotten mixed up with some white boy and that they made a mistake, because, as he said it, the Ryan field is for white boys and colored boys would hardly be sent there. He added that if Walls had not been rejected for physical reasons, that he would have had to wire the Area Commander that he was sending a colored boy to a white camp.

8/25

WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY FOR AIR
WASHINGTON, D. C.

August 22, 1941

MEMORANDUM For the Chief of the Army Air Forces:

The attached letter and correspondence from Judge Hastie, Civilian Aide to the Secretary of War, are self-explanatory.

In this connection, Judge Hastie has conferred with Mr. Lovett, and the Assistant Secretary of War for Air is convinced that an apparent injustice has been perpetrated through inadvertence or otherwise in the case of John Walls.

It is, therefore, requested that the matter be thoroughly investigated and that the subject (John Walls) be re-examined physically with a view to rectifying any unjustifiable action which may have been taken in this case.

It is requested further that a report of this investigation and action taken as a result thereof be furnished this office.

St. Clair Streett
ST. CLAIR STREETT,
Colonel, Air Corps,
Executive Officer.

Attachments.

A copy is being furnished to the Chief of the Army Air Forces.

8/23

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(Signed) ST. CLAIR STREETT

ST. CLAIR STREETT,
Colonel, Air Corps,
Executive Officer.

Attachments.SCS:DMW

Letter dated 8-19-41 from William H. Hastie to Asst. Sec'y of War (Air).
Letter (copy) dated 7-28- from Carter W. Wesley, State Director Allied Council of Defense, to Atty. Theodore Berry, Chairman, Allied Council of Defense, attaching copy "The Case of John Walls."
Letter (copy) dated 6-19-41 to John M. Walls from J. W. Durant, Captain Air Corps, Asst. Chief, Personnel Div. (File 3489, ac. Rev. 2-18-41).

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

SEP 5 1941

MEMORANDUM FOR the Office of Assistant Secretary of War

Attention: Colonel St. Clair Streett, Air Corps,
Executive

The foregoing correspondence from Judge Mastie concerning the desire of John M. Walls to qualify for aviation cadet appointment was referred to the Aviation Cadet Section for a thorough investigation and report. This Section advises that although Mr. Walls was found physically qualified for flying training as a result of his examination in May, 1941, he was subsequently found physically disqualified upon reporting for enlistment for the July 19th class because of a harsh systolic murmur.

However, this young man has since communicated with the Aviation Cadet Section concerning the possibility of a re-examination and under date of August 21, 1941 was notified that such reexamination was recommended in his case. He has been furnished the necessary forms to use in applying and as soon as his reexamination has been completed, report thereof will be submitted to the Aviation Cadet Section. If he is successful in qualifying at that time, his name will be restored to the eligible list for assignment to an early class.

For the Chief of the Army Air Forces:



CLAUDE E. DUNCAN,
Lt. Col., Air Corps,
Secretary of The Air Staff.

Attachments.

RECEIVED
SEP 1941
ASST SECY WAR(AIR)

SEP 5 1941

MEMORANDUM FOR the Office of Assistant Secretary of War

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Executive

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For the Chief of the Army Air Forces:

Attachments.

CLAUDE E. WOOD
Lt. Col., Air Corps
Secretary of the Air Corps

417 5
FILE COPY
ROBERT A. LOVETT

September 10, 1941

MEMORANDUM for Judge William H. Hastie,
Civilian Aide to the Secretary of War.

At your request, the case of John M. Walls, brought to the attention of this office by your memorandum of August 19, has been investigated.

This office has been informed that this young man is to be re-examined, and if found qualified will be restored to the eligible list and assigned to an early class for training as a flying cadet.

[Signed] ST. CLAIR STREETT

ST. CLAIR STREETT,
Colonel, Air Corps,
Executive Officer.

SCS:DMW

WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY FOR AIR
WASHINGTON, D. C.

NOV 3 1941

October 10, 1941



MEMORANDUM FOR: Office, Chief of Army Air Forces

The attached letter from the National Association for the Advancement of Colored People was brought to this office by a representative of Judge William H. Hastie, Civilian Aide to the Secretary of War. It reports certain alleged discrimination against colored soldiers stationed at the Lerdo Army Flying Base (?), Lerdo, California.

A basis for reply to Judge Hastie is requested.

St. Clair Streett
ST. CLAIR STREETT,
Colonel, Air Corps,
Executive Officer.

Attachment

October 30, 1941.

TO: Executive Officer, Office of the Assistant Secretary for Air.

The matter referred to in letter from Mr. Melvin C. Swann to Judge Hastie, dated October 3, 1941, has been investigated by the Commanding Officer, Air Corps Basic Flying School, Bakersfield, California, and a copy of his report is inclosed for your information.

For the Chief of the Army Air Forces:

H. H. Hewitt
H. H. HEWITT,
Captain, A. G. D.,
Asst. Air Adjutant General.

2 Incls:-
Added 1 Incl.
Incl #2 - Copy ltr OCAC 10-13-41
W/3 Inds. and 3 Incls.

Handwritten notes and initials on the right margin, including a large 'K' and some illegible scribbles.

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ASWA. 291.21 ...

10/10/41

✓ 029 AAF
✓ 080 Nat Assn for
Advancement of Colored
People.

K

October 10, 1941

MEMORANDUM FOR: Office, Chief of Army Air Forces

The attached letter from the National Association for the Advancement of Colored People was brought to this office by a representative of Judge William H. Hastie, Civilian Aide to the Secretary of War. It reports certain alleged discrimination against colored soldiers stationed at the Lerdo Army Flying Base (?), Lerdo, California.

A basis for reply to Judge Hastie is requested.

(Signed) ST. CLAIR STREETT

ST. CLAIR STREETT,
Colonel, Air Corps,
Executive Officer.

Attachment

Ltr. Melvin Chester Swann,
N.A.A.C.P., Bakersfield, California
To: Hon. Wm. Hastie, 10-3-41, RE: Colored soldiers being ordered
by a 1st Sergt. to eat their meals
in the kitchen at Lerdo, Calif.
Brought to this office by Truman K. Gibson, Jr.

S/k

October 10, 1941

MEMORANDUM FOR: Office, Chief of Army Air Forces

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Brought to this office by Truman K. Gibson, Jr.
S/k

FILE COPY
ROBERT A. LOYD

November 5, 1941

MEMORANDUM for Judge William H. Hastie,
Civilian Assistant to the Secretary of War.

Subject: Investigation of alleged discrimination against Colored
Soldiers at Army Air Force Station, Lerdo, California.

1. The report contained in the attached letter over the signature of Melvin C. Swann has been investigated at the instigation of this office.

2. A copy of the report of the Commanding Officer of the Basic Flying School, Bakersfield, California, with attachments, is furnished for your information.

(Signed) ST. CLAIR STREETT

ST. CLAIR STREETT,
Colonel, Air Corps,
Executive Officer.

SCS:DMW

Attachments.

Letter 10-3-41, from Melvin Chester Swann to Hon. Wm. Hastie re.
4 Negro soldiers stationed at Lerdo Army Fling Basis forced to eat
in kitchen.

Copy of letter from Col. C. W. Pyle. Subject: Alleged discrim. etc.

" " " " " Geo. A. Miller (3rd endorse.)

" " " " Charles Lawrence, Pres. to Gen. G. C. Marshall,
10-1-41

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Subject: Alleged Discrimination Against Negroes at the Basic Flying School,
Bakersfield, California.

2nd Ind.

CWP:lfh

HEADQUARTERS, AIR CORPS BASIC FLYING SCHOOL, Bakersfield, California,
October 22, 1941. To: Commanding General, West Coast Air Corps Training
Center, Moffett Field, California.

1. Investigation has been made of alleged discrimination against Negro
soldiers at this station with the following result:

a. Four Colored soldiers arrived at this station September 21, 1941,
and were fed in the main dining room of the cafeteria mess with White troops on
this date.

b. From September 22nd to October 2nd, inclusive, these four Colored
troops were fed at a table set up in the kitchen. Since these were the only
Colored troops on the station they were an object of considerable curiosity to
the White troops, and separate messing facilities were provided for them in
order to relieve them of what appeared to be embarrassing attention. White
cooks and mess attendants customarily eat in the kitchen, the food and service
was in no way inferior to that provided for White troops, and no discrimination
was intended nor did any discrimination result against the Colored soldiers.

c. On October 4th, twenty additional Colored troops reported for duty.

d. From October 3rd to October 9th, inclusive, all Colored troops
on the station were fed in the main mess hall of the cafeteria mess but at sep-
arate tables from those occupied by the White troops.

e. From October 10th to date all Colored troops on the station
have been fed in the separate dining room and mess hall which were provided
in the construction of the post for Colored troops.

2. Investigation of the Colored troops themselves has failed to dis-
close any belief on their part that they are being discriminated against.
The morale of this Colored unit is considered to be above average. The ad-
verse criticism on the part of local civilian Negro organizations is be-
lieved to have been the result of unfounded rumor and lack of complete inform-
ation on the part of the civilian community.

3. Attached hereto is a letter recently received from Mr. Charles
Lawrence, president of the Dukes of Bakersfield, which indicates that Colored
soldiers at this station are receiving fair and equitable treatment.

/s/ C. W. Pyle,
Lieut. Col., Air Corps,
Commanding.

3 incls.; 1 Incl. added-
Incl. 3 - Let. from Dukes of Bakersfld., 10/21/41.

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3rd Ind.

CB:VL

HEADQUARTERS, WEST COAST AIR CORPS TRAINING CENTER, Moffett Field, Calif.,
October 24, 1941. To: Chief of the Air Corps, Washington, D. C.

1. Attention is invited to 2nd Indorsement.
2. It appears there has been no discrimination and that no action on the part of this headquarters is necessary.

For the Commanding General:

/s/ GEO. A. MILLER,
Lieut. Colonel, A. G. D.,
Adjutant General.

C
O
P
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DUKES OF BAKERSFIELD, Inc.
1008 California Avenue
Bakersfield, California

October 21, 1941

Col. C. W. Pyle
Commanding Officer
Air Corps Basic Flying School
Bakersfield, California.

Dear Sir:

On Sunday October 19th, two members of the Dukes of Bakersfield and myself, had the pleasure of eating dinner with the Negro soldiers on your post. We were very glad to have the honor and opportunity to visit at Lerdo.

The Negro soldiers were very hospitable. In fact, their hospitality was only exceeded by their superior generosity. We were given the best meal that I have been served with in many a moon.

In behalf of the Dukes of Bakersfield, I would like to compliment you sir, on the conduct of your men. We have not had the pleasure before now, to meet such a well mannered group of young men. Their conduct off of the post is superior and highly superior on the post.

If at any time that the Dukes of Bakersfield can be of service to you, please do not hesitate to call on us.

Very truly yours,

(Signed)
Charles Lawrence, President

COPY

DUK'S OF BAKERSFIELD, INC.

1003 California Avenue

Bakersfield, California

October 1, 1941

General George Marshall
Chief of Staff U. S. Army
War Department
Washington, D. C.

Dear Sir:

It has been brought to our attention that four Negro soldiers stationed at Lemo Air Base, Bakersfield, Cal. are being discriminated against. We are told that they are forced to eat in the kitchen. Also that there is ample room in the two dining rooms to accommodate these boys and many more.

During these perilous times, while every country is preparing to go to war. And this country is preparing to defend herself against invasion. We think that every one of us should try to be good citizens, as we Americans should be, and forget about petty discrimination and race hatred.

We are sure that these Negro boys are willing to die in defense of democracy along with their white buddies. So why is it not possible for these boys to eat together.

We feel that a man of your intelligence will not tolerate such Un-American practices.

We are hoping that this matter will be corrected.

We would appreciate a reply to this letter.

Yours very truly,

Charles Lawrence, President.

COPY

October 13, 1941

SUBJECT: Alleged Discrimination Against Negroes at the Basic Flying School, Bakersfield, California.

TO: Commanding General, West Coast Air Corps Training Center, Moffett Field, California.

1. Enclosed herewith find copy of letter received from Dukes of Bakersfield, Inc., Bakersfield, California, as well as copy of reply thereto.

2. It is desired you cause an investigation to be made of the alleged discrimination and report to this office regarding same, as well as any remedial action you may take.

3. Expedite.

For the Chief of the Air Corps:

2 Incls:

H. W. Bowman
Major, Air Corps
cpy ltr fr Dukes of Bakers. 10/1/41. Assistant Executive.
cpy reply 10/13/41.

Incl # 3

C
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P
Y

WC 291.2 M

1st Ind.

S-10/27/41
CB-VL

HEADQUARTERS, W.C.A.C.T.C., Moffett Field, California, October 20, 1941.
To: Commanding Officer, Air Corps Basic Flying School, Bakersfield, Calif.

1. For investigation and complete report of all facts pertaining to alleged discrimination.
2. It is desired that your report reach this headquarters not later than Oct. 27th.

By command of Major General YOUNT:

/s/ L. D. EASTON,
Major, A. G. D.,
Asst. Adj. Gen.

2 Incls.
(no change.)

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Subject: Alleged Discrimination Against Negroes at the Basic Flying School, Bakersfield, California.

2nd Ind.

CWP:lfh

HEADQUARTERS, AIR CORPS BASIC FLYING SCHOOL, Bakersfield, California,
October 22, 1941. To: Commanding General, West Coast Air Corps Training Center, Moffett Field, California.

1. Investigation has been made of alleged discrimination against negro soldiers at this station with the following result:

a. Four colored soldiers arrived at this station September 21, 1941, and were fed in the main dining room of the cafeteria mess with white troops on this date.

b. From September 22nd to October 2nd, inclusive, these four colored troops were fed at a table set up in the kitchen. Since these were the only colored troops on the station they were an object of considerable curiosity to the white troops, and separate messing facilities were provided for them in order to relieve them of what appeared to be embarrassing attention. White cooks and mess attendants customarily eat in the kitchen, the food and service was in no way inferior to that provided for white troops, and no discrimination was intended nor did any discrimination result against the colored soldiers.

c. On October 4th, twenty additional colored troops reported for duty.

d. From October 3rd to October 9th, inclusive, all colored troops on the station were fed in the main mess hall of the cafeteria mess but at separate tables from those occupied by the white troops.

e. From October 10th to date all colored troops on the station have been fed in the separate dining room and mess hall which were provided in the construction of the post for colored troops.

2. Investigation of the colored troops themselves has failed to disclose any belief on their part that they are being discriminated against. The morale of this colored unit is considered to be above average. The adverse criticism on the part of local civilian negro organizations is believed to have been the result of unfounded rumor and lack of complete information on the part of the civilian community.

3. Attached hereto is a letter recently received from Mr. Charles Lawrence, president of the Dukes of Bakersfield, which indicates that colored soldiers at this station are receiving fair and equitable treatment.

/s/ C. W. PYLE,
Lieut. Col., Air Corps,
Commanding

3 Incls.: 1 Incl. added—

Incl 3— Ltr fr Dukes of Baksfld., 10/21/41

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HEADQUARTERS, WEST COAST AIR CORPS TRAINING CENTER, Moffett Field, Calif.,
October 24, 1941. To: Chief of the Air Corps, Washington, D. C.

1. Attention is invited to 2nd Indorsement.
2. It appears there has been no discrimination and that no action on the part of this headquarters is necessary.

For the Commanding General:

/s/ GEO. A. MILLER,
Lieut. Colonel, A. G. D.,
Adjutant General.

✓

Handwritten notes on the left margin, including "COPY" and other illegible text.

COPY

Dukes of Bakersfield, Inc.

1008 California Avenue

Bakersfield, California

October 1, 1941

General George Marshall
Chief of Staff U.S. Army
War Department
Washington, D. C.

Dear Sir:

It has been brought to our attention that four Negro soldiers stationed at Lerdo Air Base, Bakersfield, Cal. are being discriminated against. We are told that they are forced to eat in the kitchen. Also that there is ample room in the two dining rooms to accommodate these boys and many more.

During these perilous times, while every country is preparing to go to war. And this country is preparing to defend herself against invasion. We think that every one of us should try to be good citizens, as we Americans should be, and forget about petty discrimination and race hatred.

We are sure that these Negro boys are willing to die in defense of Democracy along with their white buddies. So why is it not possible for these boys to eat together.

We feel that a man of your intelligence will not tolerate such Un-American practices.

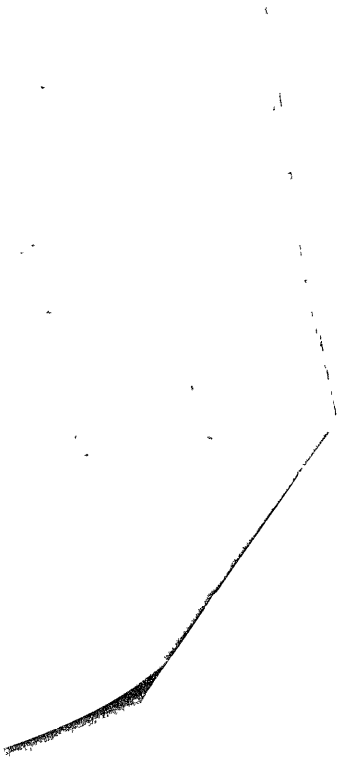
We are hoping that this matter will be corrected.

We would appreciate a reply to this letter.

Yours very truly,

Charles Lawrence, President.

Inc # 1



This letter with drawn
original message
AM

Ad # 2

C
O
P
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DUKES OF BAKERSFIELD, INC.
1008 California Aveune Bakersfield, California

October 21, 1941

Col. C. W. Pyle
Commanding Officer
Air Corps Basic Flying School
Bakersfield, California

Dear Sir:

On sunday Oct. 19th, two members of the Dukes of Bakersfield and myself, had the pleasure of eating dinner with the Negro soldiers on your post. We were very glad to have the honor and opportunity to visit at Lerdo.

The Negro soldiers were very hospitable. In fact their hospitality was only exceeded by their superior generosity. We were given the best meal that I have been served with in many a moon.

In behalf of the Dukes of Bakersfield, I would like to compliment you sir, on the conduct of your men. We have not had the pleasure before now, to meet such a well mannered group of young men. Their conduct off of the post is superior and Highly superior on the post.

If at any time that the Dukes of Bakersfield can be of service to you. Please do not hesitate to call on us.

Very truly yours,

(signed)
Charles Lawrence, President

Incl 13 .

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	✓ 221.99 Aviation Cadets		
10/20/41	✓ 291.21		
	✓ 029 AAF		
10/31/41	✓ 029 AAF		

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WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON, D. C.

October 4, 1941

MEMORANDUM

TO: The Assistant Secretary of War (Air)

Attached to this memorandum is a copy of a letter written by a Negro aviation cadet candidate concerning the problems facing him as the result of the delay now anticipated in calling most of the more than 300 Negro candidates who have qualified for pilot training.

The letter represents a type of eagerness to serve, now observable in many splendid young men, which will not long survive if the situation continues in which white candidates are called within a few weeks after qualifying, while some Negro candidates must anticipate a delay of three years.

You will remember that several weeks ago, we discussed this situation which has resulted from limiting Negro aviation cadets to a group of ten or twelve every five weeks.

An attendant problem faced by the writer of the attached letter and many other Negro aviation cadets arises from their liability to call for selective service at any time. The Air Corps is asking deferrment only for cadet candidates who will be called for flight training within a month or two. This means that almost all white aviation cadet candidates can obtain deferrment from selective service while very few Negro candidates can do so. I believe it would be equitable and desirable for the Army Air Corps to adopt a policy of requesting selective service deferrment for all aviation cadet candidates who have qualified and are now on the waiting list.

The other problem raised by the letter is that of the Negro candidate between the ages of 24 and 26 years who will have reached his 27th birthday before his name is reached on the eligible list under present plans. I know that an age waiver has been granted in one such case. I hope that this represents a general policy which will be followed in such cases.

WAR DEPARTMENT
ASST. SECRETARY (AIR)

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10/11/41
James H. K.

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Of course age waivers and selective service deferrals do not reach the basic difficulty, namely, the long wait for the commencement of training, which unless remedied, will have a serious effect upon the morale of presently enthusiastic candidates and also will evoke justified public criticism.

William H. Hastie

Civilian Aide to the Secretary
of War

October 4, 1941

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OFFICE OF THE
SECRETARY OF WAR
WASHINGTON, D. C.

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William H. Hastie

Civilian Aide to the Secretary
of War

WAR DEPARTMENT
OFFICE OF THE UNDER SECRETARY
WASHINGTON, D. C.

June 11, 1941

MEMORANDUM

TO: The Assistant Secretary of War (Air)

The attached press release indicates that plans for training enlisted pilots are being developed by the Army Air Corps.

In view of the immediacy of the need for pilots, it would, I believe, be wasteful of our resources to postpone the inclusion of Negroes in this program.

May this matter be brought to the attention of those planning the enlisted pilot training program, with a view to the inclusion of Negro enlisted men.

William H. Hastie
Civilian Aide to the Secretary
of War

ASWA 291.21
(6.11.41)
J. H. R.

lowered; it will be the same as that for flying cadets.

Graduates of accredited secondary schools who have credits for at least $1\frac{1}{2}$ units of mathematics will be accepted for training without examination.

MORE

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MORE

WAR DEPARTMENT
Bureau of Public Relations
Tel. - RE 6700
Brs. 3438 and 3425

June 4, 1941

I M M E D I A T E

R E L E A S E

ENLISTED PILOTS

High school graduates who are ambitious to become pilots in the United States Army Air Corps have their opportunity, the War Department announced today. Even if their educational qualifications do not admit of their becoming commissioned officers, they still may fly Army airplanes and may look forward to careers as pilots.

All they need do is enlist for such training, which will start as soon after July 1 as administrative details can be arranged. They will be taught to fly, they will be paid while learning, and after they have qualified their future will be assured.

All this is made possible by a bill which has just passed Congress and which the President has just signed. It authorizes the Secretary of War to detail enlisted men in the Army for training and instruction as aviation students, in their respective grades.

When they have won their wings, they will fly as non-commissioned officers. And these enlisted aviation students will be issued \$10,000 in Government life insurance, the premium to be paid by the Government while they are being trained, and by themselves afterwards.

Eventually 20 per cent of the Army Air Corps pilot strength may be composed of men who have risen from the ranks to become non-commissioned officers. While all of the manifold details of selecting, training and using these enlisted pilots have not been worked out, these are some of the probabilities:

Applicants between the ages of 19 and 22 years, inclusive, will be given preference.

The physical standard required of all student pilots will not be lowered; it will be the same as that for flying cadets.

Graduates of accredited secondary schools who have credits for at least $1\frac{1}{2}$ units of mathematics will be accepted for training without examination.

MORE

A plan is being considered whereby, on completion of training as a
pilot, the high school graduate would be appointed as a Flight Ser-
geant, 3rd Class, ranking as a Staff Sergeant in the Army with pay of \$108 a
month, while on flight duty.

After completing a three-year enlistment, he would be appointed
Flight Sergeant, 2nd Class, ranking as a Technical Sergeant in the Army and
drawing \$126 pay each month. Upon his third three-year enlistment, he would be
promoted to Flight Sergeant, 1st Class, and rank as a Master Sergeant, with pay
of \$207.90.

After nine years of service, Flight Sergeants, 1st Class, would be
eligible to participate in a competitive examination for appointment as Warrant
Officers, Junior Grade.

All enlisted pilots will be entitled to clothing, subsistence and
rental allowances normal for their grade in the Army.

Air Corps officers made it plain that high school graduates who had
hoped to become flying cadets but had been disappointed because of the more
stringent educational requirements might now visit their nearest recruiting
office with advance assurance that there was a need for them and a place for
them as pilots in the Army.

END

3:00 P.M.

June 19, 1941

Mrs. Hailey:

After looking over the data on the current drive for Flying Cadet applicants in the various colleges and universities furnished by the Chief of Air Corps with particular reference to the induction of colored Flying Cadets into these schools, I am of the opinion, expressed by Mr. Lovett on the attached tab, that answer to Judge Hastie's memo should be deferred at this time.

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June 11, 1941

at Secretary of War (Air)

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WILLIAM H. HASTIE

Civilian Aide to the Secretary
of War

June 11, 1941

MEMORANDUM

TO: The Assistant Secretary of War (Air)

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WILLIAM H. HASTIE

Civilian Aide to the Secretary
of War

4 REPLY TO
THE AIR CORPS
AIR DEPARTMENT
WASHINGTON, D. C.

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

June 12 1941

MEMORANDUM FOR: Colonel Streett, Office of the Assistant Secretary
of War for Air.

In accordance with verbal request to the Chief of Air Corps for data on the current drive for Flying Cadet applicants from various colleges and universities throughout the country, the following data are submitted:

1. A list of colleges and universities with over 1,000 male students was obtained from the United States Office of Education. Howard University of Washington, D. C. was the only Negro school on this list.

2. Suitable Air Corps officer pilots were selected from stations throughout the United States and ordered on temporary duty to the colleges listed by the United States Office of Education with the exception of Howard University. These officers were to report for duty not later than May 24th and remain until the close of the school year or until they had completed two weeks' duty, whichever date occurred first. They were instructed to speak to assemblages of students in their fraternity houses on the advantages of Flying Cadet appointment with a view to organizing groups of students at each college who would train together and would be known as "Princeton Flying Cadet Unit #1," "Texas University Flying Cadet Unit #3," etc. Present returns from these campaigns are very encouraging. It is believed that as many as 300 such Flying Cadet units may be expected in the near future.

3. At present there is one institution authorized for the training of Negro Flying Cadets. This school will initiate instruction at Tuskegee, Alabama, as soon as construction now in progress is completed. Classes will enter every five weeks as have other flying schools, and it is contemplated that eleven Negro Flying Cadets will be assigned to each class. There are, at the present time, 42 colored applicants qualified in every way for Flying Cadet appointment and awaiting assignment to class. It is believed that to increase the eligible list of

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colored applicants would cause dissatisfaction and low morale among those on the eligible list due to the long time which they would have to wait for appointment. In addition to these facts, to bring a great number of Negro applicants before Flying Cadet Boards would place an additional unnecessary burden on the already overloaded Flight Surgeons throughout the country. It was therefore believed not to the best interests of the Military Service nor to the best interests of Negro applicants to canvass Howard University at this time and Howard University was omitted from the colleges having 1,000 or more male students which were contacted. Later, when additional Negro Flying Cadet applicants are necessary to keep the proper sized eligible list to fill the Tuskegee flying school, necessary steps will be taken to contact such institutions as Howard University for applicants.

For the Chief of the Air Corps:



C. E. Duncan
Lt. Col., Air Corps,
Assistant Executive

June 12 1941

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For the Chief of the Air Corps*

C. E. Lincoln
Lt. Col., Air Corps,
Assistant Executive

WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY FOR AIR
WASHINGTON, D. C.

October 20, 1941

930

MEMORANDUM for the Chief of the Army Air Forces:

The attached memorandum with reference to the application of Mr. Vetile James, Jr. of Denver, Colorado for special training as an air photographer is self-explanatory.

It is requested that this office be furnished with the reaction of the Air Corps toward this and similar applications from Colored aspirants.

Further, it is desired that this office be informed as to the extent to which it is practicable to set up a policy for this and similar cases for the future.

St. Clair Streett

ST. CLAIR STREETT,
Colonel, Air Corps,
Executive Officer.

ATTACHMENTS.

WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON, D. C.

October 17, 1941

MEMORANDUM

TO: The Assistant Secretary of War (Air)

The attached papers have been submitted to this office by Mr. Vetile James, Jr., of Denver Colorado, who has so far been unsuccessful in his effort to obtain appointment as a flying cadet to be trained for work in the field of an Aerial Photographer.

This case raises the general question of the position taken by the Air Corps with reference to Negro applicants for flying cadet appointments for specialized training of the type now being offered to white applicants, who are qualified but not immediately needed in the work of the 99th Pursuit Squadron. It is requested that the application of Mr. James be considered on its merits and that a policy be adopted which will permit the consideration of similar applications upon their merits in the future.

William H. Hastie

Civilian Aide to the Secretary
of War

OCT 18 41 AM



WAR DEPARTMENT
ASST. SECRETARY (AIR)

October 17, 1941

MEMORANDUM

TO: The Assistant Secretary of War (Air)

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(Signed) ST. CLAIR STREETT

SCS:DMW

ST. CLAIR STREETT,
Colonel, Air Corps,
Executive Officer.

ATTACHMENTS.

Memo 10-17-41 from Judge Hastie submitting "attached papers" re photo
Let. 9-19-41 from W.H. Redit, Capt. A.C., Asst. Chief, Aviation Cadet
Section, Military Personnel Div. to Vatile James, Jr.
Birth Ctf.

Let. 7-2-41 from R.B. Webb, Mr. Field Art., Adjutant, Fort Collins,
Colo. "To Whome it May Concern."

Let. 7-5-41 "To Whom It May Concern"

Let. 7-10-41 "To Whom, etc."

Transcript 7-3-41 of credits, Colo. State College. (2-pages)

Let. 7-11-41 from Waldemar Ladzinski, Sgt., DEML., RS, Recruit. Rep.
U.S. Army Recruiting Station, Colo. State College.

Let. 7-22-41 from Frank H. Prior, Captain, Med. Corps, Flying Cadet
Examining Board, Station Hospital, Lowry Field, Denver, Colo. to V. JAMES, Jr.

Let. 8-6-41 from Jefferson M. Stewart, Major Air Corps, Pres. Office
of the Flight Surgeon, Lowry Field, Denver, Colo. to Mr. James

Let. 8-16-41 from Arthur LaRoe, Capt., Med. Corps, Lowry Field to James
Enlistment Record of Mr. James with report of phys. exam. in dup.

October 20, 1941

MEMORANDUM for Judge William H. Hastie,
Civilian Aide to the Secretary of War.

This is to acknowledge the Vatile James, Jr. papers which Mr. Lovett has asked be considered by the Air Corps with reference to the non-flying training of Colored officer candidates.

Consideration of the application of Mr. James is being requested as is the adoption of policy with reference to similar applications in the future. When this information is received, it will be made available to your office.

(Signed) ST. CLAIR STREETT

ST. CLAIR STREETT,
Colonel, Air Corps,
Executive Officer.

SCS:DMW

OCT 31 1941

MEMORANDUM FOR: Colonel Streett

This is in reply to your memorandum dated October 20th. The assignment of Negro aviation cadet candidates to Air Corps schools for specialized training is governed entirely by the vacancies available for such officers in the Negro aviation units to which they would be assigned. Since the number of Negro officers with specialized training needed for use with the 99th Pursuit Squadron have already been trained, no further applications for specialized training of Negroes are being accepted.

With reference to future policy in these cases this office feels that the continuation of the present policy is the only practicable answer available. To give specialized training to Negro candidates without relation to the availability of units in which they could be employed, would be wasteful in the extreme and would serve no useful purpose, in the light of the War Department policy of segregation.

However, a study is being initiated to determine whether an additional Negro squadron should be organized at this time.

For the Chief of the Army Air Forces:

Attachments (13)

GARY SPAATZ
Brig. General, USAF, Chief of the Air Staff,
Chief of the Air Staff.

November 21, 1941

MEMORANDUM FOR: Judge William H. Hastie, Civilian Aide
to the Secretary of War.

This is in reply to your memoranda dated 4 and 17 October 1941, concerning the difficulties confronting Negro aviation cadet candidates.

With regard to Selective Service deferments for qualified candidates on the eligible list, you are advised that the Office of the Chief of the Air Corps has discontinued the policy of requesting deferments for any candidate.

All available vacancies for officers with specialized training in Negro aviation units have been filled, and in view of the present policy in this case, the training of additional officers with no vacancies available to absorb graduates of specialist's schools is not considered in the best interests of the service. The Air Corps has initiated a study to determine whether an additional Negro squadron should be organized, and if it is considered favorably, as it no doubt will, there will, of course, be additional vacancies both for pilot officers and for officers with specialist ratings.

At the present time, in view of the experimental nature of the training, it is believed that the only course of action open to the Air Corps, is the continuation of the present policy; that is, limiting training in both pilot and non-pilot status to those candidates who can be absorbed into vacancies existing in Negro aviation units.

(Signed) ST. CLAIR STREETT

ST. CLAIR STREETT,
Colonel, Air Corps,
Executive Officer.

C/k

112

FILE COPY
ROBERT S. LOVINE

November 21, 1941

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present policy; that is, limiting training in both pilot and
non-pilot status to those candidates who can be absorbed in-
to vacancies existing in Negro aviation units.

(Signed) ST. CLAIR STREETT

ST. CLAIR STREETT,
Colonel, Air Corps,
Executive Officer.

C/k

Enclosures - file submitted to RAL by Judge Hastie in his
memo of 10/4/41 on Vetile James; also file submitted in
memo of 10/17/41 on James Young Carter

MEMORANDUM FOR: Judge William H. Hastie, Civilian Aide to the
Secretary of War.

937

This is in reply to your memorandum concerning the difficulties confronting Negro aviation cadet candidates. With regard to Selective Service deferments for qualified candidates on the eligible list, you are advised that the Office of the Chief of the Air Corps has discontinued the policy of requesting deferments for candidates.

In view of the experimental nature of the Negro pilot training and the extent to which Air Corps training facilities and establishments are taxed at the present time, it is neither possible nor expedient to increase the quotas for Negro pilot training. The lessons to be gained from experience with this matter can be expected to create a better understanding with which to approach the difficulties confronted in its administration. It is hoped that this satisfactorily explains the problems contained in your memorandum.

ROBERT A. LOVETT
Assistant Secretary of War for Air

Attachments.

Ltr Lt. Beasley to Mr. Carter 9/13/41
Ltr Mr. Carter to Mr. Houston 9/29/41
Memo Mr. Hastie to ASW 10/4/41

01/1/41

ASWA

291.21
020.2
029 AC
221.99 Aviation Cadets

mpc

12/26/41

WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON, D. C.

291-2
Neg. Sec.

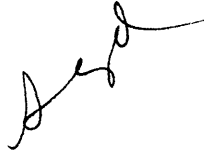
December 26th, 1940.

MEMORANDUM TO THE CHIEF OF AIR CORPS:

Complaints come in regarding the delay in making use of negroes in the Air Corps.

It was announced in September or October that negroes would be placed in every arm of the service, including the Air Corps.

I appreciate that delays have been inevitable, but every effort must now be made to expedite the training of negroes as pilots.



Robert P. Patterson,
Under Secretary of War.

Copy to Mr. Lovett ✓
Copy of Judge Hastie

291-2
Neg. Sec.
A
Patterson
(291-29111) [unclear]

October 10, 1941

MEMORANDUM FOR: Office, Chief of Army Air Forces

The attached memorandum from Judge William H. Hastie, Civilian aide to the Secretary of War, to the Assistant Secretary of War for Air, enclosing letter from James Young Carter is self-explanatory.

Two problems are presented:

The first is the question of the likelihood of negro candidates being selected for induction into the Army under the Selective Service Act before they can be called for training.

The other has to do with the rate at which negro Flying Cadet candidates can be accepted for training.

This office would particularly appreciate your comments on these two points as a basis for further reply to Judge William H. Hastie.

(Signed) ST. CLAIR STREETT

ST. CLAIR STREETT,
Colonel, Air Corps,
Executive Officer.

Attachment

Memo fr W.H.Hastie to ASW-Air, 10-4-41 attaching
cy ltr J.Y.Carter to W.L.Houston, 9-29-41
cy ltr Aviation Cadet Section, O.C.A.C. to J.Y.Carter, 9-13-41
S/k

Sent 10/10/41

October 10, 1941

MEMORANDUM FOR: Office, Chief of Army Air Forces

The attached memorandum from Judge William H. Hastie, Civilian Aide to the Secretary of War, to the Assistant Secretary of War for Air, enclosing letter from James Young Carter is self-explanatory.

Two problems are presented:

The first is the question of the likelihood of negro candidates being selected for induction into the Army under the Selective Service Act before they can be called for training.

The other has to do with the rate at which negro Flying Cadet candidates can be accepted for training.

This office would particularly appreciate your comments on these two points as a basis for further reply to Judge William H. Hastie.

(Signed) ST. CLAIR STREETT

ST. CLAIR STREETT,
Colonel, Air Corps,
Executive Officer.

Attachment

Memo fr W.H.Hastie to ASW-Air, 10-4-41 attaching
cy ltr J.Y.Carter to W.L.Houston, 9-29-41
cy ltr Aviation Cadet Section, O.C.A.C. to J.Y.Carter, 9-13-41
S/k

Sent 10/10/41

October 30, 1941

The Commanding General,
Langley Field, Virginia.

Sir:

This will introduce Judge William H. Hastie, Civilian Assistant to the Secretary of War, who is visiting the Hampton Institute and is desirous of availing himself of the opportunity of seeing Langley Field, particularly the Colored units of your garrison.

Your assistance to Judge Hastie will be sincerely appreciated by Mr. Robert A. Lovett, Assistant Secretary of War for Air.

Sincerely,

(Signed) ST. CLAIR STREETT

ST. CLAIR STREETT,
Colonel, Air Corps,
Executive Officer.

4-11-58

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LS-

ASWA 291.21

10/30/41

~~291.21~~ Langley Field
~~000.8~~ Hampton Institute
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WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY FOR AIR
WASHINGTON, D. C.

*You work says
please do a little
-6 The Executive, Div. of Personnel
under Messner*

November 1, 1941

MEMORANDUM FOR: The Adjutant General

The attached letter from the Civilian Aide to the Secretary of War is self-explanatory.

It is requested that information upon which to base a reply be furnished this office.

St. Clair Streett
ST. CLAIR STREETT,
Colonel, Air Corps,
Executive Officer.

Attachment

*11.11 (C. H. K. 10)
Director, Personnel
(S.W.)
Room 2517*

*11.11 (C. H. K. 10)
11.11 (C. H. K. 10)
11.11 (C. H. K. 10)*

4 25-

ASWA 291.21

- ✓ 021
- ✓ 095 Grubers' Employment Agency

k

11/1/41

November 1, 1941

MEMORANDUM FOR: Judge Wm. H. Hastie

This is to acknowledge your memorandum of October 30, 1941, reference the activities of the Grubers' Employment Agency, and to inform you that the matter will be investigated and your office informed accordingly.

(Signed) ST. CLAIR STREETT
ST. CLAIR STREETT,
Colonel, Air Corps,
Executive Officer.

S/k

October 30, 1941

MEMORANDUM

TO: The Assistant Secretary of War (Air)
Attention: Lt. Col. St Clair Streett

The attached papers submitted to this office by the President's Committee on Fair Employment Practice indicate that the Grubers' Employment Agency of Philadelphia is representing itself as recruiting topographical draftsmen for the Air Corps, but further representing that the jobs are not available for Negroes.

It will be greatly appreciated if you can determine the facts in this case in order that we may advise the Committee on Fair Employment Practice.

William H. Hastie

Civilian Aide to the Secretary
of War

November 1, 1941

MEMORANDUM FOR: Judge Wm. H. Hastie

This is to acknowledge your memorandum of October 30, 1941, reference the activities of the Grubers' Employment Agency, and to inform you that the matter will be investigated and your office informed accordingly.

(Signed) ST. CLAIR STREETT
ST. CLAIR STREETT,
Colonel, Air Corps,
Executive Officer.

S/k

DECLASSIFIED

November 3, 1941

MEMORANDUM FOR: Mr. A. H. Onthank,
Director of Personnel,
Office of the Secretary of War.

The attached letter from the Civilian Aide to the
Secretary of War is self-explanatory.

It is requested that information upon which to
base a reply be furnished this office.

(b)(6) ST. CLAIR STREETT

ST. CLAIR STREETT,
Colonel, Air Corps,
Executive Officer.

Attachment

Memo-W.H.Hastie to ASW-Air, Att:SCS, 10-30-41 enclosing
Cy ltr L.W.Cramer, Exec. Secy.
Pres. Committee on Fair Employment Practice
to: Hon.W.H.Hastie, 10-29-41, enclosing
cy ltr John Poulson Davis and Arthur Lewis, to C. Mitchell, 10-17-41,
RE: Refusal to hire negroes for Air Corps topographical
draftsmen positions - Grubers' Employment Agency, Phila, Pa.

S/k

November 3, 1941

MEMORANDUM FOR: Mr. A. H. Onthank,
Director of Personnel,
Office of the Secretary of War.

The attached letter from the Civilian Aide to the
Secretary of War is self-explanatory.

It is requested that information upon which to
base a reply be furnished this office.

ST. CLAIR STREETT
ST. CLAIR STREETT,
Colonel, Air Corps,
Executive Officer.

Attachment

Memo-W.H.Hastie to ASW-Air, Att:SCS, 10-30-41 enclosing
Cy ltr L.W.Cramer, Exec. Secy.

Pres. Committee on Fair Employment Practice
to: Hon. W.H.Hastie, 10-29-41, enclosing
cy ltr John Poulson Davis and Arthur Lewis, to C. Mitchell, 10-17-41,
RE: Refusal to hire negroes for Air Corps topographical
draftsmen positions - Grubers' Employment Agency, Phila, Pa.

S/k

A 112.5

WAR DEPARTMENT

Office of the Assistant Secretary for Air
(ROOM 2012 - MUNITIONS)

Date: Jan. 17, 1942

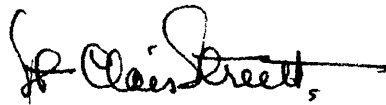
To: A. H. Onthank, Director of Personnel, OSW

Subject: Conres. with Judge Hastie re refusal to
hire negroes for Air Corps topographical
draftsman - Gruber's Employment Agency,
Philadelphia

On November 3, 1941 this office
submitted to you a request for information
on which to base a reply to Judge Hastie, encl.
10/30 memo to Lovett from Hastie and 10/29 letter
to Hastie from L.W.Cramer, Grubers' Employment
Agency

Please return this inquiry to this
office with the approximate date we may
expect the above requested information.

(Approximate date) _____



ST. CLAIR STREETT,
Colonel, Air Corps,
Executive.

1/19/42

Report on this case was forwarded to Judge
Hastie November 25, 1941.

WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY FOR AIR

MEMORANDUM

2/9/42
R

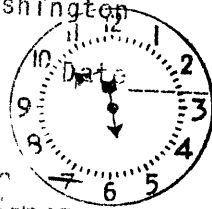
Mr. Lovett:

Here is some further dope on the negro squadron situation that may be of some assistance in your forthcoming conference. This is an extra copy and can be retained for our files.

RTC
RTC

RICHARD T. CORNER, JR.
Lieut. Colonel, Air Corps
Executive

WAR DEPARTMENT
Office of the Chief of the Air Corps
Washington



MEMORANDUM for:

WAR DEPARTMENT
ASST. SECRETARY (AIR)

*It is a
this was a situation
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Colored Situation
but was not sent
forward as we
received an oral
directive from Gen.
Arnold to get these
outfits ready as soon
as possible -
it gives a 1/2 date
to date -*

H. J.
HARRY JOHNSON,
Lieut. Colonel, Air Corps
Chief, Training Section,
Training & Operat. Division.
Room 3108 Branch 2512

June 30, 1941

MEMORANDUM

TO: Mr. Robert A. Lovett, Assistant Secretary of War
(Air)

On April 22, 1941, Judge Hastie addressed a memorandum to you concerning the appointment of Negro Aircraft Mechanics at Patterson Field. In that connection, I am attaching a copy of a letter received this morning from Mr. John Evans, Jr., of New York City.

From the statements made by Mr. Evans, it would appear that an investigation would be desirable.

Truman K. Gibson, Jr.
Assistant to the Civilian Aide to the
Secretary of War

Encl.

75-

ASWA 291.21	6/30/41
✓ 020.1	
✓ 095 Evans, John	
✓ 291.21 Patterson Field	
7/24/41 ✓ 291.21	
✓ 020.2	
9/4/41 ✓ 029 AC	

K

441 S. Summit St
Dayton, Ohio
June 28, 1941

Mr. William H. Hastie
Civilian Aide to the Secretary of War
War Department
Washington, D. C.

My dear Mr. Hastie:

I am very pleased to know that you are interested in my case. I shall start from the beginning and tell you a complete story.

I left New York City by plane at 12 o'clock midnight on Tuesday, and arrived at Dayton Airport 12 miles to the North of Dayton at 3:42 A.M. on Wednesday. I took a taxi to Dayton and from there I took a bus to Patterson Field, arriving there at 6 A.M. I went directly to the Employment office and waited until 8 A.M. When the office opened many people came in and filled the office in a very short time. They were called into the Personnel Dept. immediately it was 11 A.M. before I could be waited on. The clerk at the reception desk took my letter and told me to wait until my name was called. My name was not called until 4 P.M. I was told to go into the Notary Public Office which I did. They seemed very startled to see that I was a Negro, after going through the usual routine of signing papers. I was told to see Mr. Bird. I went there but Mr. Bird had gone home since it was past 5:30 P.M. The clerk told me to report the following morning at 7:30 and with me were two white boys from my school in New York, whom I knew well. They were applying for the same position. We were all given a lecture about our time card. We were then told to wait a few moments and they would show us to our Dept. After waiting 15 minutes the two white fellows were directed to their Dept., one going to final assembly and the other to Accellation. Service Dept. I was told to wait and they would place me very soon. I waited until 4 P.M. and no one told me where to go. During that time I asked at the office had I been placed and they told me no. I finally asked one of the Clerk's to accept my time card which he did. Finally the personnel manager of the Engineering Dept. told me to report the following morning at 7:30 A.M. and they would have my Dept. ready. I reported at 7:30 on Friday and still they had been unable to place me. Finally I was sent down to the maintenance Dept. upon arriving there they said it was very sgrange, to send an aircraft mechanic down to their Dept. as they had no job in that line. This job was to dig ditches for pipelines and level all the field. I stayed there all day doing nothing. Waiting there I saw two colored boys who had a Jr. Aircraft Mechanic Rating, the same as mine working there. They informed me that they were refused the right to work on planes but they did receive the same amount of money as their rating called for. I saw several white men who told me the same thing that they wouldn't put us on planes but would pay us plane salary which is \$1680 a year. These boys told me that they were refused enrollment at the school carried on at this field. I know from a fact that I was unable to enroll in it. I saw several white men who were working as mechanics that said they only had knowledge of automobile engines. I would be very glad if I could be placed in another Dept. I will keep in touch with you at different intervals. I sincerely hope that something can be done about this matter.

Yours truly,
(sgd) John Evans, Jr.

July 1, 1941

MEMORANDUM FOR: Office, Chief of Army Air Forces

SUBJECT: Appointment of Negro Aircraft Mechanics

1. Mr. Lovett has requested that the attached copy of letter from Mr. John Evans, Jr., of New York City, to Judge William H. Hastie, be referred to Wright Field for investigation and report.

For the Assistant Secretary of War for Air:

(Signed) ST. CLAIR STREETT
ST. CLAIR STREETT,
Lt. Colonel, A.C.,
Executive, OASW-Air.

1 Incl

Memo to RAL fr T.K.Gibson, Jr. Judge Hastie's Office
enclosing ltr John Evans, Jr. to W.H.Hastie 6-28-41
S/wk

July 1, 1941

MEMORANDUM FOR: Mr. Truman E. Gibson, Jr.,
Assistant to the Civilian Aide
to the Secretary of War.

SUBJECT: Report by John Evans, Jr.

1. Reference your memorandum of June 30, attaching copy of letter to Judge Hastie from John Evans, Jr., you are informed that Mr. Lovett has referred the matter to Wright Field for investigation and report to this office.

For the Assistant Secretary of War for Air:

(Signed) ST. CLAIR STREETT

ST. CLAIR STREETT,
Lt. Colonel, A.C.,
Executive, OASW-Air.

S/k

July 7, 1941

MEMORANDUM

TO: The Assistant Secretary of War for Air

Supplementing my memorandum of June 30, I am sending you a copy of another letter received from an employee at Patterson Field, Ohio. The information contained therein might be of assistance in your investigation now in progress.

Truman K. Gibson, Jr.
Assistant to the Civilian Aide to the
Secretary of War

Encl - ex letter from
John Ewers 441 S Summit St, Dayton
re treatment ~~Wagner~~ ~~Wagner~~ ~~Wagner~~
at Patterson - ~~field~~

1941

Appointment of Negro Aircraft Mechanics.

**Assistant Chief of the Materiel Division,
Wright Field, Dayton, Ohio.**

1. There is attached hereto Memorandum from the Assistant Secretary of War for Air, with attached letter from Mr. John Evans, Jr. to Judge W. H. Hastie which is self-explanatory.

2. Investigation and report will be submitted to this office for transmittal to Assistant Secretary of War for Air.

(4-A)
NFV:jg

2 Incls.

W. F. Volandt
Colonel, Air Corps
Asst. to Chief, Mat. Div.

TLG-MBH

August 13, 1941

Salary Tables

Chief of the Air Corps, War Department, Washington, D. C.

1. Request that two copies of publication "Salary Tables" prepared by General Accounting Office be furnished this Station.

Received AUG 16 1941 A
M.R. OCAC

T. L. GILBERT
Lt. Col., Air Corps
Air Corps Civilian Employment Officer

July 8, 1941.

MEMORANDUM FOR: The Chief of Army Air Forces

SUBJECT: Colored Aircraft Mechanics at Wright Field

1. The attached memorandum to the Assistant Secretary of War for Air from Mr. Truman K. Gibson, Jr., Assistant to the Civilian Aide to the Secretary of War, attaching a letter from John Evans to Judge William H. Hastie, is forwarded in connection with the investigation requested from this office on July 1, 1941.

For the Assistant Secretary of War for Air:

(Signed) ST. CLAIR STREETT

ST. CLAIR STREETT,
Lt. Colonel, A.C.,
Executive Officer.

1 Incl.

Ltr T.K.Gibson,jr.,to RAL 7-7-41 enclosing
Cy ltr J.Evans to W.H.Hastie 7-3-41
S/k

July 8, 1941.

MEMORANDUM FOR: Mr. Truman K. Gibson, Jr.,
Assistant to the Civilian Aide
to the Secretary of War.

SUBJECT: Report by John Evans, Jr.

1. A copy of our memorandum to the Office of
the Chief of Army Air Forces, reference to John Evans, Jr.,
is attached for your information.

For the Assistant Secretary of War for Air:

(Signed) ST. CLAIR STREETT
ST. CLAIR STREETT,
Lt. Colonel, A.C.,
Executive Officer.

1 Incl.
Cy MemoSOS to Chief, A.A.F. 7-8-41
Subj: Colored Aircraft mechanics at Wright Field.
S/k

Patterson Field, Fairfield, Ohio

July 23, 1941

Testimony given by John Evans, Jr., during investigation conducted by Col. M. G. Estabrook, Jr., Air Corps, on July 23, 1941 into the alleged discrimination against negro employee, Mr. John Evans, Jr., Junior Aircraft Mechanic, employed at Patterson Field, Ohio, since June 25, 1941:

Personnel Present: Col. M. G. Estabrook, Jr., Air Corps, Commanding Officer.
Major R. W. Stewart, Air Corps, Adjutant.
Mr. Ralph Penland, Personnel Manager.

Mr. C. O. Perry, General Shop Superintendent, Engineering Department.

Mr. Daniel Boone, General Foreman, Maintenance Branch, Engineering Department.

Mr. John Evans, Jr., Junior Aircraft Mechanic.

1. Col. Estabrook: Did you write that letter? (Col. Estabrook was holding in his hand and referring to letter printed in the editorial section of the Dayton Herald.)

Mr. Evans: I did, sir.

2. Q. Did you also write to the N.A.A.C.P.?

A. Yes, sir.

3. Q. Who else have you written?

A. I contacted the Pittsburgh Courier.

4. Q. On the day you arrived here at Patterson Field you claim you waited from 8 A.M. to 4P.M. before being called.

A. Yes, sir.

5. Q. Were you the only one who waited?

- A. No, Sir.
6. Q. Were you the last man taken?
- A. No, there were three others after me.
7. Q. Of those that were still waiting, were they all colored?
- A. There were two white men and one colored man.
8. Q. Have you received full pay for the day you were here?
- A. I got a check for \$26.45. I think I got paid from June 25.
9. Q. Have you received full pay for the day of June 25?
- A. I am not sure. (Note: Evans was paid for June 25, 1941).
10. Q. You stated (Col. Estabrook was still referring to statement made in editorial printed in the Dayton Herald) "The next day I was sent to the Maintenance Department, There is nothing in this department that connects with aviation. This department consists of leveling off the field, repairing tugs and general upkeep of the field." Have you ever done any leveling off of the field?
- A. No. My work was confined to the tug repair division of the Maintenance Department. I did no work on the field.
11. Q. Then that was a misstatement?
- A. Yes.
12. Q. As far as you know are you the only aviation mechanic employed in that branch?
- A. No, there is another boy working there also, from New York.
13. Q. Mr. Boone, how many rated Aircraft Mechanics, either Junior Senior Aircraft Mechanics, or Aircraft Electricians, are employed in your Department?
- A. About 12 men permanently and 70 employed temporarily while the shops are being moved. The man he was working for is a Senior Aircraft Engine Mechanic.

- .. Q. Mr. Evans. Who, in the Personnel Department, told you that you would not be placed in the Aircraft Branch due to the fact that you are colored?
- A. That should not be stated that way. No one told me that, but I can get a statement to the effect from another worker, a Mr. Jones, I think his name is.
15. Q. Is he white or colored?
- A. He is colored.
16. Q. Did he work in the same branch with you?
- A. No. I see him driving a truck, I don't know what branch it is but I think it's the Signal Corps.
17. Q. Here is a letter to "Mr. William H. Hastie, Civilian Aide to the Secretary of War, War Department, Washington, D. C." Did you write that?
- A. I did write that, yes, sir.
18. Q. You say in this letter, "Finally I was sent down to the Maintenance Department. Upon arriving there they said it was very strange to send an aircraft mechanic down to their Department as they had no job in that line." Who said that?
- A. I don't know whether it was Mr. Boone or his assistant.
19. Q. (By Mr. Boone) Was I in the office the day you came in?
- A. I don't think you were.
20. Q. (By Col. Estabrook) In this same letter you also say, "This job was to dig ditches for pipelines and level all the field." You apparently gave Mr. Hastie the impression that you dig ditches for pipelines.
- A. Well, I didn't mean to do that, but I guess I did give him that impression.

21. Q. You told Mr. Hastie that you dug ditches.
- A. No, I didn't tell him that, I said I laid pipelines.
22. Q. Did you ever lay any pipelines?
- A. No.
23. Q. Referring to your statement in this same letter that "colored boys are refused enrollment at the school carried on at this field," how many men in the Maintenance Department were enrolled in that school?
- A. I don't know.
24. Q. Do you know of any man in the Maintenance Department enrolled in that school?
- A. No, none that I know of. Perhaps there are some, but I couldn't state that as a fact.
25. Q. Did you write to the N.A.A.U.P. in Baltimore?
- A. No, I contacted the New York office, at 69 Fifth Avenue, I believe that's the address.

July 25, 1941.

Further testimony given by John Evans, Jr., July 25, 1941.

Personnel Present: Col. W. G. Estabrook, Jr., Air Corps, Commanding Officer.

Major R. W. Stewart, Air Corps, Adjutant.

Mr. Ralph Penland, Personnel Manager.

Mr. C. O. Perry, General Shop Superintendent, Engineering Department.

Mr. Daniel Boone, General Foreman, Maintenance Branch, Engineering Department.

Mr. John Evans, Jr., Junior Aircraft Mechanic.

Col. Estabrook: You are John Evans, Jr.?

Mr. Evans: Yes, sir, that is right.

Q. You have refused to sign this transcript of testimony given the other day. Why?

A. This statement by you I feel should be changed. There are a few things left out which are not included in the questions on this paper.

Q. What has been omitted? (Mr. Evans examined the transcript)

A. Now as to this question, (Mr. Evans was pointing to question #10 of previous testimony and read it as follows: "You stated (Col. Estabrook was still referring to statement made in editorial printed in the Dayton Herald) "The next day I was sent to the Maintenance Department. There is nothing in this department that connects with aviation. This department consists of leveling off the field, repairing tugs and general upkeep of the field." Have you ever done any leveling off of the field?" (Mr. Evans then read his answer to that which he agreed was all right as follows: "No. My work was confined to the tug repair division of the Maintenance Department. I did no work on the field."

Mr. Evans continued: The next line (question #11) "Then that was a misstatement.", the answer you have here is "Yes" on this paper but the answer I gave to Col. Estabrook's question contained more than the answer "yes".

Col. Estabrook: Repeat the answer as given the first time.

Mr. Evans: My answer to this question "Then that was a misstatement" was that the article contained in the paper was not a misstatement. Now the question to the effect (question #14) "Mr. Evans. Who, in the Personnel Department, told you that you would not be placed in the Aircraft Branch due to the fact that you are colored?", the answer you have here should not be stated that way, "No one told me that but I can get a statement to that effect from another worker, a Mr. Jones, I think his name is." My answer to that question I distinctly remember was, "Perhaps that shouldn't be that way. Various workers have made that statement, both white and colored. No one told me that, but I think I can get a statement to the effect from another worker, a Mr. Jones I think his name is. My answer to this question (question #20) "In this same letter you also say, "This job was to dig ditches for pipelines and level all the field." You apparently gave Mr. Hastie the impression that you dig ditches for pipelines."? was "Perhaps he received that impression but I did not give him the impression on purpose if he did receive such impression." The question on the following page (Page 4, question #21) by Col. Estabrook, "You told Mr. Hastie that you dug ditches." and the answer you have here "No, I didn't tell him that, I said I laid pipelines.", I believe this statement was put in by someone else, because I have not laid pipe lines and I did not say that I laid pipe lines.

Col. Estabrook: A question for you Major Stewart: (Col. Estabrook handed Major Stewart a copy of the testimony given by Mr. Evans on July 23, 1941) Is the testimony beginning at the last question on page 3 correct as you remember it or not? (Reference was to question #20)

Major Stewart: That is correct, in that Mr. Evans said that he had given Mr. Hastie the impression that he, Mr. Evans, dug ditches. The second question on Page 4 (question #23) is correct as follows, "Did you ever lay pipe lines?", answer is "No".

Col. Estabrook: Mr. Evans, have you any questions you wish to ask anybody?

- A. I think that covers all to that effect. There are other things involved.
- Q. What other things are involved?
- A. Speaking about the cafeteria, I would like to know why I was refused a plate lunch in this cafeteria, the Engineering Cafeteria.
- Q. Who refused you a plate lunch?
- A. The waitress.
- Q. Were the plate lunches available at that time?
- A. Yes.
- Q. What time of day was this?
- A. Between 11:15 and 12:00, that is 11:30 and 12:00.
- Q. Have you any further questions?
- A. They informed me that they couldn't do that but would make me a sandwich and I would be compelled to take that out. I think that covers everything.
- Q. Was the Cafeteria full at that time?
- A. No, it wasn't, the line had been forming but it wasn't full.

Major Stewart: Are you a regular member eating at the Cafeteria?

A. Why, when you ask that question, I always get a bottle of milk, a cake or pie or something, I have no way of bringing luncheon here.

Q. Do you eat there regularly?

A. I don't eat in the Cafeteria.

Col. Estabrook: Have you any other questions?

A. No. I haven't.

I have read the foregoing statements of my testimony of July 23, 1941, and of July 25, 1941, respectively, and I hereby certify that my testimony of July 23, 1941, is a true transcript of the testimony given by me on that date, as corrected by the testimony given July 25, 1941.

Signed at Patterson Field, Ohio, July 25, 1941.

WITNESSES:

JOHN EVANS, JR.,
Junior Aircraft Mechanic,
Patterson Field, Ohio.

Watterson Field, Fairfield, Ohio.

July 25, 1941.

The following named persons hereby certify that the foregoing statements given in the testimony of Mr. John Evans, Jr., on July 23, 1941, and July 25, 1941, are a true transcript of the testimony given by Mr. Evans on those dates:

R. W. STEWART,
Major, Air Corps,
Adjutant.

R. D. PEPLAND,
Personnel Manager.

DANIEL BOONE,
Foreman, Air Corps Maintenance,
Engineering Department.

From a Member of The Famous
N. A. A. C. P.
Baltimore, Md.
July 9, 1941

To the Mgr. of The
Patterson Airfield,
Fairfield, Ohio.

Dear Sir:

Note the enclosed article, I suppose by this time this information has reached every colored newspaper in the U. S. A.

Did it ever dawn upon you guys that there really is an intelligent Negro Press in this country who happens not to be afraid to tackle you big guys especially when you exhibit such unfair practices as you have upon Mr. John Evans and others like this article speaks of? Did it also ever dawn upon you that all of our colored boys are expected to immediately give out this kind of information to the Colored Press the moment these things happen to them?

We know you didn't expect this to reach the Press and the U. S. Government in Washington which it will, especially the O. P. M. office which we Colored People are FORCING to crack down on this sort of practice. You guys might as well wake up your minds to do the right thing by our Colored Boys or Men or you will continue to catch Hell from the Negro Press who don't give a tinker's Damn about you when you are unfair. They are Not asleep you know.

The nice part about it is, the only way you can stop this kind of publicity is to do by us what WE think is fair, not what YOU think is fair.

You are darn tootin we colored people are going to tell you how to run your business so long as Uncle Sam is taking our money to give to you birds in Government Contracts. We have Glen Martin's NUTS in the fire now right here in Baltimore. Got him crying like a baby to let up on the unfavorable publicity. WE'll bet you wouldn't even do to a Nazi what you have done to Mr. Evans, so long as his face is white. We read the papers to you know. Most of the recent 5th Columnists that have been caught, were found in aircraft plants where LOYAL COLORED AMERICANS "CAN'T WORK." THAT'S WHAT "YOU" CALL DEMOCRACY. Hitler reads the colored Press too, you know and this kind of stuff makes damn good propoganda for him, and we are going to keep it up too as long as you guys don't see things OUR WAY.

Yours truly,
N. A. A. C. P. Member.

July 19, 1941

To: Daniel Boone, General Foreman,
Maintenance Branch,
Engineering Department.

John Evans Jr, was brought into my Vehicle Repair Department to work on June 27, 1941. He was assigned to work on Air Corps Technical Vehicles with a Junior Aircraft Engine Mechanic that has been working here for some time so he could become acquainted with the shop and tools. In a very short time he was given a small job to do by himself, possibly a thirty minute job, he was on this job three hours and fifteen minutes and had not got started good. I removed the Starter in Fifteen minutes. He was assigned to change a tire, he didn't know how, in fact I could not find anything in the Vehicle Repair Department that he did know about. As to attitude he was all right, I mean not fussy, but would ride away on Tractors without permission and was warned about this twice. He was never given any work not connected with Air Corps Vehicle Maintenance. I could find nothing else for him so started him greasing equipment with intention of teaching him from the ground up, which was necessary if we were to use him. He very evidently had not had experience to fit him for work in Maintenance of Air Corps Technical Equipment.

Warren Gordon, Aircraft
Engine Mechanic, Foreman,
Technical Vehicle Repair Unit.

/s/ Warren Y. Gordon

THE FOLLOWING PAGES
ARE BEST AVAILABLE COPY

July 19, 1941.

TO: Daniel Boone, General Foreman,
Maintenance Branch,
Engineering Department.

On Tuesday, July 15, 1941, I saw John Evans Jr. of the Technical Vehicle Repair Unit, sitting on a bench near the time clock at twenty minutes of four O'clock, reading a news paper, which was a violation of a notice posted on the Bulletin Board near the time clock on July 10, 1941. The Notice read as follows:

Dated July 10, 1941.

Notice is hereby given to all employes of the Maintenance Department that each workman is to stay on the job until 5 minutes of 4: O'clock.

During the 5 minutes before 4: O'clock the workman is to put his tools away and clean up.

NO CARDS ARE TO BE PULLED BEFORE 4: O'CLOCK

At the sound of the 4: O'clock signal the workman will get his card and ring out in the usual manner.

Notice Signed by Daniel Boone, General Foreman,
Maintenance Branch,
Engineering Department.

Earl C. Fair,
Assistant Foreman,
Air Corps Maintenance Department.

/s/ Earl C. Fair

July 19, 1941.

TO: Daniel Boone, Foreman,
Maintenance Branch,
Engineering Department.

On Tuesday, July 15, 1941, I saw John Evans Jr. of the Technical Vehicle Repair Unit, sitting on a bench near the time clock at twenty minutes of four O'clock, reading a news paper, which was a violation of a notice posted on the Bulletin Board near the time clock on July 10, 1941. The following morning I notified his foreman, who reported he would take care of the matter.

The Notice Read: Dated July 10, 1941.

Notice is hereby given to all employes of the Maintenance Department that each workman is to stay on the job until 5 minutes of 4: O'clock.

During the 5 minutes before 4: O'clock the workman is to put his tools away and clean up.

NO CARDS ARE TO BE PULLED BEFORE 4: O'CLOCK

At the sound of the 4:O'clock signal the workman will get his card and ring out in the usual manner.

Notice Signed by Daniel Boone, General Foreman,
Maintenance Branch,
Engineering Department.

Albert Bailey,
Air Corps Maintenance Foreman.

/s/ Albert Bailey

WAR DEPARTMENT
FAIRFIELD AIR DEPOT
PATTERSON FIELD
FAIRFIELD, OHIO

July 19, 1941.

SUBJECT: Appointment of Negro Aircraft Mechanics.

TO: Mr. C. O. Perry,
General Shop Superintendent,
Engineering Department,
Patterson Field.

Mr. John Evans Jr. who is employed as Junior Aircraft Mechanic, reported to the Air Corps Maintenance Department June 27, 1941, for duty. He was assigned to the Vehicle Repair Unit to work on Air Corps Technical Vehicles which includes shop tugs, truck tractors, gasoline trailers, shop trailers, crash trucks and their trailers. The above equipment is Air Corps Technical Vehicles, the repair and maintenance of which are the duties of an Aircraft Mechanic.

Mr. John Evans Jr. was interviewed on the morning of July 19, 1941, and stated that he has performed no other kind of work than outlined above while employed in the Maintenance Department. The intimation Mr. Evans made in his basic communication that the duty of the Maintenance Department is to "Dig Ditches for pipe lines and level all the field" is correct. However these two duties are performed by a separate branch of the Maintenance Department and at no time did Mr. Evans perform any work connected with either of those jobs, nor was he ask to do so.

The statement of Mr. Evans that he was "refused enrollment at the school carried on at this field" is correct, however this is in accordance with Engineering Bulletin #5, dated June 18, 1941, which excludes all employes of Air Corps Maintenance Branch from the school. This order was issued due to the fact that the school class rooms were over-crowded and that the Maintenance Department on or about June 18, 1941, started moving the Engineering Shop Equipment into the new buildings at this field. This order applied to all employes of the Maintenance Department, approximately 350 men, and therefore was not a discrimination against negro employes.

The Air Corps Maintenance Department at the present time employes the following classified trades: Senior Aircraft Engine Mechanics, Junior Aircraft Engine Mechanics, Junior Aircraft Electricians. These men are working on the maintenance of Air Corps Technical Equipment for the Engineering Shops.

EXHIBIT "I"

Page #2

July 19, 1941.

SUBJECT: Appointment of Negro Aircraft Mechanic.

Attached are statements of our Air Corps Maintenance Department Foreman and Sub Foreman as to the general ability and attitude of John Evans Jr., Junior Aircraft Mechanic.

/s/ Daniel Boone

Daniel Boone, General Foreman,
Air Corps Maintenance Branch,
Engineering Department,
Patterson Field.

WAR DEPARTMENT
FAIRFIELD AIR DEPOT
PATTERSON FIELD
FAIRFIELD, OHIO

July 21, 1941

Subject: Employment

To: Commanding Officer, Fairfield Air Depot, Patterson Field,
Fairfield, Ohio

1. The following lists my employment at Patterson Field, Fairfield, Ohio:

a. Temporary employee of the U. S. Government as a Skilled Laborer in the Millwright Department from April, 1937, to December, 1937, being laid off because the funds were exhausted.

b. W. P. A. employee as a Tractor Operator out of the Landscaping Department from February, 1938, to July, 1938. Laid off because the project closed.

c. Temporary employee of the U. S. Government doing mechanical work from April 17, 1939, to June 30, 1939. Laid off because the funds were exhausted.

d. W. P. A. employee as a Tractor Operator for five months and as a Mechanic in the Quartermaster garage for seven months from October 17, 1939, to May 17, 1940. Left because the government called me as a temporary employee.

e. Temporary employee of the U. S. Government as a Skilled Laborer doing mechanical work in the Millwright Department, May 17, 1940, to August 1, 1940.

f. Started probational period in the Millwright Department, August 1, 1940.

g. Effective on March 1, 1941, I was promoted from a General Helper at \$1200 to a Mobile Mechanic Repairman at \$1500. On July 10, 1941, I was again promoted from a Mobile Mechanic Repairman at \$1500 to a Junior General Mechanic at \$1680 per annum

2. I have found working conditions at Patterson Field very satisfactory in all ways.

/s/ James A. Huffman

James A. Huffman

EXHIBIT "J"

- 11 -

WAR DEPARTMENT
FAIRFIELD AIR DEPOT
PATERSON FIELD
FAIRFIELD, OHIO

July 21, 1941

S E C R E T

On or about June 10, 1941, I gave Mr. Daniel Boone, Foreman in charge of the Maintenance Department, verbal orders to the effect that none of the men in his department would attend Shop Schools. The reason for this order was: In the expansion of the Fairfield Air Depot Engineering Shops, Mr. Boone's department was doing the actual moving of shop equipment incident to the expansion. I felt it necessary to do this moving as rapidly as possible in order to keep up shop production in the interests of National Defense. By excluding Mr. Boone's men temporarily from Shop Schools the Engineering expansion was expedited. Therefore, Mr. John Evans, being assigned to Mr. Boone's department, was not included in the current school term.

C. H. Stockdale (signed)
C. H. STOCKDALS
1st Lieut., Air Corps
Asst. Depot Engineering Officer

EXHIBIT "K"

PATTERSON FIELD
FAIRFIELD AIR DEPOT

JULY 21, 1941.

TO WHOM IT MAY CONCERN:

I, Taylor G. Lewis, Junior Aircraft Electrician, started to work at Patterson Field May 23rd, 1941 in the Maintenance Dept., Electrical Unit.

I have been working upon Air-Craft Batteries and Miscellaneous Electrical Equipment.

I would like at this time to make this Statement, my foreman Mr. Daniel Boone and also Mr. Ray E. Schermand who is also over me, also all of the men in my Department, have all shown me the greatest of consideration, and it has been a pleasure to work with and for them.

My work has always been satisfactory, so I have been told, and have been commended upon same.

On or about the last of June Mr. C. C. Perry caught me smoking in the Battery room, I was sent to MR. Perry's office and, would have been compelled to resign if Mr. Boone had not interceded for me voluntarily, I did not speak to Mr. Boone upon the subject of interceding for me either before or after the event took place, it was absolutely voluntarily upon his part.

Since I have been at Patterson Field neither Mr. Boone or Mr. Schermand have shown me the least bit of discrimination, either as to my person or work.

Signed Taylor G. Lewis

EXHIBIT "L"

EXTRACT

9. Effective as of June 24, 1941, the following employees are transferred to the Millwright Department, clock #9, shift No. 2. These employees are transferred for the purpose of moving the Engineering Shops and are hereby relieved of school duties during the duration of this assignment.

EMPLOYEE	CLOCK CARD NO.	DEPARTMENT FROM	CLOCK FROM
Victor J. Thoin	5059	D & C Engines	2
Israel S. Wolf	6789	Sheet Metal	3
Henry M. Chapman	6710	Machine Shop	3
William L. Clark	5967	Machine Shop	3
Emery C. Conrad	6234	Machine Shop	3
Henry M. Costello	5335	Machine Shop	3
Henry A. Glowacz	6650	Machine Shop	3
Harlan D. Hesel	6792	Machine Shop	3
John A. Hill	4061	Machine Shop	3
James R. Arber	5783	Machine Shop	3
Alvin I. Bertling	5774	Machine Shop	3
Clifford A. Boblitt	5814	Machine Shop	3
Jennings W. Borders	5358	Machine Shop	3
Raymond G. Borkonhagen	7341	Machine Shop	3
Earl P. Borros	6934	Machine Shop	3
Carl A. Busch	6806	Machine Shop	3
George P. Cahill	5823	Machine Shop	3
Clarence C. Campbell	5572	Machine Shop	3
William A. Daleska	7623	Machine Shop	3
Clarence E. Davidson	7505	Sheet Metal	3
Floyd A. Parker	6627	Ign. & Electric	1
Dellmar L. Reynolds	7479	Ignition	2
Stanley H. Costa	6994	Final Assembly	7
Warren J. Barber	7075	Block Test	6
Leon F. Brandt	5959	Machine Shop	3

10. Effective as of June 24, 1941, the following employees are transferred to the Millwright Department, clock #9, shift #1. These employees are transferred for the purpose of moving the Engineering Shops and are hereby relieved of school duties during the duration of this assignment.

EMPLOYEE	CLOCK CARD NO.	DEPARTMENT FROM	CLOCK FROM
Robert D. Arber	5638	Sheet Metal	3
Samuel J. Bowen	5968	Machine Shop	3
DeWitt S. Bowers	6966	Machine Shop	3
Robert L. Brown	5919	Machine Shop	3
Walter L. Brown	6781	Machine Shop	3
William J. Buckholz	7352	Machine Shop	3
William H. Bugden	5595	Machine Shop	3
Charles E. Burton	5680	Machine Shop	3
James R. Cottrell	5116	Machine Shop	3
Walter V. Cure	6161	Machine Shop	3
Nicholas J. DiLembo	6862	Machine Shop	3
Robert G. Easter	6698	Machine Shop	3
Harry N. Essenheimer	6845	Machine Shop	3
Aldwin L. Fogt	6162	Machine Shop	3
William M. Gaines	6679	Sheet Metal	3

ROY BARR
LAWRENCE H. GROSS
MARRY L. HENNER, JR.
KARL E. SNIDER
CARLOS F. BARR

6295
6505
6506
6613
7391

Machine Shop
Machine Shop
Machine Shop
Spark Plug
Assembly

3
3
3
2
2

3rd Ind.

MGE-jbh

Hq., Patterson Field, Fairfield, Ohio, July 24, 1941. To: The Chief of the Maintenance Command, Air Corps, Wright Field, Dayton, Ohio.

1. The case of John Evans, Jr. has been thoroughly investigated. There has been no discrimination either in regard to John Evans, Jr., or any other negro at this Post. Employees are selected from lists certified by the Civil Service, and so far as is known, every colored applicant who has accepted appointment has been placed, with one exception. A complete investigation shows that John Evans, Jr. wrote letters substantially the same as that addressed to Mr. William H. Hastie (Judge William H. Hastie), to the N.A.A.C.P., in New York City, to the Pittsburgh Courier, to the Dayton Herald, and to one other New York newspaper. See Exhibits A and B. A copy of the letter to the N.A.A.C.P. is not available to answer the statements in detail.

2. Evans arrived at Patterson Field on the morning of June 25, 1941. With the clerical force on hand, it takes all day to have the physical examination made and the necessary papers signed, for approximately fifty (50) applicants are hired each working day. According to Evans' testimony, he was neither first nor last, but apparently fourth from last, the remaining three being one colored and two whites. However, his pay started at 8:00 o'clock on the morning of June 25, 1941 and has been continued to the present date. The second day is generally consumed in instructing new workers in regard to time cards, Civil Service regulations, shop regulations, etc. They are then sent to the job selected. Evans' letter gives the impression that he was singled out and made to wait. Such is not the case, as no attempt was made either to expedite or delay him in particular. He stated that they were surprised to see a negro. Such could not be the case as there are many of them employed on this Post. He states that it was strange to see an Aircraft Mechanic in the Maintenance Department. Such is not the case, as they are constantly assigned there to care for Air Corps equipment. There are more Aircraft Mechanics, with various ratings, assigned to maintenance at the present time, than usual, due to the fact that the Repair Depot is moving into the new shops, with the consequent rearrangement of departments, machinery and utilities. None of the men in the Maintenance Department are enrolled at the present time in school for two reasons. First, that the schoolroom facilities are very limited and second, that the moving of the shops has entailed so much work on the part of the Maintenance Department that the services of these men could not at present be spared for school.

3. Attention is especially invited to Evans' letter to the Editor of the Dayton Herald, where he states, "The next day I was sent to the maintenance department. There is nothing in this department that connects with aviation. This department consists of leveling off the field, repairing tugs, and general upkeep of the field." This is apparently a deliberate misstatement.

4. In Evans' letter to Judge Hastie, he states, "This job was to dig ditches for pipe lines and level all the field." Evans apparently tried

3rd Ind. to Chief, Maintenance Command, Wright Field, 7-24-41, Re:
appointment of Negro Aircraft Mechanics.

to convey to Judge Hastie that he was engaged in digging ditches and in leveling flying field. In no case has he ever been engaged in any such work. In the newspaper clipping, marked Exhibit C, which was received anonymously, it is stated that, "Evans reported his case to the N.A.A.C.P. as soon as he received his letter of acceptance", which would tend to show collusion between Evans and the N.A.A.C.P., inasmuch as at that time the authorities at Patterson Field would have had no way of knowing whether or not Evans was a negro. Furthermore, Evans apparently stated to them, "There are three other colored youths digging ditches at Patterson Field, and according to Evans their cases parallel his." This statement is untrue. Evans was questioned by the Commanding Officer and a resume of his testimony is attached, marked Exhibit D.

5. On July 22, 1941, Mr. Truman K. Gibson, Jr., Assistant to Judge William H. Hastie, visited this field, interviewed the Commanding Officer and Mr. R. D. Penland of the Personnel Office, and was given every facility to interview or talk with any person whom he desired. He was personally escorted through the shops by Mr. Penland and Lieutenant Charles H. Stockdale, the Engineer Officer, who did their best to point out all conditions as they existed.

6. It is believed that Evans' entire actions are subversive and should be thoroughly investigated to ascertain whether he acted upon his own initiative or was backed by other subversive interests. The whole action of Evans would tend to show that his entire purpose was to create trouble rather than to have any remedial action taken if he considered any situation unjust. No appeal was made by Evans to the Foreman of the Shops, to the Personnel Department, or to the Adjutant or Commanding Officer of the Post, who would have been qualified to correct any injustice, had any existed. Evans, either with malicious intent or with a desire to get his name in print for the notoriety, preferred to contact the newspapers rather than act through proper channels. A copy of an anonymous letter received from a member of the N.A.A.C.P. at Baltimore, Maryland, shows the results of promiscuous misstatements made to the press.

7. The Commanding Officer is willing to recommend the discharge of Evans for cause, for conduct prejudicial to the best interest of the government and the Army. However, in view of the fact that the Commanding Officer of Patterson Field has been accused of discrimination, it is requested that the Secretary of War's Office review the facts in the case and direct the necessary action to be taken.

M. G. ESTABROOK, JR.,
Colonel, Air Corps,
Commanding.

Incls. 14.
#1 - Let. 7/1/41
#2 to #14 Incl. Exhibits
A to M incl.

4th Ind.

W.D., A.C., M.D., Maintenance Command, Air Corps, Wright Field, Dayton, Ohio. August 4, 1941. To: The Chief of the Air Corps. Thru: The Chief of the Materiel Division, Washington, D. C.

1. Information requested in paragraph 2 of basic communication is forwarded herewith in third indorsement and exhibits A to M inclusive.

For the Chief of the Maintenance Command, Air Corps:

14 Incls. n/c

FRANCIS H. MILLER,
Major, Air Corps,
Chief, Civilian Personnel Branch.

DISCRIMINATION

TO THE EDITOR OF THE HERALD:

I have been in your city for only a short while, and since arriving I have read your paper regularly and I am pleased to say in my opinion you have one of the best editorial pages of any paper in the United States. I have seen good ones in New York papers but they haven't anything on your paper.

I say all this in order to get to a point. A few days ago you published an editorial concerning President Roosevelt's order to end discrimination in defense industry. I was very pleased with the stand you took for our rights. I say "our" because I am colored.

Here is a story that I am quite sure will interest you greatly. As much as I hate to say this, I feel that I must in order to get justice for me and my fellow mates. I came to Dayton from New York because I was appointed a junior aircraft mechanic at Patterson Field. Upon arriving at the field they were quite surprised to see that I was colored, and they took their time waiting on me. I waited from 8 A.M. to 4 P.M. before being taken care of. Along with me were several white friends who had applied for the same position and like me they were accepted. They were immediately placed in the airplane shop--one going to final assembly department and the others to the accelerator service test department. I was told to come back the next day and they would place me. The next day I was sent to the maintenance department. There is nothing in this department that connects with aviation. This department consists of leveling off the field, repairing tugs and general upkeep of the field. The white boys were enrolled in the classes carried on at the field--I was not.

The reason given by the personnel department for not placing a qualified colored worker in the airplane shop is that the white workers resent colored workers among them. I brand this is as an untruth as I have had some of the best fellow workers anyone could ask for that were white. I have worked in shops consisting of all white men except me and we got along swell. No one complained about it. The trouble lies in the personnel department's refusal to place colored men among the white workers. The complaint has always come from the personnel department and not the white workers.

The authorities at this field have failed to comply with federal regulations, even to the extent of not obeying the new order by the president forbidding such discrimination. I hate to criticize the authorities at Patterson Field, yet I think they should give us a break. This nation is fighting for democracy abroad. Let democracy start at home with the colored man getting a fairer treatment.

--JOHN EVANS,
44 South Summit St.

A TRUE COPY:

R. W. STEWART,
Major, Air Corps.

EXHIBIT "B"

HIRED AS MECHANIC BUT WORKS AS DITCH DIGGER

New York.--

John Evans, of the Bronx, who was accepted last month as a junior aircraft mechanic at Patterson Field, Fairfield, Ohio, at a salary of \$1680 a year, is now working at the airfield digging ditches in the maintenance division.

Evans reported for duty at the field June 25, following instructions from R. D. Penland, personnel director. He waited in Penland's office all day while whites were received immediately.

At 4 P.M. Evans said he was told to go to the office of the notary public where he had to sign "nearly fifty-four papers." It was not until the next day that he discovered he was to be placed in the maintenance department digging ditches and leveling off the field.

Salary Not Changed

His salary and classification remain the same, but he was refused permission to work on airplanes.

Evans reported his case to the NAACP as soon as he received his letter of acceptance. Anticipating the action of Patterson Field officials, the NAACP obtained a photostatic copy of the letter which it is using in getting Evans placed in the job for which he was accepted.

There are three other colored youths digging ditches at Patterson Field, and according to Evans their cases parallel his.

A TRUE COPY:

R. W. STEWART,
Major, Air Corps.

EXHIBIT "C"

4 112, 5th

August 27, 1941

MEMORANDUM FOR: Mr. Truman Gibson,
Assistant to Judge Hastie.

The attached correspondence reference the John
Evans' Case at Patterson Field, Ohio, is furnished for
your information.

Your opinion with regard to this matter will be
appreciated.

(Signed) ST. CLAIR STREETT

ST. CLAIR STREETT,
Colonel, Air Corps,
Executive Officer.

Inclosure

6th Indorsement to basic communication (Memo: OCAAF from SCS
re Appointment of Negro Aircraft Mechanics, 7-1941

14 Incls to the 6th Ind.

*Whole
file on
John Evans
enclosed*

WAR DEPARTMENT
OFFICE OF THE UNDER SECRETARY
WASHINGTON, D. C.

July 24, 1941


MEMORANDUM

TO: The Assistant Secretary of War for Air
Attention: Lt. Colonel St. Clair Street,
Executive, OASW-Air

SUBJECT: Investigation of John Evans Complaint at Patterson
Field, Ohio

An investigation of charges made by Mr. John Evans, alleging discrimination at Patterson Field, Ohio, has previously been requested of your office. Because of widespread publicity, it was deemed desirable by Judge Hastie to have the facts inquired into by this office. I am sending you, therefore, a letter which has been addressed to the National Association for the Advancement of Colored People, which referred the matter to this office. Upon your concurrence, the letter will be sent to the N.A.A.C.P. and appropriate publicity given to the matter.

It appears that Lt. Colonel Merrick Estabrook, Commanding Officer at Patterson Field, Ohio, has made every effort to be fair in his dealings with Negro eligibles certified by the Civil Service Commission. Further, Negro employees have been assigned the types of work falling within their job classifications.


Truman K. Gibson, Jr.
Assistant to the Civilian Aide to the
Secretary of War

RECEIVED
JUL 24 1941
ASST SECY WAR(AIR)

Mr. Frank D. Reeves
Legal Research Assistant
N.A.A.C.P.
69 Fifth Avenue
New York City

Dear Mr. Reeves:

You have addressed several copies of letters to this office concerning complaints made by Mr. John Evans, a civil employee of the War Department who is certified from the United States Civil Service Register as a Junior Aircraft Mechanic and assigned to Patterson Field, Ohio.

This office made an investigation of the matters referred to in your letter on Monday, July 21, at Patterson Field. The facts show that Mr. Evans is now and since his appointment at Patterson Field has been employed in the performance of duties falling within his job classification. Because his employment record disclosed no actual practical experience in engine repair work, he was assigned for work on airplane tug motors. Mr. Evans never at any time was assigned to the digging of ditches or similar work, nor, by his own statement, has he done such work at Patterson Field. His present duties involve actual work on airplane engines.

I set out these facts, fully, to emphasize the importance of preliminary investigations before publicizing complaints of individuals allegedly discriminated against by the United States War Department. Your action in forwarding Mr. Evan's statement to this office for investigation is greatly appreciated.

Yours very truly,

Truman K. Gibson, Jr.
Assistant to the Civilian Aide to the
Secretary of War

COPY

July 24, 1941

MEMORANDUM

TO: The Assistant Secretary of War for Air
Attention: Lt. Colonel St. Clair Street,
Executive, OASW-Air

SUBJECT: Investigation of John Evans Complaint at Patterson
Field, Ohio

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It appears that Lt. Colonel Merrick Estabrook, Commanding Officer at Patterson Field, Ohio, has made every effort to be fair in his dealings with Negro eligibles certified by the Civil Service Commission. Further, Negro employees have been assigned the types of work falling within their job classifications.

Truman K. Gibson, Jr.
Assistant to the Civilian Aide to the
Secretary of War

*-1-2.5

July 25, 1941

MEMORANDUM FOR: Mr. Truman K. Gibson, Jr.,
Assistant to the Civilian Aide
to the Secretary of War.

SUBJECT: Investigation of John Evans Complaint at Patterson
Field, Ohio

Mr. Lovett, Assistant Secretary of War for Air,
concurrs in the action proposed in your memorandum of July 24,
1941, above subject.

For the Assistant Secretary of War for Air:

(Signed) ST. CLAIR STREETT

ST. CLAIR STREETT,
Lt. Colonel, A.C.,
Executive Officer.

s/k

August 27, 1941

MEMORANDUM FOR: Mr. Truman Gibson,
Assistant to Judge Hastie.

The attached correspondence reference the John
Evans' Case at Patterson Field, Ohio, is furnished for
your information.

Your opinion with regard to this matter will be
appreciated.

(Signed) ST. CLAIR STREETT

ST. CLAIR STREETT,
Colonel, Air Corps,
Executive Officer.

Inclosure

104
27

WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY FOR AIR
WASHINGTON, D. C.

MEMORANDUM FOR: Judge William H. Hastie, Civilian Aide to the
Secretary of War.

This is in reply to your memorandum concerning the difficulties confronting Negro aviation cadet candidates. With regard to Selective Service deferments for qualified candidates on the eligible list, you are advised that the Office of the Chief of the Air Corps has discontinued the policy of requesting deferments for candidates.

In view of the experimental nature of the Negro pilot training and the extent to which Air Corps training facilities and establishments are taxed at the present time, it is neither possible nor expedient to increase the quotas for Negro pilot training. The lessons to be gained from experience with this matter can be expected to create a better understanding with which to approach the difficulties confronted in its administration. It is hoped that this satisfactorily explains the problems contained in your memorandum.

ROBERT A. LOVETT
Assistant Secretary for War for Air

Attachments.

Ltr Lt. Beasley to Mr. Carter 9/13/41
Ltr Mr. Carter to Mr. Houston 9/29/41
Memo Mr. Hastie to ASW 10/4/41

WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON, D. C.

APR 23 RECD

April 23, 1941

MEMORANDUM

TO: Mr. Robert A. Lovett, Assistant Secretary of War (Air)

The construction plans for the training base for the 99th Pursuit Squadron at Tuskegee, Alabama, contemplate separate barracks and separate mess halls for white and colored enlisted men and a similar separation of white and colored Officers.

The establishment of a separate training school for colored flying cadets has already evoked widespread criticism, particularly in view of the fact that other Arms and Services do not have such separate schools. I know that many individuals and groups have withheld protests and criticism which they have felt to be justified, because of their desire to see Negroes obtain an opportunity to become Army flyers. However, I can assure you that if in addition to the segregated training school, the Army insists upon the proposed separation of white and colored personnel attached to the same unit, such a nation-wide storm of protest and resentment will arise as to destroy all of the good-will and support of the Negro public with reference to the Army program. No single enterprise is being watched as closely by Negroes as is the Air Corps training program. I cannot over-emphasize the catastrophic effect of the arrangement now proposed upon morale.

William H. Hastie

Civilian Aide to the Secretary
of War

121485M

(11-2-41) 121485M

11/8

4549-A

ASMA

291.21
020.1
221.90 Aviation Cadets
291.21 Tuskegee, Ala.
291.21
020.1

5/2/41

4/23/41

mpc

April 29, 1941

MEMORANDUM FOR JUDGE WILLIAM H. HASTIE

Subject: Barracks and Mess Halls for Enlisted Personnel.

With reference to your memorandum of April 23, I find on inquiry that the procedure to be followed at the training base with respect to barracks and mess halls for white and colored enlisted men is identical with the general procedure followed in all other Army units where white and colored officers and enlisted men serve in the same outfit.

I understand that, at the posts at which white and colored personnel are serving in any appreciable quantity, separate barracks, mess halls, and in the newer camps hospital facilities, are provided. Barracks, officers' houses, etc., are, of course, of identical quality and standard.

It would appear, therefore, that the branch of the Army charged with construction of the facilities is conforming to regularly established practice and that there is no departure in the case of the Air Corps establishments.

ROBERT A. LOVETT,
Assistant Secretary of War (Air)

117...
file copy 10115
April 29, 1941

MEMORANDUM FOR JUDGE WILLIAM H. HASTIE

Subject: Barracks and Mess Halls for Enlisted Personnel.

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It would appear, therefore, that the branch of the Army charged with construction of the facilities is conforming to regularly established practice and that there is no departure in the case of the Air Corps establishments.

ROBERT A. LOVETT,
Assistant Secretary of War (Air)

cc furnished Col. Wharton

WAR DEPARTMENT
OFFICE, SECRETARY, GENERAL STAFF ³⁴⁴⁷
DISPOSITION SLIP

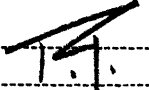
Subject of paper: _____
Negro living quarters

TO	TALLY No.	DATE
Office, The Ass't Sec. of War	✓	4/24/41
Adm. Ass't S/W		
✓ A. C. of S., G-1		
A. C. of S., G-2		
A. C. of S., G-3		
A. C. of S., G-4		
A. C. of S., W. P. D.		
The Adjutant General		
Budget & Legislative Planning Branch		
Statistics Branch		
Executive for Reserve Affairs		

For— Please return to Room 2018

- Necessary action. Draft of reply.
- Preparation of study. Direct reply.
- Note and return. Note and file.
- Remark and recommendation..... File.
- ✓ Comment ~~or concurrence~~. Signature.
- Inviting attention to ^{notation} {direction} of Sec. War... D. C. of S.

Mr Lovett wants to know policy governing quartering of Negroes at other than Air Corps stations.

By direction of D. C. of S.:
_____ 

369th CA (AF) ^{pt} = October 17 1918
WAR DEPARTMENT
OFFICE SECRETARY GENERAL STAFF

184th FA -
DISPOSITION SLIP

372^d Inf. - Camp Div
Subject of paper:

366th Inf - Deve - 2: =

To []

From []

Abstract []

A. C. of S. G-1

A. C. of S. G-2

A. C. of S. G-3

A. C. of S. G-4

Executive for Reserve Affairs

Staff of []

Staff of reply

Direct reply

Note and file

Remark and recommendation

Comment or consent

Instituting attention to []

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To	[]
From	[]
Abstract	[]
A. C. of S. G-1	[]
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A. C. of S. G-4	[]
Executive for Reserve Affairs	[]
Staff of []	[]
Staff of reply	[]
Direct reply	[]
Note and file	[]
Remark and recommendation	[]
Comment or consent	[]
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184th FA -
372^d Inf. - Camp Div
366th Inf - Deve
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Livingston VA
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How Wharton 3379
63

WAR DEPARTMENT
O. D. O. B. - 1000

217
4/1/41

REC'D

May 2, 1941

MEMORANDUM

TO: The Assistant Secretary of War (Air)

I have received your memorandum of April 29 in response to my memorandum of April 23, concerning barracks and mess halls at the new Air Corps Training Base for Negro flying cadets.

Your memorandum says in substance that segregation in the barracks and mess halls as planned at this new installation, is in accord with the general practice of the Army. Some time ago I submitted a recommendation in opposition to the establishment of this separate training base for Negroes on the ground that it was contrary to the established policy in training for other Arms and Services. In such circumstances, the present reliance upon such policy is not persuasive. The Army Air Corps has seen fit to establish this anomalous special school for Negroes and now proposes to jeopardize the morale of the school and to invite widespread public indignation by racial separation of personnel within the unit. As I see it, the question is not what is or has been done in other circumstances, but whether this is the correct thing to do under the peculiar circumstances of the present case. I feel strongly as I indicated before, that the present proposal is a serious mistake.

WILLIAM H. HASTIE
Civilian Aide to the Secretary
of War


*orig. to Col. Wharton
5/2/41*

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
PERSONNEL DIVISION G-1
WASHINGTON

May 3, 1941.

MEMO. TO ASSISTANT SECRETARY OF
WAR (Air):

Thanks very much for sending
me the attached letter. Copy has
been made for our files.


J. E. WHARTON,
Lt. Col, G.S.C.

Encl.

MAY 5 - RECD

WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON, D. C.

11723

MAY 2 - RECD

May 2, 1941

MEMORANDUM

TO: The Assistant Secretary of War (Air)

I have received your memorandum of April 29 in response to my memorandum of April 25, concerning barracks and mess halls at the new Air Corps Training Base for Negro flying cadets.

Your memorandum says in substance that segregation in the barracks and mess halls as planned at this new installation, is in accord with the general practice of the Army. Some time ago I submitted a recommendation in opposition to the establishment of this separate training base for Negroes on the ground that it was contrary to the established policy in training for other Arms and Services. In such circumstances, the present reliance upon such policy is not persuasive. The Army Air Corps has seen fit to establish this anomalous special school for Negroes and now proposes to jeopardize the morale of the school and to invite widespread public indignation by racial separation of personnel within the unit. As I see it, the question is not what is or has been done in other circumstances, but whether this is the correct thing to do under the peculiar circumstances of the present case. I feel strongly as I indicated before, that the present proposal is a serious mistake.

William H. Hastie
Civilian Aide to the Secretary
of War

WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON, D. C.

DEC -1 '41



WAR DEPARTMENT
ASST. SECRETARY (AIR)

November 29, 1941

MEMORANDUM

TO: Colonel St. Clair Streett, Office of the Assistant Secretary of War (Air)

The attached letter and newspaper clipping is sent to you for your comment since the information contained in the clipping is new to this office.

Thomas F. Gibson Jr.

Assistant Civilian Aide to the Secretary
of War

ATM 29/11/41

(11.29.41) J. M. K. K.

4 25-

ASWA 221.99

11/29/41

- ✓ 020.1
- ✓ 000.8 N. Carolina College
for Negroes
- ✓ 000.75
- ✓ 095 Amey, C. C.

K

November 29, 1941

MEMORANDUM

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Assistant Civilian Aide to the Secretary
of War

FILE COPY
ROBERT A. LOVINE

112.5
4

December 1, 1941

MEMORANDUM FOR: Mr. Truman K. Gibson, Jr.,
Assistant Civilian Aide
to the Secretary of War.

Reference is made to your memorandum of Nov. 29.

According to information received from Mr. Kushnick, Director of Civilian Personnel, Office of the Secretary of War (Branch 4208), the program indicated in the attached newspaper clipping has fallen through due to the utilization of the schools mentioned therein for a training program connected with technicians for use abroad. The new instruction program, utilizing those schools not required for the training program mentioned above, is under way at the present time. Applicants who successfully passed the required test set up for the first program will be sent to these schools insofar as practicable.

As far as I can determine, the question of race has not entered into the selection of students for these schools.

I would suggest that you get in contact with Mr. Kushnick for any additional information you may desire. Mr. Kushnick is in charge of Civilian Training.

(Signed) ST. CLAIR STREETT

ST. CLAIR STREETT,
Colonel, Air Corps,
Executive.

Attachment

~~Memo T.K.G. Jr. to SCS, 11-29-41, enclosing newspaper clipping~~
and ltr C.C. Amey N. Carolina College for Negroes, to TKGjr, 11-22-41
enclosing newspaper clipping (Mechanics are needed by Air Corps)

RE: Alleged Discrimination against the Negroes
at Air Corps Civilian Training Schools.

Coiner/k

DECLASSIFIED

RECORDED
INDEXED

December 1, 1941

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Assistant Civilian Aide
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ST. CLAIR STREETT,
Colonel, Air Corps,
Executive.

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RE: Alleged Discrimination against the Negroes
at Air Corps Civilian Training Schools.

Coaner/k

WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON, D. C.

NOV 19 41 AM

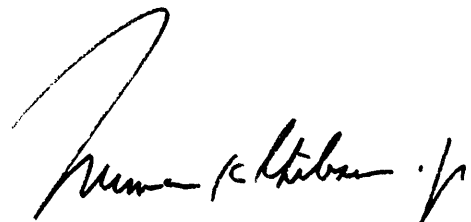
November 8, 1941

WAR DEPARTMENT
ASST. SECRETARY (AIR)

MEMORANDUM

TO: Colonel St. Clair Streett, Executive Officer
Office of the Assistant Secretary of War (Air)

Attached please find a copy of a letter from Mr. Roy Wilkins, Assistant Secretary of the National Association for the Advancement of Colored People. It would be very desirable to obtain the information requested by Mr. Wilkins as he is planning a special Army edition of the Crisis Magazine of which he is Editor.



Truman K. Gibson, Jr.
Assistant Civilian Aide to the Secretary
of War

OSW... 271121 (11/10/41) ...

Incl #1

25-

	ASWA 291.21		11/8/41
	✓ 020.1		
	✓ 080 National Assn for Advancement of Colored people.		
11/10/41	✓ 029 Army Air Forces		
11/23/41	✓ 291.21		
	✓ 029 Army Air Forces		
		K	

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Truman K. Gibson, Jr.
Assistant Civilian Aide to the Secretary
of War

WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY FOR AIR
WASHINGTON, D. C.

November 10, 1941

MEMORANDUM for the Chief of the Army Air Forces:

The attached memorandum from the Assistant Civilian Aide to the Secretary of War enclosing a letter from the Assistant Secretary of the National Association for the Advancement of Colored People is self-explanatory.

Information upon which to base a reply will be appreciated by this office.

J. C. Stewart
ST. CLAIR STREET,
Colonel, Air Corps,
Executive Officer.

2 Encls

November 10, 1941

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~~(Blamed) ST. CLAIR STREETT~~

ST. CLAIR STREETT,
Colonel, Air Corps,
Executive Officer.

SCS:DMW

Attachments.

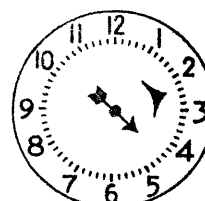
Memo 11-3-41 from Truman K. Gibson, Jr. to SCS. attaching letter from Roy Wilkins, Asst. Sec'y (referred to above) dated 11-3-41.

RECEIVED

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

NOV 28 '41

NOV 28 1941



WAR DEPARTMENT
ASST. SECRETARY (AIR)

MEMORANDUM FOR THE ASSISTANT SECRETARY FOR AIR:

Subject: Advancement of Colored People

The following information has been secured from the Office Chief of Air Corps, and is submitted in compliance with the attached Memorandum for information upon which can be based a reply to a letter from the Assistant Secretary of the National Association for the Advancement for Colored People:

"At Barksdale Field both white and colored enlisted men are being used in spotting towers as bomb spotters and telephone operators. These men are not necessarily trained technicians since technical training is not a requisite for this work. In general the men assigned to this duty are privates and non-commissioned officers. Their duties include the location of the direction of the bomb burst from the tower with a transit and either recording the data or calling the data to the plotting room by telephone. These men are given approximately one (1) month of training in bomb spotting prior to their assignment to the towers. Barksdale Field is the only station that requires this type of spotting at the present time."

For the Chief of the Army Air Forces:

Att: Memo to OCAAF
fm. Col. Streett 11/10,
w/2 Incls.

EDWARD H. CURTIS
Major, Air Corps
Secretary of The Air Staff

NOV 26 1941

MEMORANDUM FOR THE ASSISTANT SECRETARY FOR AIR:

Subject: Advancement of Colored People

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For the Chief of the Army Air Forces

Att: Memo to OCAAF
fm. Col. Streett 11/10,
w/2 Incls.

Major, USAF
Secretary of The Air Staff

DECLASSIFIED

NOV 10 1941

4112.5

Thank

Please use it

Attn: Lt. James W.
Blanchard a reply to the
Colonel Street from James
Blanchard, Chief

y of War.

This is a reply to your memorandum dated November 3 requesting information concerning Colored personnel in the bomb spotting towers at Barksdale Field.

Both White and Colored enlisted men are being used in spotting towers as bomb spotters and telephone operators. These men are not necessarily technicians since technical training is not a particular requisite for this type of work. The men assigned to this duty are privates and non-commissioned officers. Their duties include the location of the direction of the bomb burst from the tower with the transit and either recording the data or calling the data to the plotting room by telephone. They receive approximately one month of training in bomb spotting prior to the assignment to the towers. As far as is known at this time, Barksdale Field is the only Air Corps station requiring this type of spotting.

(Signed) ST. CLAIR STREETT

ST. CLAIR STREETT,
Colonel, Air Corps,
Executive.

SCS:DMW

Enclosure - let to Judge Hastie from Ray Wilkins, Asst. Secy., National Assn. for Advancement of Colored People 69 Fifth Ave., NYC., dated 11/3/41

141105A

4172.5

FILE COPY
ROBERT A. LOVETT

November 28, 1941

MEMORANDUM for Mr. Truman K. Gibson, Jr.,
Assistant Civilian Aide to the Secretary of War.

This is a reply to your memorandum dated November 8 requesting information concerning Colored personnel in the bomb spotting towers at Barksdale Field.

Both White and Colored enlisted men are being used in spotting towers as bomb spotters and telephone operators. These men are not necessarily technicians since technical training is not a particular requisite for this type of work. The men assigned to this duty are privates and non-commissioned officers. Their duties include the location of the direction of the bomb burst from the tower with the transit and either recording the data or calling the data to the plotting room by telephone. They receive approximately one month of training in bomb spotting prior to the assignment to the towers. As far as is known at this time, Barksdale Field is the only Air Corps station requiring this type of spotting.

(Signed) ST. CLAIR STREETT

ST. CLAIR STREETT,
Colonel, Air Corps,
Executive.

SCS:DMW

Enclosure - let to Judge Hastie from Ray Wilkins, Asst. Secy.,
National Assn. for Advancement of Colored People
69 Fifth Ave., NYC., dated 11/3/41

WAR DEPARTMENT
OFFICE OF THE UNDER SECRETARY
WASHINGTON, D. C.

December 1, 1941.

77-271



DEPARTMENT
SECRETARY (AIR)

MEMORANDUM FOR COLONEL STREETT

Please let me know whether you think a reply should be made to the attached letter dated November 28th from the National Airmen's Association of America. If so, would you please suggest a reply.

Howard C. Petersen

Howard C. Petersen,
Special Assistant to
Under Secretary of War.

77-271
(1)
Sent to Colonel K.

9-1

ASWA 291.21

12/1/41

- ✓ 080 Nat. Airmen's Assn. of America.
- ✓ 020.2
- ✓ 095 Brown, Willa B.

K

December 1, 1941.

MEMORANDUM FOR COLONEL STREETT

Please let me know whether you think a reply should be made to the attached letter dated November 28th from the National Airmen's Association of America. If so, would you please suggest a reply.

(Signed) Howard C. Petersen

Howard C. Petersen,
Special Assistant to
Under Secretary of War.

HCP:eb

December 3, 1941

✓ 112-5

7-17 COPY
ROBERT A. LOVING

December 3, 1941

Handwritten notes:
Ltr to Mr. Peterson
Ltr to Mr. Peterson
Ltr to Mr. Peterson
Ltr to Mr. Peterson

MEMORANDUM FOR MR. PETERSEN:

Consideration of the subject matter of the attached letter leads me to the conclusion that an acknowledgement should be sent, but that no definite endorsement should be made. Something on this order would be appropriate:

"This is to acknowledge your letter of November 28, with reference to the award of the Spingarn trophy to Miss Willa B. Brown.

Miss Brown has done much for the advancement of the colored race during the past year, but I am not sufficiently acquainted with the contributions of others who may be considered for this distinction to make a definite statement that her fine work constitutes the most significant and outstanding contribution to the advancement of the colored peoples. With more complete information in this connection, I may be able to make a more definite reply.

I regret my inability to be of definite help to you in this matter under the circumstances."

It is possible that Judge Hastie or Mr. Truman K. Gibson, Jr., may be able to give you some more assistance on this.

(Signed) ST. CLAIR STREETT

ST. CLAIR STREETT,
Colonel, Air Corps,
Executive.

Attachment

~~Memo H.C. Peterson to SCS, 12-1-41, attaching~~

Ltr RPP from E.P. Waters, Jr., Airmen's Assn of America, Chicago, 11-28-41, requesting endorsement of USW to the nomination of Miss Willa B. Brown for the Spingarn award. N.A.A.C.P.
Coiner/k

000.8-1

ASNA 291.21 1-13-42

020.2
000.8 Tuskegee Inst.

dra

WAR DEPARTMENT
OFFICE OF THE UNDER SECRETARY
WASHINGTON, D. C.

January 13th, 1942.

MEMORANDUM TO THE ASSISTANT SECRETARY OF WAR
FOR AIR:

Dr. Patterson, President of Tuskegee and Mr. Barnett, one of the trustees, came to see me this morning. They presented two points:

1. The field and school at Tuskegee for the 99th Pursuit Squadron are ample to take care of a wing, which I understand would embody three squadrons. There are a great number of negroes on the waiting list, and they urge for consideration the point that a wing be set up instead of a squadron at Tuskegee.

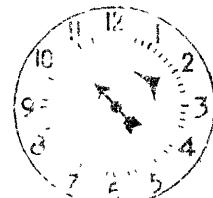
2. On the waiting list, men are now being taken in order of application. Quite a number of these men have had C.A.A. or other flying experience, but they are far down the list and if not reached soon will go over the age limit. They urge that preference be given to candidates who have already qualified for flying by prior experience.

It seems to me that both propositions are sound, and I present them to you for your consideration.

R. P. Patterson
Robert P. Patterson,
Under Secretary of War.

rpp:lm

JAN 13 '42



WAR DEPARTMENT
ASST SECRETARY (AIR)

Handwritten notes:
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January 13th, 1942.

MEMORANDUM TO THE ASSISTANT SECRETARY OF WAR
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It seems to me that both propositions are sound, and I present them to you for your consideration.

Robert P. Patterson,
Under Secretary of War.

rpp:lm

FILE COPY
FORWARDED BY
291.21
AFASC

Subject: Memorandum from the Civilian Aide to the Secretary of War and
Memorandum from the Assistant Secretary of War for Air.

4th Ind.

Army Air Forces, Headquarters, Air Service Command, Washington, D. C., May
4, 1942. To: Assistant Secretary of War for Air, Washington, D. C.

Report requested in your Memorandum of April 2, 1942, is contained
in 2nd Indorsement hereon.

For the Commanding General:

/s/ D. R. Goodrich

D. R. GOODRICH
Colonel, Air Corps
Assistant

Incl.-3. n/c

5th Ind.

EDG/DMW

War Department OASW-AIF, Washington, D. C. May 7, 1942. To: Civilian Aide
to the Secretary of War, Washington, D. C.

1. Your attention is invited to the 2nd indorsement to basic letter.
2. It is believed that this indorsement offers an explanation of
the alleged racial discrimination noted by you in your original memorandum
of March 5.

For the Assistant Secretary of War for Air:

Signed Richard T. Coiner, Jr.

RICHARD T. COINER, JR.
Lieut. Colonel, Air Corps
Executive

Y016
X016
+ 201

Attachments: Ltr. fr. Major A. T. Economy, Pers. Tr. Off to Dennis W. Ferrell 1-15-42
 Memo fm: Judge Hastie to RAL 3-25-42
 RTC to Com. Gen., Air Service Com. 4-2-42
 1st Ind., H. H. Thoms, 1st Lt., A. G. S. Off., 3rd Air Force, Tampa, Fla. to
 Com. Off., San Antonio Air Depot, Duncan Field 4-11-42
 2nd Ind., San Antonio Air Depot to Com. Off., 3rd Air Serv. Area Com.,
 MacDill Field, Tampa, Fla. 4-23-42
 (OVER)

12

3rd Ind., Headquarters, Third Air Service Area Com., MacDill Field,
Tampa, Fla., to Chief, Air Serv. Com., Wash., D.C. 4-30-42
4th Ind., Headquarters, Air Serv. Com., Wash., D.C. to RAL 5-4-42
5th Ind., RTC to JUDGE Hastie 5-7-42.

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WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON, D. C.

February 10, 1942



MEMORANDUM

TO: The Assistant Secretary of War (Air)
Attention: Colonel Richard T. Coiner, Jr.

The attached letter was received after our conversation of yesterday with regard to the training of additional Negroes for ground crew at the Basic Advanced Flying School at Tuskegee.

In view of the facts as set out in Mr. Jackson's letter, it would appear that some consideration should be given William Ferguson in the class enrollment.

Truman K. Gibson, Jr.
Assistant Civilian Aide to the Secretary
of War

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095 Ferguson, William

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FILE COPY
ROBERT A. LOVETT

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February 12, 1942

MEMORANDUM FOR: Mr. Truman K. Gibson, Jr.,
Ass't. Civilian Aide to the Secretary
of War.

Mr. William Ferguson, the subject of your memorandum to this office, is, I would say, in rather a peculiar position in regard to the Selective Service Board.

Since he has already passed his entrance requirements for aviation cadet training, he will automatically be placed on the waiting list for appointment to Tuskegee. He should secure from his local recruiting officer a statement that he is on the list and will be taken in for flying training as soon as a vacancy arises which should be in the near future. The recruiting officer should then request indefinite deferment.

As I informed you over the telephone the other day, the situation in regard to Negro training will probably break within a short time.

Signed Richard T. Coiner, Jr.

RICHARD T. COINER, JR.,
Lieut. Colonel, Air Corps,
Executive.

~~Attachment~~
Attachment

cy memo TKG, jr to ASW-Air, 2-10-42

ltr. P.B. Jackson, Dept. of Public Utilities, Cleveland, Ohio
to Hon. Wm. Hastie, 2-4-42

RE: William Ferguson, applicant for flying training and
registered under the Selective Service Act.

Coiner/wvk

FORTUNE

TIME & LIFE BUILDING
ROCKEFELLER CENTER
NEW YORK

EDITORIAL OFFICES

342

February 11, 1942

Personal

Mr. Robert A. Lovett
Assistant Secretary of War for Air
War Department
Washington, D. C.

WAR DEPARTMENT
SECRETARY (AIR)

AWL

Dear Mr. Secretary:

I have just had a long talk with Rayford Logan, Negro Professor of Political Science at Howard University, Williams graduate and a First Lieutenant in the A.E.F. I find him quite concerned with the Negro problem in relation, first, to our war economy and, second, to the War Department policy. Unlike some Negroes, he realizes that complete integration of Negro and White troops is impossible. But he believes that if the present situation is not changed, the race problem is bound to be much more acute when this war is over than in the past.

I do not know what the truth of the situation is and realize the importance of subordinating everything to building up an efficient military machine as quickly as possible. But from Logan's talk I conclude that a chief difficulty is that Negro leaders feel they have no access to the War Department despite Mr. Hastie's position.

I am taking the liberty to inquire whether you and Assistant Secretary McCloy would be willing to come to a private off-the-record luncheon in Washington if I could arrange it, with the following Negroes none of whom are active in the national Negro organizations or in politics:

Howard A. Long, Assistant Superintendent, Public Schools, Washington, D.C.
Frank Coleman, Professor of Physics, Howard University, and head of a local draft board.

William Hastie, War Department

James E. Scott, real estate business, Washington, D. C. and head of Washington branch of the N.A.A.C.P.

Harry Atwood, Professor of Military Science, public schools, Washington, D. C.

I would suggest next Wednesday or Thursday, February 18 or 19, or sometime the following week. I'll understand perfectly if you think it would be unwise to meet this way or if you lack the time to do so. But if it is possible, let me know the appropriate date and I will make the necessary arrangements.

Sincerely yours,

Raymond Leslie Buell
Raymond Leslie Buell

R. A. Logan

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ASWA

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February 15, 1942

Mr. Raymond Leslie Buell
FORTUNE
Time & Life Building
Rockefeller Center
New York City

Dear Mr. Buell:

On my return to Washington this morning, I found awaiting me your kind invitation of February 11 to join you at a meeting sometime this week with various Negro leaders in connection with the Negro problem in our defense effort.

As this is a matter of policy which falls completely outside of my sphere, I suggest that your best source of contact in the War Department is with the Under Secretary of War, Judge Patterson. I do not like to get into fields in which I have no knowledge or background, but I think it would be both a courteous and helpful thing to do if you would take the matter up with Judge Patterson.

With kind regards, I am,

Yours sincerely,

(Signed) ROBERT A. LOVETT

ROBERT A. LOVETT
Assistant Secretary of War for Air

RAL/rh

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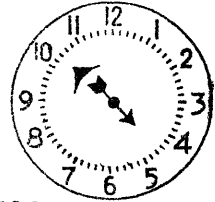
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WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON, D. C.

FEB 13 '42



February 12, 1942

WAR DEPARTMENT
ASST. SECRETARY (AIR)

MEMORANDUM

TO: The Assistant Secretary of War (Air)
Attention: Colonel Richard T. Coiner, Jr.

While the Air Corps is proceeding with plans for the expansion of Negro flying and ground personnel, I am still concerned over the matter of timing in this expansion.

It will be remembered that several months before the initiation of the Tuskegee project, it was necessary to recruit and train enlisted technicians for ground service. The same was done with a small group of aviation cadets to serve as engineering officers. I fear that if similar training of additional technical personnel is delayed now, the whole expansion program will be retarded.

For this reason I urge that the approximate number of additional officers and enlisted technicians necessary for the proposed expansion be determined as soon as possible so that their recruitment and training at Chanute Field or other appropriate technical schools, may proceed forthwith.

William A. Hastie
Civilian Aide to the Secretary
of War

cc: Col Harry Johnson, et al 2/13/42

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March 6, 1941

MEMORANDUM FOR JUDGE WILLIAM H. HASTIE

Attached is a copy of a memorandum I have received this morning from the Chief of Air Corps. Following our conversation I arranged with the Intelligence Division of the Office of the Chief of Air Corps to incorporate in their publicity releases the suggestions you made.

As you know, matters of recruiting are handled in the Adjutant General's Office and it would appear from the memorandum that that office has not yet been authorized by the General Staff to proceed with the enlistment of this personnel.

Perhaps you will wish to take this matter up yourself as the Air Corps has already completed its recommendations on this point and submitted them to the War Department.

ROBERT A. LOVETT,
Special Assistant to the
Secretary of War

March 6, 1941

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ROBERT A. LOVETT,
Special Assistant to the
Secretary of War

RAL/rh

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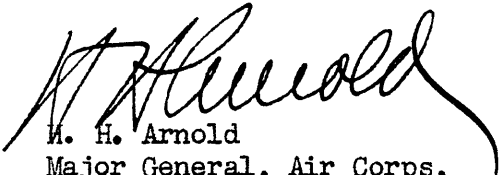
WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

March 4, 1941

MEMORANDUM FOR MR. ROBERT A. LOVETT:

1. The memorandum from Judge Hastie to the Under Secretary of War, through the Chief, Army Air Corps, dated February 3, 1941, is now being handled by the Intelligence Division, Office Chief of the Air Corps. The Chief of the Intelligence Division advises that the press release referred to therein is being rewritten in accordance with the suggestions furnished by Judge Hastie, and the transmittal of this revision to the War Department for approval is being expedited.

2. Recommendations covering the recruiting of the enlisted personnel required for the initiation of the technical training project at Chanute Field have been submitted to the War Department. The Adjutant General advises that his office has received no authority to proceed with the enlistment of this personnel, and that the matter is still being considered by the General Staff.


H. H. Arnold
Major General, Air Corps,
Acting Deputy Chief of Staff.

3 Incls:
1-Memo to Gen. Arnold
frm Mr. Lovett 2/21/41
2-Memo to Mr. Lovett
frm Judge Hastie 2/20/41
3-Cy Memo frm Judge Hastie
2/3/41

(Handwritten notes)
C. H. ...
H. H. ...
2/26/41

WAR DEPARTMENT

WASHINGTON

February 21, 1941

MEMORANDUM FOR GENERAL ARNOLD

Attached is a communication from Judge Hastie, Civilian Aide to the Secretary of War, relating to the general publicity in connection with training of negroes for the Army Air Corps.

His points in this connection are stated in his memorandum of February 3. He wishes, however, to emphasize his feeling that the success of the Air Corps program could be insured by prompt action in connection with the setting up of uniform requirements, particularly for the ground crews. He feels that he can be helpful in connection with the establishment of routine, and he is fearful that the delay of this item in the Adjutant General's Office may indicate that it is not receiving the special care which he thinks will be necessary in order to make the program fully effective.

Will you look into the matter and, if you feel you can be helpful, talk to him before this comes up to the Under Secretary, to whom Judge Hastie expects to present his ideas.


ROBERT A. LOVETT

Enclosure

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February 21, 1941

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ROBERT A. LOVETT

Enclosure - *

RAL/rh

February 21, 1941

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ROBERT A. LOVETT

Enclosure

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March 21, 1941.

Press Release on Negro Pursuit Squadron

**Mr. Lovett,
Assistant to Secretary of War**

1. There is inclosed a draft of Press Release concerning the creation of a Negro Pursuit Squadron which this office recommends be issued immediately.

2. The delay caused in furnishing this release has been due to the attempt to comply with the wishes of Mr. Hastie for a "frank and detailed" Press Release. If any of the specific points raised in Mr. Hastie's memorandum of February 3rd are not covered, it is because decisions in the matter have not been reached so far as this office can learn.

For the Chief of the Air Corps:

**R. G. Gander,
Colonel, Air Corps,
Chief, Intelligence Division**

**Incl.
Press Release**

Handwritten notes and signatures:
Hastie
Gander
L. G. Gander
C. L. ...
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WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON, D. C.

FEB 20 1941

February 20, 1941

MEMORANDUM

TO: Mr. Robert A. Lovett, Consultant to The Secretary
of War

The original of the attached memorandum, with enclosures, is somewhere in the Department. As of February 18 it had not reached the Under Secretary's desk. The Adjutant General's Office and G-1 apparently still have the matter of recruiting Negroes for skilled ground operations under advisement.

The beginning of ground training and the release of uniform and understandable publicity as to what we are going to do and when, seem important.

William H. Hastie

Civilian Aide to the Secretary
of War

Handwritten notes on the right margin, including "FEB 20 1941" and "Hastie".

EEB 20 HELD

February 20, 1941

MEMORANDUM

TO: Mr. Robert A. Lovett, Consultant to The Secretary of War

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WILLIAM H. HASTIE
Civilian Aide to the Secretary of War

*orig - w
file to RAL
to Genl Arnold*

CSW 291 21 (2-20-41)

February 3, 1941

MEMORANDUM

TO: The Under Secretary of War, Through the Chief,
Army Air Corps

SUBJECT: General Publicity on Training of Negroes for the
Army Air Corps

Publicity concerning the training of Negroes for the Army Air Corps - releases by the Department and publication based on inferences from departmental releases - continues to be vague, piecemeal and even contradictory. Thus, the attached letter, signed by the Secretary of War, and coming after the press conference statement of the Under Secretary on the subject in question, is confusing and unfortunate. Negro newspapers are describing persons taking the CAA course at Tuskegee Institute as "Army Air Corps cadets". (See attached clipping from the Norfolk Journal & Guide). There has been some publicity from Tuskegee Institute concerning this Army Air Corps project. To be contrasted with these releases is a detailed statement of training plans for the proposed Negro squadron, just submitted to me by the Air Corps, for release to a feature writer who is proposing to prepare an article on the subject.

In these circumstances, I believe it is important that the Department determine how complete a picture of this plan and its prospective operation is to be given to the public and that, on the basis of such determination, there shall be uniformity and consistency in all statements issuing from the department. Specifically, I recommend that a frank and detailed press release be authorized and prepared, giving the following information:

1. The intention and plan of the Air Corps concerning primary training of Negro Flying Cadets at Army contract schools. Of course, this primary training of persons who have been accepted by the Army and enjoy the compensation and general benefits of Flying Cadet status, is different in kind and relation to military training than the CAA training with which it is being confused by the public. It will be remembered that Congress authorized the inclusion of Negroes in this program for preliminary training of Flying Cadets under Army contracts more than two years ago.

Memorandum
To the Under Secretary of War
Through The Chief, Army Air Corps
February 3, 1941
Page - 2 -

2. The relation, if any, of the OAA training at Tuskegee and in Chicago to military aviation.
3. Recruiting plans for Negro ground and flying personnel. (These, I believe, are still being revised.)
4. Prospective dates for the beginning of ground training and flight training under the present plan.
5. The number of Negro flying cadets to begin training in 1941 and the number of flying cadets to begin training in 1942. It is my understanding that it will be late in 1941 or early in 1942 before actual flight training of Negro Flying Cadets will begin.
6. A statement of present training plans in sufficient detail to afford an adequate general answer to the individual inquiries which continue to be received by various officers of the department.

I will be glad to assist in any way in preparing material for release upon the basis of information placed in my hands. The information already sent me by the Air Corps for release to the above mentioned feature writer can be used for the basis of the statement suggested in paragraph 6, but the full data is not in my possession.

Because the attached letter of the Secretary of War seems to indicate that the civil and military officers of the Department do not have a uniform understanding of the present status of this matter, I am addressing this memorandum to the Under Secretary, through the Chief of the Army Air Corps.

WILLIAM H. HASTIE
Civilian Aide to the Secretary
of War

112

January 1, 1947

MEMORANDUM FOR THE UNDER SECRETARY OF WAR

Subject: Additional Negro Squadrons at Tuskegee

The question of establishing a full negro pursuit wing at Tuskegee is raised by your memorandum.

Until such time as there is some relaxation of the shortage in this type of plane, now being shipped in large quantities to the Far East and Middle East, I do not feel that such a move will be practical.

On the other hand, we have under consideration the formation of another negro squadron and I have asked for definite decision on this point as promptly as possible. I think there is some merit in the suggestion made by the representatives of Tuskegee Institute with respect to calling up the men to their waiting list who have had CAA or other flying experience, and I have forwarded this question to the T&O Section in order to make sure that it does not violate some rule such as "first come first serve".

I shall report to you as soon as I get an answer.

(Signed) ROBERT A. LOVETT

ROBERT A. LOVETT
Assistant Secretary of War for Air

RAL/rh

Handwritten scribbles

411

January 16, 1942

MEMORANDUM TO THE UNDER SECRETARY OF WAR:

As a result of your memorandum of January 13th with reference to the activation of additional colored aviation units, I find that authorization has been obtained to activate the 100th Pursuit Squadron with corresponding increases in base personnel at Tuskegee. The actual date of activation, of course, will depend on the necessary facilities for housing, the cost of which has also been approved.

In addition to the 100th Pursuit Squadron, a survey of Air Corps facilities is now under way throughout the United States to determine the practicability from the housing standpoint of activating eight to ten additional aviation squadrons (labor troops).

(Signed) ROBERT A. LOVETT
ROBERT A. LOVETT
Assistant Secretary of War for Air

Streett/wvk

X 2912 -dup

April 21, 1941

MEMORANDUM

TO: Mr. Robert A. Lovett, Assistant Secretary of War, Air Corps

The following is a biographical sketch in Who's Who for Mr. Morgan who is coming to your office with me at 10:00 o'clock. I am not personally acquainted with Mr. Morgan but he is interested in financing an aviation primary training school so organized and planned that Negro as well as white cadets may be assigned to the institution.

MORGAN, Henry Williams, Sr. (Harry Morgan), coal producer; b. Cumberland, Md., Feb. 7, 1881; s. Thomas P. and Edith (Johnson) M.; desc. of Col. Morgan Morgan of Va., friend of George Washington and desc. of King Carter of Revolutionary period; on maternal side, desc. of Thomas Johnson, first gov. of Md., who nominated Washington for Presidency, Col. Daniel Carroll Brent, Thomas Lee, royal gov. of Va., and other notable personages; ed. pub. schs. and business coll.; m. Louise, d. Austin Herr of Washington, D.C., Sept. 20, 1902; children - Henry W., Thomas P., Austin Herr, Calvert Brent. Actively identified with coal mining since 1920; a leader in development, financing and operation of anthracite field in southwest, Va.; also in reopening, financing, developing and operation of coal mines in old Richmond coal basin closed at end of Civil War; chan. bd. John R. McLean Mining Corp.; ex-pres. Great Valley Morgan Coal Corp., Merrimac Morgan Coal Corp., pres. Great Southern Morgan Coal & Coke Mining Corp. (Richmond, Va.); former v.p. Va. Central Ry.; dir. Delva Corp. (Wilmington, Del.). Ex-pres. Anthracite Coal Operators Assn. of Va.; hon. mem. Alumni Assn. Va. Mil. Inst. Served as intermediary in textile strike, Danville, Va., 1931. Episcopalian. Clubs: Congressional (Washington); Commonwealth (Richmond). Was instrumental in settlement of students' strike at Va. Mil. Inst., where his four sons were in attendance, 1927. Home: "West Oaks," Woodley Rd., Washington, D.C.

WILLIAM H. HASTIE
Civilian Aide to the Secretary
of War

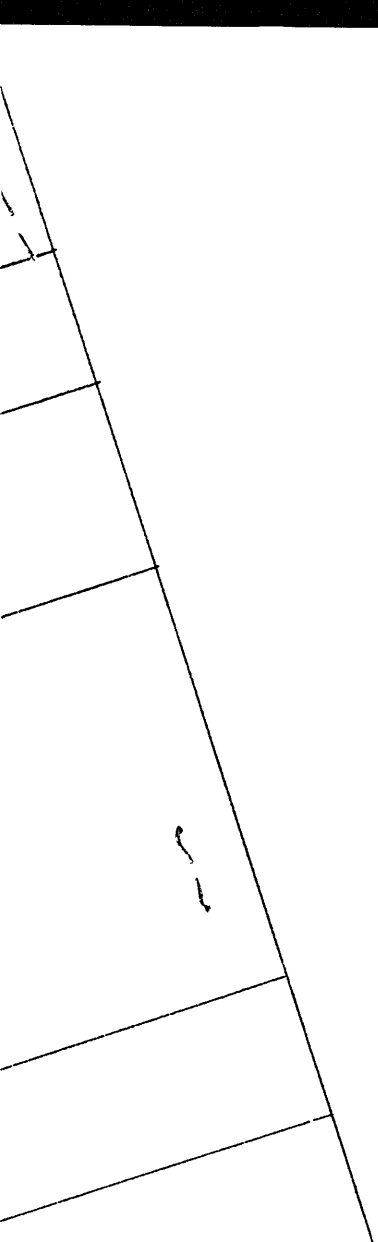
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Biographical sketch from "Who's Who"
on Henry Williams Morgan, Sr., submitted
by Judge Hastie 4/21/41
Filed: 101.15

101.15
Morgan
Hastie



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095 Morgan, Henry W.

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WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON, D. C.

APR 22 RECD

April 22, 1941

MEMORANDUM

TO: Mr. Robert A. Lovett, Assistant Secretary of War
(Air)

A complaint has been received at this office to the effect that Clyde Johnson and Robert Kennedy, Negro mechanics who have ratings of 83.64 percent and 72 percent, respectively, on the examination for Junior Aircraft Mechanic at Wright or Patterson Field, have been passed over because of their color. It is further reported that there are three colored Aircraft Engine Mechanics now at Patterson Field, one a Senior Mechanic and two Junior Mechanics. It is said that in two of these cases it was only after complaint and protest from leading members of the community that the appointments were made.

In view of the present great need for aircraft engine mechanics, and the importance of public confidence in the Military establishment during this period of stress, I am asking that the cases of Messrs. Johnson and Kennedy be investigated and a report thereon submitted.

William H. Hastie
Civilian Aide to the Secretary
of War

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(U.S.A. 41) S. H. K.

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- ✓095 Kennedy, Robert
- ✓221.99 Aviation Mechanics
- ✓291.21 Wright Fld
- ✓291.21 Patterson Fld.

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APR 22 RECD

April 22, 1941

MEMORANDUM

TO: Mr. Robert A. Lovett, Assistant Secretary of War
(Air)

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WILLIAM H. HASTIE
Civilian Aide to the Secretary
of War

(13)

May 1, 1941

MEMORANDUM TO: Mr. Robert A. Lovett,
Assistant Secretary of War
(Air)

1. The matter presented in the attached memorandum from Judge Hastie is being referred to Wright Field for investigation and report. As soon as the report is received, you will be further advised in the matter.

For the Chief of the Army Corps

Incl.

Gordon B. ...
Major, Army ...
Executive Civilian Personnel Division

DECLASSIFIED

(1)

May 19, 1941

MEMORANDUM TO: Mr. Robert A. Lovett
Assistant Secretary of War (Air)

MAY 20 1941

1. With further reference to memorandum from Judge Hastie, dated April 22, 1941, relative to complaint of Clyde Johnson and Robert Kennedy, Negro mechanics, this matter has been investigated at Wright Field and the following report thereon submitted:

Robert I. Kennedy was employed at this Station in the Quartermaster Corps under date of October 19, 1937, at a salary of \$1080 per annum, and continued in this employment until December 4, 1939, when he was separated for the purpose of transferring to the Air Corps. During Mr. Kennedy's employment in the Quartermaster Corps he was engaged in ordinary skilled labor work in the Utilities Section. On December 5, 1939, he was transferred to the Air Corps as General Helper, \$1080 per annum, and assigned to the Cleaning Unit of the Engine Repair Section. During the time that he was employed in the Quartermaster Corps, Mr. Kennedy was not engaged in any mechanical work whatsoever and, therefore, obtained no experience in this line of work. Since his employment in the Air Corps he has been engaged in only washing and cleaning of various aircraft engine parts with a prepared solution to remove carbon, etc., and has not at any time been assigned to the disassembly and reassembly of aircraft engines, parts, accessories, etc.

The records indicate that Mr. Kennedy submitted application for the examination of Junior Aircraft Engine Mechanic, in which he was given a rating of 72.00. Under date of March 26, 1941, Mr. Kennedy's name was certified by the Secretary, Local Board of U. S. Civil Service Examiners, Wright Field, Dayton, Ohio, together with a large number of eligibles, for the purpose of filling existing vacancies at this Station in the position of Junior Aircraft Engine Mechanic, \$1680 per annum. On this certificate Mr. Kennedy was considered for this position, but in view of the fact that he did not possess the necessary qualifications to perform the duties of the position, he was not recommended for reclassification.

An analysis of Mr. Kennedy's Civil Service papers reveal that he made the statement that he had had nine months on the disassembly and reassembly of aircraft engines. This statement is erroneous in view of the fact that during his employment in the Air Corps at this Station, he has been assigned to the washing and cleaning of aircraft engine parts only. His services, while assigned to the task of washing engine parts,

(Robert T. Kennedy-Glyde Johnson-FAD)

were not in any way satisfactory, as is substantiated by the attached statement from his immediate superior. Consideration has been given, a number of times, to the discharge of this man for inefficiency due to the fact that he failed to perform his duties satisfactorily, and leniency as to his retention was extended only with the hope that he might possibly do better as time went on.

As to the erroneous statement in Mr. Kennedy's Civil Service application, a report is being made to the representative of the Civil Service Commission for further investigation.

The records of this office indicate that Glyde Johnson was temporarily appointed under date of April 28, 1936 as Skilled Laborer, \$1080 per annum, in the Quartermaster Corps, Wright Field, Dayton, Ohio, which appointment was terminated on June 30, 1936. His records do not indicate that while employed at Wright Field he had any mechanical experience in connection with the overhaul of aircraft engines. Under date of December 1, 1936, he was extended probational appointment at the Fairfield Air Depot as Skilled Laborer, \$1080 per annum, and under date of December 1, 1939, his status was changed to that of General Helper, with promotion to \$1200 per annum.

During the time Mr. Johnson has been employed at this station, he has been assigned to the Cleaning Unit of the Engine Repair Section, where he has been engaged in cleaning engine parts, such as pistons, cylinders, etc., which is performed by the use of a cleaning solution in large vats. The work consists of merely cleaning these parts, scraping carbon, removing sediment, etc. This does not include, in any manner, work in connection with the disassembly and reassembly of aircraft engines.

During Mr. Johnson's employment in this Unit his services have been satisfactory in the performance of the duties assigned, and in recognition of this he was extended an administrative promotion under date of April 1, 1941, from \$1200 to \$1260 per annum.

Mr. Johnson likewise submitted application for the examination of Junior Aircraft Engine Mechanic and received a rating of 82.67. Under date of September 14, 1940, his name was certified by the Secretary, Local Board of U. S. Civil Service Examiners, Wright Field, Dayton, Ohio, with a large number of other eligibles, to fill existing vacancies we had at this station in the capacity of Junior Aircraft Engine Mechanic. Mr. Johnson was considered for this position, but was not extended reclassification from General Helper to Junior Aircraft Engine Mechanic due to

(Robert T. Kennedy-Clyde Johnson-FAD)

the fact that it was considered he did not possess the necessary qualifications to perform the duties of this position, which involves the disassembly, reassembly and overhaul of aircraft engines. Records also indicate that Mr. Johnson was not the only one considered for this position, but that other white employees, who appeared on this list, were not extended reclassification due to the fact that they did not possess the necessary qualifications to perform the duties of Junior Aircraft Engine Mechanic.

It is also observed that the application for the examination filed by Mr. Johnson reveals a statement to the effect that he has had three and one-half years' experience at the Fairfield Air Depot on the disassembly, reassembly and overhaul of all types of aircraft engines. This statement is erroneous in view of the fact that his entire time, while employed at this Station, has been spent in the washing and cleaning only of engine parts.

The erroneous statement made in the examination papers of Mr. Johnson to the effect that he has had three and one-half years' experience at the Fairfield Air Depot in the disassembly, reassembly and overhaul of aircraft engines, is being reported to the Representative of the Civil Service Commission for further investigation.

There is also attached, for your information, a report from the Shop Superintendent in connection with the work of these men while employed at this Station.

It is desired to emphasize that there is no discrimination whatsoever at this Station against colored employees in connection with employment, promotions, etc., for those who are qualified and deserving of such consideration. To substantiate this statement, the following examples are used:

We have a colored employee at this Station by the name of James A. Huffman, who is very industrious and has excellent mechanical qualifications. This man was on W.P.A. at this Field for quite some time, performing miscellaneous duties. Whenever it was found that no Civil Service eligibles were available, he was extended temporary appointment from time to time in order to obtain his services. This was continued for a period of approximately four years, when he was successful in securing a Civil Service status as General Helper, at which time he was extended a probational appointment. Due to his outstanding ability in the mechanical line, and the fact that he was an exceptionally good employee, he was recently extended a promotion from General Helper, \$1200 per annum, to the position of Mobile Machine Repairman, \$1500 per annum.

(Robert T. Kennedy-Clyde Johnson-FAO)

There was also the case of Lawrence E. Buford, who during the past year was employed on W.P.A., performing mason and plastering duties on various buildings on the Reservation. It developed that W.P.A. personnel was being reduced and he therefore was separated from the W.P.A. rolls. His ability being recognized, steps were immediately taken to obtain his services in the Air Corps. It was found that there were no Civil Service eligibles for Mason, in which we had a vacancy, and he was extended employment in this capacity at a salary of \$1680 per annum, and he is still in the employ of this Station.

In view of the foregoing, the action taken in connection with the two individuals concerned is considered strictly in accordance with Civil Service Rules and Regulations, likewise spirit, and to reclassify them to a higher position, duties for which they are unqualified, would seem to be not in the best interest of the Government service."

For the Chief of the Air Corps:

3 Inclz.

Geo. E. Stratemyer,
Colonel, Air Corps,
Executive.

(1) - This office has been advised that the cases of Messrs. Johnson and Kennedy have been investigated and the report of the Chief of Air Corps is attached for your information. For the Assistant Secretary of War for Air:

* 117 5

May 28, 1941.

MEMORANDUM FOR - Judge William H. Hastie,
Civilian Aide to the Secretary of War.

SUBJECT: Cases of Clyde Johnson and Robert Kennedy

1. In compliance with the request contained in your memorandum of April 22, the cases of Messrs. Johnson and Kennedy have been investigated and the report of the Office, Chief of Air Corps is attached for your information.

For the Assistant Secretary of War for Air:

558
ST. CLAIR STREETT,
Lt. Colonel, A.C.,
Executive, OASW-Air.

3 Incls.

SCS:rwk
cc - Col Wharton,
Lester A. Nichols,
sent to Judge Hastie

MEMORANDUM FOR - The Under Secretary of War.

SUBJECT - Employment of Negroes at Kansas City.

1. In reply to your memorandum of April 25 on the subject of the employment of negroes at the Kansas City plant of the North American Company, General Brett reports that he held a conversation with Mr. Kindelberger on this subject with the following results.

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3. As a result of this conversation General Brett recommends that the conclusions drawn by Mr. Kindelberger be accepted and the matter allowed to lie dormant until employment begins at that factory.

DECLASSIFIED

WAR DEPARTMENT
OFFICE OF THE UNDER SECRETARY
WASHINGTON, D. C.

APR 21 1941

April 25th, 1941.

Rec'd

MEMORANDUM TO MR. LOVETT:

Please let me know whether the explanation by
✓ Mr. Kindleberger of the North American Company concerning
the employment of negroes at Kansas City has been forthcoming.

I understood from General Arnold that Mr. Kindleber-
ger was to say that his company would conform to the practice
in the community regarding employment.

Robert P. Patterson
Robert P. Patterson,
Under Secretary of War.

rpp:lm

*ASWD
APR 21
(11 25 41)
L. H. ...*

✓ 4549-M

ASWA

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095 Kindelberger
095 North American Aviation Co.
291.21 Kansas City, Kans.
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mpc

4/25/41

RTI
SK

April 25th, 1941.

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I understood from General Arnold that Mr. Kindlerberger was to say that his company would conform to the practice in the community regarding employment.

(Signed) ROBERT P. PATTERSON

Robert P. Patterson,
Under Secretary of War.

rpp:lm

NEGRO AIR JOBS

The K. C. Star
NORTH AMERICAN FIRM HIRES
SKILLED WORKERS ONLY.

Monday - March 17

Some Work as Custodians May Be
Open for Negroes, Kindel-
berger Says—Key Men Are
in Training.

J H Kindelberger, president and general manager of North American Aviation, Inc., told The Star by telephone from Inglewood, Calif., today the key men to form the nucleus organization here to operate the bomber plant at Fairfax now were in Detroit getting the assembly plan coordinated with General Motors.

The group will come to Kansas City early in May, Kindelberger said, and by the time the 10-million-dollar plant opens in November the working organization will number between 1,000 and 1,500 men. Negotiations for the use of one or two of the vacant food terminal buildings as the headquarters for the nucleus organization, are now under way, he said.

RECEIVE APPLICATIONS HERE.

"Applications for jobs in the plant, where he will employ upward of 10,000 persons, will be received at the temporary Kansas City offices in the near future," Mr. Kindelberger said. "We will receive applications from both white and Negro workers. However, the Negroes will be considered only as janitors and in other similar capacities."

It was the first statement made by the North American president concerning the employment of Negroes in the plant to be operated by his company at Fairfax. He emphasized that under no circumstances would Negroes be employed as aircraft workers or mechanics in the plant.

"While we are in complete sympathy with the Negro, it is against the company policy to employ them as mechanics or aircraft workers," Mr. Kindelberger said. "We use none except white workers in the plant here in Inglewood and the plant in Dallas and we intend to maintain the same policy in Kansas City."

"REGARDLESS OF TRAINING"

"There will be some jobs as janitors for Negroes. Regardless of their training as aircraft workers, we will not employ them in the North American plant."

Kindelberger expressed enthusiasm

over the way plans are progressing for the Kansas City plant. He pointed to the vast amount of details necessary for obtaining materials and the co-ordination of the assembly of the twin-engine bombers with the General Motors company in Detroit, where parts are to be fabricated.

The actual date of the opening of the temporary offices and training school of North American is set for about June 1. From five to six months will be necessary, Kindelberger said, to train the 1,000 or more men who will step into the plant and start assembling the bombers in November.

British battle crabs
in the Associated Press)
March 17—Informed Ger-
mans today said Nazi planes tor-
pedoed two British battleships off
Crete yesterday were enveloped in
thick black smoke for a long time.
"Both ships were for a long time
after the detonations," they said.
(Suda Bay on the coast of the Greek
island of Crete has been a base of
British warships in the Mediterranean.)
on high command re-

Eased
Agonizing headaches and
neuralgic pains usual
in a hurry to the
ing ingredients in
"B.C." is
quick-acting formula.
the "B.C." formula
also effective for the relief

March 24, 1941.

J. H. Kinzelberger, resident,
North American Aviation, Inc.,
Inglewood, California.

Dear Mr. Kinzelberger:

The Kansas City Star, Monday, March 17th, carried a statement purported to have been made by you over the telephone concerning employment for the negroes at the North American Aircraft Plant here at Fairfax.

Quoting, "We will receive applications from both white and negro workers. However, the negroes will be considered only as janitors and in other similar capacities."

Quote, "While we are in complete sympathy with the Negro, it is against the company policy to employ them as mechanics or aircraft workers," Mr. Kinzelberger said. "We use none except white workers in the plant here in Inglewood, and the plant in Dallas, and we intend to maintain the same policy in Kansas City."

Again quoting, "There will be some jobs as janitors for negroes. Regardless of their training as aircraft workers, we will not employ them in the North American plant."

It is quite possible that you have been misunderstood and erroneously quoted, and for that reason I am reluctant to believe that the above statements were made by you, and I would be very much disappointed if these statements, as alleged, are correct.

In 1900, a City administration eliminated all negroes employed as policemen, firemen, janitors, et cetera. However, this discriminating policy only lasted two years, thus proving that our local citizens thought that such a government was unwise and un-American. From that time up to the present, the negro race has been represented in the City, School and County governmental units. Their people have been and are now employed in these governmental bodies, and have proved themselves to be efficient, capable, trustworthy, and loyal, performing their duties in such a creditable manner that they have created themselves as a permanent part of our City's political and civic government

By the Author
BRITISH BATTLE CALL

J. H. Kindelberger, President,
3/24/41,
Page 2.

The first time I had the pleasure of meeting you and discussing the bomber plant, I informed you, definitely, that the properties adjacent to the Fairfax District were largely populated by splendid, thrifty colored people and asked if there would be an opportunity for them to obtain employment with your organization. In answer to that question, you stated: "I love to work good colored people, but will not tolerate ruff-raff, either white or colored, and there will be jobs for many colored people." Prior to the bond election, I quoted you as making the above statements and many speakers, in behalf of the bonds, assured the negroes that the Government would not discriminate in employment in its defense program. The negro citizens of our City have relied on this statement and were satisfied at the time they voted for the bonds, --this was shown by the splendid vote given by them in support of the bonds.

May I advise you that your statement has caused various comments to be made by reputable, fair-thinking citizens, who exceedingly regret that such a policy of your company, as announced in the Kansas City Star, would be followed in the bomber plant in our City, and they are sincerely hopeful that a policy fair to all who can qualify, be established.

During the past twenty-eight years, the colored people have been staunch supporters of mine and have honored and backed me with their confidence in my integrity in matters pertaining to city affairs. They have never doubted my sincerity of purpose of protesting and opposing discrimination against American citizens, regardless of their nationality or race. I have stood steadfast on the American principle that in a free society, no discrimination for or against any person on account of his race or religion should ever be permitted in my decisions and that a fair and impartial stand be made in every instance.

The taxpayers of this city have spent thousands of dollars in providing facilities to give the negro youth the opportunity to educate themselves for duties other than domestic or servant jobs. If there is nothing more in this American life than menial labor for the negro youth who graduate from high schools to look forward to, then what encouragement is there for the toiling parents of these young men and women to continue to make sacrifices so that their children can be educated.

For the above reasons, I hope that you have been misquoted. However, if the statements that have been made are the policy of your company, then I am sincerely appealing to you, not only on behalf of the colored people, but many white people of our city, that your organization reconsider their policy and give the negroes in this vicinity the opportunity to obtain employment at the plant for other positions above that of the janitor. We do not

suiss
BRITISH LEGAL OFFICE

J. E. Kindelberger, President,
3/24/41,
Page 5.

know what your experience has been in the South or in Inglewood, but I am sure that you will find that in Kansas City, Kansas, the negro population have very fine, outstanding, educated young men who deserve consideration.

Sincerely hoping that this matter can be adjusted in such manner that the colored people of our city will be fairly and impartially treated.

With kind personal regards, I remain

Yours very truly,

Don C. McCombs
DON C. McCOMBS,
Mayor of Kansas City, Kansas.

DCM/DM

CO

COPY

(Written 4-29-41)

x1.2
x1.75
(7) 3.00
file copy

MEMORANDUM FOR - The Under Secretary of War.

SUBJECT - Employment of Negroes at Kansas City.

1. In reply to your memorandum of April 25 on the subject of the employment of negroes at the Kansas City plant of the North American Company, General Brett reports that he held a conversation with Mr. Kindelberger on this subject with the following results.

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3. As a result of this conversation General Brett recommends that the conclusions drawn by Mr. Kindelberger be accepted and the matter allowed to lie dormant until employment begins at that factory.

(Signed) ROBERT A. LOVESTADT

COPY

(Written 4-29-41)

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(Signed) [Signature]

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

OCT 31 1941

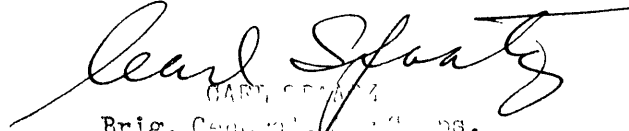
MEMORANDUM FOR: Colonel Streett

This is in reply to your memorandum dated October 20th. The assignment of Negro aviation cadet candidates to Air Corps schools for specialized training is governed entirely by the vacancies available for such officers in the Negro aviation units to which they would be assigned. Since the number of Negro officers with specialized training needed for use with the 99th Pursuit Squadron have already been trained, no further applications for specialized training of Negroes are being accepted.

With reference to future policy in these cases this office feels that the continuation of the present policy is the only practicable answer available. To give specialized training to Negro candidates without relation to the availability of units in which they could be employed, would be wasteful in the extreme and would serve no useful purpose, in the light of the War Department policy of segregation.

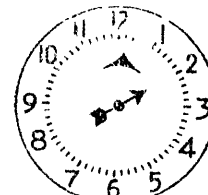
However, a study is being initiated to determine whether an additional Negro squadron should be organized at this time.

For the Chief of the Army Air Forces:


Brig. General, USA, Chief of The Air Staff.

Attachments (13)

NOV 3 41 AM



WAR DEPARTMENT
ASST. SECRETARY (AIR)

THE FOLLOWING PAGES
ARE BEST AVAILABLE COPY

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Y

(Written 4-29-41)

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(Signed) ROBERT A. LOVETT

May 5, 1941

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(2) (Am)

MEMORANDUM FOR GENERAL ARNOLD

Subject: Mr. Kindelberger's Statement Respecting Negro Workers at Kansas City.

With reference to the incident occasioned by the report of Mr. Kindelberger's telephone interview regarding negro workers, Judge Patterson agrees that at the present time there is no adequate occasion for a clarification of his stand to be made publicly. However, he is strongly of the opinion that at the time of, or just before hiring begins for the new plant, Mr. Kindelberger must make a public statement indicating in effect that he affirms that the policy of his company is to conform, so far as possible, to the industrial practices of the community in which he operates.

Judge Patterson indicated that he felt that since the plant was Government-owned there was an added need for care in the public relations aspect of this case.

Will you kindly write Mr. Kindelberger pointing out this feeling and emphasizing the necessity for clearing the record at the first possible opportunity.

(Signed) ROBERT A. LOVETT

ROBERT A. LOVETT
Assistant Secretary of War (Air)

cc Col. Williams

SUGGESTED RETRACTION AND CORRECTION TO BE MADE BY KINDELBERGER:

"In connection with the attached article, I regret that my comments appear to have been misunderstood, and in the interest of accuracy I would like to affirm again the policy of my Company to conform so far as possible to the industrial practices of the community in which we operate."

R.A.L.

DECLASSIFIED

WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON, D. C.

MEMORANDUM FOR - The Under Secretary of War.

SUBJECT - Employment of Negroes at Kansas City.

not sent
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ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON, D. C.

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

APR 30 1941

April 29, 1941.

MEMORANDUM FOR - Mr. R. A. Lovett,
Assistant Secretary of War (Air)

SUBJECT - Segregation of White and Colored Troops at Training School.

1. Reference our conversation yesterday on the subject of segregation of white and colored troops at the training school in Tuskegee, Alabama. I have received a telephone call from Senator Hill and also a long petition from Senator Bankhead signed by Mr. Varner, Probate Judge of that County, complaining severely of the fact the location of the flying field would encroach upon the east end of Tuskegee which is a white residential section.

2. I am investigating this matter and so far have found the flying field will actually be about eight miles north of Tuskegee, therefore no complaint should be made. Undoubtedly the Board, in its visit to Tuskegee, looked over certain sites on the eastern edge and the residents of that part of the town have become unduly alarmed. I will handle this matter entirely, however desire to inform you in connection with this objection on the part of the residents of Tuskegee.

Geo. H. Brett
Geo. H. Brett,
Major General, U. S. A.,
Acting Chief of the Air Corps.

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Handwritten notes and signatures on the right margin, including a large signature that appears to be 'D. ...' and some illegible text.

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029 AC
032.23 Hill
032.23 Bankhead

mc

4/29/41

file copy

April 29, 1941.

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Geo. H. Brett,
Major General, U. S. A.,
Acting Chief of the Air Corps.

cc furnished Col Wharton

* 112,5

file copy

May 17, 1941

MEMORANDUM FOR THE UNDER SECRETARY

Subject: Air Corps Training Facilities at Tuskegee.

1. The school allocated for the training of negro pilots at the above location is behind schedule. The original completion date for schools of this type was June 6. All other schools of that program are completed or are in process of construction.
2. On account of the delay due to changing the site of this field as a result of unsatisfactory soil conditions, it is requested that every effort be made to make up as much time as possible.
3. Recruiting of negro Flying Cadets is already under way.

(Signed) ROBERT A. LOVETT

ROBERT A. LOVETT

cc: Col. G. B. ...

Vertical handwritten notes on the right margin.



225-

ASWA 291.21

✓ 020.2

✓ 000.8 Tuskegee Institute

K

5/17/41

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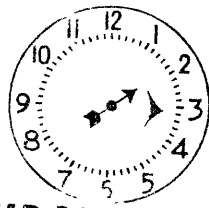
(Signed) ROBERT A. LOWETT

ROBERT A. LOWETT

WAR DEPARTMENT
OFFICE OF THE UNDER SECRETARY
WASHINGTON, D. C.

February 18, 1942.

FEB 19 '42



WAR DEPARTMENT
ASST. SECRETARY (AIR)

Memorandum to Mr. Lovett.

Bishop R. R. Wright, President of Wilberforce University in Ohio, is most anxious to have a flying school for negroes established at Wilberforce University. He came to see me today with Reverend T. J. Brown, who is also interested in Wilberforce.

At your early convenience I should like to discuss the matter with you.

Robert P. Patterson
Under Secretary of War.

RPP:er

Copy to Judge Hastie

OSW 297.21

(P. 15) D. M. ...

25-

	ASWA 298.21 020.2 000.8 Wilberforce Univ. 095 Wright, R.R.	2/18/42	
3/8/42	✓291.21 ✓020.2	mpc k	

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Robert P. Patterson
Under Secretary of War.

RPP:er

Copy to Judge Hastie

CONFIDENTIAL

February 21, 1942.

MEMORANDUM FOR THE ASSISTANT SECRETARY OF WAR FOR AIR:

Subject: Establishment of a Flying School at
Wilburforce University.

I. Discussion.

1. Wilburforce University is located at Springfield, Ohio in the Ohio Valley where the weather conditions are not suitable for intensive flying training and flying schedules could not be maintained. Air Corps flying schools which had previously been located in approximately the same latitude, namely, Lincoln, Nebraska and Chicago, Illinois, have had to be moved south of the Mason-Dixon Line in order to maintain their training schedules.

2. This school would be located directly on one of the most heavily traveled airways in the United States and would interfere with airline traffic. It is doubtful if a clearance for same could be obtained, and many excellent sites recommended for flying schools have been discarded for the same reason.

3. The remote location of this school from present training installations will prevent its proper and close supervision.

4. The location of a flying school as far north as Springfield, Ohio will be certain to produce political repercussions. If a school is established in that latitude for Negroes, pressure could be expected for the establishment of additional schools with the consequent difficulties mentioned above. This will entail the consequent reduction or retardation of our present accelerated pilot training program.

5. Facilities of the excellent location of the present flying school at Tuskegee, which is now operating successfully, have not been utilized to the maximum. These facilities could be expanded more readily and with less expense than would be required for the construction of a new school.

II. Action Recommended.

1. It is recommended that no additional flying school for the training of Negroes be established at Wilburforce University.

- 1 -

DECLASSIFIED
DDC Dir. 5200.9 Sept. 27, 1959
NMW by _____ date 2/21

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

2. That the available facilities of the school now in operation at Tuskegee be further expanded if there is a required demand for additional Negro pilots.

- 2 -

CONFIDENTIAL

DECLASSIFIED

CONFIDENTIAL

February 21, 1942

MEMORANDUM FOR THE UNDER SECRETARY OF WAR

Subject: Wilburforce University Request for Flying School.

With reference to your memorandum of February 18 on the above subject, I attach memorandum dealing with the matter.

If this does not supply the information required please advise me.

(Signed) ROBERT A. LOVETT

ROBERT A. LOVETT
Assistant Secretary of War for Air

Enclosure

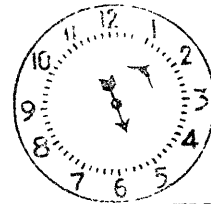
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DECLASSIFIED

WAR DEPARTMENT
OFFICE OF THE UNDER SECRETARY
WASHINGTON, D. C.

March 8, 1942

MAR 9 '42



MEMORANDUM FOR COLONEL COINER

WAR DEPARTMENT
ASST. SECRETARY (AIR)

The attached correspondence relates to the efforts of Bishop Wright, the President of Wilberforce University, to obtain an Air Training School for that institution. Will you please suggest an appropriate reply for Mr. Patterson's signature.

Howard C. Petersen
Howard C. Petersen,
Special Assistant to
Under Secretary of War.

Encl-Ltr. 2-26-42 fr.
Bishop Wright
w/enclosures

March 5, 1942

MEMORANDUM FOR COLONEL COINER

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(Signed) Howard C. Petersen

Howard C. Petersen,
Special Assistant to
Under Secretary of War.

Encl-Ltr. 2-26-42 fr.
Bishop Wright
w/enclosures

1-1-42

March 9, 1942

MEMORANDUM FOR: The Under Secretary of War

Attention: Mr. H. C. Peterson

Following is a draft of a suggested reply to Bishop Wright's letter of February 26, regarding flying training at Wilberforce University:

"My dear Bishop Wright:

Your letter of February 26, in regard to flying training at Wilberforce University is acknowledged with thanks.

On February 1, the Chief of the Air Staff stated in connection with a project for Wilberforce University that weather conditions in the Ohio Valley were not suitable for flying training schools. Two such schools previously located in the same latitude had to be moved farther south, and furthermore, Wilberforce is located on the most heavily travelled airway in the United States. Locating a flying training school directly on such a route would offer well nigh insurmountable obstacles, in addition, the remote location of the Wilberforce University from the present training installations would prevent the necessary close and proper supervision.

It is regretted that no more favorable answer can be given, but until present training facilities in the South are exhausted, no further action toward the establishment of a training school in your locality is contemplated.

The interest which you display in training young men for flying is appreciated, and I am sure that you can understand the reasons for the rejection of your proposal."

It is hoped that this draft may be of some assistance.

Signed Richard T. Coiner, Jr.

*Encl. 2/26/42 letter to RPP (with encls)
from R.R. Wright Jr.
Wilberforce University
Wilberforce, Ohio*

RICHARD T. COINER, JR.,
Lieut. Colonel, Air Corps,
Executive.

Coiner/wvk

OASWA

R

March 14, 1942

RIGHT REVEREND R. R. WRIGHT JR.
WILBERFORCE UNIVERSITY
WILBERFORCE OHIO

JUDGE PATTERSON HAS REFERRED YOUR REQUEST FOR AN APPOINTMENT TO MR
LOVETT THE ASSISTANT SECRETARY OF WAR FOR AIR. WE WILL COMMUNICATE
WITH YOU MONDAY REGARDING MR LOVETT'S RETURN TO WASHINGTON FROM AN
INSPECTION TRIP

RUTH HALKY SECRETARY TO MR LOVETT

I certify that this message
is official business and necessary
in the public service

R. A. Lovett
Assistant Secretary of War for Air

CC:USW c/o Mrs. Rice

RH

Try to make it...

H
March 15, 1942

The Right Reverend A. A. Wright, Jr.
Wilberforce University
Wilberforce, Ohio

Dear Bishop Wright:

I find Mr. Lovett is to be back in Washington the early part of this week, so it should be possible to arrange an appointment any time after Tuesday.

If you will let us know what day you expect to be in Washington, and will telephone our office upon your arrival in town, we can then arrange a time which will be convenient for you. Our telephone number is REpublic 6700, Extension 3718 or 4054.

Very truly yours,

(S)
Secretary to Mr. Lovett

RAL/rh

11



THE ASSISTANT SECRETARY OF WAR
WASHINGTON

March 6, 1942
OFFICE OF THE ASSISTANT SECRETARY (AIR)

MEMORANDUM FOR MR. LOVETT:

At OF&F the other night there was a report from somebody who had made some study of the Negro situation. He strongly urged in view of the subversive character of a good bit of the Negro press, that the Negroes be permitted to participate more in the war effort. He particularly urged that some negro air squadrons be sent to Australia. I understand that the Australians would not be particularly keen about this idea, but I am passing it on to you for your consideration. Maybe if you sent them to Australia and pulled the boat out quickly, the Australians would learn to like them.

Where do you plan to put the Negro fighter squadron?

JJ.McC.

McCloy

Vertical handwritten notes on the right margin, including a circled '20' at the top and various illegible scribbles and numbers.

March 9, 1942

MEMORANDUM for Mr. McCloy:

The 99th Pursuit Squadron
(Negro) is set up to go to
Liberia.

The 100th Pursuit Squadron,
which is now being organized,
will undoubtedly be sent to some
foreign service but it's not
known at this time where it
will go.

If we get any further in-
formation on the subject, I shall
let you know immediately.

Signed Richard T. Coiner, Jr.

RICHARD T. COINER, JR.
Lieut. Colonel, Air Co:
Executive

RTC:DMW

ASA

291.21

3/6/42

020.1

334.8 Office Facts & Figures

mpc

March 6, 1942

MEMORANDUM FOR MR. LOVETT:

At CF&F the other night there was a report from somebody who had made some study of the negro situation. He strongly urged in view of the subversive character of a good bit of the negro press, that the negroes be permitted to participate more in the war effort. He particularly urged that some negro air squadrons be sent to Australia. I understand that the Australians would not be particularly keen about this idea, but I am passing it on to you for your consideration. Maybe if you sent them to Australia and pulled the boat out quickly, the Australians would learn to like them.

Where do you plan to put the negro fighter squadron?

(SIGNED) JOHN J. McCLOY

J.J.McC.

March 23, 1942

MEMORANDUM for Mr. E. M. Lancaster,
Adviser on Negro Affairs,
Commerce Department.

I have this date received a report on the subject of Negro contractors employed on Air Corps facility projects.

The study has been quite comprehensive and the only information which we are able to unearth is that the contractor employed on the job at Tuskegee, Alabama (whose name you have) is the only Negro contractor directly employed on an Air Corps project.

From information available at the site, this contractor's work has been unsatisfactory and he will not be recommended for further employment.

If any further information is desired, please notify me.

Signed Richard T. Coiner, Jr.

RICHARD T. COINER, JR.
Lieut. Colonel, Air Corps
Executive

RTC:DMW

25-1

ASIA 201.21 6-23-42

048

dra

March 19, 1942

MEMORANDUM

TO: The Assistant Secretary of War (Air)

The narrow and arbitrary limitations upon aviation cadet training for Negroes continue to be a source of wide-spread complaint and dissatisfaction with hurtful effect upon community morale.

For example, the enclosed letter from the Military Personnel Division to Mr. Clarence L. Williams, stating "that at the present time, no specialized aviation cadet training is being offered to young colored men" is the type of thing that becomes widely publicized and arouses justified indignation. This is not to criticize the Military Personnel Division which is merely carrying out Air Corps policy.

The present program will accommodate annually about 250 Negro aviation cadets who are candidates for commissions as pursuit pilots. As you know, applications for this training are accumulating faster than candidates are being selected and men seeking aviation cadet training in other fields are rejected because they are not needed at the Tuskegee project.

Although I have repeatedly urged a change in policies which have brought about this situation, I again bring the matter to your attention because I believe that complaints and general dissatisfaction are increasing. The success of the small group at Tuskegee and the publicity given that project are causing many well trained Negroes to seek some form of aviation cadet training. They are not being accepted; yet they know of white candidates all around them who are being accepted.

WILLIAM H. HASTIE
Civilian Aide to the Secretary
of War

AD. 291.21
Program 1111
3-19-42

C. 15-

SM. 291.21 Negro Pilots

3/19/42

✓ 095 Hastie, Wm. H.

✓ 020.1

✓ 095 Collier, Tyrus

4/17/42 ✓ 291.21

✓ 020.1

k

March 30, 1942

MEMORANDUM for Civilian Aide to the Secretary of War:

Mr. Lovett has handed me your recent memoranda, regarding certain inequalities which are alleged to exist in personnel matters concerning the Air Corps, for investigation.

The investigation is under way, and a report will be forthcoming within a short time.

signed Richard T. Coiner, Jr.

RICHARD T. COINER, Jr.
Lieut. Colonel, Air Corps
Executive

RTC:DMW

DECLASSIFIED

March 25, 1942.

MEMORANDUM

TO The Assistant Secretary of War (Air)

This office has received from the President's Committee on Fair Employment Practice complaints alleging racial discrimination against Mr. Tyrus Collier, 1811 Burnet Street, San Antonio, Texas, and Mr. Dennis W. Ferrell, 804 1/2 Winnebago Street, Corpus Christi, Texas, in connection with their efforts to obtain training as Mechanic Learners at the San Antonio Air Depot.

The complaint in the case of Mr. Collier states that he was selected as a trainee as the result of a Civil Service examination and was instructed to report at the San Antonio Air Defense School; that he was sent to the medical officer at Duncan Field, Texas, for physical examination; that after examination he reported back to the supervisor of the Air Defense School and was instructed to keep in touch with him; that after several trips to the school he was finally admitted and was doing nicely when Major E. T. Economy came into the training shop and told him he could remain in the school only as a janitor.

Mr. Ferrell states that he passed a Civil Service examination with a rating of 86; that Duncan Field requested him to report for duty on January 2, 1942; that upon presenting himself for training he was offered a position as a porter until such time as enough colored students reported to form a separate class; that in the meantime other persons were appointed as Mechanic Learners, and that he declined the position of porter, as suggested, and asked to have his name continued on the register of eligibles.

Under date of January 14, 1942, Lieutenant Colonel Delmar H. Dunton, commanding officer of the San Antonio Air Depot, wrote the Manager, Tenth United States Civil Service District, New Orleans, Louisiana, with respect to the training of Mr. Ferrell, as follows:

* * * plans are being made to form classes for colored boys for duty as junior mechanic learners to train them as a group in various skilled trades, with a view of transferring them to the Air Corps Sub-depot, Tuskegee, Alabama, which is soon to be

The Assistant Secretary of War (Air)
March 25, 1942
Page 2

activated entirely of colored personnel. Since whites are not eligible for this assignment and since colored boys have not reported in sufficient numbers to enable this depot to compose and start classes immediately, these boys are assigned simple duties until such time as sufficient numbers become available to start these classes.

Lieutenant Colonel Dunton wrote a similar letter under date of January 21 to the Manager of the Tenth Civil Service District with respect to the training of Mr. Collier.

The complaints in these two cases were originally filed with the Civil Service Commission. The Commission referred the complaints to the President's Committee on Fair Employment Practice because "the matter of the Training Program of the Air Corps is an administrative matter within the jurisdiction of the War Department." Mr. Lawrence W. Cramer, Executive Secretary of the Committee, took the position that if officials at the San Antonio Air Depot assigned Mr. Collier and Mr. Ferrell custodial duties instead of training them as Mechanic Learners, because they were Negroes, Civil Service rules were violated. In transmitting the complaints to this office, he wrote as follows:

Quite apart from the responsibility of the Civil Service Commission in connection with these cases, it seems that the officials at the Air Depot are attempting to extend the War Department's policy of separation of the races which obtains in the armed forces into the employment of civilian personnel. To the extent that this procedure operates to discriminate against persons solely because of their race, it is of course contrary to the provisions of Executive Order 8802.

In the circumstances, it is recommended that the matter be referred to the commander having jurisdiction with appropriate instructions to the end that Negro eligibles may be put in training as Mechanic Learners as rapidly as they qualify.

WILLIAM R. HASTIN
Civilian Aide to the Secretary
of War

RECEIVED
MAY 1 1942
OFFICE OF THE
DIRECTOR OF PERSONNEL
AIR CORPS
HEADQUARTERS
WASHINGTON, D. C.

219

March 26, 1942

MEMORANDUM FOR THE DIRECTOR OF PERSONNEL:

Attention: Aviation Cadet Section.

Your attention is invited to the attached memorandum from Judge Hastie and Mr. Lovett's note thereto. After you have studied the correspondence please telephone this office and give informal information on which to base a reply.

It is suggested that in the future more specific and expanded answers be forwarded to Negro applicants since such answers may help to allay the violent storms of protest that invariably result when bare facts are the only reply to applications for training of various types.

That the situation exists is unfortunate--but since it does we will have to handle it gently.

Signed Richard T. Coiner, Jr.

RICHARD T. COINER, JR.
Lieut. Colonel, Air Corps
Executive

Coiner/mt

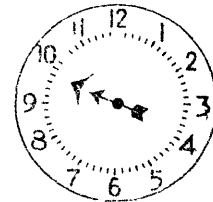
Enclosure:

Memo. to RAL from Judge Hastie 3/19/42
Ltr. to Mr. Williams, C. L. from W. H. Redit 3/11/42 (Copy)
Georgia Baptist College Capt., Air Corps
Macon, Georgia Military Personnel Div.

WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON, D. C.

MAR 29 '42

March 28, 1942



WAR DEPARTMENT
ASST. SECRETARY (AIR)

MEMORANDUM

TO: The Assistant Secretary of War (Air)

It has come to my attention that white aviation cadet candidates are receiving Selective Service deferment by local boards at the request of the Air Corps. Such deferment is not requested for Negro candidates because of the long time that most of them must wait before being called for aviation cadet training.

I wish again to urge that this practice is inequitable and that the deferment of Negro aviation cadet candidates who have qualified and are available immediately for training should be requested.

William H. Hastie
Civilian Aide to the Secretary
of War

March 28, 1942

MEMORANDUM

TO: The Assistant Secretary of War (Air)

It has come to my attention that white aviation cadet candidates are receiving Selective Service deferment by local boards at the request of the Air Corps. Such deferment is not requested for Negro candidates because of the long time that most of them must wait before being called for aviation cadet training.

I wish again to urge that this practice is inequitable and that the deferment of Negro aviation cadet candidates who have qualified and are available immediately for training should be requested.

William B. Hastie.

Civilian Aide to the Secretary
of War

March 28, 1942

MEMORANDUM

TO: The Assistant Secretary of War (Air)

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I wish again to urge that this practice is inequitable and that the deferment of Negro aviation cadet candidates who have qualified should be available immediately for training should be requested.

WILLIAM H. HASTIE

Civilian Aide to the Secretary
of War

TAMPA MORNING TRIBUNE, SATURDAY, MARCH 21, 1942.

"AIR CADET BOARD TO ENLIST TAMPANS TODAY AND MONDAY"

The new aviation cadet board in the federal building, which has been examining and qualifying applicants for aviation cadets, will enlist a group today and another group Monday, but they will not be sent away for training immediately.

Board members said they would be put on the army payroll and granted furlough to await a call to start training.

The following qualified for aviation cadets:

Wilson Holmes Ayres, 25, 213 W. Knollwood st., a welder; Lee Permenter Moore, 16, 209 Hyde Park ave., billing clerk, and Alvin Henry Parjamaa, 24, Bradenton, sheet metal worker.

The regular army reported the following enlistments:

Robert Leach, jr., 37, Largo; Leron E. Toole, 31, 2301 Estrella ave., and George R. Kicker, 31, 5605 30th st.

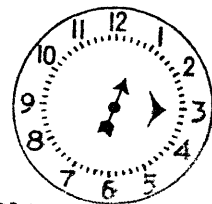
The office received a request for three men for a parachute unit, not to be enlisted until April 1.

The navy had nine men to send off, as follows:

James M. Bruce, 23, 2007 Oceanview pl.; Robert K. Wolf, 19, Bradenton; John C. Oren, 17, Route 5, Box 611; Stanley A. Branch, 20, 2107 13th ave.; Donald M. Urwiller, 17, 8420 Tampa st.; Robert W. Robinette, 18, Route 3, Box 244; Horace C. Albritton, 17, Route 3, Box 576; Norbetto Lacedonia, 19, 506 Park ave.; Robert E. Sheffield, 17, Bradenton.

WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON, D. C.

APR 1 42



WAR DEPARTMENT
ASST. SECRETARY

April 1, 1942

MEMORANDUM

TO: The Assistant Secretary of War (Air)

Supplementing my memorandum of March 28 concerning the deferment of aviation cadet candidates, copy of which is attached hereto for convenient reference, I wish to bring to your attention the attached copy of a story which appeared in the Tampa Morning Tribune for Saturday, March 21.

It will be noted that this article states that aviation cadets, upon qualifying, are being enlisted and granted furlough with pay, pending the beginning of their training. Such publicity as to the way in which white candidates are being appointed gives additional basis and fresh occasion for protests of discrimination against Negro candidates.

William H. Hastie
Civilian Aide to the Secretary
of War

April 1, 1942

MEMORANDUM

TO: The Assistant Secretary of War (Air)

Supplementing my memorandum of March 28 concerning the deferment of aviation cadet candidates, copy of which is attached hereto for convenient reference, I wish to bring to your attention the attached copy of a story which appeared in the Tampa Morning Tribune for Saturday, March 21.

It will be noted that this article states that aviation cadets, upon qualifying, are being enlisted and granted furlough with pay, pending the beginning of their training. Such publicity as to the way in which white candidates are being appointed gives additional basis and fresh occasion for protests of discrimination against Negro candidates.

WILLIAM E. HASTIE

Civilian Aide to the Secretary
of War

4.2.3 1942

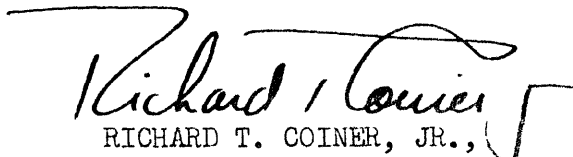
WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY FOR AIR
WASHINGTON, D. C.

April 2, 1942

MEMORANDUM FOR: The Director of Personnel
Attention: Aviation Cadet Section

Your attention is invited to the attached memoranda from Judge William H. Hastie regarding deferment of Aviation Cadet candidates.

It is requested that you furnish this office with information on which to base a reply to these memoranda.


RICHARD T. COINER, JR.,
Lieut. Colonel, Air Corps,
Executive.

Attachment

FILE COPY
ROBERT A. LOVETT

April 2, 1942

MEMORANDUM FOR: The Director of Personnel
Attention: Aviation Cadet Section

Your attention is invited to the attached memoranda from Judge William H. Hastie regarding deferment of Aviation Cadet candidates.

It is requested that you furnish this office with information on which to base a reply to these memoranda.

4 3000 Richard T. Coiner, Jr.

~~Richard T. Coiner, Jr.~~

RICHARD T. COINER, JR.,
Lieut. Colonel, Air Corps,
Executive.

Attachment

Memo Judge Hastie to ASNA, 4-1-42 & 3-28-42

RE: Deferment of Aviation Cadet Candidates.

Coiner/wvk

DECLASSIFIED

April 2, 1942

MEMORANDUM FOR: The Commanding General,
Air Service Command.

Your attention is invited to the attached memorandum from Judge Hastie. It is requested that the complaint contained therein be investigated with the least practicable delay, and that a report be forwarded to this office containing information on which to base a reply.

Signed Richard T. Coiner, Jr.

RICHARD T. COINER, JR.,
Lieut. Colonel, Air Corps,
Executive.

Attachment

Memo Civ.Aide to S/W to ASWA, 3-25-42

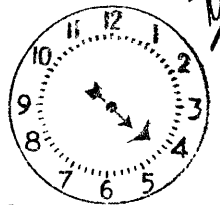
RE: Alleged racial discrimination against Mr. Tyrus Collier,
and Mr. Dennis J. Ferrell in their attempt to obtain
training as Mechanic Learners at San Antonio Air Depot.

Coiner/wvk

ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON, D. C.

WAR DEPARTMENT
Headquarters Army Air Forces
~~OFFICE OF THE CHIEF OF THE AIR CORPS~~ (7)-12
WASHINGTON

APR 13 1942



WAR DEPARTMENT
ASST. SECRETARY (AIR)

April 10, 1942

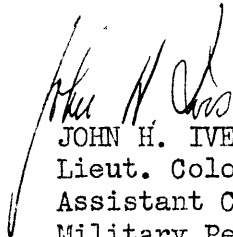
MEMORANDUM FOR: Assistant Secretary of War for Air

Attention: Lieut. Col. COINER

1. With reference to the attached memorandum from the Civilian Aide to the Secretary of War, dated March 28, 1942, you are advised that since about October 15, 1942, it has been the policy of this office not to request Selective Service deferment for white Aviation Cadet candidates. Any instances contrary to this practice that may have come to the attention of Judge Hastie are unauthorized.

2. With reference to the attached memorandum of April 1, 1942, you are advised that the pay which white Aviation Cadet candidates receive while on furlough awaiting assignment for training is the pay of a private in the Army, (i.e., twenty-one dollars a month). It is hardly felt that this constitutes discrimination inasmuch as, when enlistments are open, any person meeting the qualifications for enlistment may be enlisted at any time, if he so desires, and receive the same pay.

For the Commanding General, Army Air Forces:


JOHN H. IVES
Lieut. Colonel, A. C.
Assistant Chief
Military Personnel Division, O.D.P.

Enclosures



DECLASSIFIED

(7)-12

April 10, 1942

MEMORANDUM FOR: Assistant Secretary of War for Air

Attention: Lieut. Col. COINER

1. With reference to the attached memorandum from the Civilian Aide to the Secretary of War, dated March 28, 1942, you are advised that since about October 15, 1942, it has been the policy of this office not to request Selective Service deferment for white Aviation Cadet candidates. Any instances contrary to this practice that may have come to the attention of Judge Hastie are unauthorized.

2. With reference to the attached memorandum of April 1, 1942, you are advised that the pay which white Aviation Cadet candidates receive while on furlough awaiting assignment for training is the pay of a private in the Army, (i.e., twenty-one dollars a month). It is hardly felt that this constitutes discrimination inasmuch as, when enlistments are open, any person meeting the qualifications for enlistment may be enlisted at any time, if he so desires, and receive the same pay.

For the Commanding General, Army Air Forces:

JOHN H. IVES
Lieut. Colonel, A. C.
Assistant Chief
Military Personnel Division, O.D.P.

Enclosures

DECLASSIFIED

FILE COPY
ROBE

April 17, 1942

MEMORANDUM FOR: The Civilian Aid to The Secretary of War.

Reference is made to your memoranda of March 28, and April 1, regarding alleged discrimination in the treatment of Negro aviation cadet candidates.

It has been the policy of the Air Forces not to request Selective Service deferment for aviation cadet candidates since October 15, 1941. Any instances contrary to this practice should be brought to the attention of the Air Forces, citing names and dates in order that corrective action may be taken.

Enlistments for aviation cadet candidacies are open to any qualified person. Candidates may be furloughed if there is a reasonable supposition that they may be called within a short time. The Military Personnel Division states that when actual call to active duty is imminent, that candidates are furloughed in order that they will not be lost to the Air Forces, since certain other agencies are willing to take these men and defer them for relatively long periods of time.

Signed Richard T. Coiner, Jr.

RICHARD T. COINER, JR.,
Lieut. Colonel, Air Corps,
Executive.

Coiner/wvk

352

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

7-2

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the*

April 3, 1942

MEMORANDUM FOR: Lt. Col. Coiner, Rm. 2012 Munitions Bldg.

In reply to memorandum of March 26, 1942, in regard to Negro applicants for Aviation Cadet training, the following is for your information:

All inquiries and applications are now referred to The Adjutant General for reply with proper notation as to whether training is available or not.

To date, six Negro ground officers have been trained for the 99th Pursuit Squadron, two engineers, two communications and two armament. Five were commissioned and one was found physically disqualified for a commission because of high blood pressure. Inasmuch as these officers filled the quotas for the 99th Pursuit Squadron no further training has been offered except for meteorology at the present time.

There are three Negroes undergoing Aviation Cadet meteorology training, two at New York University and one at the University of Chicago. These three were all that were found qualified for this training for the March 16th class.

John H. Ives
JOHN H. IVES
Lt. Col., A. C.
Assistant Chief,
Military Personnel Division, ODP

Review on 2/11/21 ... Cadets 4-3-4



ASMA 291.21 Negro Cadets

029 AAF
020.1
201 Col lves

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4/3/42

7-2

April 3, 1942

MEMORANDUM FOR: Lt. Col. Coiner, Rm. 2012 Munitions Bldg.

In reply to memorandum of March 26, 1942, in regard to Negro applicants for Aviation Cadet training, the following is for your information:

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There are three Negroes undergoing Aviation Cadet meteorology training, two at New York University and one at the University of Chicago. These three were all that were found qualified for this training for the March 16th class.

JOHN H. IVES
Lt. Col., A. C.
Assistant Chief,
Military Personnel Division, ODP

FILE CASE
NOT

April 8, 1942

MEMORANDUM FOR: The Civilian Aide to
the Secretary of War.

Reference is made to your memorandum of recent date regarding the rejection of Negro applicants for specialized aviation training.

I am informed by the Aviation Cadet Section of the Office of the Director of Personnel that all quotas for specialized training have been filled and that the letters forwarded to applicants intended to make this clear. It is regretted that the wording of these letters did not indicate that specialized training was available, but only in order to fill existing vacancies.

To date six Negro ground officers have been trained for the 99th Pursuit Squadron: two as engineering officers, two communications officers, and two armament officers. Five were commissioned and one was found physically disqualified for commission because of high blood pressure.

The appointment of these officers fill the quota for the 99th Pursuit Squadron, and no further training has been offered except in meteorology. Three Negro candidate officers are undergoing training for meteorology: two at New York University and one at the University of Chicago.

Signed Richard T. Coiner, Jr.

RICHARD T. COINER, JR.,
Lieut. Colonel, Air Corps,
Executive.

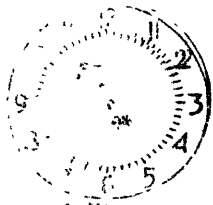
Coiner/wvk

DECLASSIFIED

WAR DEPARTMENT
OFFICE OF THE UNDER SECRETARY
WASHINGTON, D. C.

April 4, 1942

APP 6742



MEMORANDUM FOR MR. LOVETT

I should like to talk to someone in the Air Force who can give me an informed and unbiased report on the proficiency of the Negro pilots being trained at Tuskegee Air Base.

Whom do you suggest?

Howard Petersen
Howard C. Petersen,
Special Assistant to
Under Secretary of War.

WAR DEPARTMENT
UNDER SECRETARY
Handwritten initials and signature

291.21

4-4-42
Handwritten notes

ASFA 291.21

- ✓ 291.21 Tuskegee
- ✓ 095 Petermen, U. C.
- ✓ 020.2

4/4/42

k

April 4, 1942

MEMORANDUM FOR MR. LOVETT

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Whom do you suggest?

(Signed) Howard C. Petersen

Howard C. Petersen,
Special Assistant to
Under Secretary of War.

HCP:seo

WAR DEPARTMENT
OFFICE OF THE SECRETARY
MEMORANDUM

Mr. Lovett

Col. Wharton (S-1)

states; MAY 6 - RECD 1141

(1) we are giving them fair treatment.

(2) They should be willing to stand or fall on success of units now set up.

(3) all this in spite of their world war failure.

(4) attached study shows interesting intelligence comparison

Maj. Bowman

27.44 LS-

ASWA

291.21
324.71

mpc

4/29/41

April 29, 1941.

MEMORANDUM FOR GENERAL HAISLIP:

Subject: Comparison of intelligence of white and colored selectees received in various corps areas.

1. Attached hereto are comparative charts showing the grade attained by samples of white and colored selectees in the Army General Classification Test (Intelligence) at reception centers throughout the United States.

2. The Army General Classification Test was developed and standardized to classify men into rough groups on the basis of trainability. These groups, called Army Grades, were determined so that they would contain the following percentages of the potential military population:

Army Grade:	I	II	III	IV	V
Percentage:	7%	24%	38%	24%	7%

Grade I was designated very superior; Grade II superior; Grade III average; Grade IV inferior; and Grade V very inferior. (The mentality of those in Grade V justifies their recommendation for observation, special labor assignments, or for discharge.)

3. In the charts herewith, column (1) indicates the reception center processing, column (2) indicates the corps area from which selectees were received, column (3) indicates the period in which the numbers sampled were received, column (4) indicates the numbers of selectees, and column (5) indicates the percentage attaining each grade.

a. White (includes unknown percentage of colored also).

b. Colored (no white included).

C. B. Farenbaugh,
Major, General Staff.

Incl.
Tables a and b.

lh

**2. DISTRIBUTION OF GGT-1a SCORES BY ARMY GRADE
FOR SELECTEES - Mostly White**

(Includes Unknown Percentage of Colored)

(1) Reception Center	(2) Corps Area	(3) Period Covered	(4) No. Cases	(5) Percentage of Army Grades				
				I	II	III	IV	V
Fort Dix, N. J.	II	11/40-4/12/41	29,871	11.3	39.5	27.3	15.5	8.7
Camp Lee, Va.	III		8,098	9.5	38.9	30.8	14.1	6.9
Fort Meade, Md.	III	3/20-4/11/41	7,750	6.9	30.6	27.1	17.3	18.1
Fort Bragg, N. C. and Fort Shelby, Miss.	IV		330	4.4	28.3	30.3	21.1	15.9
Fort Sheridan, Ill.	VI		1,475	11.9	44.1	27.3	10.6	5.9
Fort MacArthur, Calif.	IX	1/20-4/2/41	15,151	15.6	43.7	28.8	11.7	5.4
Presidio of Monterey, California	IX	11/40 and 1/21-2/3/41	3,549	11.4	40.9	28.5	15.6	5.9
Average			34,062	10.9	39.2	27.4	15.7	8.7

b. DISTRIBUTION OF GCT-1a SCORES BY ARMY GRADE FOR
COLORED SELECTEEZ

(1) Reception Center	(2) Corps Area	(3) Period Covered	(4) No. Cases	(5) Percentage of Army Grades				
				I	II	III	IV	V
Fort Dix, N. J.	II	12/40-3/8/41	1,640	1.0	11.4	27.0	54.2	26.4
Fort Meade, Md.	III	12/40-3/21/41	1,320	.2	6.0	17.3	27.0	49.5
Camp Lee, Va.	III		1,606	.3	5.7	15.0	24.1	54.9
Fort Bragg, N. C.	IV	2/41	186	.0	.0	4.4	19.1	76.5
Fort Benning, Ga.	IV	2/41-3/41	682	1.2	3.4	9.0	19.4	67.0
Camp Shelby, Miss.	IV		49	.0	2.1	6.1	56.7	35.1
Fort Thomas, Ky.	V	3/22/41	207	.0	4.8	20.8	42.0	32.4
Fort Custer, Mich.	VI	4/41	698	4.3	12.6	20.6	33.1	29.4
Fort Leavenworth, Kan.	VII	2/41-4/41	471	1.0	11.5	26.3	30.9	30.3
Camp Robinson, Ark.	VII	2/2-17/41	220	1.4	7.3	15.5	31.8	44.1
Fort Sill, Okla.	VIII	3/41	773	.0	1.3	10.3	24.0	64.5
Average			2,766	.9	6.9	17.7	28.0	44.5

*Findings - The Hampton Institute
on the Participation of the Negro in
National Defense, Hampton, Va.,
November 25 + 26, 1940.*

REPORT OF THE COMMITTEE ON FINDINGS FOR

MILITARY AND NAVAL DEFENSE

MAY 1 - RECD

The Committee on Findings of the Hampton Conference on the Participation of the Negro in National Defense finds:

1. That the Negro, to date, has not been accorded equitable participation in any branch of the arms and services of the army, navy and marine corps of the United States. This policy has been due to the existence of a professional army and navy in which traditions of caste and social life make it easy to raise the issue of social equality.
 - A. Moreover, three of the four Negro regular army regiments during the past few years have been assigned to noncombat duties that lower their morale and decrease their efficiency as fighting units.
 - B. There are fewer colored national guard units in existence today than there were prior to the first World War. In spite of Public Law #18, approved by the 76th Congress April 3, 1939, which specifically stated that an air school should be designated for the training of Negroes as military pilots, the War Department has not yet implemented that law.
 - C. The War Department contends that since the service of white officers with the colored regular army regiments has proved satisfactory in the past, it contemplates no change in this time of emergency. We regret this decision and protest against it.
 - D. The War Department has begun to assign colored reserve officers to extended active duty service with three national guard regiments and plans the assignment of colored reserve officers to a fourth regiment to be formed. This fourth regiment will not be a national guard unit. We view with pleasure the beginning of this policy of assigning eligible colored reserve officers to active duty with both national guard regiments and new units.

DECLASSIFIED

- E. The committee is also gratified to find that the President of the United States has assured that Negro selectees will be given an opportunity to attend the projected officers' candidate school, and if commissioned, will be assigned to extended active duty service.
- F. We find that whereas the President of the United States in the statement of policy released by the White House on October 9, that eligible colored reserve officers in the medical corps and in the chaplains' corps would be assigned to extended active duty service with the four colored regular army regiments, no provision is presently being made for the inclusion of Negro doctors and dentists in colored regiments other than the three existing national guard regiments and one additional regiment to be formed.
- G. We find that the delay in the assignment of eligible colored reserve officers deprives them of the opportunity of receiving the same training as that given to officers previously called to active duty, and that there is, therefore, the danger that these colored officers will not be as efficient as those officers who have received more training.
- H. We find that while the War Department has expressed its intention to use some Negro nurses, no adequate assurance of the extent of such employment has been given. Even such statement as the War Department has made about the use of Negro nurses is so restrictive in nature that in practical effect they will not be used.
- I. We find with regard to the operation of the Selective Service Act that some states have permitted Negroes to take part in the various functions of the system, such as service on local boards, registrants advisory boards, boards of appeal, examining physicians, and as employed personnel, while other states have not given any recognition to Negroes in these functions; we protest this discriminatory action. The Selective Service Act, to our great satisfaction, is very specific in stating that "in the interpretation of the provisions of this act, there shall be no discrimination against any person because of race or color."

J. We find that the plans of the War Department for the creation of new units of Negroes in the United States Army in addition to the infantry and cavalry indicate the beginning of a more liberal policy.

K. We have been informed that the question of the utilization of Negroes as civilian employees in welfare, morale, and clerical work has not been clearly defined by the War Department and that some clerical applications have been rejected.

II. In contrast to the restricted opportunities for Negroes in the United States army, we regret that the navy limits the enlistment of Negroes to the messman branch where the ceiling of promotion is that of officers' stewards and cooks, with pay of petty officers but not with the rating. We deplore the fact that whereas Negroes were included in the fighting personnel of the United States navy in all of the wars of this country, at present they are denied this opportunity. The navy and the marine corps represent the most undemocratic and un-American aspect of our government, and we vigorously condemn the policy of these policies.

A. We find that whereas in 1939, 35,274 white youth were given the opportunity to attend Citizens Military Training Camps, only 305 Negro youths were afforded that opportunity.

B. We find that a negligible number of colored officers were assigned to duty with the Civilian Conservation Corps.

C. We deplore the fact that practically no Negroes have been appointed to West Point which is maintained by taxes levied upon all of the American people, and we regret further that the naval academy at Annapolis, which is similarly supported, cruelly excludes Negroes.

III. RECOMMENDATIONS.

In view of the findings stated above, we suggest that the following resolutions be adopted by this conference:

1. That all Negroes be granted the fullest possible participation in all the arms and services of the army, navy and marine corps;

2. That the enlisted and commissioned personnel of Negroes in the United States army shall be in proportion to the Negroes in the total population and that this quota shall be equitably distributed among all of the arms and services without prejudice as to status or function;
3. That the War Department immediately implement Public Law #18 of the 76th Congress and the statement of policy released by the White House as to the training of Negroes as military pilots;
4. That colored line officers and professionals be assigned to the four colored regular army regiments;
5. That immediate steps be taken to train additional Negro reserve officers beyond the projected general officers' Training program which the army plans as part of the Selective Service training program.
6. That we ask the President of the United States and the Secretary of the Navy to direct the officer in charge of the naval academy at Annapolis to insure fair and just treatment of any Negro men appointed so that they will be given an equal opportunity, by the faculty and student body, to pursue their course of study;
7. That the Negro voters be urged to see that their congressmen nominate Negro candidates for the military academy at West Point and the naval academy at Annapolis; and that this conference make a request of the President of the United States that he give consideration to Negroes in his quota of appointments to the two academies;
8. That as rapidly as plans of organization permit, all eligible colored reserve officers will be assigned to extended active duty service;
9. That the Selective Service system integrate Negroes into the functions of the system, including the state headquarters, at least in the states where there is a considerable Negro population;

10. That a fair and equitable policy for the employment of civilian employees in welfare, morale and clerical work, be established;
11. That the present policy of complete exclusion of Negro nurses be abandoned and that they be employed on a basis in proportion to the number of Negroes in armed forces;
12. That the exclusion policy of the marine corps and the limitation on Negroes in the navy be abolished and that the enlistment and recruitment of Negroes in the navy and marine corps with full opportunity to achieve all ranks and functions in all branches and services be instituted; and
13. That both those organizations which are specifically concerned with the Negroes' place in the defense and those which are concerned with the general welfare of the Negro coordinate their activity through some national organization machinery.

THE COMMITTEE:

* * * * *

Mr. William H. Hastie, Dean of Law School,
University, Civilian Aid to Secretary of
War, Washington, D. C.
Major Campbell S. Johnson, Executive Assistant
to Director of Selective Service, and Executive
Secretary, Y.M.C.A., Washington, D. C.

* * * * *

117
*111.710

May 3rd, 1941.

MEMORANDUM TO MR. LOVETT:

A delegation from Illinois presented the attached resolution and papers to me. The delegation spoke particularly of service in the Air Corps.

I should be glad to discuss the matter with you after you have studied these papers.

Robert P. Patterson,
Under Secretary of War.

rpp:lm
encs. R. solution, etc.
thru appt. of Judge
Hastie.

Original of this memo returned to Judge Patterson's office on May 6, 1941 with following note: (Enclosures also returned 5/6/41)

"Discussed this with Judge Patterson and it was felt that the War Department had taken all means appropriate at the present time to handle the situation with particular emphasis on the necessity of seeing that the negro troop received equal treatment as regards equipment, housing, messing, and other facilities."

R. A. L.

Faint, illegible text in the top left corner, possibly bleed-through from the reverse side of the page.

LS-

AS A

291.21
080 Hampton Inst on Participation of
Negro in Nat. Def.

5/1/41

mpc

07-11 25-

ASWA 291.21

~~020.2~~
~~291.21 Illinois~~

K

5/3/41

27 May 1944

Mr. John H. Young, 3rd
Executive Secretary
Tuskegee Airmen's Association
Box 846
Tuskegee Institute, Alabama

Dear Mr. Young:

Your letter of 23 May 1944 relative to the disposition of Negro flight instructors is acknowledged.

The matter of a special newspaper release stating that Negro instructors were to be accepted by the Air Transport Command for training was reconsidered and after further thought this action was deemed unnecessary.

This decision was reached by virtue of the fact that the original press release states specifically that all instructors in civilian contract schools are to be accepted for Air Transport Command training if qualified. This can be interpreted in no other way but that it includes Negro instructors at Tuskegee.

The Training Command has been apprised of this fact and directed to accept any applicants in this category without discrimination of any kind towards any individual. As the original quota assigned to the Air Transport Command for training is now filled all future applications for this training will be processed through the Training Command.

You may be assured that the agreements reached in our recent conference will be adhered to.

Sincerely yours,

(Signed) ROBERT A. LOVETT

ROBERT A. LOVETT
Assistant Secretary of War for Air

DISPATCHED

ASSISTANT SECRETARY OF WAR
FOR AIR

Original retyped on AFSWA letterhead



TUSKEGEE AIRMEN'S ASSOCIATION
Tuskegee Institute, Ala.

Box 846

May 23, 1944

Mr. Robert A. Lovett
Assistant Secretary of War For Air
War Department
Washington, D. C.

Dear Mr Lovett:

May I express my sincere appreciation for the way in which you accepted me in your office and the consideration that you gave to the status of our instructors here at Tuskegee.

It has been some time now, since my return to Tuskegee. I have been anxiously watching the newspapers for the official release that Major Cookman was to send out. I have not seen it in any of the papers. Could you refer me to one of the papers that carried the release that I may show it to the men here?

I am inclosing a copy of a letter that I sent to Memphis. I wrote there some time ago in an effort to find out if they had been advised of the changes as were brought out in the conference. I have had no reply.

Of course I have all of the faith in the world in what was said and done in the conference but since the official release did not come out down here and since I have had no reply from Memphis, I can only ask the men to believe what I have said. No official word has come to them since I received the first letter from Memphis and therefore the Memphis incident has not been crased officially.

With best wishes for the continued success of your office, I am,

Sincerely yours,

John H. Young, 3rd
Executive Secretary

TUSKEGEE AIRMEN'S
ASSOCIATION
Tuskegee Institute, Alabama

Box 846

May, 23, 1944

Captain Robert Cadle
Director, Civilian Personnel
Fourth Ferrying Group
Municipal Airport
Memphis, Tennessee

Dear Sir:

This is to request an answer to my letter of some ten days ago, asking that you inform me of the status of Negro flight instructors applying through CAA on the regular Form for that purpose.

This letter was directed to you because of a previous correspondence from your office advising that Negro instructors were not being accepted by ATC.

Since your first correspondence I have been informed that these instructors will be accepted and thru your office or at least thru your organization.

I regret that the time is so short that this letter must be written that we may be clear on policy in the immediate future.

We would appreciate an immediate reply.

John H. Young, 3rd
Executive Secretary

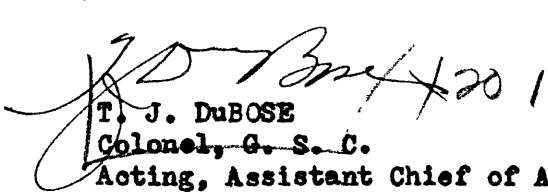
Copy To:
Robert A. Lovett, Assistant Secretary of War for Air
Colonel T. Coulter, Training Branch, ATC
Colonel T. J. DuBose, Assistant Chief, AC Training

May 1944

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
DISPOSITION FORM

FILE _____
NOS _____

SUBJECT
Ltr fr Mr. John H. Young, 3rd re Negro Flt Instructors at Tuskegee, Ala.

SEND TO		FOR							
<input type="checkbox"/>	OSW	<input type="checkbox"/>	ACTION	<input type="checkbox"/>	COORDINATION	<input type="checkbox"/>	INFORMATION	<input type="checkbox"/>	S/W DIRECTS
<input type="checkbox"/>	USW	<input type="checkbox"/>	APPROVAL	<input type="checkbox"/>	FILING	<input type="checkbox"/>	INVESTIGATION	<input checked="" type="checkbox"/>	SIGNATURE
<input type="checkbox"/>	ASW	<input type="checkbox"/>	COMMENT	<input type="checkbox"/>	FORWARDING	<input type="checkbox"/>	NOTE & RETURN	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	ASWA	<input type="checkbox"/>	CONCURRENCE	<input type="checkbox"/>	INDORSEMENT	<input type="checkbox"/>	RECOMMENDATION	<input type="checkbox"/>	
<input type="checkbox"/>	C/S	<p style="text-align: right;">AFACT-2 AEB:rlp 3590</p> <p>1. Attached suggested reply to ltr fr Mr. John H. Young, 3rd, Executive Sec. Airmen's Association dtd 23 May '44 re acceptance of Negro Flt. Instructors for training by ATC.</p> <div style="text-align: right; margin-right: 50px;">  T. J. DuBOSE Colonel, G. S. C. Acting, Assistant Chief of Air Staff, Training </div> <p>MEMO FOR FILE: Memo for CG, AAF dtd 13 May 1944, subj.: "Negro Flight instructors". sets policy of AAF in regard to Negro instructors participating in basic and advanced flying training schools at Tuskegee Institute, Tuskegee, Alabama.</p>							
<input type="checkbox"/>	Sec G/S								
<input type="checkbox"/>	AGF								
<input type="checkbox"/>	SOS								
<input type="checkbox"/>	G-1								
<input type="checkbox"/>	G-2								
<input type="checkbox"/>	G-3								
<input type="checkbox"/>	G-4								
<input type="checkbox"/>	OPD								
<input type="checkbox"/>	TAG								
<input type="checkbox"/>	JAG								
<input type="checkbox"/>	IG								
<input type="checkbox"/>	SG								
<input type="checkbox"/>	L&L								
<input type="checkbox"/>	BOWD								
<input type="checkbox"/>	BPR								

*Rewritten on
letterhead
BoD*

Mr. John H. Young, 3rd
Executive Secretary
Tuskegee Airmen's Association
Box 846
Tuskegee Institute, Alabama

Dear Mr. Young:

Your letter of 23 May 1944 relative to the disposition of Negro flight instructors is acknowledged.

The matter of a special newspaper release stating that Negro instructors were to be accepted by the Air Transport Command for training was reconsidered and after further thought this action was deemed unnecessary.

This decision was reached by virtue of the fact that the original press release states specifically that all instructors in civilian contract schools are to be accepted FOR Air Transport Command training if qualified. This can be interpreted in no other way but that it includes Negro instructors at Tuskegee.

The Training Command has been apprised of this fact and directed to accept any applicants in this category without discrimination of any kind towards any individual. As the original quota assigned to the Air Transport Command for training is now filled all future applications for this training will be processed through the Training Command.

You may be assured that the agreements reached in our recent conference will be adhered to.

Sincerely yours,

Robert H. Smith

Index Number 291.2

Negro Troops

INDEX SHEET

Date: 1/21/46

From: CG USFET Main, Frankfurt, Germany

To: War Dept

Ref S 38398 fr USFET Main to for AGRAR personal
fro Eisenhower fr Patterson signed McNarney cite ETSGS

SYNOPSIS

INCOMING CLASSIFIED MESSAGE:

NR: S 38398

Re: Brief stops in the India-Burma Theater (Delhi) the Africian-Middle
East Theater (Cairo) and the Mediterranean Theater (Caserta) Give
you my impressions; etc etc Re: disposal of surplus equipment
and installations, Negro troops in Liberia constructed a road: ATC
operations are an important activity, etc etc

CMFIN- 4743

Corr. filed under: 091- Germany

Date prepared: 3/14/46

Index Number 291.2

Negro personnel

INDEX SHEET

Date: 8/11/45

From: John W. Martyn
Administrative Assistant
To: Honorable Walter F. George
United States Senate

SYNOPSIS

COPY OF MEMORANDUM:

Re :

Secretary of War has asked me to reply to your personal inquiry of July 28th regarding information which you have received to the effect that Hunter Field, Savannah, Georgia is to be used for a Negro Camp after personnel now stationed at this installation has been evacuated, etc etc . There is no present plan for the stationing of Negro units at Hunter Field, etc etc

Corr. filed under: 686- Hunter Field, (Savannah, Georgia)

Date prepared: 9/7/45

Index Number 291.2

INDEX SHEET

Date: 4/30/45

From: Manuscript

To: XXXXXXXXXXXX

SYNOPSIS

MARKED COPY OF APRIL 4th Issue with pages 4 & 5 marked re: negro welfare No7

ATTACHED: Transmittal slip to Lt. Col Mitchell dtd 5/1/45 fr Col Gerhardt

Corr. filed under: 000.76- Manuscript

Date prepared: 6/29/45

Index Number

291.2 BASIC

INDEX SHEET

Date: 2/1/45

From: Brig. Gen. Wm. W. Welsh, Asst Chf. of Air Staff., Trng.

To: AS7A

SYNOPSIS

MEMO:

SUBJECT: Status of Negro Air Crew Training.

Corr. filed under: 291.2

Date prepared:

291.2 BASIC Index Number

INDEX SHEET

SECRET

Date: 1/4/45

From: Brig. Gen. Frederick H. Smith, Jr. Dep. Chf. of Air Staff.

To: ~~XXXXXX~~ ASWA

SYNOPSIS

MEMO SUBJECT 332nd Fighter Group (Negro)
re re-assigning above Unit to 75 unit aircraft and 126 combat crews, etc.

Corr. filed under:

291.2

SECRET

Date prepared:

Index Number 291.2
Negroes

INDEX SHEET

Date: 10/28/43

From: Major Mitchell
To: Mr Truman K. Gibson, Jr.

SYNOPSIS

MEMORANDUM:

This is in reference to your memo of Sept 23 1943 inquiring about the acquisition of property for the expansion of the Smith-Reynolds Army Air Base; the tract acquired by the War Dept at the Smith Reynolds Airport (Winston-Salem) contains approximately 50 acres etc land is not in the immediate vicinity of the Evergreen Cemetery etc, Mr Charles E. Norfleet of the Forsyth County Airport Authority is handling the acquisition of the additional land and has employed colored law firm of Price & Jones to secure permits for the removal of bodies from the Evergreen Cemetery etc C/O of the Airport is Lt. Col. George P. Kane of the Flight Control Comm. Col. S.R. Harris states no officer of the AAF has taken any part in the acquisition of this land etc etc

Attached: Memo to ASWA dtd 10/25/43 fr Col O'Brien memo to AS Chief of Engineers dtd 9/28/43 fr Col. Shively 1.2n 3rd and 4th ind. also memo to AS CAS MM&D dtd 9/24/43 fr Major Hanson memo to ASWA dtd 9/23/43 fr Truman Gibson Jr Memo to ASCS dtd 10/22/43 fr Major Hanson, also memo to

Corr. filed under: 686- Winston-Salem, N. Car

Date prepared: 11/13/43

Index Number
291.2

INDEX SHEET

Date: 2/20/43

From: Lt. Col. Thomas J. Gent, Jr.
To: Acting Civ. Aide to the Sec. of War.

SECRET

SYNOPSIS

MEMO: In answer to memo of Feb. 10th states Negro Personnel in the Air Forces will receive technical trng at Schools as listed.

Corr. filed under: 291.2

Date prepared: 3/1/43

SECRET

Index Number
291.2

INDEX SHEET

Date: 12/12/42

From: Col. Coiner

To: Civ. Aide to the Sec. of War. (Wm.H. Hastie)

SYNOPSIS

Re appl. of John S. Perry for appt. as Service Pilot.

Corr. filed under: 201 Perry, John S. (Appl)

Date prepared: 1/21/43

INDEX SHEET

Index Number

291.2

12/9/42

From: Truman K. Gibson, Jr.
A sst. Civ. Aide to the Sec. of War.

To: RAL

Memo Commending action of Col. Merrick Estabrook, Commanding
officer, Patterson, Field re handling of controversial situation re race.

Under 291.2 Patterson Field, N.J.

Show classification number and date of communication on first line, drop two spaces, show source of communication and to whom addressed, then drop two spaces again and give a brief synopsis of subject matter sufficient to identify the document.

Index Number

INDEX SHEET

291.2

From: Col Coiner
To: Civ Aide S/W 12/4/42

Let fr. Mrs. Jesse W Green re conduct of soldiers riding on
buses between Bolling Field and Washington.

12/9/42 k

Corr
250.1 Bolling Field

Show classification number and date of communication on first line, drop two spaces, show source of communication and to whom addressed, then drop two spaces again and give a brief synopsis of subject matter sufficient to identify the document.

Index Number
291.2

INDEX SHEET

From: Civ Aine B/W

To: ASWA 11/10/42

Sug. o. tion fr. Ws J Thompkins re naming Tuskegee AA Base in memory
of Robt A. Dawson, negro aviation cadet killed in training accident.

12/12/42 k

Corr

680.9 Tuskegee, Ala

Show classification number and date of communication on first line, drop two spaces, show source of communication and to whom addressed, then drop two spaces again and give a brief synopsis of subject matter sufficient to identify the document.

Index Number

291.2

INDEX SHEET

From: Major Chester
To: J McFarline Ervin 11/7/42

Negro Citizens of Los Angeles desire contribute bomber to AAF.

12/1/42 k

Corres

123.2 Negro Citizens of Los Angeles, Calif.

Show classification number and date of communication on first line, drop two spaces, show source of communication and to whom addressed, then drop two spaces again and give a brief synopsis of subject matter sufficient to identify the document.

Index Number
291.2 Basic

INDEX SHEET

SECRET

From: Gen Stratemyer

To: ASMA 10/18/42

Plan for 332d Fighter Group and Structure Force (Negroes).

10/21/42 k

Corres. filed under:

291.2

Show classification number and date of communication on first line, drop two spaces, show source of communication and to whom addressed, then drop two spaces again and give a brief synopsis of subject matter sufficient to identify the document.

Index Number

291.2

INDEX SHEET

From: Pvt F C Oscar Desimmons

To: ASVA 10/15/42

Wants to be used as liaison pilot or something where he could have
his former rating; Washed up as Tuskegee flying cadet.

11/3/42 k

Corres. filed

201 De Simmons, F C Oscar, Pvt.

Show classification number and date of communication on first line, drop two spaces, show source of communication and to whom addressed, then drop two spaces again and give a brief synopsis of subject matter sufficient to identify the document.

INDEX SHEET

Index Number

~~291.2~~

291.2

neg. used.

From: Col Coiner

To: ASWA

9/30/42

Acquisition of facilities at the Prairie View State College,
Prairie View, Texas.

10/5/42 k

Corres. filed under:

601 Texas

Show classification number and date of communication on first line, drop two spaces, show source of communication and to whom addressed, then drop two spaces again and give a brief synopsis of subject matter sufficient to identify the document.

Index Number

291.2 Negroes

INDEX SHEET

From: Col Coiner

To: Civ Aid S/W

9/29/42

Dir of Ind Training states req. made for additional CPT training for negroes; Allocation of trainees to various schools is a function of CPT and not AAF.

10/14/42 k

Corres. filed under:

353.9 CPT

Show classification number and date of communication on first line, drop two spaces, show source of communication and to whom addressed, then drop two spaces again and give a brief synopsis of subject matter sufficient to identify the document.

Index Number

291.2 Negroes

INDEX SHEET

From: Col Coiner

To: Civ Aide to S/W

8/26/42

AC Field representatives authorized to take into AC Enlisted Reserve one yr's supply of accepted negro cadets. Roscoe Brown rejected.

9/5/42 k

Corres filed under:

201 Brown, Roscoe Jr.

Show classification number and date of communication on first line, drop two spaces, show source of communication and to whom addressed, then drop two spaces again and give a brief synopsis of subject matter sufficient to identify the document.

INDEX SHEET

Index Number

291.2 Negroes

Basic

From: RTC OASWA

To: Civ Aide to S/W

8/12/42

Action taken activating the Negro Fighter Group.

8/13/42 k

Corres. filed under:

291.2 Negroes, Secret

Show classification number and date of communication on first line, drop two spaces, show source of communication and to whom addressed, then drop two spaces again and give a brief synopsis of subject matter sufficient to identify the document.

INDEX SHEET

Index Number

291.2

Negroes

From: Col Smith and RTC

To: Civ Aide to S/W

7/27/42

As at most of the other Air Force Technical Training Command stations, Keesler Field has negro troops assigned in QMC and MD; Lt Frank E. McDowell, Jr. is a MC Officer.

8/12/42 k

Corres. filed under:

291.2 Keesler Field, Miss.

Show classification number and date of communication on first line, drop two spaces, show source of communication and to whom addressed, then drop two spaces again and give a brief synopsis of subject matter sufficient to identify the document.

Index Number

291.2

INDEX SHEET

From: Col Coiner

To: ASW

7/25/42

No establishment of Negro Officer Candidate School at Miami Beach, Fla.

8/19/42 k

Corres. filed under:

352.9 Miami Beach, Fla.

Show classification number and date of communication on first line, drop two spaces, show source of communication and to whom addressed, then drop two spaces again and give a brief synopsis of subject matter sufficient to identify the document.

Index Number

291.2 Negroes

INDEX SHEET

From: Col Davison

To: RT:

7/17/42
1

Memo fr. Wm Hastie 7/9/42 re Adj Gen directed to take into AC Enlisted Reserve one year's supply of accepted aviation cadet candidates who will be trained at Tuskegee, Ala. for negro candidates.

8/26/42 k

Corres. filed under:

221.99

Show classification number and date of communication on first line, drop two spaces, show source of communication and to whom addressed, then drop two spaces again and give a brief synopsis of subject matter sufficient to identify the document.

Index Number

291.2 negroes

INDEX SHEET

From: RTC

To: ANNA

Training negro technicians; establishment of separate technical
training schools for negroes at Tuskegee Air Base; memo fr.
Wm H Hastie, Off S/W

8/12/42 k

Corres. filed under:
352.16 instructors.

Show classification number and date of communication on first line, drop two spaces, show source of communication and to whom addressed, then drop two spaces again and give a brief synopsis of subject matter sufficient to identify the document.

INDEX SHEET

Index Number

291.2

Date:

7/4/42

From:

Judge Patton

To:

U.S. 22 C

SYNOPSIS

List of Negro Colleges in M. S.

Corr. filed under:

000.8 Negro Colleges.

Date prepared:

CONFIDENTIAL

Index Number

291.21

INDEX SHEET

FROM: Memo: Col. Coihner, ASWA

TO: Asst. Civil. Aide to S/W

6-8-42

Ref. his memo of 5-23 re utilization of Negro instructors
in technical training.

6-22-42 W

Corr filed under

352.16 Negro instructors

CONFIDENTIAL

Show classification number and date of communication on first line, drop two spaces, show source of communication and to whom addressed, then drop two spaces again and give a brief synopsis of subject matter sufficient to identify the document.

Index Number
291.21
Negro Pilots

INDEX SHEET

From: RTC OASWA

To: Civ Aid to Sec/War 5/8/42

Enlisted reserve program of the civilian training program.

6/6/42 k

Corres. filed under:

221.99

Show classification number and date of communication on first line, drop two spaces, show source of communication and to whom addressed, then drop two spaces again and give a brief synopsis of subject matter sufficient to identify the document.

Index Number
291.21
Negro aviation cadets

INDEX SHEET

From: RTC OASWA

To: Civ Aid to the Sec War

5/2/42

Program for enlistment of college students in the AAF Enlisted Reserve
and the case of Herbert Reed (Colored); negro aviation cadets.

6/8/42 k

Corres. filed under:

221.99

Show classification number and date of communication on first line, drop two spaces, show source of communication and to whom addressed, then drop two spaces again and give a brief synopsis of subject matter sufficient to identify the document.

INDEX SHEET

Index Number

291.21
Negro pilots

From: RTC Exec. Offr.

To: Dir of Military Personnel

4/24/42

Army to enlist college students for future aviation training;
negro pilots.

6/1/42 k

Corres. filed under:

221.99

Show classification number and date of communication on first line, drop two spaces, show source of communication and to whom addressed, then drop two spaces again and give a brief synopsis of subject matter sufficient to identify the document.

291.21

Index Number

INDEX SHEET

ASWA 291.21 Negro pilots

4/17/42

RTC OASWA

Civ Aid to Sec War

Alleged discrimination in the treatment of Negro aviation cadet candidates. No req. for Selective Deferment for aviation cadet candidates since 10/15/41. Practice contrary to this should be referred to Air forces.

4/23/42 k

3/19/42

Show classification number and date of communication on first line, drop two spaces, show source of communication and to whom addressed, then drop two spaces again and give a brief synopsis of subject matter sufficient to identify the document.

INDEX SHEET

Index Number

291.21
Negroes

From: Gen Arnold

To: Chief of Staff

4/14/42

Colored personnel for Army Air Forces.

6/5/42 k

Corres. filed under:

320.2

Show classification number and date of communication on first line, drop two spaces, show source of communication and to whom addressed, then drop two spaces again and give a brief synopsis of subject matter sufficient to identify the document.

THE FOLLOWING PAGES
ARE BEST AVAILABLE COPY

291.21

Index Number

INDEX SHEET

ASWA 291.21

2/18/42

RPP USW

ASWA

Bishop R R Wright, Pres. of Wilberforce University in Ohio, suggests
school for negroes for aviation flying.

3/21/42 K

2/18/42

Show classification number and date of communication on first line, drop two spaces, show source of communication and to whom addressed, then drop two spaces again and give a brief synopsis of subject matter sufficient to identify the document.

291.21

Index Number

INDEX SHEET

ASWA 291.21

11/28/41

Major Curtis Secy Air Staff

ASWA

Advancement of colored people.

2/28/42 K

11/8/41

Show classification number and date of communication on first line, drop two spaces, show source of communication and to whom addressed, then drop two spaces again and give a brief synopsis of subject matter sufficient to identify the document.

291.21

Index Number

INDEX SHEET

ASWA 291.21

7/24/41

Truman K Gibson, Jr.

Asst to the Civilian Aide to the Sec. War

ASWA

Investigation of John Evans Complaint at Patterson Field, Ohio.

Appointments of negro aircraft mechanics at Patterson Field.

2/28/42 K

6/30/41

Show classification number and date of communication on first line, drop two spaces, show source of communication and to whom addressed, then drop two spaces again and give a brief synopsis of subject matter sufficient to identify the document.

291.21

Index Number

INDEX SHEET

ASWA 291.21

10/20/41

Col. Streett

Cf Army Air Forces

Application of Mr. Vetile James, Jr., of Denver, Colorado (colored)
for special training as an air photographer is self-explanatory.

2/28/42 K

10/4/41

Show classification number and date of communication on first line, drop two spaces, show source of communication and to whom addressed, then drop two spaces again and give a brief synopsis of subject matter sufficient to identify the document.

291.21

Index Number

INDEX SHEET

291.21

5/2/41

William G. Bastie
Civilian Aide to Sec. of War

R.A. Lovett, ASWA

The Army Air Corps has seen fit to establish this anomalous special school for Negroes and now proposes to jeopardize the morals of the school and to invite widespread public indignation by racial separation of personnel within the unit.

2/28/42 mpc

4/23/41

Show classification number and date of communication on first line, drop two spaces, show source of communication and to whom addressed, then drop two spaces again and give a brief synopsis of subject matter sufficient to identify the document.

WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY FOR AIR

MEMORANDUM

M. h. -

T. M. i.

R

WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY
Washington, D. C.

✓ 1721 Major Cozzens
AFOIS
EX 2351

4 June 1945

MEMORANDUM FOR THE SECRETARY OF WAR: X020

Subject: Report of Advisory Committee on Special Troop Policies. X334

I am forwarding herewith the report of a meeting of the Advisory Committee on Special Troop Policies, which considered the recommendations made by the Inspector General in his report of investigation of a recent incident at Freeman Field, Indiana, involving the use of the Officers' Club at that post by Negro officers. X 686

This report has been circulated to the members of the Committee, who have concurred in it, with the exception of the Assistant Chief of Staff, G-3 (see Tab A); the Army Service Forces (see Tab B); and the Army Air Forces (see Tab C).

I have carefully considered the remarks and recommendations made by the members of the Committee and recommend that the attached report be approved with the substitution of paragraph 4, as suggested by the Assistant Chief of Staff, G-3 (Tab A) for that which appeared in the original memorandum.

The issue presented by the Freeman Field incident is whether or not a post commander has the authority to exclude individuals from recreational facilities on any Army post on racial grounds. The report submitted by the Army Air Forces

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suggests, in substance, that the Army return to a policy of separate and equal facilities for white and Negro personnel. Such a policy, in my opinion, would be a step backward and would reverse the position taken by the War Department in the Selfridge Field case in which the same issues were involved. At that time it was clearly determined that designation of recreational facilities for the use of a particular race or color group would not be permitted. A reversal of this position at the present time would have grave repercussions and would make the position taken in the Selfridge Field case untenable. The right of a post commander to designate recreational facilities for the use of particular military units is not questioned. This is within his administrative power and good management should certainly place within the discretion of the post commander the right to allocate facilities in accordance with their capacity. However, such administrative discretion should not carry the authority to exclude individuals from the right to enjoy recreational facilities provided by the United States Government or maintained with its funds.

/s/ John J. McCloy

Encls.

John J. McCloy

Approved by HLS

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MEMORANDUM FOR THE SECRETARY OF WAR:

SUBJECT: Report of Meeting of Advisory Committee on Special Troop Policies.

1. The Advisory Committee on Special Troop Policies met on 19 May 1945 to consider the recommendations made by The Inspector General in his report of investigation of a recent incident at Freeman Field, Indiana, involving the use of the Officers' Club at that post by Negro officers.

2. The Committee reached the conclusions that the motion of the Commanding Officer taken immediately preceding and during the course of the incident was within his administrative police powers, and that the arrest of three Negro officers and subsequently the arrest and release of 101 other Negro officers was proper. The Committee does not concur in the finding upholding the basis upon which a separation of the Officers' Club facilities was made by the post commander, and believes that such basis was not in accord with existing Army Regulations and War Department policies prohibiting separation in the use of recreational activities on racial grounds. It is recommended that the report of investigation be returned to The Inspector General with the request that the non-conformance with Army Regulations and War Department policies be brought to the attention of the Commanding General, Army Air Forces for appropriate action.

3. The Committee recommends that the Commanding General, Army Air Forces be advised that the trial of the three Negro officers now in arrest in connection with the Freeman Field incident be expedited.

4. The Committee recommends that the last paragraph on page 14, War Department Pamphlet 20-6 be changed as indicated below to eliminate a possible inconsistency with current War Department regulations:

"Where conditions make it desirable, War Department instructions permit the local commander to provide separate recreational facilities, such as post exchanges, theaters or sections of theaters, for the use of particular military units. However, it is the basic policy of the War Department that the provision of such separate facility does not permit the exclusion, on the basis of race or color, of any member of the military service from using any and all such facilities established in public buildings. Army Regulation 210-10, paragraph 19, is explicit in defining the application of this policy to membership in officers' clubs, messes, or similar social organizations."

JOHN J. McCLOY
Assistant Secretary of War
Chairman

44

3712

2 May 1944

MEMORANDUM FOR MR. LOVETT:

1. I just received the attached letter from Mr. Young. I will take the matter, referred to in the second paragraph, up with Personnel.

2. This is forwarded to you as a matter of personal interest and any comment you desire to make. Request the attached be returned.

Noted with thanks L

T. J. DUBOSE
Colonel, G. S. C.

Original & attachment returned 5/4/44

m

ADDRESS REPLY TO
COMMANDING GENERAL, ARMY AIR FORCES
WASHINGTON 25, D. C.

ATTENTION

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON



APR 20 1944



WAR DEPARTMENT
ASST. SECRETARY

20 April 1944

MEMORANDUM FOR THE ASSISTANT SECRETARY OF WAR FOR AIR.

Subject: Training Opportunities Available to Negro
Participants in Flying Training Programs
Discontinued and to be Discontinued.

The following information concerning the number of Negroes involved in the discontinued C.A.A. Reservist Program and the C.A.A. College Indoctrination Program marked for discontinuance on 30 June 1944 is attached hereto together with the requirements for qualification in the various choices for acceptance in the activities available.

X 300.8

4 Incls.
Information on Negro
Participants in Flying Programs
dated 20 April 1944.
CAA Ltr dtd 11 Feb 44
AR No. 615-160 dtd 5 Nov 42
AAF Regulation 50-12 dtd 10 Sept 43

Robert W. Harper
ROBERT W. HARPER
Major General, U. S. Army
Assistant Chief of Air Staff,
Training

1321

X 353 W.T.S.

20 April 1944

MEMORANDUM FOR THE ASSISTANT SECRETARY OF WAR FOR AIR.

Subject: Training Opportunities Available to Negro
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Discontinued and to be Discontinued.

The following information concerning the number of Negroes involved in the discontinued C.A.A. Reservist Program and the C.A.A. College Indoctrination Program marked for discontinuance on 30 June 1944 is attached hereto together with the requirements for qualification in the various choices for acceptance in the activities available.

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Information on Negro
Participants in Flying Programs
dated 20 April 1944.

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AAF Regulation 50-12 dtd 10 Sept 43

ROBERT W. HARPER

Major General, U. S. Army

Assistant Chief of Air Staff,

Training

Information on Negro Participants in Flying Programs Listed.

Program	No.	Training Opportunities Available	Disposition
<u>CAAWTS Reservist Program</u> (discontinued 15 Jan '44)			
<u>Instructors (Total 7)</u> Reservists	5	ATC Aviation Cadet Tech Training	5 reported on 9 March 1944 to AAF Military Personnel Division for activation or discharge by reason of termination of employment with CAAWTS.
Non-Reservists	2	ATC Aviation Cadet Tech Training	1 reemployed by CAAWTS on college indoctrination program at Tuskegee on 20 January 1944. 1 unknown
<u>Trainees (Total 34)</u> All reservists on active duty	34	ATC Aviation Cadet Tech Training	22 - Aviation Cadet 8 - Radio operator & Mechanic School 1 - Airplane armorer school 1 - Permanent Party BTC, Greensboro, N. C. 1 - Not reported as to assignment 1 - AWOL

Information on Negro Participants in Flying Programs Listed.

<u>Program</u>	<u>No.</u>	<u>Training Opportunities Available</u>	<u>Disposition</u>
<u>CAAWTS College Indoctrination Program</u> (To be terminated 30 June 1944)			
<u>Instructors (total 12)</u>			
Reservists	8	ATC Aviation Cadet Tech Training	Presently continuing as flight instructors. Board of 4 officers from AAFTC to screen and advise disposition.
Non-Reservists	4	ATC Aviation Cadet Tech Training	Presently continuing as flight instructors. Board of 4 officers from AAFTC to screen and advise disposition
<u>AAF Civilian Contract Pilot School (Primary)</u>			
<u>Instructors (total 36)</u>			
Reservists	32		Program to continue
Non-reservists	4		Program to continue

AAF REGULATION)
NO. 50-12)

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON, 10 SEPTEMBER 1943

TRAINING

Technical Training of Enlisted Men

(This Regulation supersedes AAF Regulations Nos. 50-12, 21 April 1943, and 50-12A, 17 July 1943.)

<u>Section</u>	<u>Index</u>	<u>Page</u>
I	Established Courses	1
II	Entrance Requirements	2
III	Tests	5
IV	Technical Training for Assigned Personnel	5
V	General Administration	5

I - ESTABLISHED COURSES

1. The established enlisted men's technical training courses within the AAF Training Command are as follows:

a. Regular Courses:

- (1) Armorer, Airplane
- (2) Clerk, Administrative and Technical
- (3) Cryptographer
- (4) Instructor, Link Trainer
- (5) Machinist, Airplane
- (6) Mechanic, Airplane (Depot Overhaul)
- (7) Mechanic, Airplane and Engine
- (8) Mechanic, Airplane Engine (Depot Overhaul)
- (9) Mechanic, Bombsight
- (10) Mechanic, Glider
- (11) Mechanic, Link Trainer
- (12) Mechanic, Power Turret and Gunsight
- (13) Mechanic, Radio
- (14) Mechanic, Teletypewriter
- (15) Observers, Weather
- (16) Operator, Radio
- (17) Operator, Radio (Army Airways Communications System)
- (18) Operator - Mechanic, Radio
- (19) Operator - Mechanic, Special Purpose Motor Vehicle
- (20) Phototopographer
- (21) Rigger and Repairman, Parachute
- (22) Technician, Camera
- (23) Technician, Photographic Laboratory
- (24) Welder, Airplane
- (25) Worker, Airplane Sheet Metal

b. Advanced Courses:

- (1) Forecaster, Weather
- (2) Inspector, Administrative (NCO)
- (3) Inspector, Technical (NCO)
- (4) Mechanic, Airplane Electrical Instrument (Depot Overhaul)
- (5) Mechanic, Airplane Gyro Instrument (Depot Overhaul)

- (6) Mechanic, Airplane Mechanical Instrument (Depot Overhaul)
- (7) Mechanic, Bombsight (Depot Overhaul)
- (8) Mechanic, Link Celestial Navigational Trainer
- (9) Mechanic, Power Turret and Gunsight (Depot Overhaul)
- (10) Mechanic, Radio (Army Airways Communications System)
- (11) Mechanic, Radio (Control Net System)
- (12) Mechanic, Radar (Beacon)
- (13) Mechanic, Radar (GEE)
- (14) Mechanic, Radar (IFF)
- (15) Mechanic, Radar (Navigation)
- (16) Mechanic, Radar (Night Fighter)
- (17) Mechanic, Radar (RCM)
- (18) Mechanic, Radar (Sea Search)
- (19) Mechanic, Radar (Sea Search - LAB)
- (20) Mechanic, Radar (Troop Carrier)
- (21) Observer, Radar (Sea Search)
- (22) Operator, Control Tower
- (23) Operator, Link Celestial Navigational Trainer
- (24) Operator, Radio Sonde
- (25) Specialist, Airplane Electrical
- (26) Specialist, Airplane Electrical (Depot Overhaul)
- (27) Specialist, Airplane Hydraulic
- (28) Specialist, Airplane Instrument
- (29) Specialist, Airplane Power Plant
- (30) Specialist, Airplane Propeller
- (31) Specialist, Airplane Propeller (Depot Overhaul)
- (32) Specialist, Central Station Fire Control

- c. Factory Training Courses. Such factory training courses as may be authorized by the Commanding General, Army Air Forces at plants of manufacturers of airplanes, airplane engines, and airplane accessories under the supervision of the Commanding General, AAF Training Command.

II - ENTRANCE REQUIREMENTS

2. General Entrance Requirements:

a. Regular and Advanced Courses:

- (1) Eight years' grammar school education or equivalent.
- (2) Aptitude for the particular type of training and work.

b. Regular Courses, in addition to a above:

- (1) Prospective students must possess a satisfactory degree of mental alertness and mechanical aptitude as determined by the general classification, mathematics, and specific aptitude tests
- (2) Prospective students for the Bombsight Mechanic Course must be especially recommended by their commanding officers; be able to correctly interpret at least 75% of the test charts in either the American Optical Company or the Ishihara color-vision textbooks; and be qualified for the Bombsight Mechanic Course as prescribed in AAF Regulation 35-13.
- (3) Prospective students for the Cryptographer Course must be qualified as prescribed by AAF Regulation 35-13.
- (4) Prospective students for the Link Trainer Instructor Course must be excellent noncommissioned officer material, possess a pleasing personality, have the ability to impart to others knowledge they gain through training, and must have completed high school or college physics and/or related experience.

- (5) Prospective students for the Power Turret and Gunsight Mechanic Course must have completed high school or college physics and/or related experience.
 - (6) Prospective students for the Weather Observer Course must have completed satisfactorily courses in physics and trigonometry in high school or college.
- c. Advanced Courses, in addition to a. above:
- (1) Prospective students for the Airplane Electrical Specialist, Airplane Hydraulic Specialist, Airplane Instrument Specialist, Airplane Power Plant Specialist, and Airplane Propeller Specialist Courses must have completed an Airplane and Engine Mechanic Course at an AAF technical school or at an AAF contract technical school, or be qualified in experience as specialists by direct "on the job" training and be especially recommended by their commanding officers.
 - (2) Prospective students for the Link Celestial Navigational Trainer Mechanic and Link Celestial Navigational Trainer Operator Courses must be graduates of the Link Trainer Instructor Course and/or Link Trainer Mechanic Course and be especially recommended by their commanding officers.
 - (3) Prospective students for Radar Courses, paragraph lb(12) to and including lb(21), must be graduates of the regular Radio Mechanic Course or the regular Radio Operator-Mechanic Course, be especially recommended by their commanding officer, and be qualified as prescribed by AAF Regulation 35-13.
 - (4) Prospective students for the Weather Forecaster Course must be qualified as Weather Observers, pass an examination as prescribed by the Commanding General, Training Command consisting of elementary phases of physics, algebra, geometry, and trigonometry, and be recommended for the course by a weather officer.
 - (5) Prospective students for the Radio Mechanic Course (Army Airways Communications System) and the Radio Mechanic Course (Control Net System) must be graduates of the regular Radio Mechanic Course or the Regular Radio Operator-Mechanic Course and be especially recommended by their commanding officer.
 - (6) Prospective students for the Control Tower Operators Course must be able to receive and send Morse Code at a rate of not less than eight (8) words per minute, be especially recommended by their commanding officer, be physically qualified under the provisions of AAF Regulation 35-1, be able to correctly interpret at least 75% of the test charts in either the American Optical Company or Ishihara color vision textbooks, and be able to speak the English language in the manner specified.
- d. Factory Training Courses. Enlisted men detailed to factory training courses must be graduates of course listed in paragraph 1 above or be qualified through experience in that specialty, and be especially recommended by their commanding officer.

Physical Entrance Requirements, (Air-crew members of combat type aircraft)

- a. Prospective students for courses of instruction as Airplane Armorer, Airplane Mechanic, Radio Operator-Mechanic, Radar Observer (Sea Search), and such other courses as may hereafter be prescribed for duty as air-crew members of combat type airplanes will be examined by flight surgeons or aviation medical examiners, and must meet the physical standards prescribed in AR 40-105 and, in addition, must meet the special requirements listed below:
- (1) Age: 18 to 36, inclusive.

- (2) Height and Weight: Height will be from a minimum of 60 inches to a maximum of 72 inches. Weight will be from a minimum of 100 pounds to a maximum of 180 pounds, in accordance with weight requirements of paragraph 18, AR 40-105.
 - (3) Visual Acuity: Minimum distant vision acceptable will be 20/30, correctible to 20/20 in each eye. Correctibility may be determined by the use of the pin-hole disc. In examination of near vision, the applicant must read Jaeger test type 1 at a distance of 13 inches with each eye.
 - (4) Acuity of Hearing: Minimum acuity of hearing acceptable will be 20/20 in one ear and 15/20 in the other ear to whispered voice.
 - (5) Color Vision: Ability to meet the minimum requirements prescribed by paragraph 8c, AR 40-105.
 - (6) Dental requirements will be as stated in paragraph 31a, MR 1-9. Condition of such teeth as the applicant may have must be in accordance with paragraph 3, AR 40-510, class II or class IV.
- b. No waivers for minor physical defects will be granted for entrance into such courses.
- c. Immediately upon completion of physical examinations in accordance with the above, prospective students' commanding officers will enter or cause to be entered on the Service Record, WD AGO Form No. 24 under "Remarks (Administrative)", the date and one of the following items, whichever is appropriate.
- (1) Qualified physically for air-crew training (combat),
 - (2) Disqualified physically for air-crew training (combat) due to _____
4. Physical Entrance Requirements, (Air-crew members of noncombat type aircraft):
- a. Prospective students for courses of instruction as Airplane Mechanic, Radio Operator-Mechanic, and such other courses as may hereafter be prescribed for duty as air-crew members with the AAF Transport Command, AAF Troop Carrier Command and AAF Air Service Command and air crews of noncombat type aircraft in other commands will be examined by flight surgeons or aviation medical examiners and must meet the physical standards prescribed by AR 40-105. In addition, they must meet the special requirements listed below.
 - (1) Age: 18 to 36, inclusive.
 - (2) Height and Weight: Height will be from a minimum of 60 inches to a maximum of 76 inches. Weight will be from a minimum of 100 pounds to a maximum of 200 pounds, in accordance with weight requirements of paragraph 18, Section IV, AR 40-105.
 - (3) Visual Acuity: Vision of 20/100 in each eye, correctible to 20/20 in one eye and 20/30 in the other eye.
 - (4) Acuity of Hearing: Minimum acuity of hearing acceptable will be 20/20 in one ear and 15/20 in the other ear to whispered voice.
 - (5) Color Vision: Ability to meet the minimum requirements prescribed by paragraph 8c, AR 40-105.
 - (6) Dental requirements will be as stated in paragraph 31a, MR 1-9. Condition of such teeth as the applicant may have must be in accordance with paragraph 3, AR 40-510, class II or class IV.
 - b. No waivers for minor physical defects will be granted for entrance into such courses.

c. Immediately upon completion of physical examinations in accordance with the above, prospective students' commanding officers will enter or cause to be entered on the Service Record, WD AGO Form No. 24 under "Remarks (Administrative)" the date and one of the following items:

- (1) Qualified physically for air-crew training (noncombat).
- (2) Disqualified physically for air-crew training (noncombat) due to _____

III - TESTS

5. Tests specified in paragraph 2b(1) above and the directions for administering and scoring same will be prescribed by the Commanding General, AAF Training Command and will be distributed by the Commanding General, AAF Air Service Command. This material may be obtained by requisition upon the local air depot control area command.

6. Direct correspondence is authorized between the Commanding General, Training Command and the Commanding General, Air Service Command for the purpose of administration of the supply of these tests.

IV - TECHNICAL TRAINING FOR ASSIGNED PERSONNEL

7. Provisions for technical training of enlisted personnel assigned to units of Army Air Forces will be in accordance with instructions issued by the Commanding General, Army Air Forces (Assistant Chief of Air Staff, Personnel) to the Commanding General, AAF Training Command and to the commanding generals of air forces and commands. Such instructions will be approved by the Assistant Chief of Air Staff, Training

V - GENERAL ADMINISTRATION

8. When enlisted men are sent to training installations within the AAF Training Command to attend any of the courses listed in paragraph 1 above, the following will govern:

- a. Each man will be equipped with a complete initial allowance of clothing as authorized in T/BA No. 21, and must have in his possession the full allowance upon departure for school.
- b. To avoid unnecessary correspondence, delays in payment of enlisted men, and serious interruptions to school curricula, commanding officers of stations will be responsible that:
 - (1) Medical and dental examinations are completed (paragraph 16a(3), AR 350-110).
 - (2) Syphilitic registers are mailed direct to the surgeon of the appropriate school in cases of enlisted men undergoing treatment within 24 hours of departure (paragraph 6c, AR 40-235). No enlisted men undergoing treatment for syphilis will be detailed to factory training courses.
 - (3) Service records are complete as to vaccination, inoculations, Articles of War, sex morality courses, insurance deductions, and partial payments.
 - (4) Partial payments are made when considered advisable by the commanding officer (paragraph 10, AR 345-155).
 - (5) Service records and allied papers accompany personnel in every case involving transfer of personnel in accordance with Change 9, AR 345-125.

50-12
6 Pages
Page 6

- c. Failure to comply with the provisions of paragraphs 8a and 8b above will be reported to the Commanding General, Army Air Forces, giving the number of men involved, station from which they departed, and brief statement of the irregularities.

By command of General ARNOLD:

OFFICIAL:

FRED C. MILNER
Colonel, AGD
Air Adjutant General

DISTRIBUTION:
"A"



BARNEY M. GILES
Major General, United States Army
Chief of Air Staff

DEPARTMENT OF COMMERCE
Civil Aeronautics Administration
War Training Service
Washington

I. B. Serial No. 122
Manual Ref. VI. 1. b.
VIII.
XV.

February 11, 1944

To: Members of the Air Corps Enlisted Reserve who Have Been Employed as Flight Instructors in the CAA War Training Service Program

Subject: Employment Opportunities with the Air Transport Command, U. S. Army Air Forces

Dear Sir:

In announcing on January 15 the discontinuance of the flight instructor program for the Army Air Forces, we stated that "The Army Air Forces advise us that they will endeavor to work out a plan in cooperation with us whereby flight instructors currently employed in the flight instructor program can be utilized to the best advantage of the Army Air Forces." In this connection I am happy to advise you that the Army Air Forces have now authorized arrangements whereby Air Corps Enlisted Reservists who meet the requirements outlined below may make application for employment with the Air Transport Command Ferrying Division. We understand that the opportunities thus made available are identical with those being offered by the Army Air Forces to Air Corps Enlisted Reservists who have been employed as instructors in the Army's Primary Civil Contract Schools. Candidates at time of application must meet the following requirements.

- ~~1. Be a member of the Air Corps Enlisted Reserve Corps.~~
2. Have served a minimum of six months as an instructor at a CAA War Training Service school and have flown at least 1,000 hours or more as a pilot of heavier than air aircraft, 200 hours of which were flown in aircraft of 200 h.p. or more.
3. All applicants will be physically examined for flying (WD AGO Form 64) and must meet the physical requirements of AR 40-110, Class 1 or 2. No waivers for sub-standard physical defects will be recommended.
4. Must pass an Army general classification test and receive a minimum score of 110.
5. Be between the age of eighteen (18) and thirty-five (35) inclusive. Applicants may be accepted to the age of thirty-eight (38) only if granted a written waiver by a representative of the Air Transport Command at the interview mentioned in Paragraph 7 below.
6. Be certified by CAA War Training Service as available for release.
7. Applicants meeting qualifications described in Paragraphs 1 through 6 above will be personally interviewed by a representative of the Air Transport Command at the headquarters of the Fourth, Fifth and Sixth Ferrying Groups of the Air Transport Command located at Memphis, Tennessee, Dallas, Texas, and Long Beach, California, to determine

whether or not the applicant possesses the personality, background, traits of character and general qualifications for Flight Officer or commissioned status and duty with the Air Transport Command. Each applicant will be given at the same location the Army General Classification test and physical examination.

8. Applicants must provide themselves with transportation and must meet all the expenses involved in traveling from the place where they now are to the center in which they will be accorded an interview by representatives of the Air Transport Command. Furthermore, applicants must meet all expenses for board, lodging and transportation while at such center up to the time when they are accepted by the Air Transport Command. Applicants who do not prove acceptable to the Air Transport Command must meet all the expenses for transportation, etc., which will be incurred in returning to their homes or present places of employment. No responsibility of any kind can be accepted for any such expenses by the Army Air Forces or by the CAA War Training Service.

Applicants found qualified in all respects will immediately be accepted for employment by the Air Transport Command and will be assigned by the Air Transport Command to duty or training as found advisable. They will be employed on civil service status at \$300 per month and must agree to employment on this status and to remain on such status during probationary and training periods and must also agree to accept, when offered, an appointment as flight officer or higher grade.

If eliminated from training or from employment during the probationary period and not reemployed within period established by procedure, we understand that the Army Air Forces will take action to cause the individual to be (a) discharged, or (b) called to active duty from ACER status under established procedures.

Applicants who are accepted by the ATC under the provisions listed above can expect to be employed from date of their acceptance, assigned to duty or training as before mentioned. This assignment will be to whatever duty the Air Transport Command Ferrying Division may deem advisable pending their inclusion in quotas for training at Army Air Forces schools. At the time when they are assigned to training, successful applicants will, we are advised, receive a course of instruction on twin-engined aircraft which will provide in addition to adequate transition training, training preparatory to qualifying for an Instrument flight certificate (Army Air Forces Form 8). This training will likewise stress navigational proficiency and will include a 1,000 mile navigational flight. Graduates of this course of training must pass a rigid flight test on a basic type trainer.

The following procedure for certification by the CAA must be strictly followed in order that any instructor who is a member of the Air Corps Enlisted Reserve and who has been or is now employed at a CAA-WTS center may be eligible to apply for employment with the Air Transport Command as outlined above. In order to make it very plain, it will be necessary to consider instructors in two categories:

1. Those recently released from employment as instructors or in other key positions with a CAA War Training Service contractor.
2. Those now employed as instructors or in other key positions with CAA War Training Service.

PROCEDURE GOVERNING THOSE INDIVIDUALS IN CATEGORY 1 (instructors recently released from discontinued WTS training centers) is as follows:

- a. These individuals may make application on the enclosed form entitled "Request for Interview by the Air Transport Command Ferrying Division" in duplicate.
- b. Individuals must prepare Form ACA-1116ACER in duplicate indicating under Part I that they desire to be continued in deferred status due to their employment as pilots with the Air Transport Command Ferrying Division located at whichever of the three Ferrying bases previously mentioned has been selected as nearest to their homes and most readily reached for purposes of qualifying for duty with the Air Transport Command. Statement by applicant may be attached in lieu of signature of former employer outlining circumstances of his present status.
- c. Application for interview and Form ACA-1116ACER must be executed in duplicate by the applicant. The original copy of the request for interview and Form ACA-1116ACER shall be forwarded to CAA War Training Service, Capital Wallpaper Building, 1200 Eye Street, N.W., Washington, D. C., Attention: A-135, and the carbon should be forwarded to the Regional Office of that Region where last employed. Upon receipt of request for interview and properly executed copy of Form ACA-1116ACER in the Washington Office of CAA War Training Service and after information as supplied on the request for interview is verified, the individual will be supplied with a certificate executed by the Washington office which will serve as an introduction for interview at the ferrying base designated. In all cases every effort will be made to designate base as indicated on Form ACA-1116ACER. Applicant must not proceed to the ferrying base until he receives a copy of the certification and letter of introduction as outlined above. (Note: This certification can in no way be interpreted by the individuals as a promise or representation to them as to the successful outcome of the application. Individuals must understand that no promises or information supplied, except such information as is contained herein, may be relied upon by them. Moreover, in cases where an applicant is qualified for duty in either civilian capacity or military capacity with Air Transport Command Ferrying Division, the CAA War Training Service can provide no assurance of any kind as to the permanence of this duty assignment, such being controlled by military necessity.)

PROCEDURE GOVERNING INDIVIDUALS IN CATEGORY 2 (those who appear qualified and desire to make application but who are at the present time employed as instructors or in other key positions for a CAA War Training Service contractor) is as follows:

- a. Request for interview for employment by Air Transport Command Ferrying Division must be executed in duplicate.
- b. Form ACA-1116ACER, Notice of Termination of Employment, prepared in duplicate and copies plainly marked to indicate that the release is obtained for the purpose of seeking employment with the Air Transport

Command, must be signed by presently employing contractor who must not sign such release unless satisfactory replacement is available or unless absence of the individual will not disrupt the training of military personnel or cause violation of contractual requirements. In order to grant a leave of absence to an applicant, it will be satisfactory that Form ACA-1116ACER be prepared with the notation made that leave of absence for purpose of applying for position with Air Transport Command was granted and that the individual may return to his previous place of employment if not accepted by A.T.C.

- c. Application for interview and Form ACA-1116ACER must be executed in duplicate by the applicant. The original copy of the request for interview and Form ACA-1116ACER shall be forwarded to CAA War Training Service, Capital Wallpaper Building, 1200 Eye Street, N.W., Washington, D. C., Attention: A-135, and the carbon should be forwarded to the Regional Office of that Region where last employed. Upon receipt of request for interview and properly executed copy of Form ACA-1116ACER in the Washington Office of CAA War Training Service and after information as supplied on the request for interview is verified that replacement is available and that release from instructing duties or some other key capacity with a CAA War Training Service contractor will not disrupt the training of military personnel, the individual will be supplied with a certificate executed by the Washington Office which will serve as an introduction for interview at the ferrying base designated. In all cases every effort will be made to designate base as indicated on Form ACA-1116ACER. Applicant must not proceed to the ferrying base until he receives a copy of the certification and letter of introduction as outlined above. (Note: This certification can in no way be interpreted by the individuals as a promise or representation to them as to the successful outcome of the application. Individuals must understand that no promises or information supplied, except such information as is contained herein, may be relied upon by them. Moreover, in cases where an applicant is qualified for duty in either civilian capacity or military capacity with Air Transport Command Ferrying Division, the CAA War Training Service can provide no assurance of any kind as to the permanence of this duty assignment, such being controlled by military necessity.)

General Information

1. It must be stressed that individuals if found qualified will immediately be accepted by the ATC and should, therefore, present themselves for interview prepared to undertake immediate employment. Travel to the Ferrying base for interview and subsistence or living expenses during the period necessary to undergo the various examinations, and to await the results, before qualifications can be ascertained, are the responsibility of the individuals. It is estimated that under the best conditions, three days will be required to obtain results of examinations and complete the interview. Under ordinary conditions delay may be encountered which will necessitate the individuals remaining near the base at their own expense for a period of approximately one week. As previously stated, no responsibility of any kind for any such expenses can be accepted by the ATC or the CAA War Training Service.

2. It must be clearly understood that failure of the applicant successfully to pass all the required examinations, tests or the interview will necessitate his returning to his home at his own expense and that he must be responsible for obtaining employment with the same or with another CAA War Training Service contractor within thirty days of the date of his termination of employment as reported on Form ACA-1116ACER or that failing to do so, he must expect to have his name reported to Military Personnel Division of the Army Air Forces in accordance with established procedure governing enlisted reservists employed by CAA War Training Service contractors.
3. Records of flying experience will of course be required at time of interview.
4. Army identification card should be carried as evidence of enlisted status.

Very truly yours,

John P. Morris
John P. Morris, Director
CAA War Training Service

February 11, 1944

REQUEST FOR INTERVIEW BY AIR TRANSPORT COMMAND
FERRYING DIVISION

I certify that I:

1. Age Date of Birth Air Corps Enlisted Reserve Corps
(Army Serial Number)
2. Have logged a total of hours including hours on aircraft of 200 H.P. or more.
3. Have been employed as a flight instructor with a CAA WTS contractor from
to at
(exact location (s) where employed)
4. Prefer to be interviewed at the following Air Transport Command, Ferrying Division Headquarters: (check one) Memphis, Tenn. (), Dallas, Texas (), Long Beach, Calif. ().

I understand that at the time of application all candidates must meet the following requirements:

1. Be a member of the Air Corps Enlisted Reserve Corps.
2. Have served a minimum of six months as an instructor at a CAA War Training Service school and have flown at least 1,000 hours or more as a pilot of heavier than air aircraft, 200 hours of which were flown in aircraft of 200 h.p. or more.
3. All applicants will be physically examined for flying (WD AGO Form 64) and must meet the physical requirements of AR 40-110, Class 1 or 2. No waivers for sub-standard physical defects will be recommended.
4. Must pass an Army general classification test and receive a minimum score of 110.
5. Be between the age of eighteen (18) and thirty-five (35) inclusive. Applicants may be accepted to the age of thirty-eight (38) only if granted a written waiver by a representative of the Air Transport Command at the interview mentioned in Paragraph 7 below.
6. Be certified by CAA War Training Service as available for release.
7. Applicants meeting qualifications described in Paragraphs 1 through 6 above will be interviewed by a representative of the Air Transport Command to determine whether or not the applicant possesses the personality, background traits of character and general qualifications for Flight Officer or commissioned status and duty with the Air Transport Command.
8. All expenses incident to traveling to and returning from the Air Transport Command center at which they are to be interviewed must be borne by the applicants. No responsibility of any kind can be accepted for such expenses by the Army Air Forces or the CAA War Training Service.

(Signature)

(Home Address)

February 11, 1944

REQUEST FOR INTERVIEW BY AIR TRANSPORT COMMAND
FERRYING DIVISION

I certify that I:

1. Age ___ Date of Birth _____ Air Corps Enlisted Reserve Corps _____
(Army Serial Number)
2. Have logged a total of ___ hours including ___ hours on aircraft of 200 H.P. or more.
3. Have been employed as a flight instructor with a CAA WTS contractor from _____
to _____ at _____
(exact location (s) where employed)
4. Prefer to be interviewed at the following Air Transport Command, Ferrying Division Headquarters: (check one) Memphis, Tenn. (), Dallas, Texas (), Long Beach, Calif. ().

I understand that at the time of application all candidates must meet the following requirements:

1. Be a member of the Air Corps Enlisted Reserve Corps.
2. Have served a minimum of six months as an instructor at a CAA War Training Service school and have flown at least 1,000 hours or more as a pilot of heavier than air aircraft, 200 hours of which were flown in aircraft of 200 h.p. or more.
3. All applicants will be physically examined for flying (WD AGO Form 64) and must meet the physical requirements of AR 40-110, Class 1 or 2. No waivers for sub-standard physical defects will be recommended.
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6. Be certified by CAA War Training Service as available for release.
7. Applicants meeting qualifications described in Paragraphs 1 through 6 above will be interviewed by a representative of the Air Transport Command to determine whether or not the applicant possesses the personality, background traits of character and general qualifications for Flight Officer or commissioned status and duty with the Air Transport Command.
8. All expenses incident to traveling to and returning from the Air Transport Command center at which they are to be interviewed must be borne by the applicants. No responsibility of any kind can be accepted for such expenses by the Army Air Forces or the CAA War Training Service.

(Signature)

(Home Address)

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ARMY REGULATIONS }
No. 615-130 }

WAR DEPARTMENT,
WASHINGTON, November 5, 1942.

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AVIATION CADETS

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SECTION I

GENERAL INFORMATION

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1. Statutory authority.—*a* The grade of aviation cadet is hereby created as a special and separate enlisted grade in the Air Corps, Regular Army, in substitution for the grade of flying cadet, created by the Act approved July 11, 1919, entitled "An Act making appropriations for the support of the Army for the fiscal year ending June 30, 1920, and for other purposes." Wherever, in any Act of Congress, the designation "flying cadet" shall appear, it shall be construed to mean aviation cadet. *Sec. 1, act of June 3, 1941 (55 Stat. 239).*

b. The provisions of section 3 of the Army Aviation Cadet Act of June 3, 1941, are hereby suspended for the duration of the present war and for six months thereafter except as to any person who has enlisted or who has been appointed as an aviation cadet prior to the date of enactment of this Act. During such period and under such regulations as the Secretary of War may prescribe, male citizens of the United States may enlist as aviation cadets and men having an enlisted status in the Army of the United States may be appointed by the Secretary of War as aviation cadets. All enlistments shall be for the period of the duration of the present war and for six months thereafter unless sooner terminated by the President. Upon successful completion of the prescribed course of training and instruction and under such regulations with respect to selection as the Secretary of War may prescribe, each such cadet shall be commissioned as a second lieutenant in the Army of the United States under the

*This pamphlet supersedes AR 615-160, July 20, 1938, including Circular No. 41, War Department, 1939; section VI, Circular No. 16; section III, Circular No. 94, War Department, 1940; Circular No. 6; section V, Circular No. 111; section II, Circular No. 160; section IV, Circular No. 247, War Department, 1941; so much of section I, Circular No. 3, as applies to AR 615-160; section III, Circular No. 45; section II, Circular No. 92; and section II, Circular No. 131, War Department, 1942.

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provisions of the Act of September 22, 1941 (Public Law 252, Seventy-seventh Congress), or appointed as a flight officer in the Army of the United States. Under such regulations as the Secretary of War may prescribe, the status, pay, and allowances of any aviation cadet who fails to complete successfully the prescribed course of training and instruction may be terminated and for the remainder of the war and six months thereafter he may be required to serve in any enlisted grade with the pay and allowances of such grade. Sec. 2, act of July 8, 1942 (Bull. 34, W. D. 1942).

2. Types of training—Designation.—The Army Air Forces aviation cadet training program includes training at special service schools in the following courses:

- a. Air crew.
 - (1) Bombardier.
 - (2) Navigator.
 - (3) Pilot.
- b. Ground duty.
 - (1) Armament.
 - (2) Communications.
 - (3) Engineering.
 - (4) Meteorology.
 - (5) Photography.

3. Information.—Detailed information with respect to the Army Air Forces aviation cadet training program, application blanks, and instructions for executing same, etc., may be obtained from—

- a. Any aviation cadet examining board.
- b. Commanding general of any service command.
- c. Any United States Army recruiting and induction station.
- d. Commanding General, Army Air Forces, Washington, D. C.
- e. The Adjutant General, Washington, D. C.

4. Applicability of these regulations.—These regulations will apply only to aviation cadets appointed or enlisted subsequent to July 7, 1942. Aviation cadets appointed or enlisted as such prior to July 8, 1942, will be governed by laws, regulations, and instructions in effect at the date of any such appointment or enlistment.

SECTION II

ELIGIBILITY REQUIREMENTS

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5. General requirements.—a. Male citizens of the United States and men having an enlisted status in the Army of the United States are eligible for enlistment or appointment as aviation cadets.

b. A candidate at time of application must—

- (1) Have been a citizen of the United States or of the Commonwealth of the Philippines for not less than 10 years immediately preceding appointment or enlistment, unless waiver of this requirement is obtained from The Adjutant General upon recommendation of the Commanding General, Army Air Forces.

- (2) Have reached his 18th birthday but not have reached his 27th birthday, except that candidates for ground duty training must not have reached their 31st birthday.
- (3) Be of excellent character.
- (4) Be of sound physique and in excellent health.
- (5) Be able to pass such mental qualifying examinations and/or possess such educational qualifications as are prescribed by the Commanding General, Army Air Forces.
- (6) Possess such other general qualifications as may be prescribed by the Commanding General, Army Air Forces.

6. **Maximum age.**—No candidate will be appointed or enlisted as an aviation cadet, other than candidates for ground duty training, after he has reached the age of 27 years and 6 months. No candidate for ground duty training will be appointed or enlisted as an aviation cadet after he has reached the age of 31 years and 6 months.

7. **Applicants who have previously received flying training at a service school.**—An applicant who has been eliminated from a service flying school due to failure in flying or who has completed in a service flying school a course of instruction leading to an aeronautical rating of pilot will not be eligible for aviation cadet pilot training.

8. **Enlistment.**—All enlistments will be for the period of the duration of the present war and for 6 months thereafter unless sooner terminated by the President.

SECTION III

APPLICATIONS

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9. **Form.**—The form of application for appointment or enlistment as aviation cadet will be prescribed by the Commanding General, Army Air Forces, and published by The Adjutant General.

10. **Who may submit.**—Any person fulfilling the requirements of section II may apply for appointment or enlistment as an aviation cadet. The necessary forms and instructions may be obtained as indicated in paragraph 3.

11. **Accompanying documents.**—Each application will be accompanied by such affidavits, certificates, letters of recommendation, and evidence of age and citizenship, as may be prescribed by the Commanding General, Army Air Forces.

12. **To whom forwarded.**—*a. Applications for air crew training.*

- (1) **Enlisted men.**—Application of an enlisted man and accompanying papers will be forwarded through military channels to the commanding general of the service command covering the area in which he is stationed, with appropriate remarks and recommendations, unless there is an aviation cadet examining board established at the enlisted man's post, camp, station, or base, in which event application may be submitted through the commanding officer thereof direct to the president of such board.

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(2) *Civilians.*—Application of a civilian and accompanying papers may be submitted to the president of the nearest aviation cadet examining board or to the commanding general of the service command covering the area in which he resides.

b Applications for ground duty training.—All applications and accompanying papers will be forwarded (with appropriate remarks and recommendations if applicant is an enlisted man) to the agency designated by the Commanding General, Army Air Forces, pursuant to paragraph 16a(2).

13. Action upon.—*a. Applications for air crew training.*

(1) *Enlisted men.*—When the application and accompanying papers of an enlisted man are submitted to the president of an aviation cadet examining board at his post, camp, station, or base, the commanding officer of such post, camp, station, or base will issue the necessary orders relieving such enlisted man from his regular duties for a period of time sufficient to take all necessary examinations. When such an application is submitted to the commanding general of a service command, the commanding general of such service command will issue the necessary orders for the applicant to proceed to the nearest station where examinations are being held, regardless of the service command in which such stations are located, to report to the president of the examining board for examination, and to return to his proper station upon completion thereof.

(2) *Civilians.*—When the application and accompanying papers of a civilian are submitted to the president of an aviation cadet examining board, arrangements for taking the required examinations will be made direct with such civilian by the president of the board. If such an application is submitted to the commanding general of a service command, it will be transmitted by such commanding general to the president of the examining board nearest the residence of the applicant, regardless of the service command in which the board is located. The applicant will be advised to correspond direct with the president of the examining board before which he is to be examined for the purpose of making arrangements for his examinations.

b. Applications for ground duty training.

(1) *Enlisted men.*—The agency designated by the Commanding General, Army Air Forces, pursuant to paragraph 16a(2), will examine the evidence of educational qualifications submitted by the applicant for the type of training desired. If the applicant meets the prescribed educational standards, the application will be certified as to educational qualifications and forwarded to the commanding general of the service command covering the area in which the applicant is stationed, or to the president of such aviation cadet examining board as may be established at the applicant's post, camp, station, or base. Action will then be taken as provided in a(1) above for air crew applicants, for the purpose of determining the applicant's qualifications under paragraph 16b(2) and c.

(2) *Civilians.*—The agency designated by the Commanding General, Army Air Forces, pursuant to paragraph 16a(2), will examine the educational qualifications of the applicant and certify his application as provided in (1) above for enlisted men, and forward it to

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the president of the aviation cadet examining board nearest the residence of the applicant. Action will then be taken by the president of the board as provided in *a*(2) above for air crew applicants, for the purpose of determining the applicant's qualifications under paragraph 16*b*(2) and *c*.

14. Miscellaneous.—*a. Change of address of applicants.*—Any enlisted man or civilian who has submitted an application for appointment or enlistment as an aviation cadet (air crew training) will inform the president of the examining board or the commanding general of the service command to whom his application was sent of any change of station or address. In the case of an applicant for ground duty training, such notification will be made to the Commanding General, Army Air Forces. Failure to do this is sufficient cause for removal of his name from the list of applicants.

b Expenses of civilian applicants.—A civilian applicant will be required to bear all expenses incident to his appearance before a board and no claims for reimbursement for expenses incurred by him before his enlistment will be considered.

c Notification of ineligibility.—Applicants found ineligible will be so notified by authority authorized to act upon applications as soon as their ineligibility shall have been determined.

SECTION IV

EXAMINATION

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Examinations	16
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15. Examining boards.—*a. Appointment.*—The Adjutant General, upon recommendation of the Commanding General, Army Air Forces, will authorize commanding generals of service commands or other designated officers to appoint examining boards for the purpose of examining applicants for appointment as aviation cadets.

b. Composition.—Aviation cadet examining boards will consist of—

- (1) At least two suitably experienced officers (Air Corps officers, if available) and as many others as practicable.
- (2) One Medical Corps officer or Army contract surgeon. For the examination of applicants who are to be enlisted in the Enlisted Reserve Corps, a civilian physician may be substituted under the provisions of AR 600-750.

c. When and where convened.—Examining boards will be convened regularly for the examination of applicants for appointment or enlistment as aviation cadets at the locations specified in the orders creating such board, and at such other times and places as conditions warrant or necessitate.

16. Examinations.—Each applicant appearing before an examining board will be given the following examinations, unless otherwise prescribed by the Commanding General, Army Air Forces:

a. Educational examination.

- (1) *Air crew training.*—The scope of the mental qualifying examination will be determined by the Commanding General, Army Air Forces, who will prepare the examination to be given to applicants for air crew training. The examination prescribed for these candidates

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will be administered by the aviation cadet examining boards under instructions prescribed by the Commanding General, Army Air Forces, and issued by The Adjutant General.

- (2) *Ground duty training.*—The educational requirements for the various courses of ground duty training will be prescribed by the Commanding General, Army Air Forces. The Commanding General, Army Air Forces, will designate the agency which shall be the sole judge as to whether the applicant meets the standards prescribed for these training courses.

b. Physical examination.

- (1) Each applicant appearing before an examining board for appointment or enlistment as an aviation cadet (air crew training) will be given a physical examination prescribed in AR 40-110 and accomplished on W. D., A. G. O. Form No. 64 (Physical Examination for Flying), or the examination prescribed in AR 40-105 and accomplished on W. D., A. G. O. Form No. 63 (Report of Physical Examination), with such modifications as are prescribed by the Commanding General, Army Air Forces.
- (2) Each applicant appearing before an examining board for appointment or enlistment as an aviation cadet (ground duty training) will be given the physical examination prescribed in AR 40-105 and accomplished on W. D., A. G. O. Form No. 63.

c. Moral character and general fitness.—An examination into and determination will be made of the moral qualifications, adaptability, and general fitness of each applicant appearing before an examining board. These qualities will be determined by means of oral questioning of the applicant, consideration of the letters of recommendation submitted by him, and such other examinations as the board may consider necessary or desirable. In this phase of the examination the candidate will be required to measure up to standards prescribed for cadets of the United States Military Academy.

d. Instructions.—Upon recommendation of the Commanding General, Army Air Forces, The Adjutant General is authorized to issue such detailed instructions governing the conduct and functions of aviation cadet examining boards, particularly in the administration of all examinations hereinabove prescribed, as may be considered desirable or necessary.

17. *Reports of examining boards.*—Reports of examining boards will be forwarded as prescribed by The Adjutant General, upon recommendation of the Commanding General, Army Air Forces.

SECTION V

QUALIFIED APPLICANTS

	Paragraph
Enlistment of civilians.....	18
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18. *Enlistment of civilians.*—Civilian applicants found qualified for appointment as aviation cadets will be enlisted in the Army of the United States pursuant to War Department policies and instructions applicable at the time.

19. *Transfer of enlisted men.*—Enlisted men found qualified for appointment as aviation cadets will be immediately transferred in grade to the Air Corps, unassigned, by the post, camp, or station commander or other officer designated

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by The Adjutant General. Aviation cadet examining boards will, without delay, advise the unit commander concerned by radio or other expeditious means of communication, of the names of enlisted personnel who have been accepted for aviation cadet appointment. No aviation cadet enlisted applicant will, without the consent of his unit commander, be ordered from his unit within 4 weeks from the date on which such unit commander is notified that the applicant has qualified for appointment, unless the unit is ordered overseas. If the unit is ordered overseas, qualified aviation cadet applicants will be reported to the commanding general of the appropriate service command by the unit commander for transfer.

20. Appointment and assignment.—*a. Assignment.*—If there are more qualified candidates than vacancies, assignments to training will be made from eligibles in accordance with an order of priority established by the Commanding General, Army Air Forces.

b. Method.—Applicants who qualify for aviation cadet appointment will be appointed aviation cadets prior to their assignment for training. For men in active service the appointment and travel will normally be included in the same order, and for reservists the appointment and call to active duty will normally be simultaneous. Applicants will be appointed and assigned to training at such time, in such numbers, and in such manner as is recommended by the Commanding General, Army Air Forces. Orders accomplishing such appointments and assignments will be issued by the Commanding General, Army Air Forces, The Adjutant General, or by such agencies as either may direct.

SECTION VI

TRAINING AND SELECTION

	Paragraph
Training.....	21
Selection.....	22

21. Training.—*a.* The Commanding General, Army Air Forces, will designate courses of training for aviation cadets and will prescribe the duration and scope thereof.

b. So far as practicable, aviation cadets will be segregated from other enlisted men in all activities, including housing, messing, and hospitalization.

22. Selection.—*a.* Selected aviation cadets who successfully complete a prescribed course of air crew training will be commissioned second lieutenants in the Army of the United States. All other aviation cadet graduates of air crew training will be appointed flight officers in the Army of the United States.

b. The system for selecting those aviation cadets referred to in *a* above, who will be commissioned second lieutenants, will be prescribed by the Commanding General, Army Air Forces. Such system will be so designed as to assure fairness and uniformity of application to all concerned, will provide for an accurate and impartial appraisal of each aviation cadet during all stages of his training, and will include a final examination. Selection will be based upon an appropriate comparative analysis of all data and information assembled. Notwithstanding the foregoing provisions of this paragraph, all persons who applied and qualified for aviation cadet training prior to July 15, 1942, and who did not have aviation cadet status prior to July 8, 1942, will be commissioned second lieutenants in the Army of the United States upon successfully completing a prescribed course of air crew training.

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c. All aviation cadets who successfully complete a prescribed course of ground duty training will be commissioned second lieutenants in the Army of the United States.

SECTION VII

ACTION UPON CONCLUSION OF TRAINING

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Action upon report of boards.....	24
Termination of status as aviation cadet.....	25
Date of discharge.....	26

23. Reports.—

a. (1) Immediately prior to the termination of a course of training, completion of which normally qualifies an aviation cadet for appointment as a second lieutenant or a flight officer in the Army of the United States, a board of officers appointed under the provisions of paragraph 12, AR 350-110, or under instructions issued by the Commanding General, Army Air Forces, will consider the physical, moral, educational, and professional qualifications of each aviation cadet due to complete his training, and will prepare a separate report on each in duplicate containing the following:

- (a) Full name (all names spelled out).
- (b) Estimated date on which training will be completed.
- (c) Statement as to whether the candidate is physically, morally, educationally, and professionally qualified for appointment as a second lieutenant or a flight officer in the Army of the United States, with appropriate recommendations as to appointment. In case recommendation is in the negative detailed reasons therefor will be given.

(2) The report required by (1) above will be accompanied by such additional documentary information with respect to each aviation cadet as The Adjutant General or the Commanding General, Army Air Forces, may prescribe.

(3) In the cases of aviation cadets recommended for appointment as second lieutenants or flight officers, the report prescribed in (1) above, together with accompanying documents required under (2) above, will be processed in the manner prescribed by the War Department.

b. Immediately upon completion of training, the commanding officer of the school, station, or separate detachment concerned will submit, through channels, a report on each aviation cadet to the Commanding General, Army Air Forces. These reports will contain the number of hours devoted to and grades attained in each subject, including flying time and flying grades when pertinent.

24. Action upon report of boards.—Aviation cadets recommended to be commissioned second lieutenants or appointed flight officers in the Army of the United States will be so commissioned or appointed in the manner prescribed by the War Department.

25. Termination of status as aviation cadet.—a An aviation cadet will be discharged from the service upon being commissioned a second lieutenant or appointed a flight officer in the Army of the United States.

AVIATION CADETS

b. If at any time a board of officers appointed under the provisions of paragraph 12, AR 350-110, or under instructions issued by the Commanding General, Army Air Forces, decides that an aviation cadet is for any reason not qualified to continue his training or that he possesses traits of character that would disqualify him for a commission as a second lieutenant or appointment as a flight officer in the Army of the United States, the commanding officer of the school, station, or separate detachment concerned will suspend the aviation cadet from training.

c. The report of the proceedings of the board of officers will be forwarded in triplicate to the general officer having immediate supervision of the training for final action thereon. Upon approval of the report of the board proceedings the general officer having immediate supervision of the training will, if the aviation cadet is not qualified for other aviation cadet training, direct the commanding officer of the school, station, or separate detachment concerned to terminate his status as an aviation cadet. The general officer having immediate supervision of the training may delegate to the commanding officer of the school, station, or separate detachment concerned authority to take final action on reports of board proceedings except in the cases of aviation cadets recommended for elimination from advanced pilot or specialized bombardier or navigator schools because of academic failure or failure in flying. After final action has been taken on a report of board proceedings, one copy thereof will be forwarded to the Commanding General, Army Air Forces.

d. An individual whose status as an aviation cadet has been terminated will be assigned to a unit of the Army Air Forces as directed by the Commanding General, Army Air Forces, or such commanders as he may designate. Such assignment will be in the grade held by him prior to his appointment as an aviation cadet. Enlisted men assigned in accordance with the foregoing instructions will be carried as surplus in grade until absorbed. Enlisted men transferred from the Army Ground Forces or Services of Supply for aviation cadet training, who are returned to enlisted status, will be permitted to return to a unit of the Army Ground Forces or Services of Supply in the grade held at the time of transfer to the Air Corps and carried as surplus in their unit until absorbed, if they so desire. The Commanding General, Army Air Forces, or such commanders as he may designate, will report the names of such men to the Commanding General, Army Ground Forces or Services of Supply, for assignment.

26. Date of discharge.—In discharging an aviation cadet upon being commissioned a second lieutenant or appointed a flight officer in the Army of the United States, the commanding officer of the school, station, or separate detachment concerned will see that the date of discharge is as of the day next preceding the day of entry upon duty as a second lieutenant or flight officer in the Army of the United States.

SECTION VIII

CLOTHING; ALLOWANCES, ACCOUNTS, AND DISPOSITION

	Paragraph
General.....	27
Allowances.....	28
Record to be kept.....	29
Issues.....	30
Alterations.....	31
Disposition.....	32
Accounts.....	33

AR 615-160

27-33

ENLISTED MEN

27. General.—Aviation cadets will be supplied with clothing in kind as authorized by Table of Basic Allowances No. 21.

28. Allowances.—The allowances indicated in Table of Basic Allowances No. 21 are considered sufficient for a complete initial outfit. Additional issue will be made to replace articles worn out by fair wear and tear or otherwise disposed of without neglect or negligence on the part of the individual.

29. Record to be kept.—Record of clothing issued will be kept for each aviation cadet on W. D., A. G. O. Form No. 32 (Individual Clothing and Equipment Record). This account will show the date, size, quantity, and kind of all issues and credits.

30. Issues.—An aviation cadet is authorized to have in his possession all of the items listed in Table of Basic Allowances No. 21 prescribed for him in the quantities indicated. All issues of clothing to aviation cadets either initially or for replacement will be class A items.

31. Alterations.—Alterations at time of issue will be performed at Government expense under the same rules and regulations as apply to enlisted men (AR 615-40).

32. Disposition.—All cadets who are discharged to accept commissions as second lieutenants or appointments as flight officers may retain permanently in their possession the items of serviceable clothing authorized for retention by newly commissioned officers or newly appointed warrant officers, respectively, in accordance with AR 615-40. All items not retained will be turned in to the local quartermaster to be processed through reclamation facilities.

33. Accounts.—*a.* An enlisted man who is appointed an aviation cadet will be issued additional articles of clothing, if necessary, to provide a complete complement of class A articles at time of appointment. Articles of issue clothing in his possession and not required by him will be turned in to the quartermaster for reclamation.

b. Aviation cadets who may be returned to enlisted status may retain in their possession all items of clothing required for further Army use. Items which are no longer required will be turned in to the quartermaster for reclamation and reissue.

[A. G. 221.99 (9-21-42)]

BY ORDER OF THE SECRETARY OF WAR:

G. C. MARSHALL,
Chief of Staff.

OFFICIAL:

J. A. ULIO,
Major General,
The Adjutant General.

DISTRIBUTION:

B.

271.2
AFAAP JHMcG/er1/6162

Written 3/7/44

9 March 1944

X015
X080
Mr. John H. Young, III
Executive Secretary
Tuskegee Airmen's Association
Box 846
Tuskegee Institute, Alabama

Dear Mr. Young:

Your request that the negro pilots employed in WTS training at Tuskegee be reemployed as instructors in the training school at Tuskegee Army Air Field has received my most careful consideration.

As you know, at the present time the flight instructors for basic training at Tuskegee are all Army Air Forces pilots who are exceptionally well qualified for their assignment. They have been carefully selected not only for their flying ability, but for their individual qualification to impart both flying and military instruction to their students. I am sure that you know that the products of this phase of training are very proficient.

In all fairness to the Aviation Cadets at Tuskegee it is our considered opinion that we must continue to give them the advantage of instruction from military pilots. I am very sorry that I cannot give you a more favorable reply to your request, and I know that in spite of this you will continue to be loyal supporters of the Army Air Forces.

Sincerely yours,

ROBERT A. LOVETT
Assistant Secretary of War for Air

DISPATCHED

MAR 10 1944
ASSISTANT SECRETARY OF WAR
FOR AIR

COPY FOR MR. LOVETT'S OFFICE

DECLASSIFIED

21 February 1944

MEMORANDUM FOR ASSISTANT CHIEF OF AIR STAFF, PERSONNEL

Mr. Lovett has asked me to transmit the attached copy of letter to him from John H. Young, 3rd, dated February 11, and to request that he be furnished an appropriate reply for his signature, with copy for our files.

AMH:DMW

A. H. HANSON
Major, Air Corps
Asst. Executive

X 201

COPY

TUSKEGEE INSTITUTE
Tuskegee Institute
Alabama

CAA War Training Service
66th AAF Primary Flying
School

February 11, 1944

Mr. Robert S. Lovett
Assistant Secretary of War for Air
War Department
Washington, D. C.

Dear Mr. Lovett:

It has been some time since I sat in your office and discussed the future of Negro Pilots in the Air Corps.

Shortly after that interview we were happy in the subsequent appointment of Negro Liaison Pilots. Moreover, we have watched the participation spread from one Fighter Unit to a Fighter Group, Artillery Liaison and Bombardment. We are deeply thankful.

The possibility of an end to WTS training at Tuskegee poses a new problem for us as instructors; such a cancellation would leave about twelve instructor without an opportunity to use their valuable flight experience in the war effort.

We ask your consideration in employing these men with the Tuskegee Army Air Field as instructors of Basic training on either a civilian or military status.

Yours in appreciation,

/s/ John H. Young, 3rd

John H. Young, 3rd
Executive Secretary
Tuskegg Airmen's Association
Box 846
Tuskegee Institute, Alabama

DECLASSIFIED

Tuskegee Institute

TUSKEGEE INSTITUTE, ALABAMA
February 11, 1944 FEB 14 1944

DIVISION OF AERONAUTICS
CAA WAR TRAINING SERVICE
66TH AAF PRIMARY FLYING SCHOOL



Chas. P. ...
...
...
...

Mr. Robert S. Lovett
Assistant Secretary of War For Air
War Department
Washington, D. C.

Dear Mr. Lovett:

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Yours in appreciation,

John H. Young, 3rd

John H. Young, 3rd
Executive Secretary
Tuskegee Airmen's Association
Box 846
Tuskegee Institute, Alabama



21 February 1944

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AMH:DMV

A. H. HANSON
Major, Air Corps
Asst. Executive

DECLASSIFIED

HEADQUARTERS ARMY AIR FORCES
 ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT:

Negro Pilots

TO: AC/AS, Training
 FROM: AC/AS, Personnel

DATE 23 Feb. 1944
 COMMENT NO. 1
 JHMcC/er1/6162

Attention is invited to paragraph four of the attached copy of letter to the Assistant Secretary for Air. Please furnish whatever information is available to you reference this subject to assist us in the preparation of the letter directed in the Secretary's memorandum of 21 February.

[Signature]
 J. M. BEVANS
 Brigadier General, U. S. Army
 Asst. Chief of Air Staff, Personnel

Incl.
 Memo fr Maj. Hanson
 w/ incl.

TO: AC/AS, Personnel
 FROM: AC/AS, Training

25 Feb 1944
 Comment No. 2
 Lt. Col. Risien:rlp 3590

1. The following comments are submitted concerning the employment of these negro pilots at Tuskegee in the capacity of Basic flying instructors:

a. At the present time, the flight instructors for Basic Training at Tuskegee Army Air Field are all white Army Air Forces pilots who are exceptionally well qualified for this particular assignment. They were carefully selected not only for their flying ability but for their individual qualifications to impart instruction to negro students. Consequently it is felt that the proficiency of the products of this phase of training are good.

b. This office does not feel that the current quality of the products of this phase of training can be maintained if the former C.A.A. War Training Service instructors are used to replace the Army Air Forces instructors mentioned above.

c. The C.A.A. has furnished this office with the attached information relating to the negro pilots in question. Although three of these individuals indicate flying time in excess of 2000 hours it is doubtful if any substantial amount of such time was logged on flying equipment comparable to Army Basic Training aircraft. No information was available as to horsepower of equipment flown.

[Signature]
 ROBERT W. HARPER
 Brigadier General, U. S. Army
 Assistant Chief of Air Staff, Training

Incls. n/c
Added: list pilots

WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY FOR AIR
WASHINGTON, D. C.

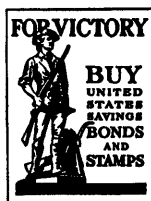
21 February 1944

MEMORANDUM FOR ASSISTANT CHIEF OF AIR STAFF, PERSONNEL

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A. M. Hanson

A. M. HANSON
Major, Air Corps
Asst. Executive



DECLASSIFIED

COPY
CAA War Training Service
66th AAF Primary Flying
School

TUSKEGEE INSTITUTE
Tuskegee Institute
Alabama

February 11, 1944

Mr. Robert S. Lovett
Assistant Secretary of War for Air
War Department
Washington, D. C.

Dear Mr. Lovett:

It has been some time since I sat in your office and discussed the future of Negro Pilots in the Air Corps.

Shortly after that interview we were happy in the subsequent appointment of Negro Liaison Pilots. Moreover, we have watched the participation spread from one Fighter Unit to a Fighter Group, Artillery Liaison and Bombardment. We are deeply thankful.

The possibility of an end to WTS training at Tuskegee poses a new problem for us as instructors; such a cancellation would leave about twelve instructor without an opportunity to use their valuable flight experience in the war effort.

We ask your consideration in employing these men with the Tuskegee Army Air Field as instructors of Basic training on either a civilian or military status.

Yours in appreciation,

/s/ John H. Young, 3rd

John H. Young, 3rd
Executive Secretary
Tuskegg Airmen's Association
Box 846
Tuskegee Institute, Alabama

Information obtained from the C.A.A. concerning Negro Instructors now unemployed by reason of termination of the C.A.A. War Training Service Reservist Program at Tuskegee Institute.

<u>Name</u>	<u>Serial No.</u>	<u>Flying Time</u>
Lewis A. Jackson	14181466	4,023 hrs 14 mins.
C. A. Anderson	None	6,082 hrs 12 mins.
Roscoe D. Draper	14169465	1,913 hrs.31 mins.
Ernest Henderson	14169464	1,994 hrs 18 mins.
Philip F. Lee	14192999	1,576 hrs 30 mins.
John Perry	None	914 hrs 10 mins.
Perry Young	14169469	2,369 hrs.58 mins.

NOTE:- A serial number indicates enlisted reserve status.

FILE COPY
ROBERT A. LOVETT
221.77

October 1, 1942

X. 92-
Mr. John H. Young, 3rd
Executive Secretary
Tuskegee Airmen's Association
Tuskegee Institute, Alabama

Dear Mr. Young:

I have your letter of September 25 with further reference to the transfer of eliminated cadets to other activities.

There is no purpose in trying to fill the initial request for twelve men for liaison work when you don't have qualified men available; but I hope that future eliminated pilots can be directed to such units. It is not possible, however, to give any definite assurances on this point as it depends in large part on the rate of activation of ground units.

The matter of your primary instructors qualifying to instruct basic pilots should be taken up with the local Commanding Officer.

Very sincerely yours,

(Signed) ROBERT A. LOVETT

ROBERT A. LOVETT
Assistant Secretary of War for Air

R-1-

K

October 1, 1942

Mr. John H. Young, 3rd
Executive Secretary
Tuskegee Airmen's Association
Tuskegee Institute, Alabama

Dear Mr. Young:

I have your letter of September 25 with further reference to the transfer of eliminated cadets to other activities.

There is no purpose in trying to fill the initial request for twelve men for liaison work when you don't have qualified men available; but I hope that future eliminated pilots can be directed to such units. It is not possible, however, to give any definite assurances on this point as it depends in large part on the rate of activation of ground units.

The matter of your primary instructors qualifying to instruct basic pilots should be taken up with the local Commanding Officer.

Very sincerely yours,

(Signed) ROBERT A. LOVETT

ROBERT A. LOVETT
Assistant Secretary of War for Air

WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY FOR AIR
WASHINGTON, D. C.

September 30, 1942

Mr. John H. Young, 3rd
Executive Secretary
Tuskegee Airmen's Association
Tuskegee Institute, Alabama

Dear Mr. Young:

I have your letter of September 25 with further reference to the transfer of eliminated cadets to other activities.

There is no purpose in trying to fill the initial request for twelve men for liaison work but I hope that future eliminated pilots can be directed to such units. It is not possible, however, to give any definite assurances on this point as it depends in large part on the rate of activation of ground units.

The matter of your primary instructors qualifying to instruct basic pilots should be taken up with the local Commanding Officer.

Very sincerely yours,

ROBERT A. LOVETT
Assistant Secretary of War for Air



When you down rank the men available?

SEP 30 1942
TUSKEGEE AIRMEN'S ASSOCIATION

OFFICE OF
JOHN H. YOUNG III, EXECUTIVE SECRETARY
BOX 846

C. ALFRED ANDERSON, PRESIDENT
GEORGE W. ALLEN, VICE-PRESIDENT

MILTON P. CRENSHAW, TREASURER
ERNEST HENDERSON, REC'G SECRETARY

TUSKEGEE INSTITUTE, ALABAMA

1942
1000
SECRETARY (AIR)

September 25, 1942

Mr. Robert A. Lovett
Assistant Secretary of War for Air
Munitions Building
Washington, D.C.

Dear Sir:

Please accept our deep gratitude for the recent move transferring eliminated cadets to Liaison. The call came for twelve men. Six of these men were transferred but the other six were in Officer Candidate Schools or transferred to other posts. Is there still a desire to fill the quota? Is the present Liaison unit an experiment or would it prove feasible at this time to establish the policy of granting power to the Executive Board of TAFS to consider all cadets up for elimination and if found qualified to order their transfer to Liaison?

There is a problem facing instructors here at the primary. Many of them feel that after attending an army instructors' school they would be qualified to instruct the basic flight. Looking forward to the time when there will be a desire to relieve combat-trained pilots for combat duty this might prove feasible. The question arises as to how they may best prepare for such a possibility. By seeking commissions as Service Pilots? Active Reserve Flying Officers? Civilians?

Hoping that we may hear from you regarding the import of this letter, we remain,

Yours in appreciation,

John H. Young III
John H. Young, 3rd
Executive Secretary

*Mr. Lovett: New
Arnold has this
file - Sent him also*

"Wings for Victory"

25 July 1944

MEMORANDUM FOR BRIGADIER GENERAL EDWARD S. GREENBAUM:
Office of the Under Secretary of War

1. The investigation which you requested with regard to the alleged discrimination against colored soldiers at the Walnut Ridge Army Air Base has been completed. Training at Walnut Ridge was discontinued on 27 June 1944, and this fact caused some delay in the final preparation of the report. A copy of the report of the investigation is attached hereto.

2. The rather lengthy testimony which was taken as a part of the investigation has been reviewed in this office. The preponderance of evidence as given in this testimony leads to the following conclusions:

a. That both white and colored soldiers were employed in the Cadet Mess Hall since its opening on November 20, 1943.

b. That the enlisted men employed in the Cadet Mess were not definitely promised additional compensation; rather, they were promised that every effort would be made to secure additional compensation for them.

c. Additional compensation was first paid to the enlisted personnel employed in the Cadet Mess in July, 1943. Additional compensation was paid enlisted personnel continuously from July, 1943 until the mess was closed with the exception of the month of October, 1943, during which month the Cadet Mess was on field rations and there was no money available to pay enlisted men employed in the mess.

d. Additional compensation paid the men varied from fifteen to twenty dollars a month, the exact amount paid each individual being based on the duties performed by the individual without discrimination between white and colored soldiers.

e. Prior to July, 1943, some of the white soldiers received separate ration payments from their squadron part of the time. Apparently, none of the colored soldiers received separate ration payments. The reason for this procedure is not explained. In effect to the white soldiers who received the separate ration payments, this amounted to additional compensation. However, it was not a payment to the men by the Cadet Mess. As stated above, the payments to the enlisted employees of the mess were begun in July, 1943 to all employees, without partiality.

DECLASSIFIED

-2-

25 July 1944

3. In brief, there does not seem to be any substantiation of the charges of alleged discrimination against colored soldiers at the Walnut Ridge Army Air Base. The letter which was attached to your memorandum of June 15, 1944, is returned herewith.

GEORGE A. BROWNELL
Colonel, Air Corps
~~Executive Officer~~

Incl.

Cy of report of investigation. (Orig)
Ltr dated April 29, 1944, returned.

WFB:vr

DISPATCHED

3. 1944

ASSISTANT SECRETARY OF WAR
FOR AIR

DECLASSIFIED

WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY FOR AIR

MEMORANDUM

7/22

Maj. Jones: We haven't received
any copy of reply, reply, or anything.
Anything to be done?

11 BB placed
at Montgomery
who will call
RH

WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY FOR AIR

MEMORANDUM

7-14-44

Miss O'D,
Col. Montgomery contacted
EETC by telephone this
date + reply as being
awaited today. Gist of
reply was given to Col.
Brownell.

100523

WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY FOR AIR

MEMORANDUM

This letter is directed to
Col. Montgomery H.C. 148
Training 6/22/44.
Col. Montgomery advises that
copy will be requested
thru CG EFTC.

WMS

W. H. G. G. G.
ROBERT A. LOVSTON

21 June 1944

MEMORANDUM FOR THE ASSISTANT CHIEF OF AIR STAFF, TRAINING
4-C-1082 Pentagon Building

1. The Office of the Under Secretary of War has referred to this Office a complaint that has been received with respect to the situation of colored enlisted men at the 311th Aviation Squadron, WRAAF, Walnut Ridge, Arkansas, where I understand there is located a basic training school.

2. The complaint contains criticisms of the general treatment of the colored enlisted men, claiming discrimination in various respects, including the medical service, and the Post Exchange. The particular charge is that colored enlisted men used as waiters or KP's in the cadets' mess and the officers' mess, and as officers' servants, have not been paid the amounts in addition to their Army pay which they were promised. To quote from a portion of the complaint:

"Serving the demands of the whites is the daily duty of the majority of the details. One is given the definite impression that that is all you are capable of. Nothing more is expected of you. To keep many in line, or contented, or quiet, the varied methods of bluff, threat, fear, and frustration are well used, and as a last resort money is used as an inducement--that is here of late. This may be brought out when one considers the details of the cadet mess in which the colored worked for months, as one corporal told, upon the promise of getting twenty dollars a month plus regular army pay, but when five months had passed and they had received no money, they quit; but were brought back when payed ten dollars a month. Still dissatisfied they caused trouble and got a five dollar raise. But this corporal related how they were told by the captain and C.O. of the 311th that they couldn't quit, but since there is nothing compelling a soldier to wait on another, the corporal wasn't bluffed, but is still of the same rank after 17 months."

3. The Office of the Under Secretary requests that we secure a report from the Commanding Officer at Walnut Ridge on this particular aspect of the situation.

For the Assistant Secretary of War for Air:

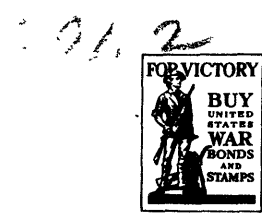
GAB:hed.

GEORGE A. BROWNELL
Colonel, Air Corps
Executive Officer

DISPATCHED
JUN 22 1944
**ASSISTANT SECRETARY OF WAR
FOR AIR**

ADDRESS REPLY TO
COMMANDING GENERAL, ARMY AIR FORCES
WASHINGTON 25, D. C.

CONFIDENTIAL



ATTENTION:
AFACT-2

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

24 July 1944

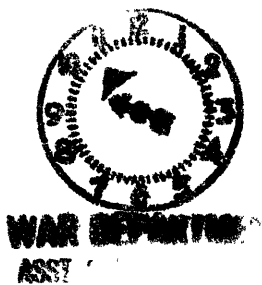
MEMORANDUM FOR ASSISTANT SECRETARY OF WAR FOR AIR:

In compliance with your Memorandum of 21 June 1944,
transmitted herewith is a transcript of the investigation and
report of alleged discrimination of colored enlisted personnel
at the Walnut Ridge Army Air Field, Walnut Ridge, Arkansas.

Robert W. Harper x 201
ROBERT W. HARPER
Major General, U. S. Army
Assistant Chief of Air Staff,
Training

Incl
As described

JUL 27 1944



CONFIDENTIAL

DECLASSIFIED

CONFIDENTIAL

AFACT-2

24 July 1944

MEMORANDUM FOR ASSISTANT SECRETARY OF WAR FOR AIR:

In compliance with your Memorandum of 21 June 1944, transmitted herewith is a transcript of the investigation and report of alleged discrimination of colored enlisted personnel at the Walnut Ridge Army Air Field, Walnut Ridge, Arkansas.

Incl
As described

ROBERT W. HARPER
Major General, U. S. Army
Assistant Chief of Air Staff,
Training

CONFIDENTIAL

DECLASSIFIED

C O N F I D E N T I A L

4 J
5

Ltr, Hq. WRAAF, Walnut Ridge, Ark., 24 Jun 44, Subj: "Investigation".

333.5 4th Ind.
Headquarters, AAF Training Command, Fort Worth 2, Texas.

CR:cr
18 JUL 1944

To: Commanding General, Army Air Forces, Washington 25, D. C.
Attention: Assistant Chief of Air Staff, Training.

1. Attention invited to inclosed Report of Investigation and Inclosure No. 4.

2. This Headquarters concurs in the conclusions of investigating officer that there was no factual basis for the allegations contained in basic complaint. In view of the intimation that equal post exchange and dispensary facilities might not have been at all times available to colored personnel, Commanding General, AAF Eastern Flying Training Command has been directed to make a complete survey and to take necessary corrective action.

3. Training at this station was discontinued 27 June 1944.

For the Commanding General:

70 3467

H. P. Bonnewitz

5 Incls
3 Incls n/c
#4 added - Cy subj
ltr to EFTC
#5 added - Cy ltr
Hq AAF, 23 Jun 44

H. P. BONNEWITZ
Lt Col, AGD
Asst Adj Gen

181

Ref

51

131

CONFIDENTIAL

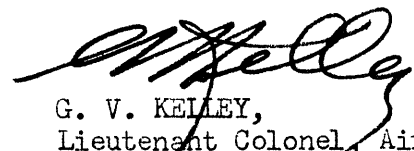
2d Ind.

(30-40)ft

Headquarters, AAF Pilot School (Basic), Walnut Ridge Army Air Field, Walnut Ridge, Arkansas, 29 June 1944.

To: Commanding General, Army Air Forces Eastern Flying Training Command, Maxwell Field, Alabama.

I concur in the conclusions stated in the Report of Investigation.


G. V. KELLEY,
Lieutenant Colonel, Air Corps,
Commanding. 6753

2 Incls:
n/c

3rd Ind.

14R/hjm

HEADQUARTERS, AAF Eastern Flying Training Command, Maxwell Field, Alabama,
3 July 1944.

THRU: Commanding General, AAF Training Command, Fort Worth 2, Texas.

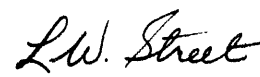
TO: Commanding General, AAF, Washington 23, D. C.

Report of Investigation forwarded in triplicate pursuant to inclosed transcription of telephone conversation with Major A. P. Fonda.

For the Commanding General:

3 Incls.
2 Incls - n/c
ADDED: 1 Incl.
Incl 3 - Transcription of Telephone
Conversation with Maj. Fonda

7380


L. W. STRLET
Major, A. C.
Adjutant General

000188

CONFIDENTIAL

DECLASSIFIED

RECEIVED
3
HEADQUARTERS
AFEEF
18/19/44

14 5 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
DISPATCHED
JUL 4 1944
HEADQUARTERS
AFEEF

HEADQUARTERS
AAF PILOT SCHOOL (BASIC)
WALNUT RIDGE ARMY AIR FIELD
Walnut Ridge, Arkansas

CONFIDENTIAL

24 June 1944

SUBJECT: Investigation

TO: Major Erwin C. Andrus, Air Corps, and 1st Lieutenant Thaddeus W. Fruzynski, Air Corps, AAF Pilot School (Basic), Walnut Ridge Army Air Field, Walnut Ridge, Arkansas.

1. You are hereby designated to investigate and report upon the alleged discriminations of colored enlisted men at this station.
2. Investigation will be completed and report made at the earliest practicable date.

By order of Lieutenant Colonel KELLEY.

J. H. Russell
G. H. RUSSELL,
Captain, Air Corps,
Adjutant.

1 Incl:
Transcription of telephone conversation.

1st Ind. (30-40)ft

Major Erwin C. Andrus, Air Corps, and 1st Lieutenant Thaddeus W. Fruzynski, Air Corps, AAF Pilot School (Basic), Walnut Ridge Army Air Field, Walnut Ridge, Arkansas, 29 June 1944.

To: Commanding Officer, AAF Pilot School (Basic), Walnut Ridge Army Air Field, Walnut Ridge, Arkansas.

Basic communication complied with.

Thaddeus W. Fruzynski
THADDEUS W. FRUZYNSKI,
1st Lt., Air Corps,
Investigating Officer.

Erwin C. Andrus
ERWIN C. ANDRUS,
Major, Air Corps,
Investigating Officer.

2 Incls:
Added: Incl 2-Report of Investigation
w/ 1 exhibit.
Ex. A-Transcription of testimony of witnesses.

CONFIDENTIAL

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H: We had a call from General Harper desiring an immediate report from you. It is with reference to a complaint pertaining to criticism and general treatment of colored men. This complaint resulted from a telephone conversation with Mr. Lovette, who is the under Sec. of War. The complaint reads as follows:

"To serve the demands of the white is the daily duty of the majority of the details. One is given a definite impression that that is all you are capable of. Nothing more is expected of you. To keep many in line, contented or quieted, the various methods of bluff, threats, fears and frustrations are well used and as a last resort, money is used as an inducement, that is, here of late. This may be brought out when one considers the details of the Cadet Mess, in which the colored worked for months. One corporal told, upon the promise of getting \$20.00 per month plus regular Army pay, that when five months had passed they had received no money. They quit but were brought back when paid \$10.00 per month. Still dissatisfied, they caused trouble and got a \$5.00 raise but this corporal related how they were told by the Captain and the Commanding Officer of the 34th Aviation Squadron that they couldn't quit. Since there is nothing compelling a soldier to wait on another, the corporal wasn't bluffed but is of the same rank after 17 months."

That was all of the excerpt. Mr. Lovette desires an immediate answer.

F: There was no name on the complaint was there?

H: I imagine it was anonymous, that is the way most of those complaints are.

There has also been some other various criticism of your treatment of the colored men. The discrimination that is made in various respects, including medical service and the P.X. there. However, the pertinent question is this question of promising to pay these men and your failure to do so.

F: And they want an immediate investigation on this?

H: Yes. We were notified by a telephone call from Washington, stating that they would write through Fort Worth and that it would be expedited. If you can answer specifically those other things, you might also include them in the investigation but this other matter must be answered as soon as possible.

CONFIDENTIAL

Incl #1

DECLASSIFIED

CONFIDENTIAL FROM: HQ AF THE COMMAN BIRT WORTH, TEX. RM# 151		SUBJ NAME	
OFFENSE DATE		DATE 18 Jul 44	NO 44 79- 3 4 5 7
SUBJECT Investigation Basic Ltr fr Walnut Ridge, Ark. dated 24 Jun 44 5 incls.		TYPE 4th Ind	FILE DESIGNATION:

TO ACT-2	TO.	TO.	TO	TO
DATE 22 Jul 44	DATE.	DATE	DATE	DATE:
ACTION		DO NOT REMOVE THIS COPY		

CONFIDENTIAL

HEADQUARTERS
AAF PILOT SCHOOL (BASIC)
WALNUT RIDGE ARMY AIR FIELD
Walnut Ridge, Arkansas

24 June 1944

SUBJECT: Investigation

TO: Major Erwin C. Andrus, Air Corps, and 1st Lieutenant Thaddeus W. Fruzynski, Air Corps, AAF Pilot School (Basic), Walnut Ridge Army Air Field, Walnut Ridge, Arkansas.

1. You are hereby designated to investigate and report upon the alleged discriminations of colored enlisted men at this station.
2. Investigation will be completed and report made at the earliest practicable date.

By order of Lieutenant Colonel KELLEY:

1 Incl
Transcription of tele-
phone conversation.

/s/
G. R. RUSSEL,
Captain, Air Corps,
Adjutant.

1st Ind

(30-40)ft

Major Erwin C. Andrus, Air Corps, and 1st Lieutenant Thaddeus W. Fruzynski, Air Corps, AAF Pilot School (Basic), Walnut Ridge Army Air Field, Walnut Ridge, Arkansas, 29 June 1944.

To: Commanding Officer, AAF Pilot School (Basic), Walnut Ridge Army Air Field, Walnut Ridge, Arkansas.

Basic communication complied with.

/s/ Thaddeus W. Fruzynski
THADDEUS W. FRUZYNKI
1st Lt., Air Corps,
Investigating Officer.

/s/ Erwin C. Andrus
ERWIN C. ANDRUS,
Major, Air Corps,
Investigating Officer.

2 Incls:

Added: Incl 2-Report of Investigation
w/1 exhibit.

Ex. A-Transcription of testimony of witnesses.

- 1 -

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C O N F I D E N T I A L

Ltr, Hq. WRAAF, Walnut Ridge, Ark., 24 Jun 44, Subj: "Investigation".

333.5 4th Ind. 6R:cr
Headquarters, AAF Training Command, Fort Worth 2, Texas.

To: Commanding General, Army Air Forces, Washington 25, D. C.
Attention: Assistant Chief of Air Staff, Training.

1. Attention invited to inclosed Report of Investigation and Inclosure No. 4.

2. This Headquarters concurs in the conclusions of investigating officer that there was no factual basis for the allegations contained in basic complaint. In view of the intimation that equal post exchange and dispensary facilities might not have been at all times available to colored personnel, Commanding General, AAF Eastern Flying Training Command has been directed to make a complete survey and to take necessary corrective action.

3. Training at this station was discontinued 27 June 1944.

For the Commanding General:

5 Incls
3 Incls n/c
#4 added - Cy subj
ltr to EFTC
#5 added - Cy ltr
Hq AAF, 23 Jun 44

H. P. BONNEWITZ
Lt Col USAF
Asst Adj Gen

H: We had a call from General Harper desiring an immediate report from you. It is with reference to a complaint pertaining to criticism and general treatment of colored men. This complaint resulted from a telephone conversation with Mr. Lovette, who is the under Sec. of War. The complaint reads as follows:

"To serve the demands of the white is the daily duty of the majority of the details. One is given a definite impression that this is all you are capable of. Nothing more is expected of you. To keep many in line, contented or quieted, the various methods of bluff, threats, fears and frustrations are well used and as a last resort, money is used as an inducement, that is, here of late. This may be brought out when one considers the details of the Cadet Mess, in which the colored worked for months. One corporal told, upon the promise of getting \$20.00 per month plus regular Army pay, that when five months had passed they had received no money. They quit but were brought back when paid \$10.00 per month. Still dissatisfied, they caused trouble and got a \$5.00 raise but this corporal related how they were told by the Captain and the Commanding Officer of the 314th Aviation Squadron that they couldn't quit. Since there is nothing compelling a soldier to wait on another, the corporal wasn't bluffed but is of the same rank after 17 months."

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There has also been some other various criticism of your treatment of the colored men. The discrimination that is made in various respects, including medical service and the P.X. there. However, the pertinent question is this question of promising to pay these men and your failure to do so.

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COPY

INCL #1

DECLASSIFIED

Army Air Forces Pilot School (Basic)
Walnut Ridge Army Air Field,
Walnut Ridge, Arkansas,
26 June 1944.

REPORT OF INVESTIGATION

Report of Investigation made pursuant to letter, this headquarters, to Major Erwin G. Andrus, Air Corps, and 1st Lieutenant Thaddeus W. Fruzynski, Air Corps, dated 24 June 1944, with respect to alleged discrimination of colored enlisted men at this station. The investigation was conducted by Major Erwin G. Andrus and 1st Lieutenant Thaddeus W. Fruzynski.

The following military personnel testified before the Investigating Officers at the Office of Courts and Boards, Post Headquarters, Army Air Forces Pilot School (Basic), Walnut Ridge Army Air Field, Walnut Ridge, Arkansas, on 26 June 1944:

Sergeant Carlos Gellrich, 34203051, Section A.
2d Lieutenant Walter Coronetz, Cadet Mess Officer.
2d Lieutenant Halvor S. Dalton, Air Corps.
Sergeant William Moten, 33328708, Section F.
Private first-class Percy Craig, 34453799, Section F.
Private first-class Ray L. Myers, 35596672, Section F.
Private Connie G. Jackson, 35747587, Section F.
First Sergeant Henry A. Gross, 33105502, Section F.
2d Lieutenant James G. Sprott, Air Corps, Commanding Officer of Section F.
Private Wallace Jones, 38328191, Section F.
Sergeant Anthony A. Blase, 17033014, Section A.
Staff Sergeant Elijah Wilson, 18167300, Section F.
1st Lieutenant Garnett W. Corman, RMB, Post Exchange Officer.
Major Ulpian G. Bradenham, Dental Corps.
Captain Louis J. Benton, Medical Corps.
Lieutenant Colonel Albert H. Green, Medical Corps.

All the above enlisted personnel are of the 2145th AAF Base Unit (Pilot School, Basic), Walnut Ridge Army Air Field, Walnut Ridge, Arkansas.

SUMMARY OF TESTIMONY

The colored enlisted men testified that, in December 1942, a meeting of all Cadet Mess personnel was called by the Cadet Mess Officer and that he promised that all enlisted men working at the Cadet Mess would receive twenty dollars per month, in addition to their regular Army pay, and that the white enlisted men received their extra pay shortly after the announcement while the colored men did not receive their extra pay until July of 1943. The colored enlisted men further testified that, since July of 1943, they have received their extra pay regularly, except for the month of October when the Cadet Mess was placed on field rations. The colored enlisted men stated that they have been treated well and that there has been no discrimination since July of 1943. The colored enlisted men further stated that there has been no discrimination at the Post Exchange nor at the Medical Detachment.

The First Sergeant of the colored squadron did testify that, on one occasion, he had to wait unduly long before he was served at the Main Post Exchange and that a number of colored enlisted men complained to him that the Medical Officers at the Station Hospital, after examining them when they came on sick call, returned them to duty while they still complained of their ailments.

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REPORT OF INVESTIGATION, 26 June 1944, Cont'd.

The white personnel of the Cadet Mess testified that a meeting was called by the Cadet Mess Officer in December of 1942. At the meeting the officer stated that, while he was making no promises, he would try to get extra pay for all the enlisted personnel working at the mess. That the Cadet Mess Officer emphasized the fact that it was not a promise that his endeavor would be approved. They further stated that some of the white and some of the colored personnel were permitted to draw separate rations. However, all were taken off separate rations because they continued to eat at their own messes, instead of at the Cadet Mess. They further testified that there has never been any trouble at the Cadet Mess between the white and colored personnel, but instead their relations have always been harmonious.

The Chief of Dental Service testified that the colored men receive the same treatment as the white enlisted men and that there has been no discrimination whatsoever in his department.

The Post Surgeon and his Chief of Medical Service testified that both the colored and white enlisted men receive the same service, that the white and colored men are even confined in the same ward at the hospital. They further testified that the colored enlisted men did not have to wait until the white enlisted men were treated to receive their treatment, but that the first men to report to the hospital with their sick book were the first to be treated. The Chief of Medical Service testified that a number of colored enlisted men continued to report to the hospital for treatment when a thorough physical examination disclosed no physical defects. However, this was also true among the white enlisted men. He further testified that one colored enlisted man requested a Certificate of Disability Discharge due to pain in his feet, stating that he felt that he would be of more value to his country in his former position as a doorman at the White House. After a thorough examination and a consultation with the Orthopedic Consultant, it was decided that the enlisted man's disability did not warrant a discharge. Upon being informed of their conclusion, the enlisted man showed his disappointment very keenly.

The Post Exchange Officer testified that the colored enlisted men have a branch Post Exchange in the vicinity of the colored squadron area and that it contains the same commodities as does the Main Post Exchange, with the exception of clothing. He testified that the colored enlisted men are permitted to make purchases at the Main Post Exchange at any time. He did cite one instance where a colored enlisted man was refused service at the Civilian Cafeteria, however, he further stated that the Civilian Cafeteria is for civilians and not for any military personnel.

The Commanding Officer of the colored squadron testified that promotions have been slow at the colored squadron. He further testified that they were not out of proportion with the promotions of the white enlisted men.

CONCLUSIONS

After a thorough and impartial investigation by the Investigating Officers, it is found that there has been no discrimination between the colored and the white enlisted men. That all the Cadet Mess personnel received extra pay beginning the first of July 1943. That no promise was made to pay the Cadet Mess personnel extra money but that a statement was made to the effect that an effort would be made to obtain extra pay, which effort was successful after a period of seven months.

It is further found that there has been no discrimination between the colored and white enlisted men at the Medical Detachment nor at the Post Exchange.

THADDEUS W. FRUKYNSKI,
1st Lt., Air Corps,
Investigating Officer.

ERWIN C. ANDRUS,
Major, Air Corps,
Investigating Officer.

1 Exhibit: Transcription of testimony of witnesses.

CONFIDENTIAL

Report of Investigation, made pursuant to telephone conversation received from Major Hassett, Inspector General's Department, Maxwell Field, Alabama, 23 June 1944, with respect to alleged discrimination of colored enlisted men at this station. Investigation was conducted by Major Erwin C. Andrus and 1st Lieutenant Thaddeus W. Fruzynski, in accordance with letter, this headquarters, dated 24 June 1944.

Sergeant Carlos Gellrich, 34203051, Section A, 2145th AAF Base Unit (Pilot School, Basic), Walnut Ridge Army Air Field, Walnut Ridge, Arkansas, was called as the first witness.

Q. Sergeant Gellrich, are you assigned to duty at the Cadet Mess?

A. Yes, sir, I have been assigned to duty there ever since the Cadet Mess Hall opened up.

Q. When was the Cadet Mess Hall opened at this station?

A. November 20, 1942.

Q. Did they have colored soldiers working there at that time?

A. No, sir, white men were working there then - they worked the whole day. There was only one shift then and they worked all day long.

Q. When did the colored soldiers start working there?

A. It was either December of 1942 or January of 1943. I believe it was December of 1942. These men worked two shifts - one-half day to each shift. When they began working there, forty men worked there - twenty on each shift. As we got more cadets on the field, we increased the number of colored soldiers who worked there to sixty - thirty men on each shift.

Q. When the colored soldiers came to work there, were they promised any extra pay?

A. As far as I can remember the question of the extra pay came when one of the colored soldiers got a letter from another field stating that they were receiving extra pay there. I believe that letter came from Greenville, Mississippi. That is where the idea of the extra pay originated as far as I know. I remember that Lieutenant Frick mentioned that he was trying to get the men who worked there extra pay but he said it was not a promise. If he could get the Colonel to approve they would get it but he was not promising them anything for sure. After Lieutenant Frick left and Lieutenant Dalton took over, once in a while the man would still discuss it and so Lieutenant Dalton took the matter up. I believe the mistake was made over the men drawing separate rations. Some of the white soldiers were paid separate rations through their squadrons at that time and I don't believe any of the colored men got any.

Q. Did the colored men eat at the Cadet Mess?

A. Yes, sir, they did.

Q. Did they eat all their meals there?

A. Yes, sir.

EX A³

-1-
CONFIDENTIAL

Q. Did you ever count them to see if they were all there?

A. Occasionally a spot check was made but it was a problem because so many of them were always turning up late.

Q. When you counted them, were they all there?

A. They were never all there. Just a small number of them turned up for breakfast, they were late for dinner and in the evening, most of them went off the post and didn't turn up for supper.

Q. Going back to the separate rations money, that is what we are interested in.

A. I remember distinctly that this separate rations proposition didn't apply to all the white men. I didn't get anything and quite a few of the white men only got part of it. Maybe the first sergeant didn't turn it in to headquarters, we never knew the reason.

Q. When did they start paying colored men extra money?

A. I think it was from July 1st. The first amount was paid for services from July 1st to July 20th, 1943.

Q. And that pertained to both white and colored - was that the first extra money either of them was paid?

A. Yes, that was the first time.

Q. And the white soldiers also worked from December 1942 to July 1st 1943 without any extra pay?

A. Yes, sir, and the majority of them worked from the time they started the cadet mess in November of 1942.

Q. Neither the white or the colored were paid extra compensation during that time?

A. No, sir, July of 1943 was the first time.

Q. How much were the men paid at that time?

A. I don't remember.

Q. What amount are they paid now?

A. Fifteen and twenty dollars a month.

Q. Were they paid the same thing at that time?

A. I don't think it was that much - it must have been fifteen dollars then. (After referring to records) Yes, fifteen dollars monthly was what it was when it first started.

Q. Everybody got fifteen dollars per month?

A. Yes, sir.

Q. And they all got the same amount?

A. Yes, sir.

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Q. Both the white soldiers and the colored soldiers were paid fifteen dollars per month?

A. Yes, sir.

Q. What is this twenty dollars you mentioned?

A. When Lieutenant Hopkins took over, I believe he got a certain amount from the cadets to take care of the overhead and help. There was a shortage of ratings - some privates, privates first-class and corporals were doing sergeant's work and he thought they should be drawing extra pay. I heard Lieutenant Hopkins say "I am going to pay a man more who does a good job and who is doing a sergeant's work with no rating". He adjusted his payments on what a man did, how he did his job and what his rating was.

Q. And that pertained to both colored and white soldiers?

A. Yes, sir.

Q. How many white men get twenty dollars?

A. The storeroom man got twenty dollars, Elmer Wallis got twenty dollars, who had charge of the dining room. One of the bakers, Eddie Gray, got twenty dollars, because he was working in the Officers Mess, and I was working over there and got the same amount. Sergeant Blase got twenty dollars too.

Q. What does Gordon do?

A. He was assistant mess sergeant for a while.

Q. How about Gray?

A. He is a first baker.

Q. Greer?

A. He is the storeroom man.

Q. Hollinghurst?

A. He is in charge of the dining room.

Q. Are these men all white?

A. Yes, sir.

Q. Who is Sherman?

A. He is the first cook.

Q. These men all got twenty dollars?

A. Yes, sir.

Q. Who is Eddie Fowler, is he colored?

A. Yes, sir, he is in charge of the night men.

Q. He got twenty dollars?

A. Yes, sir.

Q. And Hyatt?

A. Yes, sir, he is in charge of the colored K.P. in the kitchen.

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Q. And King?

A. He gets \$17.50, he supervises some of the men in the kitchen.

Q. Jones?

A. He gets \$17.50, he polices the outside area around the Cadet Mess.

Q. How about Cohen?

A. He gets \$17.50, he is the sergeant in charge of all the colored men over there.

Q. What about Guy?

A. He is in charge of the butcher department and the ice boxes.

Q. Then six colored men get over fifteen dollars and nine white men get over fifteen dollars, is that correct?

A. Yes, sir.

Q. Do any of the colored men do any of the cooking?

A. No, sir, their work is all L.P. work - waiters, kitchen men, outside policing and taking care of the ice boxes. None of them do any cooking or baking. The night shift prepares the vegetables for the next day.

Q. Under Lieutenant Hopkins' policy, if they did their work well, they got extra money, is that correct?

A. Yes, sir.

Q. He would raise their pay from \$2.50 to \$5.00 a month depending on how well they did their job?

A. Yes, sir. I remember he told Jesse King last month if he kept up his good work he would get a raise this month to \$20.00.

Q. Have you had any trouble with the colored soldiers over there - over the extra money they are getting?

A. No, sir.

Q. Do they seem satisfied with what they are getting and the treatment they are receiving?

A. Yes, sir, the only thing was when they didn't get their money.

Q. And that was before July of 1943?

A. Yes, sir, and then it stopped for one month when we got on field rations.

Q. When was that?

A. That was in October in 1943. We got Colonel Redd to come over and he gave an explanation to the effect that field rations were in effect at Cadet Mess and to keep up the good work and if there was any chance to get more money that we would get it.

Q. That lasted for just one month?

A. Yes, sir.

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Q. Did the white soldiers get paid during that month?

A. No, sir.

Q. When the cadet mess was taken off field rations, did they get paid again?

A. Lieutenant Hopkins made a speech to every new class of cadets and asked them if they would cooperate with him in making a collection to take care of the overhead and to make a contribution to the mess personnel, so they would get better services. I believe it was only eight or nine cents a day that it cost each cadet and it was collected voluntarily. Out of this money the personnel were paid again. I believe they received their November pay early in December.

Q. Then if it hadn't been for voluntary contributions of the cadets they would not have been paid while the cadet mess was on field rations, would they?

A. No, sir.

Q. When did they go off field rations?

A. I believe it was the 1st of January. We were then put back on the same procedure as the Officers' Mess. It was garrison rations but we have to buy everything from the Quartermaster.

Q. At that time you no longer received contributions from the cadets?

A. No, sir. Out of their \$1.00 per day, the most they ever paid for food and overhead was 80¢. They just kept the other 20¢ per day.

Q. How many months have the workers over there been paid this extra compensation?

A. From the first of July of 1943 to the 30th of September. Then they were not paid for the month of October and were again paid from November the first, 1943.

Q. And are still being paid?

A. Yes, sir, until the end of this month.

Q. That included the white soldiers as well as the colored soldiers?

A. Yes, sir, everybody the same.

Q. Do you have the pay voucher for each month?

A. Yes, sir.

Q. And does each pay voucher show the amount paid both colored and white soldiers?

A. The white soldiers are listed alphabetically first and then the colored men are listed right under the white.

Q. And you have had no complaints from colored soldiers at all?

A. None except when they weren't getting paid and the whites were not getting paid either at that time.

Q. During October?

A. Yes, sir.

CONFIDENTIAL
- 5 -

Q. Did the white soldiers also complain?

A. Yes, some of them did. They just didn't understand what the procedure was. After Colonel Hedd explained it to them, they understood.

Q. Most of the complaints came from the colored men?

A. Yes, sir.

Q. When the colored soldiers weren't paid, the whites weren't paid either?

A. They always got paid the same day and at the same time. A few of each got more than \$15.00 but most of them got \$15.00. Some of the colored men even got more money than somebody who cooked or had a responsible job to do.

There being nothing further, the witness was excused and withdrew from the room.

2d Lieutenant Walter Coronetz, Air Corps, was called as the next witness.

Q. Lieutenant Coronetz, how long have you been Cadet Mess Officer?

A. Three weeks.

Q. When did you start over there as Mess Officer?

A. Officially on June the 4th.

Q. During that time, have you heard any of the colored men complaining?

A. No, sir.

Q. Have you heard any of the white soldiers complaining?

A. No, sir. I have found the colored boys rather happy about the whole situation over there. They all seem to like the atmosphere over there very much.

Q. As far as you know, the colored men are being paid fairly in comparison with the white men?

A. Yes.

Q. In other words, they are not paying the colored men less than they are the white men?

A. No.

Q. Who was the Mess officer before you?

A. Lieutenant Hopkins. He was transferred on the 4th of June.

There being nothing further, the witness was excused and withdrew from the room.

2d Lieutenant Halvor S. Dalton, Air Corps, was called as the next witness.

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Q. Were you assigned as Cadet Mess Officer at Cadet Mess?

A. Yes, I was.

Q. On what dates were you the Cadet Mess Officer?

A. From February 1943 until November 2, 1943.

Q. When you first took over the cadet mess, were any of the enlisted men paid any compensation in excess of their Army pay?

A. The white men were drawing the value of their rations - that varied each month.

Q. What about the colored soldiers?

A. No, they were not drawing rations.

Q. Do you know why they were not drawing separate rations also?

A. No, that puzzled me at the time.

Q. Then all the men were paid extra money from the cadet fund, is that correct?

A. No, they were paid rations through their organizations.

Q. That was separate rations?

A. Yes, and no other money was paid.

Q. When did they start drawing excess money?

A. On July 1st, they started paying each man in the mess hall \$15.00 per month, regardless what his duty was.

Q. You were there from February 1943 until July of 1943 that the men were not paid?

A. yes.

Q. Did you make any promises to pay them any excess money?

A. I did not.

Q. Did you state that you would try to get extra money allotted to them?

A. I did. When I first came there the colored men told me that the previous mess officer, Lieutenant Frick, had been trying to get them separate rations just as the white boys were getting. I told them that I would continue to try but I made no promises that I could get it.

Q. Did they mention anything that Lieutenant Frick might have been trying to do for them other than the separate rations?

A. No.

Q. Did you tell them that you would try to get extra compensation for them other than separate rations?

A. No, I did not.

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Q. You made no promises to them?

A. No.

Q. Did any of the men ever mention their desire to get that extra money?

A. Yes, many times.

Q. What was your reply to their questions?

A. My reply was that obviously it couldn't be done but that I was trying to get it for them.

Q. On the first of July, all the men were paid \$15.00 per month?

A. That is correct.

Q. How long were they paid \$15.00 per month?

A. For three months.

Q. Both the colored and white soldiers alike?

A. Yes.

Q. Why was this pay stopped after three months?

A. The field rations came in and we had no more money.

Q. Then you were relieved on the 2nd of November, is that correct?

A. Yes, that is right.

Q. At any time while you were there, did you hear any of the colored men who seemed to be more dissatisfied than the white men?

A. Yes, they were and it was always the question of money. Primarily the separate rations. The white men got it and the colored boys didn't - that was the whole point.

Q. After they were paid this \$15.00 per month extra money, were many of them still dissatisfied?

A. No, everything seemed to run smoothly with the exception of one or two men who claimed they should be paid some backpay.

Q. Do you recall their names?

A. No, I don't.

Q. What sort of back pay did they want?

A. Still on the separate rations business but there was just one or two men who thought they deserved the back rations money.

Q. All the other men were satisfied with what they were getting?

A. All the other colored men were. Although some of the white boys didn't come out and say so, it was clear to me that there was somewhat of an undercurrent felling that they should be getting more than the colored boys.

Q. But none of them came to you with that complaint?

A. No.

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There being nothing further, the witness was excused and withdrew from the room.

Sergeant William Moten, 33328708, Section F, 2145th AAF Base Unit (Pilot School, Basic), Walnut Ridge Army Air Field, Walnut Ridge, Arkansas, was called as the next witness.

Q. Sergeant Moten, how long have you been working at the Cadet Mess?

A. It will be a year in July.

Q. You started a year ago this July?

A. Yes, sir.

Q. When you first started working over there, were they paying the colored enlisted men any extra money?

A. That is the month they started it.

Q. Were they paying the white enlisted men also?

A. Yes, sir.

Q. Are they still paying this money?

A. Yes, sir, they skipped October on account of the field rations they said.

Q. How are the colored men getting along over there - do they seem to be satisfied now?

A. Yes, I haven't had any trouble and I am in charge of them.

Q. You haven't had any trouble with them since July a year ago?

A. No, sir, I haven't had any troubles since I've been there.

Q. Then they all seem to be all right?

A. Yes, sir.

Q. Have you heard any of them say they were dissatisfied and wanted some extra money?

A. A couple of them say that Lieutenant Frick made a promise that they would get \$20.00 a month back pay and they never did get it.

Q. Did Lieutenant Frick promise them that or did he just say he would try to get it for them?

A. Two of the boys say he promised it to them.

Q. Do the colored enlisted men seem to be satisfied over there now?

A. Yes, sir, there is no trouble at all. Lieutenant Hopkins got the money after October. He said some of the fellows would get \$20.00 instead of \$15.00 because they worked better than others. Some of them who got \$20.00 were colored and some were white.

Q. He gave them that for doing better work or as compensation for not being promoted?

A. Yes, sir.

CONFIDENTIAL

Q. Sergeant Moten, have you ever been up to the Post Exchange?

A. Yes, sir.

Q. Did you ever have any trouble getting waited on there?

A. No, sir.

Q. Did you ever hear any of the colored soldiers complain about that?

A. No, sir, I never have.

Q. Have you ever been on sick call?

A. Yes, sir, I went for a cold a couple of times and I have taken a lot of the men over there but have never had any trouble.

Q. Do the colored soldiers get the same treatment as the white soldiers get over there?

A. Yes, sir.

Q. Have any of the medical officers ever talked rough to them?

A. Not that I know of, sir.

Q. Is that true of dental service also?

A. Yes, sir.

Q. Have any of the men ever complained to you about anything in particular as far as discrimination between the white and colored soldiers is concerned?

A. No, sir.

Q. They all seem pretty well satisfied?

A. Yes, sir.

Q. Do you feel that you have been treated fairly all the way around?

A. Yes, sir, I sure do.

There being nothing further, the witness was excused and withdrew from the room.

Private first-class Percy Craig, 34453799, Section F, 2145th AAF Base Unit (Pilot School, Basic), Walnut Ridge Army Air Field, Walnut Ridge, Arkansas, was called as the next witness.

Q. Do you work at the Cadet Mess?

A. Yes, sir.

Q. When did you start to work at the Cadet Mess?

A. In December of 1942.

Q. How long did you work there?

A. I have worked there ever since December of 1942.

Q. How long did you work there before you got any extra pay?

CONFIDENTIAL

A. Until July of 1943 - about six months, I guess.

Q. They didn't pay any colored boys extra compensation before July of 1943?

A. No, sir.

Q. Did they promise to pay you anything before then?

A. They said we would get paid but we never did get it.

Q. Who told you that?

A. I don't remember.

Q. Did they give you any extra money at all before July of 1943?

A. No, sir.

Q. You said somebody promised they would give you some extra money, you don't know who that was?

A. No, sir.

Q. Are you satisfied now that you are getting the extra money over there?

A. Yes, sir.

Q. While you have been there, did any of the white soldiers get any extra money when you didn't get yours?

A. I don't know, sir.

There being nothing further, the witness was excused and withdrew from the room.

Private first-class Ray L. Myers, 35596672, Section F, 2145th AAF Base Unit (Pilot School, Basic), Walnut Ridge Army Air Field, Walnut Ridge, Arkansas, was called as the next witness.

Q. How long have you been working at the Cadet Mess?

A. I started in March of 1943.

Q. At that time, were they paying you any compensation or any extra money?

A. No, sir, they started that in July of 1943.

Q. Did they promise to pay you anything before that time?

A. Yes, sir, Lieutenant Frick promised to pay us \$20.00 a month but we didn't get it. We didn't hear any more about it until Lieutenant Dalton came over there as Mess Officer. Then they skipped the month of October and started again in November.

Q. Are all the colored soldiers pretty well satisfied with their jobs over there now?

A. Some of them are and some of them are not.

Q. What do you do over there?

A. I am a K.P. pusher.

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Q. How much money do you get?

A. I get about what the rest get - \$15.00 a month.

There being nothing further, the witness was excused and withdrew from the room.

Private Connie C. Jackson, 35747587, Section F, 2145th AAF Base Unit (Pilot School, Basic), Walnut Ridge Army Air Field, Walnut Ridge, Arkansas, was called as the next witness.

Q. How long have you been working at the Cadet Mess?

A. I started in February of 1943. I worked there about a month and they took me off and I started to work for the Colonel. I worked for him one month and they put me back at the Mess Hall.

Q. During the month of February of 1943, did you receive any compensation?

A. No, sir.

Q. And you missed working there during the month of March - did you receive anything during the months of April, May and June?

A. No, sir.

Q. At that time, were you promised any compensation?

A. Yes, sir, Lieutenant Frick told us all of us that worked at Cadet Mess would get \$20.00 per month and then I volunteered to work there.

Q. When did they start paying you?

A. In July of 1943.

Q. Did Lieutenant Frick promise you that you would get the \$20.00 or did he say that he would try to get it for you?

A. He said he would see that we get \$20.00 per month. We kept waiting but never got it.

Q. Did he also talk to the white soldiers down there?

A. Yes, sir, he called a meeting and promised us all.

Q. And you have received, except for October, \$15.00 per month since July of 1943?

A. Yes, sir.

Q. And October was missed because of the field rations?

A. Yes, sir.

Q. But outside of that one month you have been paid \$15.00 per month ever since July of 1943?

A. Yes, sir.

Q. Are you satisfied with your work over there?

A. Yes, sir.

Q. Do you know of any of the colored soldiers over there who are dissatisfied?

A. No, sir, we all volunteered to work over there. They brought a list around just a few weeks ago and we all signed that we wanted to stay there.

Q. Did you volunteer to work over there to begin with?

A. Yes, sir, in a way we did, but they promised us we would get \$20.00 per month.

Q. Who asked if you would volunteer for \$20.00 per month?

A. I don't know. Some officer got us in a row one morning and that is when I volunteered.

Q. Was it Lieutenant Hoppe?

A. I don't know his name - I don't remember who it was.

Q. Did he say you would get \$20.00 per month or did they say you would get ration allowances?

A. They said we would get \$20.00 per month is the way I understood it.

Q. You have your own P.X. down there don't you?

A. Yes, sir.

Q. Have you ever been in this P.X. up here?

A. Yes, sir.

Q. Have you ever had any trouble getting waited on at this P.X. up here?

A. Yes, sir.

Q. How was that?

A. When I first came here they told me one day that we had a P.X. of our own and to use it.

Q. Who told you that?

A. A civilian girl working there.

Q. Did you ever complain to the first sergeant?

A. I didn't but some of the boys did.

Q. What did he do about it?

A. He just said to stay away that we had one of our own.

Q. Do you have any trouble now?

A. No, sir.

Q. How about for the last three months?

A. I haven't been there often.

CONFIDENTIAL

Q. When you do go there now, do you get waited on?

A. It has been four months now since I had any trouble.

Q. What trouble did you have four months ago?

A. A girl in there asked if I didn't have a P.X. of my own.

Q. You have never had any trouble with Captain Battelstein or any soldier there, have you?

A. No, sir.

Q. Just with the civilian girls?

A. Yes, sir. I had some cadets buy some things for me up there.

Q. Did you ever have any soldiers buy things for you?

A. No, working there in the Cadet Mess, Cadets was about all I saw.

Q. Have you ever been on sick call?

A. Yes, sir.

Q. Have you ever had any trouble over there?

A. No, sir.

Q. Do the doctors always try to help you out when you go over there?

A. Yes, sir, I have heard a lot of complaints about that but they have always been OK to me. They fixed my teeth and have always treated me OK.

Q. Have they ever talked rough to you?

A. No, sir.

Q. Have they always treated you just like they do the rest of the soldiers?

A. Yes, sir.

Q. And have never mistreated you at all?

A. No, sir, I only went over there when I had to.

Q. Your only complaint is with the civilians at the P.X.?

A. Yes, sir.

Q. And you have no trouble with them now?

A. No, sir.

Q. Do you have any other complaints at all?

A. No, sir.

Q. How would you say you are being treated as a whole on this post?

A. This is the first camp I was ever in, so I don't know.

Q. Do you have any particular complaint?

A. No, sir.

Q. Then you are pretty well satisfied with the way you have been treated all the way around?

A. Yes, sir, I had done forgot about the money we were supposed to get.

Q. Did the white soldiers get their pay before you got paid?

A. I couldn't say about that, sir.

Q. You were there from July of last year when they first paid you, weren't you?

A. Yes, sir.

Q. Were both the colored and white soldiers paid then?

A. Yes, sir.

Q. Do you know whether any of the white soldiers were paid before that or not?

A. No, sir, I don't know.

There being nothing further, the witness was excused and withdrew from the room.

First Sergeant Henry A. Gross, 33105502, Section F, 2145th AMF Base Unit (Pilot School, Basic), Walnut Ridge Army Air Field, Walnut Ridge, Arkansas, was called as the next witness.

Q. Sergeant Gross, you have been the first sergeant of Section F, then the 314th Squadron, for how long?

A. Since November 20, 1942.

Q. When the Cadet Mess opened, did they ask you for volunteers to work at the mess?

A. Yes, sir.

Q. Were the men promised that they would be paid extra money?

A. Yes, sir.

Q. What were they promised?

A. They were promised they would be paid extra money - no mention was made of what it would be.

Q. Did they state on what date it would begin?

A. No, sir.

Q. Did they say those boys would get the extra money or that they would try to get it for them?

A. They said they would try to get it.

Q. They said they would try to get it then instead of promising them that they would get it?

A. Yes, sir, I suggested that the enlisted men of other fields had been paid but what I suggested they didn't seem to think would fit in with this station.

CONFIDENTIAL

Q. What did you suggest?

A. I suggested taking the money from the cadet fund. It would have only cost each cadet six or seven cents daily.

Q. Were the colored soldiers put on separate rations for a while?

A. Yes, sir.

Q. Do you know what approximate date or the approximate month they were put on separate rations?

A. No, sir, I don't.

Q. How long were they on separate rations?

A. About four months.

Q. Were they actually paid the money?

A. No, sir.

Q. Where did the money go?

A. I don't know.

Q. While these men were on separate rations, how many times did you catch them eating at the mess hall?

A. Lots of times.

Q. Then were they taken off separate rations?

A. Yes, sir.

Q. Why were they taken off?

A. Sergeant Gilmore said if they weren't going to receive any money from the cadet that they might as well take them off.

Q. Who is Sergeant Gilmore?

A. From the Morning Report Section. We have sixty-six men now, who work over there. I have thirty-three men rationed with me and they have thirty-three rationed with them. The morning shift eats breakfast and dinner over there and eat supper at the organization. The evening shift eat breakfast and dinner at the organization and supper at the cadet mess. Before we were losing rations.

Q. That was just something that had to be worked out with a little time then?

A. Yes, sir.

Q. Do the men ever complain to you about not being paid at the Cadet mess?

A. Yes, sir, they have.

Q. That was based on the promise that they would receive extra money?

A. They always used that for an alibi - that they were promised money and they even said if they didn't get it they would quit work and a few of them did just about quit.

Q. Were you the one that had them go back to work when they did stop?

A. The officers talked to them and told them that they were trying to do something for them. Then finally Major Fabert told them he would try to find some way to get them their money. I think every possible effort was made to get their money for them but they just couldn't seem to find any authorization for it.

Q. You do believe every possible effort was made?

A. Yes, sir.

Q. Have you ever been up to the P.X. here?

A. Yes, sir.

Q. Have you ever had any trouble getting waited on there?

A. Yes, sir, I went there once with Sergeant Trice and we had to stand there until we were the last persons in there to get waited on.

Q. Do you believe they were just ignoring you or did they refuse to wait on you?

A. It seemed that we just had to wait until everybody else was waited on.

Q. Have other colored men complained to you about that?

A. Yes, sir.

Q. Write a number?

A. Yes, sir.

Q. How long has it been since one has complained to you?

A. Throughout the past year - just recently it has been better. It has been so bad up there that I have asked the clerk at our P.X. to ask Capt. Battelstein if he could display articles of clothing at our P.X. so we wouldn't have to bother them up here. For a while he did, but after a while we ran out and he stopped.

Q. But he tried to cooperate with you?

A. Yes, sir. Just recently I bought a bag up here at this P.X. and they gave me good service.

Q. Did you have trouble with the military personnel in the P.X. or was it with civilians who worked there?

A. I have never had any trouble with either myself.

Q. I mean the fact that they wouldn't wait on you?

A. It was just the civilians who worked there.

Q. Did you know Sergeant Shaver up there?

A. I knew him to speak to him over the phone but not personally.

Q. Did he cooperate with you or did you have any dealings with him?

A. I didn't have any dealings with him but the barber down there complained to me that he could never get any barber supplies up there.

Q. Was that because Shaver couldn't get them or just wouldn't let the barber have them?

A. He came up several times to get supplies and heard remarks in Capt. Battelstein's office that he wasn't sending anything down to the colored organization.

Q. Who was supposed to have said that?

A. I don't exactly know but the barber told me that he heard it.

Q. Who is the barber down there?

A. McIntosh.

Q. Have any of the men complained to you about the medical service?

A. Yes, sir, a whole lot.

Q. What have their complaints been?

A. Well, just before Captain Cohen went away we had a VD lecture down there. The boys would complain to me and I would send them over to the hospital. They would go over there and would come back and say they wouldn't do anything for them over there and would send them away. At this VD lecture, I asked them to make their complaints to Captain Cohen. Several of the boys made complaints - one about his feet, one about his ankle and another about his shoulder. There must have been something wrong with some of them or there wouldn't have been so many complaining. One boy that had something wrong with his ankle said he worked in civilian life as a time keeper and that when his ankle started giving him trouble that the company would let him off a couple of days until it was better. He went to the hospital when it started bothering him and Captain Cohen made the remark that "Here's a boy who had trouble with his ankle in civilian life and when he comes into the Army he expects me to do more for him than he could get done in civilian life." Of course the boy got mad and started saying a lot of things but I quieted him down and he finally said he would rather not say anything if he couldn't say what he wanted to.

Q. Did Captain Cohen say he couldn't treat it or did he refuse to treat it?

A. Sir, if you were sick and would come to me - I had never seen you before- and you told me what your trouble was. Even if I felt badly and maybe had had a fuss with my wife that morning, I would try to be calm with you. If I didn't want to be bothered with you that day I would send you away and tell you to come back another time. Then if you came back I would try to help you or at least give you the satisfaction of telling you that I couldn't. I know one boy that came here from Maxwell field right out of the hospital. He had the scabies. We asked him what they did for him at Maxwell Field and he said they put him in the hospital and put salve all over him. We sent him to the hospital and they wouldn't keep him. They gave him some salve and told him to use it and sent him away. Captain Cohen asked him where he got it and of course he thought he had gonorrhoea. The boy told him there was nothing wrong with him that he just wanted to know if he could do something for him. He told Captain Cohen he had a pain in each side of his stomach and Captain Cohen said he was a liar, and told him to go back to the squadron.

Q. Did he talk with other medical officers or just Captain Cohen?

A. Only Captain Cohen.

Q. How do the other officers treat the men?

A. The only complaint I have heard is on treatment received from Captain Cohen.

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Q. What I am interested in is the way they treat the men when they are over there not the way they serve them. We have no way of knowing whether they could help them physically if they say they can't. Did he curse at them or speak loudly?

A. All the complaints I have heard is from Captain Cohen at this VD lecture - he did curse some there.

Q. When they go to sick call, now about the way they are treated - have there been any complaints about that?

A. None lately but when Captain Cohen was there we had lots of complaints.

Q. Aside from Captain Cohen, have they been treated OK by the other medical officers?

A. Yes, sir, there are some of the boys that something can't be done for. But Captain Cohen told them to go back to the squadron and don't come back any more. They just don't like the idea of being hollered at and sent away.

Q. How many have been done that way?

A. Several.

Q. Who are some of them?

A. Wilbur Williams, John Brown, Jr., William Nixon, Gabriel Hillyer, Elchia Brown and Lee Allen.

Q. Do you have anything to say about your own opinion of these matters?

A. There was a big complaint about the post bus when it first started.

Q. What was that?

A. Several of the boys asked me whether they were authorized to sit at the front of the bus or did they have to ride in the rear. Captain Gardberg told them that if they were sitting any ways near the front and an officer got on and asked them to move to give up your seat and move to the rear of the bus.

Q. Do you have any trouble on the bus at all now?

A. No, sir.

Q. Do your men sit any place they want to on the bus?

A. Yes, sir. They have been complaining about the situation at the motor pool.

Q. What is that?

A. It seems that the colored boys have never been allowed to drive staff cars until just since they don't have anyone else to drive them. They are letting them drive them now right along. I have asked Captain Scott several times if it would be all right to send colored boys on convoys. He said was undesirable because it was hard for colored boys to get sleeping quarters in towns. I told him that I had handled convoys and had never had any trouble getting quarters. It just seemed like they didn't want the colored boys around there doing anything until they didn't have anybody else to do it.

There being nothing further, the witness was excused and withdrew from the room.

2d Lieutenant James G. Sprott, Air Corps, AAF Pilot School (Basic), Walnut Ridge Army Air Field, Walnut Ridge, Arkansas, was called as the next witness.

Q. How long have you been Commanding Officer of the colored troops on this field?

A. Two months besides the other times that I have been Commanding Officer during Captain Gardberg's absence.

Q. How long have you been with the Squadron?

A. Since August of 1943.

Q. Have you had any men complain to you about not being paid at the Cadet Mess?

A. No.

Q. Have you had any complaints as to discrimination on the post, at the Post Exchange or with the medical service?

A. One was made about the civilian cafeteria. He went in to get a sandwich for Captain Sweeney and the little girl stated that she did not serve colored men there. He reported that to Captain Sweeney and also to me.

Q. Was anything done about it?

A. We spoke to the Post Exchange Officer and told him that we didn't want a recurrence. We told him that these were Army boys - that if they came into the Army they were to be served just like any soldier. We did ask them to refrain from using the civilian cafeteria, or other eating places that were used by white soldiers. The Post Exchange Officer said he would see that it didn't happen again.

Q. Did other men go back after that?

A. No, I don't think they did. That boy would have never gone there if he hadn't been going for an officer. He didn't want to eat there, all he wanted was to get a sandwich and then leave.

Q. Have you had any trouble at the main P.X. here?

A. None whatsoever that has been reported to me.

Q. Have you had any trouble with the treatment they have received at the hospital?

A. Yes, I have had quite a few complaints about the way they have been treated at the hospital.

Q. What was that?

A. I really think those complaints have been brought by a dozen or more dead beats that we got on our last shipment from Lincoln, Nebraska. We got thirty-five men and four or five of them brought diseases with them. One had scabies and his clothing had not been sterilized before he was transferred. That irritated me as well as the other men. Two of those boys went up there - in fact there were twelve or fourteen of them who went every morning for a long time and Captain Cohen gave them up the country about coming up so often. There were two or three of them perpetual loafers. They found out that they could spend half of the morning going up to the hospital and the other half coming back and that was all they wanted.

Q. Did you have many of those?

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Q. None of the rest have been complaining, have they?

A. None of the men who have been in the organization for any length of time and have received the proper training. We have taught those boys how to take care of themselves. But some of this new bunch are continually complaining about something.

Q. How about Nixon?

A. He was sent to the hospital and a specialist checked up on him and told him that there was nothing wrong with him but the next morning he went back over there again.

Q. Have they mentioned any specific officer who was not nice to them?

A. Captain Cohen is the one they mentioned - I think he just happened to be the doctor in the dispensary that day. After a specialist checks up and finds there is nothing wrong and still they persist in coming back, they would have to use rash words to get rid of them. The whole medical problem could be summed up in this new bunch of loafers.

Q. Since you have been there, have you had any complaints from the men working at the Cadet Mess?

A. No, the men say they have to work hard but never hear any griping.

Q. How have promotions been for the colored men?

A. Very sorry.

Q. How about the whites - how does it compare?

A. That I don't know because we have asked for promotions and we have never gotten them. The excuse, as I understood, was that the promotions came onto the field in a lump sum and they gave the promotions to the other fellows. That is one thing I definitely don't know about - that is purely hearsay. I do know that we are way below our TR. We should have fifteen or sixteen sergeants and we have ten. We should have sixty corporals and we have thirty. That was in the old 314th Squadron. Since the combination, the promotions have been frozen.

Q. What ranks do you have?

A. We have one first sergeant. In the old 314th he was the only man that was not below the three bars. I had one first sergeant and two sergeants and a flock of corporals.

Q. How many?

A. That I couldn't say. I would have to go down and count them. I do know that the whole organization is underranked.

Q. How long have promotions been frozen?

A. Ever since the first of March, I believe. My statement would be that, I wouldn't say they were discriminated against, I would say they haven't received their pro rata share of the promotions. I don't know all there is to know about promotions in the organization for practically all the time I have been there they have been frozen. I know we went in for what we wanted. I know we had Moten at the Cadet Mess who was a corporal and they wouldn't promote him to Sergeant because then he would have equal rank with a sergeant who was his immediate superior.

CONFIDENTIAL

Q. Well, were they discriminated against?

A. I would say they were.

Q. Compared with Mess Hall Number 2 personnel and other men in the Cadet Mess, has there been any discrimination shown?

A. That I don't know for I haven't check up. The basis I go on is allowance from the TO and what we have been given.

Q. In your estimation were the colored men discriminated against any more than the white men as far as promotions were concerned?

A. No, I wouldn't say that.

There being nothing further, the witness was excused and withdrew from the room.

Private Wallace Jones, 38328191, Section F, 2145th AAF Base Unit (Pilot School, Basic), Walnut Ridge Army Air Field, Walnut Ridge, Arkansas, was called as the next witness.

Q. How long have you been in Section F?

A. I was one of the first colored men on the field. I came here on November 23, 1942.

Q. Did you work in the cadet mess?

A. Yes, sir.

Q. When did you start working there?

A. November 23, 1942.

Q. Are you still working there?

A. Yes, sir.

Q. Are you satisfied with your job at the Cadet Mess?

A. Yes, sir, I have been there for quite a while. We were promised some money by a Lieutenant Sneed. I believe it was Lieutenant Frick who promised the money just two weeks after I started working there.

Q. What did he say?

A. He called us to one side of the Mess Hall and said we would get eighteen or twenty dollars a month extra.

Q. Did he say he would try to get it for you?

A. No, sir, he said definitely that we would get the money.

Q. When did he say that?

A. In November 1942.

Q. When you were sent there, were you promised any pay there?

A. Yes, sir, the first day I was promised I would get extra money.

Q. How much?

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A. From eighteen to twenty dollars and sometimes it would run over that. He made that promise three or four times. We worked there and he kept saying "Just keep on working". We worked like that for three months and then the guys started to slack up and he told us we would be forced to work there or else go to the guardhouse.

Q. He told you that?

A. Yes, sir.

Q. Were white soldiers paid there?

A. A soldier named Sergeant Rucker was working there at the time and was a K.P. pusher and he made extra money. He got paid when he got back from furlough and every month he got money and asked me if I got mine. I said "No", I didn't. I didn't want to say anything because I was new in the Army and knowed better. All I know was that I was waiting for that promise.

Q. When were you first paid?

A. In July.

Q. How much did you get?

A. Ten dollars from Lieutenant Dalton.

Q. That was for twenty days?

A. No, a full month.

Q. When did you get the next pay?

A. In August, it was twenty dollars. They took out one dollar and a half from each man for breakage. He only paid us twice. Something happened, so he left and Lieutenant Hopkins took over.

Q. That was in October when the Cadet Mess went on field rations?

A. Yes, sir. I think Colonel Redd made a speech that we were going on field rations and they couldn't pay us. The money was held up two months.

Q. You were paid for September?

A. Yes, sir.

Q. And you were paid for November?

A. Yes, sir.

Q. That means that for one month you weren't paid after they started

A. That is right.

Q. Then that makes just for the month of October you were not paid?

A. When Lieutenant Dalton was there, he promised to start payments but he didn't want to promise when. He started to give beer parties and to buy cigarettes and once when he came up to headquarters and came back, he said he had made arrangements to start paying us at ten dollars and the next month he would give us more. For the next month's work he paid that off. They took one dollar and fifty cents for breakage and we got eighteen dollars and fifty cents. Field rations came on and we didn't get paid then. We were paid for July, August and September but were not paid for October.

Q. Then you have been paid for November and to the present date, is that correct?

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A. Yes, sir. The real thing about it was the money; we were first promised. I would say about ten months, we didn't get anything, after being promised the money and then we didn't get it. They walked off the job and went to the squadron and Captain Gardberg said he would force them to work there. It would be a detail. Then after we got Lieutenant Hutcherson, he said something about the mess hall and the treasury, and he had some money that would be divided among the boys. He said some would get more and he would let us know in a few days. The next day a non-com went in the office to see about it and we didn't get it but they still said we would have to work there. The white boys weren't paid either. They were there and they walked out.

Q. Do you know whether they got paid?

A. Sergeant Rucker used to be there and he got paid.

Q. Did you ever see him get any money?

A. No, sir, he said he got it in the squadron in a check. He said I would get mine too. They must have gotten something because they never kicked.

Q. If they signed a check it would be going back to the Cadet Mess, wouldn't it?

A. All I know is that we were promised money and didn't get it.

Q. You worked from the latter part of December to June - seven months without the money?

A. Yes, sir, seven months and we didn't get anything.

Q. You got your regular Army pay, didn't you?

A. Yes, sir.

Q. The white boys - they weren't getting it either, were they?

A. He told me he was getting it from there, I don't know. He said "Boys, it will come in handy", and he promised it to us.

There being nothing further, the witness was excused from the examination and withdrew from the room.

Sergeant Anthony A. Blase, 17039014, Section A, 2145th AAF Base Unit (Pilot School, Basic), Walnut Ridge Army Air Field, Walnut Ridge, Arkansas, was called as the next witness.

Q. What are your duties on the post, Sergeant?

A. I am Mess Sergeant at the Cadet Mess.

Q. How long have you been at the Cadet Mess?

A. Since October, 1942.

Q. That is when the Cadet Mess opened at this station?

A. Yes, sir.

Q. You have been there since it opened?

A. Yes, sir.

Q. What were your duties when it first opened?

Q. I was a butcher.

Q. When you went to work at the Cadet Mess, were you promised any extra pay?

A. Not right off, at the time when we first went to work.

Q. When were you first promised extra pay?

A. I don't remember the date. I would say later on, about two or three months.

Q. Was it a promise or did they just say they would try to get it?

A. They said they would try to get it.

Q. Who told you that?

A. Lieutenant Frick.

Q. Did he call a meeting of all the colored and white men and tell them all that?

A. Yes, sir.

Q. He announced that he would try to get the extra money?

A. Yes, sir.

Q. Were you ever put on separate rations then?

A. It was just one month. I received separate rations around February.

Q. Did you actually receive the money?

A. Yes, sir.

Q. You didn't turn it in to the Cadet Mess at all?

A. No, sir, I received twenty-one dollars.

Q. Then you were taken off?

A. Yes, sir.

Q. Were the colored men put on separate rations also?

A. I don't know.

Q. When did the Mess start paying?

A. July 20th.

Q. Then you were paid from the first of July?

A. Yes, sir.

Q. How much were you paid?

A. Ten dollars.

Q. Do you know whether or not the colored men received pay too?

A. Yes, sir.

Q. How much did they receive?

CONFIDENTIAL

Q. Ten dollars.

Q. And you were paid right to the present date, except for the month of October when you went on field rations, is that correct?

A. That is right.

Q. The Cadet Mess paid you every month since last July, except October?

A. We were paid July, August and September. Then it stopped and we started again in December and they paid us for November at that time.

Q. Then it was just October that you missed?

A. Yes, sir.

Q. That was the same for the colored men as it was for the white?

A. Yes, sir.

Q. Have you had much difficulty with the colored men at the Cadet Mess?

A. No, sir, I can't say we have had any difficulty. They work nice for the type of work they are doing.

Q. Do they seem pretty well satisfied for the type of work they are doing?

A. All but their ratings.

Q. They do complain about ratings?

A. Yes, sir.

Q. Have you heard the white men complain about their ratings?

A. Yes, sir, I have.

Q. Was it as much or more?

A. More so, I guess.

Q. That has been sort of a touchy subject on this post, hasn't it?

A. Yes, sir, I have been a buck sergeant for two years or it will be two years the first of next month.

Q. Other than that, the men have not been complaining at all?

A. No, sir. They have been treated with the best of respect over there.

Q. Did you ever have any arguments between the colored and the whites?

A. No, sir, they don't fight among themselves or between the white and colored.

Q. Getting back to Lieutenant Frick, he made no outright promise of getting you twenty dollars a month?

A. He just said he would try, he didn't say he would.

Q. It was your understanding that if he could work it that you would get extra money and if he couldn't, you wouldn't get it?

A. Yes, sir.

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There being nothing further, the witness was excused and withdrew from the room.

Staff Sergeant Elijah Wilson, 18167300, Section F, 2145th AAF Base Unit (Pilot School, Basic), Walnut Ridge Army Air Field, Walnut Ridge, Arkansas, was called as the next witness.

Q. How long have you been in Section F, Sergeant Wilson?

A. I was transferred out of the Quartermaster, sir.

Q. How long have you been in the colored section on this field?

A. Ever since it was opened - since November of 1942.

Q. Were you in the first bunch of colored soldiers that came to this field?

A. Yes, sir.

Q. You have been the Mess Sergeant down there ever since the mess hall opened?

A. No, sir.

Q. How long have you been the Mess Sergeant down there?

A. Since January 5, 1943.

Q. Do you recall the time when a bunch of the enlisted men down there went to work at the Cadet Mess?

A. Yes, sir.

Q. Do you know of your own knowledge whether any of them were promised any extra money if they went to work over there?

A. No, sir, I don't.

Q. You know when the men were put on separate rations, don't you?

A. Yes, sir.

Q. Were those men who worked at the Cadet Mess put on separate rations?

A. Yes, sir.

Q. How long were they kept on separate rations?

A. No, sir, I don't.

Q. After the men were put on separate rations, did you have any trouble with the men coming down to your mess to eat when they were supposed to be at the Cadet Mess?

A. Yes, sir.

Q. How many times?

A. I don't know how many times. They had been there several times before I began to recognize them. When I would catch them I would send them

CONFIDENTIAL

to Sergeant Cross. A lot of times they would even come in and get breakfast late by special orders and I didn't know where they were working. They would just come in and say they were late workers and they got by with it for a long time.

Q. The men kept coming in who were supposed to eat at the Cadet mess?

A. Yes, sir.

Q. Were they taken off separate rations for that reason?

A. I don't know why, sir, but they were taken off about that time.

Q. Have you heard any of the men complaining that they were not paid at the Cadet mess?

A. No, sir.

Q. Have you ever had any trouble at the P.I. up here?

A. No, sir.

Q. Do you get waited on when you go in there?

A. Yes, sir.

Q. Have you ever been on sick call?

A. Yes, sir.

Q. Have you gotten any rough treatment over at the hospital?

A. No, sir, everybody treats me nice.

Q. You have never had any difficulty with any of them?

A. No, sir.

Q. Have you ever been treated by Captain Cohen?

A. Yes, sir.

Q. Did you have any trouble with him?

A. I have always treated him nice and he has always treated me the same way.

Q. Has he ever cursed at you?

A. No, sir, never.

Q. How has your treatment, as a whole, on the field been?

A. As a whole, I think it has been very nice.

Q. And you have no complaints?

A. None at all.

Q. Have any of the other colored soldiers talked to you about any rough treatment at all?

CONFIDENTIAL

Q. Some of them say they get better food at the Cadet Mess. I told them the menu called for what we had and that we draw the same food as Mess Hall Number 2. Of course, the cadets are not on field rations and can pay for what they want.

Q. But when the men were complaining that one mess was getting better food than the other, Mess Number 2 was getting the same food as you were getting, weren't they?

A. Yes, sir, and I know that the men who ate at Mess Number 2 were complaining lots more than my men were.

There being nothing further, the witness was excused and withdrew from the room.

1st Lieutenant Garnett W. Corman, MEB, AAF Pilot School (Basic), Walnut Ridge Army Air Field, Walnut Ridge, Arkansas, was called as the next witness.

Q. What are your duties at this station, Lieutenant Corman?

A. My primary duty is Exchange Officer.

Q. How many exchanges do we have at this station?

A. We have two main branches, six sub-branches for merchandising and two barber shops - ten in all.

Q. Where are your main branches located?

A. On the main road. The main branch and Merchandising warehouse is operated in Building 611 on the corner across from the post office. The restaurant and bar branch is across from the Post Signal Office and the Recreation Hall.

Q. Do you have a Post Exchange for colored soldiers?

A. Yes, Branch No. 1.

Q. Where is it located?

A. At the far end, clear to the very end of the post, across from the colored recreation hall.

Q. What type of commodities do you sell there?

A. Tobacco, candy, cookies, soft drinks, beer, and we sell such things as toilet articles but no clothing.

Q. Did you ever have any clothing there?

A. Not that I know of.

Q. Are colored men permitted to purchase articles in the Main P.X.?

A. Yes, they are.

Q. Have you ever seen any colored soldiers turned down by any employee?

A. I have heard that it happened at the Civilian Cafeteria.

Q. What happened there?

CONFIDENTIAL

A. Captain Sweeney called that one of the men in the colored squadron complained to him that he went to the civilian cafeteria one day at noon and that a girl at the counter, who acts as cashier, said "we don't serve niggers here". He said, "where do you get that nigger stuff?" Evidently he was from the north and was not used to it, and she quit talking to him and he complained to Captain Sweeney. He called me and I said that is a very delicate situation. I thought he was from the north and I said "You know very well that you can't serve colored people in the south with white people like you can in the north".

Q. Are they permitted to go to the P.X. or the civilian cafeteria?

A. That is a delicate situation. This is a military reservation. I am not the one who set up the rules here. However, we have to operate in keeping with the type of place we are in and what section of the country we are in. A number of the exchanges in the south would not serve colored soldiers. The civilian cafeteria is set up for civilians and not for military personnel. That was my second remark to Captain Sweeney.

Q. Are they permitted in the cafeteria?

A. Yes, they are permitted but it is preferable that soldiers do not enter it or buy their food there. The civilian cafeteria is provided for civilians employed by the post, and since military personnel have their own mess halls, it is preferable that they eat in them.

Q. That is for both colored soldiers and the white soldiers?

A. Yes.

Q. Have you ever observed, since you have been here, any discrimination between the colored and white soldiers?

A. No, I haven't. A few of the colored soldiers shopped here but I haven't seen more than two who have come up here to these other branches. We try to keep all their needs down there with the exception of clothing. They can buy that up here.

Q. They are permitted to buy any article you have there?

A. Yes, they are.

Q. Do you know the approximate distance from the colored enlisted men's area to the main P.X.?

A. No, but I would say about three-quarters of a mile.

Q. Have you heard any of your civilians say that they would not wait on or serve colored soldiers?

A. I don't remember if there has been. I don't think they have said it.

Q. Have your civilian employees been instructed to serve colored soldiers if they do come up there?

A. No, there have been no instructions along that line. It is a subject I don't want to bring up. At all times we have this P.X. for the colored men supplied with enough stuff for the men. There is no reason why that colored soldiers should need to come to the Main Branch for smokes, drinks, candy and sundries like drugs and toiletries. They have all that at the colored P.X.

Q. That is beer, ice cream and candy?

A. They have all articles that this P.X. has, except clothing. They have a selection of articles that this one has. They may not have every item this branch has but they have a selection of items needed. If there is an item we don't sell in the colored branch, it is because you have to use a merchandising record to determine those items which sell and do not sell, but there will

CONFIDENTIAL

be similar items in the colored branch. For instance, a certain type of tooth paste may not sell at the colored branch but they have tooth paste there. The same thing may happen with the razor blades. They may not know anything about Marlin blades, but we have razor blades there.

Q. It is there but it may be different kinds?

A. Yes, sir.

Q. Is the selection as good as the selection at this main branch?

A. Yes. We have the same item at the same price. If hair tonic is selling at one price up here, it will be at the same price down there. We have to use merchandising ability to determine which items will sell in the colored branch, also for the items that won't sell. My experience in other branches shows that there are many items that won't sell at colored branches, although the quality is the same they are not familiar or trained to those certain items. You take certain kinds of soft drinks like Nehi - we couldn't sell it. At Greenwood we sold Nehi and they wouldn't buy anything but that because it is in a big bottle and it is a lot for a nickel.

Q. They are permitted to come to the Main Exchange to purchase articles?

A. I don't see any reason why they should not be.

There being nothing further, the witness was excused and withdrew from the room.

Major Ulpian C. Bradenham, Dental Corps, AAF Pilot School (Basic), Walnut Ridge Army Air Field, Walnut Ridge, Arkansas, was called as the next witness.

Q. How long have you been Chief of Dental Service at this station?

A. Since 26th of August 1943.

Q. During the period of time from August 1943 to the present date, have you had many colored soldiers come up for dental treatment?

A. All of them I think.

Q. How were the men treated, that is, when they came up for treatment?

A. They get personal treatment just like any other soldier.

Q. As far as you know, Major, the colored troops are not treated any different than the white troops?

A. No discrimination is made at all.

Q. Have you ever issued an order to subordinate officers that there will be no discrimination between white and colored soldiers?

A. It was understood by verbal order that there was to be no discrimination. I have never issued any written orders, but it is understood throughout the clinic that there will be no discrimination between races or colors.

Q. Have you personally observed any discrimination?

A. No.

Q. Have any colored soldiers come up to you and complained that your subordinates did not treat them properly?

A. Not that I recall.

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There being nothing further, the witness was excused and withdrew from the room.

Captain Louis J. Benton, Medical Corps, AAF Pilot School (Basic), Walnut Ridge Army Air Field, Walnut Ridge, Arkansas, was called as the next witness.

Q. How long have you been assigned to the Medical Detachment at this station?

A. Since September 4, 1942.

Q. What have your duties been?

A. For the first sixteen months, I was Chief of Medical Service and for the last six months, I have been Chief Dispensary Officer.

Q. During all this time, have you treated any colored enlisted men?

A. Yes, I have.

Q. You have treated a number of them?

A. Yes.

Q. Did you treat all of the colored enlisted men yourself?

A. No, Captain Cohen treated most of the colored soldiers. He was Ward Officer of the colored ward.

Q. You said in the last six months you have been Chief of the Dispensary?

A. Yes.

Q. You have been in the Dispensary all that time?

A. Yes, I have.

Q. Have you treated any colored soldiers?

A. Yes, some at the Dispensary.

Q. Who does most of the treating at the Dispensary of the colored soldiers?

A. I do, the majority of them.

Q. When you get a group of colored soldiers and white soldiers, who do you take for treatment first?

A. There is no routine, whoever is there first with the sick book. We take them in order as they come in. Sometimes it is the colored boys and sometimes it is the white boys.

Q. Would you treat them as they came in - if the colored boys came in first they get treated first and if they came in last they get treated last, is that correct?

A. Yes, that is right.

Q. Has there been any discrimination that you have noticed?

A. None at all.

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Q. Have you, at any time, ever spoken to them harshly?

A. They have never been treated harshly. There have been a few colored soldiers who came in later with complaints for which cause could not be found after a thorough examination had been made. Most of these have been orthopedic cases, who have been seen by the Orthopedic Consultant and we had told some of these men that they were faking and returned them to full duty. In the Dispensary, we have carried out this program when indicated. This same situation also exists among some of the white troops, who have also been spoken to and instructed as outlined above.

Q. Have you had any difficulties with the colored troops?

A. We had some difficulty. One colored enlisted man who had been on the field only a short time came into the Dispensary and said that he thought he deserved a Certificate of Disability Discharge due to pain in his feet. After a thorough examination and consultation with the Orthopedic Consultant at Dyersburg, it was decided that this man's disability was not serious enough to warrant a discharge on this ground. The soldier stated that he thought he would be of more value to the country and would be able to do his work if he could return to his civilian occupation as a doorman at the White House. He showed his disappointment keenly and also was somewhat surprised when he was informed that the disability did not warrant a discharge. Four other colored soldiers, who had been thoroughly studied and no disease found, had been instructed to return to full duty. They had consistently returned on sick call with the same complaints which they have attempted to use for excuses from various types of work. The excuses in these cases have been reviewed with resulting dissatisfaction on the part of the soldier involved. Aside from these few men, we have had no special difficulties with the colored troops. We have had a group of white soldiers, relatively as large as the above group of colored soldiers, who we have treated in exactly the same way.

There being nothing further, the witness was excused and withdrew from the room.

Lieutenant Colonel Albert H. Green, Medical Corps, AAF Pilot School (Basic), Walnut Ridge Army Air Field, Walnut Ridge, Arkansas, was called as the next witness.

Q. You are the Post Surgeon?

A. Yes, I have been here for the past eleven months in that capacity.

Q. All we want, Colonel Green, is a statement as to whether or not it is true that, during your time of service at the hospital, colored soldiers were given the same service and care as was given to the white soldiers.

A. That is absolutely the truth. They are even in the same ward with the whites.

Q. Do you mean that colored soldiers, if they are sick, are placed with the white soldiers?

A. Yes, we have a ward for white and colored soldiers together.

Q. Then, to your knowledge, you don't know of any discrimination over there?

A. I absolutely do not.

Q. They are given the required services and so on just as the white soldiers are?

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A. I know they have been given the same treatment exactly.

Q. Have you ever given any order to that effect?

A. I didn't see any reason to, they are all to be treated the same.

Q. From your observation, they were all treated the same?

A. Absolutely they were, exactly the same.

Q. Have you had any difficulty with both white and colored soldiers faking illnesses?

A. No more from one than the other.

Q. To the best of your knowledge and observation, both were treated equally?

A. That is right.

Q. Have you observed them on sick call in the morning, whether the colored had to wait until the white soldiers were treated or was it first-come, first-served?

A. It was first-come, first-served.

Q. Have you anything further to add?

A. Nothing.

There being nothing further, the witness was excused from the room.

At this time, the interview of witnesses closed.

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THE FOLLOWING PAGES
ARE BEST AVAILABLE COPY

201-99
FILE COPY
ROBERT A. LOYD

May 8, 1942

MEMORANDUM FOR Civilian Aide to the Secretary of War:

Receipt of your memoranda dated May 7 regarding the Enlisted Reserve program of the Civilian Pilot Training program is acknowledged.

I have forwarded these communications to the Directors concerned, for investigation, recommendation, and remarks.

You may expect a reply in approximately two weeks.

Signed Richard T. Coiner, Jr.

RICHARD T. COINER, JR.
Lieut. Colonel, Air Corps
Executive

RTC:DMW

Memoranda forwarded by buck slip to AFDOP "Information on which to base reply."

- x 291.21 *Memoranda*
- x 016 *DMW*
- x 000.8 *for information*
- x 686 *Y.A. [unclear]*

Miner
~~0-18-2~~
O.P.T.

3-42

7

WHH/NOW
Extension 2431-4972

May 7, 1942

MEMORANDUM

TO: The Assistant Secretary For Air
Attention: Lieutenant Colonel Richard T. Coiner, Jr.

The attached correspondence has been received from the Coordinator of Civilian Pilot Training at Howard University.

It would be appreciated if information is supplied that can answer the basic questions raised, particularly with reference to enlistment in the Air Corps Reserve as prerequisite to collegiate C.A.A. pilot training and opportunity for Negro students at Howard to enlist in this reserve.

WILLIAM E. HASTIE

Civilian Aide to the Secretary
of War

XXXXXXXXXXXXXXXXXXXXXXXXXXXX
May
Five
1942

Dear Mr. Andrews:

Howard University had its first Civilian Pilot Training Program during the school year 1939-1940. We missed the fall program 1939 due to the fact that the Navy had taken over the airport from which our trainees were flying. We were able to secure the cooperation of an airport at Croome, Maryland, 27 miles from the campus. From this airport we conducted two programs, the spring of 1941 and the fall 1941-1942. Recently this airport was taken over by the Navy, and we secured an agreement to work with the Beacon Airport in Virginia about 15 miles from the campus for our spring program of 1942. The C. A. A. did not release its requirements for participation in the spring program until late in January 1942. We were further advised on February 19, 1942, that the enrollment must be complete by February 24, 1942. Due to the great changes made in the requirements, we were unable to secure a minimum quota by February 24th. Therefore we did not participate in the spring program.

I have reviewed all of this material in order to show that Howard University has been and is interested in the Civilian Pilot Training Program even though we have had to conduct it under severe difficulties. The University is desirous in doing all that it can in the present National Emergency. Therefore please keep us advised of the latest rules and regulations concerning the Pilot Training Program, so that we might try to contribute to the effort to the best of our abilities. Specifically we should like to have the exact procedure under which the program is to be conducted this summer, and as far as it is known, this fall.

Very truly yours,

Addison E. Richmond
Coordinator

Mr. Frank G. Andrews, Superintendent
Civilian Pilot Training
LaGuardia Field
New York City

DECLASSIFIED

NOW:WHH
Extension 2431-4972

May 7, 1942

MEMORANDUM

TO: The Assistant Secretary for Air
Attention: Lieutenant Colonel Richard T. Coiner, Jr.

Your memorandum of May 2, a copy of which is attached hereto explains the failure of the Air Forces to include Negro colleges and universities in the new Enlisted Reserve program on the basis that a reserve pool of Negro Aviation Cadet Candidates already exists and that the new program is, therefore, unnecessary for the training of Negroes.

If I understand the new program correctly this statement does not explain the failure to include Negro institutions. I understand the Enlisted Reserve program to be a means of building up and assuring the availability of a pool of Aviation Cadets in the years to come. In other words, it is a long range program. Thus the current pool of several hundred Negro candidates does not seem to be a material factor, particularly if the training of Negro cadets is to expand and not to be fixed within its present very narrow limits.

May the matter be reconsidered with the view to correcting the present discrimination which excludes Negro college students in those areas where separate schools are maintained from participating in this new college procurement program.

William E. Nestie

Civilian Aide to the Secretary
of War

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FUTURE RELEASE
PLEASE NOTE DATE

2017
11

WAR DEPARTMENT
Bureau of Public Relations
NEWS DIVISION
Washington, D. C.

FOR RELEASE MONDAY, DECEMBER 25, 1944

* NOTE TO EDITORS: The following material originates with the Public *
* Relations Officers of United States Army camps, posts, stations and Theaters *
* of War. It concerns the activities of Negro soldiers. The date of release *
* appears above. Similar informative releases will be sent to you weekly. *

332nd FIGHTER GROUP ENDS YEAR
WITH RECORD AS EFFICIENT UNIT

ATLANTIC CITY, NEW JERSEY---In less than one year the all-Negro 332nd Fighter Group, stationed with the 15th Air Force in Italy, has flown more than 100 missions and has firmly established itself as an efficient, hard-hitting outfit, Colonel Benjamin C. Davis, Jr., the Group's commanding officer, declared today.

"Flying P-51s on bomber escort and strafing missions, we destroyed 75 ships in the air and easily twice that number on the ground," the Colonel recapitulated at AAF Redistribution Station No. 1.

Colonel Davis, who is married and makes his home at 1721 S Street, N.W., Washington, D.C., took command of the 332nd shortly before it was sent to Italy in January of this year. He pointed out that flying fighter escort on long range bombing missions was a job well suited to his group.

"All the men enjoy it," he added, "because it gives them the best opportunity for aerial combat."

As an example of the lengths to which his men will go to get into the thick of things, the 32-year-old West Pointer told of a mission to Budapest last October when the four squadrons comprising the 332nd were ordered to strafe river and rail traffic along the Danube.

West of Budapest, he related, a pilot spotted a low-flying plane and was sent down to investigate. The pilot shot the plane down, then called for the rest of his squadron.

"They were over an airfield where fliers were practising landings and take-offs," said the Colonel. "They joined the traffic pattern and shot down four more ME-109s. On their way up to rejoin the group they picked up four Heinkel 111s and after a series of passes got them all."

The squadron headed by the Colonel then proceeded up the Danube and strafed oil barges and railway trains. A third squadron located another airfield and destroyed 18 ships on the ground, while the fourth came across a motor park and destroyed or damaged a fleet of trucks.

"Not bad for one five-hour mission," added the Colonel.

Colonel Davis, who finished West Point in 1936, was instrumental in the formation of the first all-Negro fighter squadron--the 99th. He took the 99th overseas as its commanding officer in April 1943, and it remained a separate unit for 14 months until absorbed by the 332nd Fighter Group.

"While a separate unit the 99th made a good name for itself," said the Colonel. "It destroyed 17 planes in the air and many more on the ground, but

MORE

those kills were really by-products, since the squadron worked mostly in support of ground troops. It did its best work early in the Anzio campaign when it got eight in one day."

Colonel Davis holds the Legion of Merit, the DFC, and the Air Medal with three Oak Leaf Clusters.

* * * * *

NEGRO SOLDIERS OF LEYTE ENTERED
"LIVING HELL" TO SAVE AMMUNITION

WITH THE 96th DIVISION, SOMEWHERE IN THE PHILIPPINES (Delayed)--Negro soldiers have played an important role in the landings in the Philippines, the War Department revealed for the first time today.

Two members of an amphibious tractor unit attached to the 96th Division distinguished themselves by entering an ammunition dump which had caught fire and saved from destruction three huge amphibious trucks loaded with mortar and artillery shells.

Staff Sergeant Robert Jones, Roxbury, Massachusetts, says of the men, Sergeant Clarence Jackson, Washington, D.C. and Technician Fifth Grade Samuel Bryant, New York City, "They entered a living hell to save the ammunition."

Sharing in the general praise given to their amphibious tractor unit which plowed through muddy roads and terrain thought impassable to bring up supplies and ammunition are Technician Fourth Grade Prince E. Anderson, 239 W. 148th Street, New York, Technician Fifth Grade William H. Holland, 10 E. 126th Street, New York, Technician Fifth Grade Leonard Ingram, 541 W. 124th Street, New York, Technician Fifth Grade Allen Smith, 233 E. 127th Street, New York, Technician Fourth Grade Daniel J. Evertz, Rams Inn, Bridgeport, New Jersey and Private Everett Egan, 33 John Street, Broomfield, New Jersey.

Technician Fifth Grade Mayo L. Gentry, 2384 Champlain, N.W., Technician Fourth Grade Robert McCahey, 226 47th Street, N.E., and Technician Fourth Grade Robert Wiley, 3028 Park Place, all of Washington, D.C.

Private First Class David Mitchell, 926 S. 15th Street, Philadelphia, and Sgt. Samuel Binkins, 3869 Alabama Avenue, S.E., Washington, D.C., members of a Transportation Corps unit, killed a Jap sniper infesting their bivouac area. Later they narrowly escaped death when their jeep, carrying a casualty to the hospital, hit a mine, throwing them from their vehicle.

Negroes in the beach party landing in the vicinity of Dulag were warmly greeted by the Filipinos. Their admiration for Negroes arose from the heroic deeds of a Negro guerilla, Joe George of San Francisco, who came to the Philippines prior to the war. Marrying a Filipino woman in Tacloban, he became a popular local figure. He set up a trucking service between the towns of Dulag and Tacloban on the island of Leyte.

After the fall of Bataan, he used his truck to supply Filipino guerillas operating in the hills. Captured by the Japs and sentenced to be shot, he escaped and became a local hero by carrying out daring raids on the Japs.

* * * * *

616th BOMB SQUADRON FLIES
300 DAYS WITHOUT ACCIDENT

GODMAN FIELD, FORT KNOX, KENTUCKY---Few organizations in the Army Air Force can boast of the flying safety record set by the 616th Bomb Squadron, stationed at Godman Field, Kentucky, a base of the First Air Force. This squadron, part of the all-Negro 477th Bomb Group, has flown over 300 days without an accident of any kind.

When asked to what this amazing record could be attributed, Squadron Engineering Officer, First Lieutenant Clarence E. Lewis, of Dayton, Ohio, replied: "You can give the credit to the line personnel. It was their expert maintenance, thorough checking, and just plain perseverance that did the job."

Perseverance, indeed, plays a large part in the daily routine of checking, testing, and inspecting the bomber prior to take-off. Over 100 separate items must be checked each day, including the engines, instruments, propeller, radio, lights and electrical system, armament, and other auxiliary equipment.

Responsible for the condition of the plane twenty-four hours a day is the crew chief. The crew chief must be a graduate of an Airplane Mechanics school, and must be well trained in the maintenance and repair of the engines and the general structure of the plane. He must see that the plane is ready for any type of flight at any time.

Assisting the crew chief in the preparation of a flight are his two assistants and a number of specialists, among them being the electricians, armorers, radio technicians and propeller and instrument men.

* * * * *

HALF MILLION MEN SERVED
BY QUARTERMASTER OUTFIT

A QUARTERMASTER DEPOT, ENGLAND---The only Negro Quartermaster Battalion of its type, operating in the marshalling area from March to September as the Area Quartermaster, was recently commended by Major General Robert McG. Littlejohn, Quartermaster General of the European Theater of Operations. Also included in the citation was a medical detachment.

Prior to D-Day and in the momentous days that followed the initial landing, huge embarking camps had to be maintained to shelter the tremendous number of soldiers waiting to be transported to France.

Food had to be secured and broken down into proper rations. Any last minute clothing, equipment or supplies needed by the fighting men had to be furnished. And the personnel that operated the area bakery, petrol stations, warehouses and the huge staging camps had to be accounted for in the daily administrative routine. Major Frederick A. O'Neill, 38, of 87 Fairfield Street, St. Albans, Vermont, estimates that over 500,000 men were served during the six-month period.

Besides the citation from Major General Littlejohn, the unit has received four others.

Sergeant Major of the outfit and the backbone of the unit, according to Major O'Neill, is 22-year-old Staff Sergeant G. Lallarr Howard of Salisbury, North Carolina. He is a former student of North Carolina State College.

Other members of the unit are as follows:

Chief Warrant Officer Milton C. Smith, 42, 131 S. 22nd St., Battle Creek, Mich.; Warrant Officer Junior Grade Malcolm H. Baxter, 29, 15 Elm St., Newark, N. J.; Tech. Sgt. Bill I. Dial, 28, Route 2, Box 105, Point, Tex.; Tech. Sgt. William N. Kinbrough, 30, 2505 Bethel Ave., Knoxville, Tenn.; Staff Sgt. George L. Howard, 21, 421 Craige St., Salisbury, N. C.; Sgt. Julious Burrell, 22, General Delivery, Demopolis, Ala.; Tech. 5th Gr. Eddie Borders, 39, P.O. Box 502, Frederick, Okla.; Tech. 5th Gr. McHenry Henderson, Jr., 23, 703 Catherine St., Richmond, Va.; Tech. 5th Gr. Robert Rembert, 34, 602 Argyle St., McCombs, Miss.; Tech. 5th Gr. Thomas J. Sawyer, 23, 7437 Hermitage St., Pittsburgh, Pa.; Pfc. John W. Gambrell, Jr., 34, 122 Sullivan Drive, Greenville, S. C.; Pfc. Virgil L. Jefferson, 33, Route 4, Box 122, Selma, Ala.; Pfc. James E. Odell, 34, 12th St., Winston-Salem, N. C.; Pfc. James E. Young, 22, Route 1, Box 18, Banks, Ala.

TANKERS PERFORM BRILLIANTLY
IN FIRST TEN DAYS OF COMBAT

WITH THE U.S. THIRD ARMY---Many stories of heroism and bravery developed about the 761st Tank Battalion, the first Negro armored unit to enter combat, during its first ten days of battle with Major General Williard S. Paul's 26th Division. The tankers served as one of the spearhead elements in the division's drive to its initial objective, which was taken November 20.

Among them, the feats of Staff Sergeant Ruben Rivers, Route 1, Box 57, Tecumseh, Oklahoma, son of Mrs. Lillian Rivers, stand out like a beacon. The daring tank commander was awarded the Silver Star following the slaying of an estimated two hundred or more Germans. He took his tank into the thick of every battle and it became a popular theme that when Company A entered battle, "Rivers led the way," for he was always there first.

A few days after Lieutenant Colonel Hollis A. Hunt, commander of the 761st pinned the Silver Star on Sergeant Rivers, his unit again went into battle at Guobling, a key communications point for German lines between Chateau-Salins and Scarborough, Rivers' tank hit a mine and was knocked out. He climbed out of the disabled tank, got into another, and continued fighting.

Private First Class Obie J. Smith, a quiet young fellow who came to the Army from the little town of Leevale, West Virginia, is the gunner of a light tank in Lieutenant Richard English's company. On "D-Day" for the unit, Smith, one of the most accurate gunners in the company, personally accounted for twenty Germans killed. He is married to Mrs. Marie Smith, of Leevale, and his parents, Mr. and Mrs. Ison Smith, reside at Laing, West Virginia.

Sergeant Warren Creecy of Corpus Christi, Texas, won the reputation of being the most fearless man in his company by his repeated exposures of his person to enemy fire as he rescued fellow tankers, provided protection for infantry units, and performed other feats of valor which have won commendation for him.

On November 10 at Morville, the battalion's tough spot, Sergeant Creecy returned through enemy positions under heavy artillery to get aid to his men after his tank had been disabled by anti-tank fire. He then led other tanks to a point from which destructive fire could be brought upon the enemy.

A few minutes later he mounted the "ack ack" gun of another vehicle and while still under fire aided in the annihilation of enemy artillery observers who directed the fire that pinned down our infantry. This permitted the ground units to move forward.

The day before, Sergeant Creecy had moved ahead of the infantry without regard for his personal safety and destroyed German machinegun positions and Jerry rocket-launcher teams. Then when his own tank was mired down in the mud, he dismounted and performed operations leading to the extraction of the tank. He then mounted the rear of the tank and held his AA gun on enemy positions to protect an infantry unit. He personally eradicated the enemy guns.

Crew members of Sergeant Creecy's tank include Sergeant Roy L. Robinson, of 389 Warren Avenue, Spartanburg, South Carolina, the driver, and Private First Class Raymond G. Johnson, 2023 Grey Avenue, Evanston, Illinois, gunner.

In the same area, the crew of tank commander Staff Sergeant Jack Gilbert, dismounted and recaptured their tank, after it had been hit and taken by the Germans. With him were: Gunner, Private First Class Judge Favors, brother of Mrs. Carrie Favors, 105 Spencer Street, Plant City, Florida; bow gunner, Private First Class Albert D. Fulwood, son of Mrs. Opal W. Fulwood, 1634 Tenth Avenue, Huntington, West Virginia, and driver, Sergeant James C. Harris, brother of Mrs. Octavia Ellington, 3744 Sixth Street, Detroit, Michigan.

Spurring his men to keep moving forward, Lieutenant English, commander of the company took a tommy-gun from one of the tanks, and proceeded on foot to

perform reconnaissance to direct the movement of his unit. He is a former instructor in the Hoffman School, New Orleans, and made his home at 705 Vernon Street. A graduate of Dillard University, he is married to Mrs. Loretta English, and is the father of three sons, Richard, Jr., Ernest and James.

Characteristic of the attitude of these new arrivals to the combat scene was their reaction when Jerry AT guns or bazooka teams knocked out tanks in Captain Irvin McHenry's company. The crews would leap out, get under the tank and continue their fire with machineguns. One German company facing Captain McHenry's unit near Morville, was practically annihilated by this small arms fire.

First Sergeant Samuel J. Turley of 815 Trinity Avenue, the Bronx, New York City, whose nearest relative is a sister, Mrs. Sophie Montgomery, 5145 Prairie Avenue, Chicago, Illinois, demonstrated his sterling leadership qualities by organizing his tank crews into defense teams when his vehicles had been hit and set afire. By this strategy several crews were permitted to escape from their burning tanks.

Staff Sergeant Frank C. Cochrane, son of Mrs. Lula Cochrane, Box 200, Brockway, New York, assisted in evacuating the tank gunner, Corporal Carlton Chatman of Pembroke, Virginia, son of Mrs. Ginnie Chatman, and tank commander, Technician Fifth Grade George Collier, son of Mrs. Selena Waters, 2907 31st Avenue, Tampa, Florida, after their tank had been hit. While under direct fire, he assisted Technician Fifth Grade Collier into his own tank, saving his life.

Gunner Dwight Sir son, son of Clarence Simpson, 813 Ninth Street, Rock Island, Illinois, rescued Technician Fourth Grade Horatio Scott, son of Mrs. Gladys Scott, of 23 Charles Street, Lynn, Massachusetts, from his burning tank.

These and many other deeds of valor marked the first ten days of combat for the first Negro tank battalion and gained for the entire unit the praise of the Division Commander. Lieutenant General George S. Patton, Jr., has manifested personal interest in the tankers on several occasions. An appropriate citation is being recommended for the battalion for its services with the 26th Division.

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PORT SOLDIERS GIVE BLOOD AS WELL AS SWEAT IN FRANCE

WITH THE 680th STATION HOSPITAL IN FRANCE---Negro soldiers of the crack 483rd Port Battalion, holding all tonnage records in the giant port of Cherbourg, are giving blood as well as sweat in the drive of supply troops to meet the needs of troops at the front.

When Medical Corps authorities issued a special plea for blood donations in the port area, the tonnage champion unit produced more than double the number of volunteers that this hospital could process at one time.

With supplies funnelling through the harbor at the rate of thousands of tons each day, soldier donors are able to take no rest periods after their donations. Men of the 483rd Port Battalion are expert operators of several complex unloading devices and their absence would tie up port traffic, so they give blood and return directly to duty.

The general feeling of the men was expressed by Staff Sergeant Murray Johnson, 27, 560 Union Avenue, Westbury, Long Island, New York.

"I have a brother up front," he said, "and you can't tell how much he may need this stuff."

"The need for blood, both whole and plasma, is being sharply felt in many places. The volunteer record of the Negro troops is especially heartening," said Major J.C. Dusard, Army Medical Corps, Bedford, Indiana.

There is no racial differentiation made in Army blood collections.

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AMERICAN, FRENCH TROOPS
BREAK LOADING RECORD

WITH U. S. FORCES IN FRANCE---Working with French "Tirailleurs" (crack riflemen of the French Regular Army), members of the 535th Quartermaster Battalion, and the 3934th Gasoline Supply Company, joined hands and broke a long-standing record by loading a twenty-car train with gasoline destined for front-line units via the Red Ball Railway route.

In between chores these Negro soldiers and the French regulars are working out a combination language which both can use with understanding. Staff Sergeant Harry F. Cooper, 5818 Michigan Avenue, Chicago, Illinois, a member of the gasoline unit remarked: "We don't speak the same language, but we work together fine, thanks to an improvised dialect."

The groups are handling the important key distribution point where millions of gallons of gasoline and food pass through en route to the fronts. The French soldiers are veterans of the Tunisian campaign and were active in guerilla activities here in France, where they were kept supplied with ammunition and equipment by American airborne forces.

The gasoline supply unit is one of the companies which worked at the former depot which received the initial flow of piped gasoline from the Port of Cherbourg. At that point an all-time record was set by a company of their battalion, which handled 116,000 gallons of gasoline in one day, topping an Italian record of 66,000 gallons.

* * * * *

NAZI SHELLS, JEEP DRIVER LEAD
TO INJURY OF DISPATCH CARRIER

A UNITED STATES ARMY HOSPITAL, ENGLAND---Although the Signal Corps has done an amazing job in establishing and maintaining lines of communication between the most forward elements and the rear zones, there are many orders and reports that must be sent by courier.

One of those trusted and fearless dispatch carriers is Private Andrew Rias, a 24-year-old giant who looks like he is astride a scooter when he mounts his motorcycle. Rias, injured as a result of an accident while dodging German 88 shells, is now recuperating in a United States Army general hospital in England.

"I broke my leg when I tried to avoid an accident when the jeep I was following stopped suddenly," Rias recalled. "I had been out all day and was attempting to get to camp before dark. The driver of the jeep knew the route and I followed him. I guess he was thinking about those Jerry 88 shells that were dropping all around us. Anyway he stopped suddenly when he missed a turn and before I knew it I was up on him."

Colonel Robert W. Bartlett of St. Louis, Missouri, commanding officer of the hospital reported that Private Rias is getting the best attention modern medical science has to offer.

These dispatch riders are superb cyclists. Seldom is there an accident and for the sniper he is almost impossible to hit. Many of the front line dispatches found in daily papers are carried by these men. Private Rias is a member of an Engineering company operating just above St. Lo.

The son of Mr. and Mrs. Edward Rias of 121 Bruce Street, Clarksdale, Mississippi, he landed in France on July 1. He was inducted into the Army in September 1942 and has been overseas since January 1944.

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ENGINEERS BUILD WALK-WAYS
AS AID TO WOUNDED TROOPS

HEADQUARTERS, 1349th ENGINEER REGIMENT, ENGLAND---The speedy construction of

covered walk-ways to protect patients from adverse weather is the contribution made by the 1349th Engineers to the early recovery of troops wounded in action now convalescing at a general hospital in England.

Lieutenant John O. Tilton, 34, 1746 Germantown Street, Dayton, Ohio, directed the work which was done by the Third platoon in "C" Company.

Colonel William F. Gordon, commanding officer of the 94th General Hospital, stated that, "our job at this United States Army general hospital is to render effective treatment to wounded patients and make them fit for duty status as quickly as possible. Our Negro Engineers realized the emergency character of the job. They pitched in as a team and completed the assignment in record time."

Wounded patients are usually flown from the continent by ambulance plane and when under treatment are wheeled from consultation to the X-ray, laboratory, operating and physiotherapy wards. The walk-ways, built by the engineers, extend from one ward to another, protect the convalescent from rain and snow and lessen the danger of relapse.

The Engineers used an air-compressor in digging six-inch holes for the concrete posts, mixed and poured 2100 cubic feet of cement, built the roof from corrugated sheet material and completed the project in 2800 manhours.

Engineers who helped to complete the project were:

ALABAMA: Guerryton--Pvt. Nick Coleman, Jr., 31.

CALIFORNIA: Los Angeles--Pvt. Neal Quinn, Jr., 29, 1296 N. 36th St.

CONNECTICUT: New Haven--Pvt. Brandon Handy, 19, 54 S.W. Drive.

GEORGIA: Fort Valley--Pfc. Albert Little, 24, 1405 Vinesville St.; Rebecca--Pfc. George Smith, 24, Route 2; Savannah--Pvt. Clarence Gilliard, 26, 544 W. York St.

ILLINOIS: Chicago--Sgt. Ore Dunmore, 35, 622 E. 51st St.

KENTUCKY: Louisville--Pvt. John N. Brown, 26, 337 E. Liberty St.

LOUISIANA: Opelusa--Pfc. Sidney Sylvester, 22, 706 N. Market St.

MICHIGAN: Detroit--Pfc. Dan D. Webster, 35, 6407 Beechwood; Pvt. Leon G. McDonald, 19, 3220 Hudson St.

MISSISSIPPI: Buena Vista--Pfc. David Cousin, 25; Centerville--Pvt. Thomas Russ, 21, Route 2, Box 21; Greenwood--Cpl. John D. Orange, 27; Jackson--Pfc. Emile Dubreville, 25, 505 Bloom St.; Natchez--Pfc. Ross Potter, Jr., 516 N. Vine St.; Nesbitt--Pvt. Louis Malone, 24, Route 2, Box 110; Tylertown--Pfc. Presley Mark, 28, Route 7, Box 108; Union--Pfc. Delma McVeigh, 21.

NEW YORK: Corona, L.I.--Sgt. William E. Street, Jr., 25, 3248 106th St.; New York City--Pvt. James B. Henderson 24, 325 Lenox Ave.; Pvt. William A. Bradshaw, 19, 356 W. 124th St.; Pvt. John Sloan, 35, 123 Rivington St.

NORTH CAROLINA: Goldsboro--Pvt. Freddie Bradley, 27, 118 E. Ash St.; Lexington--Pvt. Benny Camp, 30, 207 Pugh St.; Shelby--Pfc. Hilliard Dorders, 26, Route 1

OHIO: Cincinnati--Cpl. Thomas Curry, Jr., 25, 844 Barr St.; Toronto--Pvt. David D. Herrin, 20, 707 Railroad St.

PENNSYLVANIA: Philadelphia--Pfc. Claude Proudford, 39, 5440 Market St.; Pvt. Frederick D. Fitzgerald, 35, 1845 N. Van Felt St.; Pittsburgh--Pvt. Robert L. Heard, 21, 1426 Hamlin St.; Uniontown--Cpl. Jack A.H. Jones, 31.

SOUTH CAROLINA: Berkeley--Pfc. George H. Green, 30; Bishopville--Pvt. Ben Boone, Jr., 19, Route 3, Box 196; Columbia--Pvt. Edward Ruff, 24, 1620 Pulaski St. Florence--Pvt. Nathaniel Ivory, 22, Route 1; Sumter--Staff Sgt. Johnnie H. Hill, 25, Route 3, Box 32.

WEST VIRGINIA: Marfrance--Pvt. Emery Douglas, 35.

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NEGRO ENGINEERS CLEAR 10,000
ACRES OF LIVE MINES AND SHELLS

HEADQUARTERS, 1349th ENGINEER REGIMENT, ENGLAND---Although hazards were great, Negro engineers, without a single casualty, inspected and removed live mines, booby traps, hand grenades and Bazooka, howitzer and rifle shells from 10,000 acres. The job was accomplished in six weeks.

These acres, former pasture land, were secured from the British and used by U.S. forces during pre-invasion days as a training area. The demolition job was supervised by First Lieutenant Robert W. Patterson, 24, 4601 W. 38th Street, Denver, Colorado, who at present is commanding officer of "A" Company. Major Emanuel J. Amato, First Battalion commander, said, "the fact that there were no casualties indicates that the troops were well trained, followed instructions closely and knew how to use the 1,800 pounds of TNT required to complete the job."

Enlisted personnel of "A" Company who assisted in the completion of the demolition job were:

ALABAMA: Anniston--Staff Sgt. Gaither L. Wilson, 20; Birmingham--Sgt. Booker J. Marsh, 30, 1326 8th Ave. S.; Brundidge--Pvt. Moses McSwain, Jr., 21, Box 223; Columbia--Pvt. Sonnie Waters, 26, Route 2; Cordova--Staff Sgt. Arthur Elack, 27, Route 2; Dancy--Sgt. Louis Morgan, 25, Box 132; Fort Deposit--Pfc. A.C. Sellers, 30, Route 2, Box 36; Helena--Cpl. Charlie Scott, 29; Mobile--Pvt. Rufus Lymon, 26, 1400 Chinquapin St.; Montgomery--Pfc. Timothy D. Harmon, 31, 5 Dixon St.; Pvt. William M. Payne, 25, 18 Oak St.; Pvt. Bennie Rollins, 25, Route 4, Box 244; Plateau--Pvt. George Ruben, 23; Salem--1st Sgt. Joseph Colquitt, 31, RFD 2, Box 78; Seale--Pvt. James B. Miller, 26, Route 1; Selma--Cpl. George L. Price, 29, 1712 Range Ave.; Thorshy--Cpl. George W. Goodson, 26; Troy--Pfc. Willie C. Williams, 26, Route 3; Verbena--Pfc. George W. Adams, 26, Route 2, Box 144; Woodstock--Pvt. Joe N.P. Bryant, 25, Route 1, Box 110.

ARKANSAS: Center Ridge--Pfc. Denver A. Morris, 31, Route 2; Conway--Pvt. George William Cowan, 28, 1005 Willow St.; Crossett--Pfc. John M. Ferderson, Jr., 25, 548 C St.; Dermott--Sgt. Wardell N. Porter, 28; Eudora--Cpl. Tommie Lee Grant, 25, Route 2, Box 181; Louisville--Pvt. Nathaniel Smith, 20; Frattsville--Pvt. Emanuel Nall, 24, Box 13.

CALIFORNIA: Los Angeles--Sgt. Ernest Bullock, 28, 1352 E. 21st St.

DELAWARE: Lewes--Cpl. Walter L. Comer, 28.

FLORIDA: Jacksonville--Cpl. Capers M. Thompson, 23, 458 Eridier St.; Liberty Point--Pvt. James Taylor, 28; Miami--Sgt. Oliver A. Jordon, 25, 433 N.W. 20th St.; Orlando--Pvt. Samuel A. Devine, Jr., 30, 714 Dunbar St.

GEORGIA: Atlanta--Pfc. James A. Hayes, 27, 868 Mayson Ave.; Centerville--Pfc. Robert L. Henderson, 21, Route 1; Collins--Pfc. Eocker T. Everett, 26, Route 2, Box 50; Maccn--Sgt. Oliver Danielly, 26, 309 Cole's Alley; Cpl. Willie J. Henderson, 23, 5 Willow St.; Montezuma--Sgt. John C. West, 27, Route 2; Moultrie--Pvt. James O. Anthony, 22, 121 Second Ave.; Savannah--Pvt. James F. Cole, Jr., 24, 719 W. 44th St.; Waynesboro--Pfc. Henry B. Walker, 26, 904½ Doyle St.

ILLINOIS: Cairo--Cpl. Lester Cogar, 26, 413 26th St.; Chicago--Sgt. Joseph D. Coleman, 27, 5339 S. Praire; Cpl. Paul Burks, 28, 1511 Hastings St.; Pvt. Elmer McCormick, 35, 4145 Indiana Ave.; Pvt. Willie Wl Smith, 23, 2953 S. State St.; Pvt. Odee Arnold, 28, 4636 Dearborn St.; Pvt. Vernon Carter, 36, 1106 Lawrence St.; Edwardsville--Pfc. Lawrence E. Robertson, 26, 809 Sheridan Ave.

LOUISIANA: Haughton--Pvt. Ardis Lewis, 25, Route 1, Box 20B; Baton Rouge--Cpl. Frank Percell, 28, 1555 Ruddy St.; Campton--Pvt. DeW. Williams, 26;

Claro--Pvt. Done E. Stewart, 33; Cullen--Pvt. Charlie L. Chatmon, 25; Franklinton--Pvt. J.P. Tate, 25, Route 4; Jeanette--Pfc. George Davidson, Jr., 27, Route 1, Box 47; Monroe--Pvt. Lawrence Broadnax, 25, Box 361; Montgomery--Pfc. Isaiah Starks, 28; New Orleans--Staff Sgt. John E. Armant, 31, 2007 St. Ann St.; Pfc. Winslow J. Lewis, 26, 2007 Annette St.; Pvt. Jackson Carter, 30, 208 La Salle St.; Pvt. Leon Angelain, 32, 2644 Stann St.; Pvt. Willie H. Hall, 24, 3500 Hamburg St.; Opelusas--Pvt. Eugene Joseph, 26, 254 N. Main St.; Westwego--Pvt. Moses Hill, 23.

MARYLAND: Baltimore--Cpl. Richard E. Hall, 28, 607 N. Bond St.

MASSACHUSETTS: Port Gibson--Pfc. Eddie Ash, 21.

MICHIGAN: Detroit--Pvt. Cape C. Sewell, 22, 3719 McGraw Ave.; Pvt. John L. Colquitt, 25, 963 Cardoni; Pvt. Melvin Anderson, 25, 13960 Lumpkin.

MISSISSIPPI: Canton--Pfc. Jacob A. Hart, 27; Clarksdale--Pvt. Prince H. Baylark, 26, 230 Washington St.; Charleston--Pfc. Masie Eutcher, 31, Route 2; Crawford--Pfc. Sam Clark, 24, Route 1; Grenada--Pfc. Hollis Ford, 26; Greenwood--Pfc. Willie H. Buchanan, 27, Route 1; Guntown--Pfc. Troy Cummings, 29; Jackson--Cpl. Jim Buckhaultner, 29, 145 Myles Alley; Cpl. Hosea W. Frown, 28, 167 W. Ash St. Kosciusko--Pvt. Steve V. Smith, 25, Route 1; Liberty--Pfc. Eddie Lee, 25; Natchez--Cpl. James E. Crossgrove, 25, 42 St. Catherine St.; Cpl. James A. Edwards, 27, 167 Homochitto St.; Pfc. Gabriel Barnes, Jr., 28, 22 Frince St.; New Augusta--Pvt. Joseph Bryant, 26; Olive Branch--Pvt. Lacy Crutcher, 24, Route 1, Box 164; Rudyard--Pvt. Dave Anderson, Jr., 25; Union--Pvt. Andrew C. Eowie, 25, Route 2, Box 9; Pvt. Vaster Evans, 36; West Enterprise--Pvt. Leonard Furns, 25, Route 1, Box 6; Yazoo City--Pvt. Henry Weaver, Jr., 21, 193 Mound St.

MISSOURI: St. Louis--Sgt. Chester E. Thornton, 30, 1717 Cora St.; Sgt. Robert E. Cluff, 29, 2843 Clark Ave.; Pfc. Edward M. House, 29, 7709 Fordy St.

NEW JERSEY: Atlantic City--Pfc. Levy M. Farmer, 22, 1115 Drexel Court; Bridgeton--Pfc. Marvell Durham, Jr., RFD 2; Newark--Cpl. Otha Dowdell, 28, 36 Clayton St.; Orange--Pfc. Lee E. Toney, 25, 105 Bell St.

NEW YORK: Brooklyn--Sgt. June McNair, 26, 423 Herkimer St.; Pfc. Danny Ekine, 30, 262 S. 1st St.; Pvt. Lawrence Ereland, 24, 222 Lavonia Ave.; Jamaica, L.I.--Pvt. Robert F. Schurpelt, 23, 145-34 109th Ave.; Pvt. Eddie Barnett, 29, 110-51 Union Hill St.; New York City--Sgt. Fred A. Crawford, 26, 229 W. 148th St.; Sgt. Durley Brown, 24, 2578 7th Ave.; Sgt. James A. Anderson, 28, 731 St. Nicholas Ave. Pfc. John Akridge, 28, 92 Morningside Ave.; Pfc. Waverly V. Askew, 27, 109 W. 111st St.; Pfc. Roy L. Waters, 30, 209 W. 136th St.; Pfc. James Moss, 28, 301 W. 144th St.; Pvt. James Edward Bell, 31, 305 E. 100th St.; Pvt. Lester Baker, 28, 530 Manhattan Ave.; Waterlist--Pvt. Nelson F. Thomason, 36, 808 14th St.; Yonkers--Pvt. Will L. Webb, 22, 32 Woodworth Ave.

NORTH CAROLINA: Ahoskie--Pfc. Horace Brown, 31, 24 $\frac{1}{2}$ Amhurst St.; Arianh--Arianh Johnson, 24; Charlotte--Pvt. Henry Alexander, 29, 421 Carmel St.; Four Oaks--Pfc. Rossie Williams, 29, Route 1, Box 45; Jackson--Pvt. Eddie Ricks, 26; Monroe--Pfc. Minor Jordon, 35, Route 1; Raleigh--Pvt. Vanco Jones, 21, 305 W. Lenoir St.; Reidsville--Pvt. Thomas Robinson, Jr., 25, 102 Harris St.; Rocky Mountain--Pvt. Isaac Chestnut, 25, Route 2, Box 243; Tayon--Pvt. Joseph C. McClure, 35, Box 641; Washington--Cpl. Milton Credle, 25, 111 W. 8th St.; Woodard--Pvt. Raleigh Freeman, 21.

OKLAHOMA: Oklahoma City--Pvt. Lloyd Mucker, 22, 420 N. Nebraska Ave.

PENNSYLVANIA: Ardmore--Cpl. William A. Peterson, Jr., 28, 68 Holland Ave.; Pvt. James J. Stone, Jr., 26, 223 Chestnut Ave.; Cotesville--Pvt. Herbert Johnson, 26, Route 3; Philadelphia--Sgt. Wilbert Massey, 27, 615 De Lancy St.; Pvt. Ben Chaplain, 25, 1121 Hall St.; Pvt. Hugh Cooper, 29, 820 S. 3rd St.; Pittsburgh--Pvt. Charles E. Frost, 35, 2263 Lylie Ave.; Westchester--Pfc. Howard M. Harmon, 29, 311 E. Miner St.; Media--Pfc. Robert E. Durnell, 24, Hilltop Ave.

SOUTH CAROLINA: Anderson--Pvt. Donie E. Harkness, 24, Route 4; Cathwood--Pvt. Christopher Williams, Jr., 22, Route 1, Box 61; Charleston--Pfc. Robert

Brown, 31, 24½ Amherst St.; Inman--Pvt. Hizzie Oglesby, 23, Route 3, Box 11;
Jackson--Pvt. Samuel Lee, 21, Route 2, Box 7A.

TENNESSEE: Brownsville--Pfc. Archie D. Sanders, 21, Route 1, Box 131;
Churchill--Cpl. Dana Carroll, 26, Route 1, Box 20; Jasper--Cpl. Samuel A. Teague,
25; Nashville--Pfc. John H. Linstead, 30, 47 Harf Ave.

TEXAS: Angleton--Cpl. Johnnie Sims, 32, Box 27; Alto--Pvt. Charlie Brown,
25; Mt. Pleasant--Pvt. M.J. Miller, 33; Perry--Pfc. William H. Dukes, 30;
Wharton--Pvt. Lonnie Sanford, 24, Route 1; Houston--Pvt. Edward M. Alex, 23.

VIRGINIA: Blackstone--Pfc. Emmett M. Harris, 29, RFD 1, Box 821; Cape
Charles--Pvt. Chester W. Nottingham, 34; Richmond--Pfc. Thomas L. Coleman,
1414 Moore St.; Subletts--Pfc. Erskine Fox, 27.

DISTRICT OF COLUMBIA: Washington--Pfc. Rudolph L. Robinson, 28, 1838
Capitol St..

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NEGRO FIRE FIGHTERS
ON DUTY NEAR NANCY

WITH ALLIED ARMIES IN FRANCE---Not especially colorful, at least not until
a fire breaks out, is the routine of the 1232nd Fire Fighting Platoon of the Corp
of Engineers. However, the Negro platoon has rendered invaluable service in the
performance of its hazardous mission.

At present it is operating somewhere near Nancy. Among the soldiers assign
to the platoon are the following:

Staff Sgt. Thomas C. Collier, 510 East 48th St., Los Angeles, Cal; Cpl.
Sylvester H. Thomas, 1944 S. Pierce St., Philadelphia, Pa.; Sgt. Walter H.
Yarborough, Box 73, Kitrell, N. C.; Tech. 5th Gr. Willie G. Shannon, 214 Hernand
St., Memphis, Tenn.; Tech. 5th Gr. Everett Martin, Itmann, W. Va.; Tech. 5th Gr
Rufus Moore, 811 2nd St., S.E., Washington, D. C.; Tech 5th Gr. Alfonia Sanford,
508 York St., Valdosta, Ga.; Pfc. Manual L. Shorter, Post Office, White Plains,
Ga.; Pvt. Simon Jones, Star Route, Box 14, Harlem, Ga.; Sgt. Charley H. Reed,
1203 S. Jackson St., Decatur, Ill.; Tech. 5th Gr. Melvin Meadow, Route 1,
Danielville, Ga.; Tech. 5th Gr. Donald E. Ridout, 162 S. 4th St., Chambersburg,
Pa.; Tech. 5th Gr. Warren G. Terrance, 1303 Flood St., New Orleans, La; Pfc.
Cornelius Finley, Post Office, Oakville, Tenn.

Pvt. Willie J. Moore, 422 Emerson St., Magnolia, Ark.; Sgt. Oliver W. King,
RFD 1, Box 138, Acme, N. C.; Tech. 5th Gr. Herbert A. Martin, Route 3, Box 169,
Mebane, N. C.; Tech. 5th Gr. James Davis, 169 Arnold St.; Savannah, Ga.; Tech.
5th Gr. Ralph Gotel, Jordan St., Monticello, Ga.; Pfc. Rainey Hughey, Route 2,
Box 24, Euena Vista, Ga.; Pfc. C.C. Delley, 2110 Kyle St., Dallas, Tex.; Pvt.
Roosevelt May, Bogue Chito, Miss.; Sgt. Edgar L. McCarven, Route 2, Box 40,
Silver Creek, Ga.; Tech. 5th Gr. Ethelbert B. Kendall, 172-07 108th Ave.,
Jamaica, N. Y.; Tech. 5th Gr. Roy Murphy, Jr., Route 1, Fayetteville, Ga.; Pfc.
Robert Strickland, Jr., 410 Rosa St., Picayune, Miss.; Pvt. Harry Prue, 1525
1st St., S.W., Washington, D.C.; Pvt. Leroy Joe, Jonesboro, La.

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Bureau of Public Relations
NEWS DIVISION
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FOR RELEASE MONDAY, FEBRUARY 26, 1945

* NOTE TO EDITORS: The following material originates with the Public *
* Relations Officers of United States Army camps, posts, stations and Theaters *
* of War. It concerns the activities of Negro soldiers. The date of release *
* appears above. Similar informative releases will be sent to you weekly. *

HEROISM, PROMOTIONS AND AWARDS
MARK PROGRESS OF 93RD DIVISION

WITH THE 93RD INFANTRY DIVISION IN NEW GUINEA---The story of the 93rd Infantry Division this week is a story of heroism in face of the enemy, promotions for jobs well done, and awards for proficiency and exemplary conduct in action against the enemy.

Sergeant Frank Portee, of Clover, South Carolina, has been decorated with the Combat Infantryman Badge for his prowess in battle against the enemy and the Purple Heart for wounds received as the result of enemy action in the Southwest Pacific area.

Sergeant Portee was advance scout for a reconnaissance patrol operating in enemy territory when he was suddenly fired on by a Jap sniper. A .25 calibre bullet struck him in the arm and he slumped to the ground, firing as he fell. Though wounded, he returned the fire with such accuracy that the sniper abandoned his position, thus permitting the rest of the patrol to come up and form a perimeter.

Crawling into the center of the perimeter, without assistance, Sergeant Portee directed the fire of his patrol until the danger point had been neutralized. After receiving first aid, he then continued to perform as advance scout for the patrol until its mission had been completed.

Sergeant Portee was inducted into the Army in February 1943, and received his basic training at Fort McClellan, Alabama. He joined the 93rd Division in June 1943 where he quickly advanced to the grade of sergeant. He plans to return to school after the war. His mother, Mrs. Estella Portee, resides at Clover.

The story of Private First Class Samuel King of Melwood, Arkansas, is a story of heroism in the face of the enemy. While out on a special mission with a unit dispatched to secure information and fight if necessary, Private First Class Smith came face to face with three Japs charging him with fixed bayonets. With deadly coolness, Smith killed all three with a burst of lead from his automatic rifle. One of the dying Japs fell almost at the feet of the straight shooting Negro doughboy. This week Smith was still in action, having been awarded the Combat Infantryman Badge.

Private First Class Smith entered the Army at Fort Sheridan, Mississippi, spent thirteen weeks in basic training at Camp Wolters, Texas, and then was sent to Fort Huachuca, Arizona. He went overseas in January 1944.

The story of Captain Edgar G. Davis of the 93rd is a typical story of hard work with promotion as the reward. This week an announcement from General of the Army Douglas MacArthur's Headquarters said Captain Davis was advanced from first lieutenant.

As regimental communications officer, Captain Davis, then a lieutenant, had the direct supervision of the broad network of communications for the Division

MORE

which is so essential to a unit in combat in the jungle. Captain Davis, a native of Montclair, New Jersey, came all the way through the ranks to his present grade. Both he and his wife, Mrs. Christine Davis, are graduates of Howard University, Washington, D.C. Mrs. Davis is now assistant librarian at North Carolina State Teachers College, Fayetteville, North Carolina.

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MEN IGNORE EXPLODING SHELLS
TO SAVE CARS LOADED WITH AMMO

WITH U.S. FORCES IN FRANCE---Members of the 655th Ordnance Company, and the 784th Tank Destroyer Battalion, operating in the Oise Section, Communications Zone, France, recently distinguished themselves during an attack by a German bomber upon a large railway ammunition supply depot by braving exploding shells to move scores of loaded freight cars out of the danger area.

Hundreds of railroad cars loaded with shells and gasoline were standing on the sidings when the air raid alert sounded. Suddenly the German plane appeared, circled overhead twice and dropped a cluster of delayed-action incendiary bombs. The plane next strafed a few cars and departed. The bombs exploded shortly afterwards, starting huge fires, and large shells and powder charges began bursting in the railway cars.

Private Alvin Pierson of 2340 7th Avenue, New York City, and Bordentown, New Jersey, got a steam engine operating and helped pull several cars away from the fire. During the holocaust, the French trainmen departed hastily, leaving the engines without operators.

Members of the tank battalion, on its way to the front lines, led by Captain Marcus B. Whitt of Colgate, Oklahoma, and First Lieutenant John T. McNutt of Paducah, Kentucky, were called upon to help save the flaming cars. Hitching their tanks to the boxcars, the battalion towed 160 cars to a place of safety and continued on to the front.

Sergeant William Fulp of 1224 North Jackson Avenue, Winston Salem, North Carolina, recaptured a German prisoner of war who had armed himself with a rifle during the disturbance and attempted to escape.

Ordnancemen who aided in the rescue work included:

ALABAMA: Birmingham--Cpl. Gordon Hardy, 6124 Georgia Road.

FLORIDA: Tampa--Pvt. Charlie Vasquez, 1611 Highland Ave.

GEORGIA: Columbus--Staff Sgt. Joseph Moore, 2509 Cobb St.

KENTUCKY: Hopkinsville--Sgt. Alonzo Wadell; Earlington--Tech. Sgt. Austin Edwards.

NEW YORK: New York City--Sgt. James Freeman, 258 W. 153rd St.; Cpl. George Ballard, 211B W. 151st St.; Cpl. Allen Clarence Overby, 18 Morningside Ave.; Cpl. Allen Woodley, 6 W. 130th St.

PENNSYLVANIA: Clairton--Sgt. Alpha O. Josie.

SOUTH CAROLINA: Spartanburg--Staff Sgt. Joseph Moore.

TEXAS: Paris--Master Sgt. James Ol DeLoach.

VIRGINIA: Norfolk--Tech. Sgt. William A. Askew.

Members of the 784th Tank Destroyer Battalion who moved the cars with their tanks included:

CONNECTICUT: New Britain--Sgt. Clarence C. Riley, 73 Mason Drive.

DELAWARE: Wilmington--Pvt. Herman Gardner, 509 Sixth St.

GEORGIA: Atlanta--Pvt. Eunice Bruce.

ILLINOIS: Chicago--Cpl. Sterling M. Burke, 4637 Evans Ave.; Evanston--Sgt. Edward Jenkins, 1913 Foster St.

LOUISIANA: Burnice--Sgt. John C. Bell; New Orleans--Cpl. Whitney Bland, 710 North Johnson St.; Port Allen--Sgt. Alphonse Murphy.

MARYLAND: Baltimore--Cpl. Earl R. Elsey, 1122 Stoddard Court.

MICHIGAN: Detroit--Pfc. James D. London, 1007 Merston Ave.

MINNESOTA: Minneapolis--Pfc. Arno C. Thomas, 3709 5th Ave.

MISSISSIPPI: Dodsville--Cpl. Leon D. Peacock; Gulfport--Pvt. James Otis, Station A; Cpl. James M. Simmons, 1627 5th St.; McComb--Sgt. Edward Dillon; Pass Christian--Sgt. Joseph A. Saucier, 257 Saucier Ave.; Starkville--Pvt. Grady Evans, 507 Hancock St.; Yazoo City--Cpl. Tyler Becks.

MISSOURI: Maple Wood--7950 West Brune St.

NEW YORK: New York City--Sgt. Gabriel Tysen, 126 West 138th St.

OHIO: Alliance--Tech. Sgt. Morris C. Jenkins, 1203 East Pattersen St.; Cleveland--Cpl. Victor L. Stewart, 2191 East 68th St.; Wellington--Sgt. Carl A. Wynn, Jr., 118 Magyar St.

OKLAHOMA: Bristow--Sgt. Walter F. Burnett; Seminole--Staff Sgt. Elliot Stutten.

PENNSYLVANIA: Harrisburg--Sgt. George W. Moore, 1328 North 6th St.; Philadelphia--Cpl. Calvin C. Fletcher, 1807 West Montgomery Ave.

TEXAS: Dallas--Cpl. Arthur Daniels, 2222 Park Ave.

VIRGINIA: Richmond--Pfc. Alfted Barbour, 527 North First St.

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CAR COMPANY DRIVERS
SEE PLENTY ACTION

WITH U.S. FORCES IN BELGIUM---Although their duties are classified as non-combatant, drivers of the 524th Quartermaster Car Company of the Advance Section, Communications Zone, frequently undergo the same experiences as combat troops.

Such is the case of Corporal Preston Brown, 616 Halsey Street, Brooklyn, New York, who was pinned down by enemy fire for four hours upon entering Le Mans while fighting for the town was still in progress. To reach his destination he had to drive in total blackout for 135 miles.

Brown was one of the drivers who volunteered recently to assist in the evacuation of personnel and equipment from the 130th General Hospital and has received a letter of commendation for his efforts.

Another volunteer for the hospital mission was Corporal Charles A. Smith, 451 Halsey Street, Brooklyn.

Private First Class James W. Bagby, 508 Second Street, Swedesboro, New Jersey, also volunteered to help evacuate the hospital several hundred yards from the front.

The first member of his company to enter Germany, Private Walter Murphy, 164 Waverly Avenue, Newark, New Jersey, had to admit that his entry wasn't

exactly the way he would have planned it. "Driving 15 miles on the Aachen front," Murphy said, "wasn't fun. Snipers' bullets and light machinegun fire kept me ducking throughout the trip. I experienced that sort of thing before on D-plus-four in France, but over in Germany it's a little different. You get a lonely feeling there."

Corporal Brown was inducted in the Army in September 1942 at Camp Upton, New York. He formerly played basketball in Washington, D.C., and was employed by an amusement company in Brooklyn. His wife, Doris, lives at 943 DeKalb Street, Brooklyn.

Corporal Smith is the husband of Mrs. Lola Smith of the Halsey Street address. He was inducted at Camp Upton, New York, September 1942. A professional golfer, he also played semi-pro football and baseball in Long Island, New York.

Private First Class Bagby was inducted at Camp Meade, Maryland, in August 1943. He was a former electric welder at a shipbuilding corporation in Camden, New Jersey.

Private Murphy was inducted at Fort Dix, New Jersey, in March 1942. He is the son of Mrs. Minnie Murphy at the Waverly Avenue address, and was a musician playing in North Jersey and New York.

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28 VETERANS RETURN HOME FROM AFRICA, MIDDLE EAST

MIAMI, FLORIDA---Trans-Atlantic flights homeward aboard Air Transport Command planes into Miami Army Air Field climaxed almost 2½-years' service with the Army Air Forces in the African-Middle East Theater for 28 Negro veterans.

Coming from points scattered between Los Angeles and New York City, both north and south, the 28 served in as wide a variety of assignments as the civilian fields they followed before the war.

Five were Army medics in the 25th Station Hospital in Liberia. Technician Fourth Grade Alfredo J.E. Garacia, 1217 Curren Street, Harrisburg, Pennsylvania, is married to Mrs. Sallie Garacia, and his mother, Mrs. Florence C. Graves, lives at the Curren Street address. Technician Fourth Grade Edgar Williams, son of Mrs. Mary Easley, 1184 Fox Street, Bronx, New York, was a head porter before joining the Army. Corporal Dennis Smith, son of Mrs. Margaret Reese, 611 Fourth Avenue, Columbus, Georgia, was a medic assigned to the headquarters detachment. Technician Fourth Grade Joseph G. Evans, son of Mr. and Mrs. Wilbur T. Randolph, 960 Kirkwood Street, Pasadena, California, and whose wife, Mrs. Pauline Evans, lives at their home at 1558 E. 56th St., Los Angeles, was a mortician in civilian life. Technician Fifth Grade Leon Broussard, Jr., of 1259 E. 28th Street, Los Angeles, was a garageman before the Army made a medic of him.

Staff Sergeant James S. Nelson, whose wife has awaited his return at their home, 6116 Rhodes Avenue, Chicago, Illinois, was a P-51 Mustang fighter crew chief with the 99th Fighter Squadron---a long cry from his civilian profession as an embalmer.

Technician Fifth Grade David Parker, son of Mrs. Daisy Parker, Little Rock, Arkansas, and whose home is now 609 13th Street, Mt. Vernon, Illinois, moved from behind the wheel of a truck when he joined the Army, and wound up in the 307th Army Service Band.

Private Ossie Davis, 57 E. 122nd Street, New York City, son of Mr. and Mrs. K.C. Davis, 511 Oak Street, Valdosta, Georgia, used to be an actor before taking on the most important role of his life.

Private Willie Johnson, 2645 Lake Street, Salisbury, Maryland, whose sister, Mrs. Leather Taylor, lives in Blackville, South Carolina, was a truck driver. The Army found a job for him in Ordnance.

All of the above nine served for two years and eight months overseas--and all have been awarded medals for exemplary conduct. After routine clearance at Miami Army Air Field, they are scheduled for furloughs before reporting for re-assignment.

Also returning from the African-Middle East theater where they were assigned to the Medical Corps and MP detachments were: Staff Sgt. Edward L. Hutchinson, 30, son of Mr. and Mrs. Edward Hutchinson, 49 St. Nicholas Ave., New York City; Staff Sgt. James S. Colm, 27, son of Mrs. Hattie S. Colm, 379 Pinckney St., York, S.C.; Sgt. Edward S. Baldwin, Jr., 28, of 325 Railroad St., Hackensack, N.J., and son of Mr. Edward S. Baldwin, Sr., Warrenton, N.C.; Sgt. James Williams, 27, son of Mrs. Florence Williams, Seffner, Fla.

Cpl. Clinton Callahan, 27, son of Mrs. Viola Callahan, 366 E. Flanders St., Macon, Ga.; Staff Sgt. James A. Shelbourne, 35, son of Mr. and Mrs. George Shelbourne, Shelbyville, Ky.; Tech. Sgt. Joseph R. Talbott, 26, son of Mr. and Mrs. Ernest Talbott, 3630 Virginia Ave., Louisville, Ky.

Sgt. Claude Johnson, 27, son of Mrs. J. Gertrude Johnson, 1022 Woodlawn St., Memphis, Tenn.; Cpl. James M. Sykes, 30, son of Mr. and Mrs. L.M. Sykes, 844 W. Battle St., Talladega, Ala.; and Staff Sgt. Millard R. Peebles, 22, son of Mr. Willie Peebles, 517 S. Blount St., Raleigh, N.C.

The following served with an Engineering unit: Sgt. Ocie Jones, 26, son of Mr. and Mrs. Tommie Jones, Coosada, Ala.; Sgt. Lee C. Smith, 25, son of Mr. Willie Smith, 4225 South State St., Chicago, Ill.; Tech. 5th Gr. John M. Johnson, son of Mrs. Mary R. Johnson, Hermanville, St. Mary's County, Md.; Tech. 4th Gr. George Wilkes, son of Mr. Foley Wilkes, Crystal Springs, Miss.; Pfc. Albert E. Tatum, son of Mr. William Tatum, Penncle, N.C.

Tech. 5th Gr. Julius Fate, son of Mrs. Sarah Fate, Saratoga, N.C.; Pfc. John Q. Evans, son of Mr. and Mrs. Alex J. Evans, 427 Campbell Ave., Fayetteville, N.C.; Tech. 5th Gr. William H. Ferby, son of Mrs. Lucille Washington, 928 Ivy Ave., Newport News, Va.; and Tech. 5th Gr. Holland D. Butler of 1534 Second St., S.W., Washington, D.C.

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"DUCK" DRIVER SAVES BUDDY
FROM DEATH IN ICY CHANNEL

NORMANDY BASE SECTION, FRANCE---An amphibious truck driver, drowning in the icy Channel waters of an Allied supply port here, owes his life to Private First Class Robert Dawkins, King's Mountain, North Carolina.

About four o'clock one morning, Dawkins, a member of the 463rd Amphibious Truck Company, nosed his steel-shelled craft on wheels down to the water's edge, preparatory to ploughing out into the harbor to a heavily laden freighter. An auto tire suddenly floated across his line of vision.

Peering hard into the darkness, Private First Class Dawkins saw another amphibious DUKW rapidly sinking into the blackness of the waves. The driver of the foundering vehicle, unable to swim, stood on the partly submerged DUKW shouting frantically for help.

Without stopping to shed his heavy winter clothing, Dawkins plunged into the inky waters, but when he reached the spot, both "duck" and driver had disappeared under the water. Then the driver suddenly reappeared, thrashing the waves a dozen yards away.

Private First Class Dawkins grabbed him, and swimming against the tide and the weight of his boots and mackinaw, finally managed to pull him ashore.

None the worse for wear, Dawkins insisted on returning to duty, and was back in action the same day, hauling vital war supplies from ship to shore.

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Please refer to file
see # 10.

Bureau of Public Relations
News Division

For Release Monday, Feb 26, 1945

BAKERS ADD KILLING NAZIS
TO THEIR RECIPES IN FRANCE

WITH U.S. FORCES IN FRANCE---Killing Germans while mixing dough is all in the day's work for U.S. Army bakers on the Normandy Front.

Members of the 3033rd Quartermaster Bakery Company have been awarded the Normandy Battle Star for participation in the Normandy campaign. The Negro unit baked 750 tons of bread for front-line troops, and often fought off German air raiders with heavy machinegun fire.

Captain Harvey J. Taberski, of 2357 East Bennett Avenue, Milwaukee, Wisconsin, the unit commander, said the 3033rd was credited with topping all other U.S. Army baking companies in France and England in production of bread for the four-month period.

Members of the unit include:

ALABAMA: Montgomery--Cpl. Sidney J. Thomas, 605 East Groove St.

ARKANSAS: Eldorado--Pvt. Francis Massey.

DISTRICT OF COLUMBIA: Washington--Cpl. Mack B. Jones, 1503 5th St.

ILLINOIS: Chicago--Cpl. Emanuel White, 124 East 57th St.; Evanston--Pvt. David Killingsworth, 2024 Darrow Ave.

KENTUCKY: Glasgow--Pfc. Fred K. Haynie, Box 344; Louisville--Pfc. James Murray, 1609 Arthur St.

MARYLAND: Ellicott--Sgt. George Jenson; Emmitsburgh--Cpl. Roger A. Chase, 415 Lincoln Ave.

MISSOURI: St. Louis--Staff Sgt. Thomas Dobson, 4038 Page Blvd.

NORTH CAROLINA: Fayetteville--Cpl. Irvin Pankey, 127 Willsboro St.

SOUTH CAROLINA: Cameron--Sgt. Julius Fuches; Central--Cpl. Raymond Kay; Lodge--Sgt. Adro Walker.

TENNESSEE: Chattanooga--Pvt. Claude Davis, 524 School St.; Memphis--Cpl. James L. Harris, 784 Buntyn St.

VIRGINIA: Charlottesville--Cpl. Harry Jackson, 210 5th St., S.W.; Richmond--Pvt. Benjamin C. Ross, 1907 E. Main St.

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FIGHTER PILOTS SEE BENEFITS
FOR RACE AS RESULT OF WAR

ATLANTIC CITY, NEW JERSEY---In the lounge of the Ritz Carlton Hotel, a bunch of fighter pilots were talking it up. All fliers of the famed all-Negro 332nd Fighter Group, which operates in Italy with the 15th Air Force, they had much to say and, with the dinner hour approaching, little time in which to say it.

"At first the Italians were curious about us, not much, but a little. But then they realized we wore the American uniform and as far as they were concerned, after that we were just Americans to them," said Lieutenant Felix Kirkpatrick, of 4155 Prairie Avenue, Chicago, Illinois, veteran of many strafing and escort missions and wearer of the Distinguished Flying Cross.

"Other American pilots were much more curious about us," said Lieutenant Leonard F. Turner, 244 P Street, N.W., Washington, D.C. "They were always stopping us to ask what unit we were in, what sort of planes we flew, where we were trained, and so on."

"What planes did you fly?" he was asked.

"All of us flew the P-51 Mustang, the best fighter plane in the world," said Kirkpatrick.

"The other American pilots I knew in Italy were swell to me," said Lieutenant Hubron R. Blackwell, 2522 McCulloch Street, Baltimore, Maryland. "A couple of boys from Texas turned out to be my best friends."

Lieutenant Richard W. Hall, 512 Mercer Avenue, Albany, Georgia, felt that what his group was doing was going to help things after the war. "It'll be better, slowly, but eventually better. In what we are doing I see benefits for our children and our children's children."

His idea was seconded by Lieutenant George M. Rhodes, 331 Jefferson Avenue, Brooklyn, who shot down one of the few German fighters encountered on D-Day in Southern France. "I may not be able to enjoy the results of this fighting we are doing, but it's going to do good," he said.

The group boasted no Purple Heart ribbons. "It was our job to dish them out not collect them," said Lieutenant Willie S. Hunter, 323 Whitney Avenue, Albany, Georgia, a chum of Hall's from boyhood.

Someone brought up the subject of American soldiers avoiding the salute in combat zones. "It's true that a few do," said Kirkpatrick. "But I'll tell you this. A lot more go out of their way to salute you. and in the field you remember things like that."

One of the officers interrupted at this point. "You know, it's the same everywhere--when the food is good the morale is good. I think it's time for chow now."

"There he goes--fat, dumb, and happy," said Hall, explaining that the term "fat, dumb, and happy" is a favorite with American fliers. Usually it's applied to someone who isn't on the ball or who tends to put personal comforts--such as chow, ahead of the business in hand.

The group broke up, sauntering into the dining room of the Ritz to enjoy a meal such as they had not enjoyed during a year of fighting in Italy.

With a tour of overseas duty completed, the fliers are here at the Army Air Forces Redistribution Station No. 1 awaiting new assignments in the Air Forces. Before leaving, they will be given a careful physical examination and will be interviewed by personnel specialists to determine how their combat experience can be put to the best possible use.

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SOLDIERS SHARE RATIONS WITH FRENCH CHILDREN

WITH THE 377TH ENGINEER REGIMENT, FRANCE--Soldiers of two American units, the 377th Engineer General Service Regiment and the 791st Engineer Dump Truck Company combined on New Year's Day to share their rations of candy and chewing gum with over a hundred orphans and refugee children of a little French village just behind the Seventh Army front.

Many of the children had never tasted candy and chewing gum before.

Technical Sergeant Dumas Mitchelson, 729 Last 168th Street, the Bronx, New York; Technician Fifth Grade Arnett L. Osgood, 1018 Emmet Street, Palatka, Florida; Private James Mellons, 1226 Liberty Court, Louisville, Kentucky; and Technicians Fifth Grade James W. Gray, 1019½ St. James Street, and Isaac Coleman, 1206 North 27th Street, both of Richmond, Virginia, portrayed Pere Noel, the French Santa Claus.

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ST. LOUIS SERGEANTS COMMENDED
FOR OUTSTANDING ENGINEER WORK

WITH U.S. FORCES IN FRANCE---Two Engineers, First Sergeant Curry Patton, 4012 Page Street, St. Louis, Missouri, and Sergeant Virges Williams, 2622 Lawton Avenue, St. Louis, were recently commended by their superior officers for outstanding performance of duty in France.

As one of the top non-commissioned officers of the 354th Engineer General Service Regiment, Sergeant Patton was given credit for aiding his company in completing its assigned tasks of rebuilding roads and bridges that link rear echelon units with the front.

His commendation in part reads: "First Sergeant Patton by being forceful, energetic and positive in his actions has insured the success of the operations of the company. He takes great pride in his work and is thoughtful of his men, Sergeant Patton was largely responsible for the completion of the company's assignments in France. His unit has constructed many of the military installations in France. Often this has been at the cost of long hours for Sergeant Patton but the mission was not forgotten."

Sergeant Williams was commended for his outstanding performance in supervising the repair of certain sections of bombed out French railways.

His commendation reads: "Sergeant Williams has served as an example to men working with him by his hard work, leadership and loyalty to the company. His attention to duty, thoroughness of completing the assigned job, and contribution to the overall job itself have been outstanding."

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ENGINEERS AWARDED
BRONZE STAR MEDAL

WITH U.S. SUPPLY FORCES IN FRANCE---Two Sergeants of the 1313th Engineer General Service Regiment have been awarded the Bronze Star Medal in France--one for building a bridge, the other for saving a bridge already built--Headquarters, European Theater of Operations, announced today.

The awards were presented by Brigadier General Charles O. Thrasher, Commanding General of Oise Section, Communications Zone, to Staff Sergeant Carl A. Kemp of Savannah, Georgia, and Sergeant Willie H. Smith, Monroe, Louisiana.

The citation for Sergeant Kemp stated: "Staff Sergeant Kemp distinguished himself by the supervision of a vital bridge construction job, so that an important road could be put into operation for movement of supplies to the armies engaged at the front. Sergeant Kemp by his forceful and efficient supervision of the construction details and untiring energy materially assisted the officers of his company who were not familiar with this type of construction, and by so doing effected the completion of the bridge eight days sooner than had been estimated, thus aiding substantially the rapid supplying of the forces combatting the enemy."

Staff Sergeant Kemp, is the husband of Mrs. Charlesetta Kemp, Route 3, Box 257, Savannah, Georgia.

The citation accompanying the award for Sergeant Smith read: "Sergeant Willie H. Smith distinguished himself by meritorious service in connection with the saving of an important bridge. The river was in flood stage and debris was being washed down stream and piling up against the bridge, which was on a vital line of communication over which military supplies were being moved by truck to the American Armies engaged at the front. Sergeant Smith, with utter disregard for himself, worked long hours in the water helping to get this debris removed and so prevent the loss of the bridge. Through his untiring energy and devotion to duty in the face of great difficulties, he gave direct material assistance to the Armies in combat."

Sergeant Smith's address is Route 2, Box 54A, Monroe, Louisiana.

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TRUCKERS HAUL EVERYTHING
FROM U.S. DOLLARS TO NUTS

WITH ADVANCE U.S. FORCES IN BELGIUM---The efficient hauling of everything from millions of dollars to tank motors and personnel has earned 12 letters of commendation for members of the 3681st Quartermaster Trucking Company, assigned to General Ewart G. Plank's Advance Section, Communications Zone, European Theater of Operations.

The first four members of the outfit to arrive on the Continent shortly after D-Day stood guard on the beach until all the vehicles were safely ashore.

Corporal Richard Bradley, 299 Bergen Street, Brooklyn, said, "I guess my first night ashore was the worst I've experienced since crossing the Channel. Particularly when, the following morning, the wheels of my truck had straddled seven mines, without hitting one of them."

As the unit moved inland and the front became farther and farther away, the duties of the 3681st increased along with the distances the vehicles had to travel on their missions. It was shortly after the fall of Cherbourg that the company was given the assignment of carrying \$32,000,000 from the Omaha Beach to Cherbourg.

Using the Red Ball Highway, 30 trucks and drivers later made a 300-mile trip in record time to deliver tank motors to General Patton's Third Army during its drive across France. When gas and food supplies were difficult for the men at the front to get because of the long supply lines, the 3681st again took to the now famous Red Ball Highway from August to December, and delivered the goods.

Evacuation of hospitals and base depots during a recent enemy counter-attack was another mission accomplished safely by the outfit even though on several occasions the trucks were strafed by hostile aircraft.

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AMMO COMPANY CITED
FOR WORK IN FRANCE

WITH THE U.S. ARMY ON THE WESTERN FRONT---The 656th Ordnance Ammunition Company, stationed in France, has been commended for its efficient operation of ammunition depots since its arrival on the Continent.

Working around the clock on a 24-hour basis, this Negro company also received a special commendation for its record-time completion of an important ammunition supply order, critically needed by out front-line men in Belgium.

Echelons of the First, Third and Ninth Armies have received the bulk of the ammunition handled by this outfit. Many units have been supplied their basic load of ammunition before moving up for front-line duty by depots operated by the company.

Activated at Camp Shelby, Mississippi, in November 1943, these Ordnancemen trained at Camp Shelby and Tennessee maneuvers before departure for overseas duty. Men of the 656th, commanded by Captain Albert J. Hyde, 6122 South McVickers Avenue, Chicago, Illinois, are from all sections of the country.

Following is the roster of enlisted men:

ALABAMA: Adamsville--Pvt. William Stribling, Jr., Route 1, Box 164; Phoenix City--Tech. Sgt. Theodore H. Martin, Route 2, Box 245; Thomasville--Sgt. Lorenza F. Johnson, Box 383.

DISTRICT OF COLUMBIA: Washington--Pfc. James Braxton, 2829 11th St., N.W.

FLORIDA: Miami--Tech. Sgt. Charlie W. Shipp, 464 N.W. 10th St.; Ocala--Cpl. Lucious Evans, RFD 1, Box 237; Pensacola--Pvt. Louie Lewis, Jr., 2019 N. Haynes St.; Sanford--Pvt. George W. Sheppard, 711½ Hickory Ave.; Tallahassee--

Pfc. Samuel Mason, 613 Pope St.; West Palm Beach--Pvt. Fletcher Miles, 900 Division Ave.

GEORGIA: Atlanta--Sgt. Henry James, 553 Connally St.; Brunswick--Pfc. Jack J. Pounds, 1304 Lee St.; Douglas--Pfc. Ralph W. Edmondson, 819 Ashville St.; East Gadsden--Pfc. Edward L. Aaron, Route 2, Box 186; Macon--Pfc. Joseph Williams, 267 3rd Ave.

ILLINOIS: Chicago--Tech. Sgt. Fred B. Johnson, 4854 Vincennes Ave.; Staff Sgt. James C. Hall, 6124 S. Parkway; Sgt. Gladine L. Baker, 4139 S. Parkway; Sgt. John W. Black, 4516 Vincennes Ave.; Sgt. Clyde L. Henry, 3763 S. Wabash Ave.; Evanston--Tech. Sgt. John W. Perrin, 2116 Darrow Ave.; Macomb--Staff Sgt. Willard L. Derrick, 1614 E. Pierce St.; Gary--Pvt. Henry C. Dawson, 1638 Pennsylvania St.; Indianapolis--Pvt. Poy L. Britt, 1325 Golay St.

MARYLAND: Baltimore--Sgt. Lee V. Smith, 720 Caroline St.; Pvt. Charlie S. Muse, 902 Druidhill St.; Princess Anne--Pfc. Stutson Dennis, Route 1.

MASSACHUSETTS: Boston--Cpl. Frank R. Stewart, 14 Hubert St.; Pvt. Philmore Duncan, 698 Shawmut Ave.; Cambridge--Pvt. Edward S. Wallace, 84 Howard St.; Roxbury--Pvt. Leslie H. Ldman, 3 Hubert St.; South Hill--Pvt. Manuel A. Lomba, Box 24; Springfield--Sgt. Maynard Jenkins, 68 Morgan St.

MICHIGAN: Detroit--Pvt. Simon Honour, Jr., 3436 Brush St.; Mt. Clemens--Staff Sgt. Robert H. Bell, 92 Burr St.

MISSISSIPPI: Aberdeen--Pfc. Samuel James, Route 3, Box 214; Ackerman--Pvt. James Gladney, P.O. Box 368; Bay St. Louis--Pfc. Anthony J. Gilbert, 421 Sycamore St.; Byhalia--Sgt. Sam Freeman, Route 2, Box 36; Calyx--Pfc. Willie L. Johnson; Cameta--Pfc. James Gray, Box 17; Cleveland--Pfc. Aubra Green, Route 2, Box 177A; Crystal Springs--Sgt. Bennie M. Lewis, 330 S. Jackson; Durant--Pfc. Amos Glover, Box 251; Etta--Pfc. Jimmie T. Longest, Route 2, Box 20; Forest--Pfc. Jimmie Gatewood; Greenville--Pfc. Prestel Glass, 806 Hinds; Grenada--Pfc. Manuel Jones, 118 East St.; Gulfport--Pvt. Johnnie W. Horn, Route 1, Box 216A; Hattiesburg--Cpl. Sid D. Hudson, 815 Arnold St.; Hazle Hurst--Sgt. Grover C. Lowe; Hermanville--Pvt. Isiah S. Goins, Route 2, Box 36; Houston--Pfc. J.C. Howell, Route 2, Box 51; Iuka--Pvt. Sam E. Leonard, Route 5; Jackson--Sgt. Aaron Flowers, Jr., 305 Clifton St.; Cpl. Robert E. Lee, 1131 Montgomery St.; Kokomo--Pfc. Nero Jefferson; Kosciusko--Pfc. Frank P. Hopkins, Route 2, Box 156; Laurel--Pfc. Lawrence Jones, 341 S. Maple St.; Louisville--Pfc. Raphael Haynes, Route 6; Meridian--Cpl. Albert Hawkins, 7-36 Ave.

Merigold--Cpl. James Roby, Jr., Route 2, Box 50; Metcalfe--Pfc. Tethara W. Mason, Box 82; Morton--Pvt. Malcolm H. Gary, Route 1, Box 75; Natchez--Pfc. Dave Hardin, Jr., 729 Maple St.; Pfc. George Johnson, Jr., 332 St. Catherine St.; Pvt. William Harden, 6 Dunleith Alley; Pvt. Herbert Lewis, 417 S. Pearl St.; Pvt. Walter Lynch, Route 1, Box 40; New Albany--Tech. Sgt. Ernest Williamson, Route 4, Box 54; New Augusta--Pfc. Bonderson Goudy, Route 1, Box 175; Pass Christian--Pfc. Joseph P. Gavin, 649 E. RR St.; Paulding--Pvt. Melvin Griffin; Port Gibson--Sgt. Edwin W. Merrick, Jr., 405 Orange St.; Rich--Pfc. James W. Divine, Box 98; Richton--Sgt. Ray Hinton, Route 3, Box 173; Roxie--Pfc. M.C. Johnson, Route 3; Senatobia--Cpl. Fred C. Jones, P.O. Box 373; Silver Creek--Cpl. Willie Lewis, Route 1, Box 9B; Sturgis--Cpl. William B. Latham, Route 2; Vicksburg--Sgt. Frank H. Smith, 1417 Oakland St.; Pvt. James W. Green, 813 S. Madison St.; Yazoo City--Pfc. Juddie L. Hampton, 221 1st St.; Pfc. John W. Hardy, 181 Grady Ave.; Pfc. Herman C. Levell, 544 Filmore St.; Pvt. Robert L. Logan, 211 Perry St.; Pvt. William M. Luster, Box 34, Grand Ave.

MISSOURI: Kansas City--Cpl. James W. Jumper, 920 E. 23rd St.; St. Louis--Sgt. Ralph Jacobs, 4007 Page Blvd.; Pvt. Charlie H. Dickerson, 1905½ Division St.

NEW JERSEY: Burlington--Pfc. Wilmer Hawkins, 202 Tatham St.; Hackensack--Cpl. Daniel Hughes, 289 Second St.; Mount Holly--Cpl. Walter M. Parker, 201 Washington St.; Pvt. Samuel C. Still, 236 Wash St.; Newark--Cpl. Robert J. Tucker, 428 Plane St.

NEW YORK: Bronx--Tech. Sgt. James M. Hayes, 1624 Sedgwick Ave.; Sgt. Kenneth C. Bye, 881 E. 163rd St.; Cpl. Eugene C. Frazier, 1325 Clinton Ave.; Cpl. Willie R. Hines, 1298 Brook Ave.; Cpl. Clarence F. Matthews, 828 Dawson Ave.; Cpl. Clarence Slatter, 1631 E. 163th St.; Pfc. Charles R. Langley, 906 E. Jackson Ave.; Pvt. James W. Harris, 989 Fox St.; Pfc. Clarence C. Reid, 53 Irving Pl.; Brooklyn--Pvt. John A. Hospedale, 288 Franklin Ave.; Corona--Pfc. Winston H. Robins, 32-09 103rd St.; Flushing--Pvt. William H. Grant, 31-43 137th St.; Glen Cove, L.I.--Pfc. Joseph Parker, 14 Shore Rd.; Jamaica--Cpl. George E. Perkins, 107-39 159th St.; Mt. Vernon--Pvt. Jimmie Gray, 160-33 Cloude Ave.; Cpl. Judge L. Shields, 536 S. 7th Ave.; New York City--Staff Sgt. Oliver C. Wiggins, 431 W. 147th St.; Cpl. John W. Mercer, 54 W. 125th St.; Pfc. Alonza F. Guyton, 221 W. 141st St.; Pfc. Lemuel K. Hamilton, 2512 7th Ave.; Pfc. Floyd Henegan, 262 W. 154th St.; Pvt. Thomas W. Jackson, 695 St. Nicholas Ave.; Pvt. Harold E. James, 146 W. 143rd St.; Pvt. Roy W. James, 626 Lenox Ave.; Pvt. Canada Johnson, 100 W. 119th St.; Pvt. Rudolph Johnson, 1486 5th Ave.; Pvt. Jackson Majett, 115 W. 129th St.; Pvt. Nathan Manley, Jr., 357 Edgecombe Ave.; Pvt. Lee Matthews, 112 W. 123rd St.

NORTH CAROLINA: Collettsville--Pvt. Charles A. Bridges; Pittsboro--Staff Sgt. Gladys M. Horton, Route 1, Box 11; Silver--Pvt. Nolvin S. Dorsey; Statesville--Master Sgt. John Q. Davidson, Jr., P.O. Box 02; Sgt. Emmet J. Davidson, 525 S. Tradd St.

OHIO: Cincinnati--Cpl. Arthur Simon, 1039 Wesley Ave.; Cleveland--Cpl. John W. Dalton, 2416 E. 79th St.; Dayton--Cpl. Robert L. Howerton, 519 Hartford St.

OKLAHOMA: Muskogee--Sgt. Odie V. Brooks, 567 S. 6th St.

PENNSYLVANIA: Brookville--Pfc. Raymond M. Law, N. Barnett St.; New Alexandria--Cpl. Cleveland Stewart, RD 1, Box 78; Parkesburg--Pvt. Charles L. Folks; Philadelphia--Sgt. Edward B. Moore, 2003 N. Van Pelt St.; Pfc. William M. Griffin, 3721 Warren St.; Pfc. William L. Hester, 660 Brooklyn St.; Pfc. Walter W. Hutton, 660 N. 34th St.; Pfc. Ray Neal, 2124 Jefferson St.; Pfc. William E. Scott, 3718 Brown St.; Pfc. Harold Self, 2436 W. Gordon St.; Pvt. James A. Berts, 27 N. 37th St.; Pvt. William E. Gunn, 2029 N. Alder St.; Pvt. Harry Johnson, 1426 N. 13th St.; Pittsburgh--Cpl. James E. Brantly, 909 Roselle Court; Cpl. Roscoe Williams, 5 Rome Way; Pfc. William H. Edmonds, 2443 Waring Court; Pfc. James A. Godfrey, 7228 Hermitage St.; Pvt. Robert L. Harris, 6545 Rowan St.

RHODE ISLAND: East Providence--Staff Sgt. James Pina, 22 Carlton Ave.

SOUTH CAROLINA: Spartanburg--Staff Sgt. George A. Hosley, 171 Silverhill St.; Honea Path--Pvt. William S. Woods, Route 1.

TENNESSEE: Bristol--First Sgt. Dallas G. Pace, 226 McDowell St.; Knoxville--Pvt. Lon W. Hardin, Jr., 2312 Alvin; Memphis--Cpl. Louis C. Liggins, 202 S. 3rd St.

TEXAS: Dallas--Pvt. Elmer Hill, 2715 Guillett; Fort Worth--Pvt. William L. Green, 1402 Harding St.

VIRGINIA: Arlington--Pvt. Dennis P. Mansfield, 1822 N. Columbus St.; Charlottesville--Sgt. John I. Lockett, 328 6½ St.; Cpl. Benjamin F. Marshall, 611 Booker St.; Pfc. John L. Lewis, 305 Albermarle St.; Chase City--Pvt. Willie S. Jones, Route 3; Gloucester--Pvt. Albert W. Tyler; Crewe--Staff Sgt. Eugene G. Johnson, RFD 1, Box 159; South Hill--Pvt. Samuel E. Solomon, Route 1, Box 71.

WEST VIRGINIA: Lanograff--Cpl. Luther A. Crockett; Sabine--Pvt. Wetzell Taylor.

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TELL HOW SLOGAN PAID OFF
FOR MEN OF 92ND DIVISION

ALLIED FORCE HEADQUARTERS, ITALY--When men of the 92nd Infantry Division landed in the Mediterranean Theater they adopted the slogan "this is the payoff."

How that slogan has paid off for the war effort was told February 11 by two of those Negro soldiers who came down to Rome from the Fifth Army front to broadcast over the Army Hour radio show. They are Technician Fifth Grade Jefferson Hilliard, 227 MacDonough Street, Brooklyn, New York, and Second Lieutenant Frank Whisonant, 1418 W Street, N.W., Washington, D.C.

Corporal Hilliard, winner of the Silver Star Medal for gallantry in action, said: "This business of fighting a war looks different to me now. The ideas I had about fighting before I came overseas have changed.

"I knew I'd be scared when I got into combat but I didn't know that I wouldn't have time to think about getting killed. Things happen too fast. A man's scared when he starts and scared when he's finished—that's all."

Four months ago when Corporal Hilliard went into the line with the 92nd Cavalry Reconnaissance Troop, he made up his mind that the fight, however, would be the payoff and it was. Although he won the Silver Star some time ago he's "too busy" to go to Division headquarters and get decorated.

While directing fire on a German mule train, Corporal Hilliard's squad was attacked.

"Someone hollered 'they're coming,'" he said, "and we all rushed to our places. Mine was a machinegun.

"The Germans came in waves and it got to be a regular counter-attack. They began mortaring my position so I had to move."

According to the citation Corporal Hilliard received with his medal, that move was an eventful one. He picked up his .30 caliber machinegun with one hand, wound ammunition belts around his arm and fired about 700 rounds, killing twelve German soldiers.

Lieutenant Frank Whisonant, the corporal's officer counterpart, has made the fight the payoff in several ways.

When his company went into the line, the lieutenant was a technical sergeant. He was second in command of a platoon of infantrymen. Since that time, through his display of leadership, he has become platoon officer and has won the Bronze Star Medal for heroism under fire.

"I guess everyone in combat is scared," he said, "but when I'm under fire, all I can think about is how to get that fire off me. I try to figure a way to flank the enemy's position or have another platoon draw his fire so we can charge and knock him out."

Not always is there another platoon around to draw the German fire, however, and that is why Lieutenant Whisonant won his Bronze Star.

Three of his men were caught in an open field under German machinegun and rifle fire. The platoon was advancing on a town and mortar fire was heavy. Despite the fact that he was already being shelled, however, Lieutenant Whisonant picked up an automatic rifle and began firing on the enemy gunners. Their fire was swiftly turned on him and the three stranded soldiers were able to crawl to safety.

"This fight is the payoff for all of us," he said, "and we of the 92nd don't want any undue credit. We just want to do our share."

END

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FUTURE RELEASE

PLEASE NOTE DATE

WAR DEPARTMENT
Bureau of Public Relations
NEWS DIVISION
Washington, D.C.

FOR RELEASE MONDAY, FEBRUARY 19, 1945

* NOTE TO EDITORS: The following material originates with the Public *
* Relations Officers of United States Army camps, posts, stations and Theaters *
* of War. It concerns the activities of Negro soldiers. The date of release *
* appears above. Similar informative releases will be sent to you weekly. *

NEGRO QUARTERMASTERS SUPPORT AIRBORNE INVASION OF HOLLAND

WITH ADVANCE U.S. SUPPLY HEADQUARTERS IN BELGIUM---Moving up from Omaha Beach on D-plus-1 of the Holland invasion to directly support the 82nd and 101st Airborne Divisions in the Arnhem area, the 3103rd Quartermaster Company bivouacked in between American, British and German artillery in order to recover supplies parachuted to the two divisions. The unit set up an ammunition supply dump for the two divisions and also established an ammunition dump for the Allied artillery.

The Negro company, commanded by Captain Richard G. Adams, Johnson City, Tennessee, subjected to dive-bombing, strafing, .88s, and incidental sniper fire, dug into underground positions on D-plus-3 in the center of a three-cornered pocket ahead of their own heavy gun fire. Tactical changes in the positions of the two airborne divisions caused the ammunition dump to be moved on several occasions. During the 70-day occupation of Holland the company unloaded, stored and transported every round of 40-, 75-, 90-, and 105-mm shell fired by the two divisions, as well as small arms ammo, mortar shells and grenades.

"This was an unknown phase of the war for my men," said Captain Adams. "They fell in love with those two hard-hitting divisions and worked like hell. I've seen them knocked down by shell blasts while unloading the heavy stuff, and hit the ground when shell fragments tore branches from the trees. Every one of them get up laughing and came back swinging."

During this period the men were confined to their bivouac area, as enemy outposts and patrols were often only a few yards distant. There could be no fires or cigarettes, and on the long cold nights the men huddled together to obtain human warmth. Rations consisted of British "C" and captured German stocks, supplemented by occasional bounties of coffee and canned milk dropped by parachute.

The 3103rd received a new assignment with the Advance Section, Communications Zone, when Canadian Divisions relieved the Americans. They took with them this commendation from Major General Maxwell D. Taylor, commanding 101st Airborne Division, ". . . without the services of the 3103rd Quartermaster Service Company, it would have been necessary to use combat troops in the vital work of keeping ammunition moving. The services of your company, therefore, assisted the 101st Airborne Division in successfully completing its combat mission . . . I wish to convey to the personnel of your company my appreciation for the splendid work they have performed."

EFFICIENT NEGRO STAFF MANS HOSPITAL IN BURMA

BURMA-INDIA THEATER OF OPERATIONS---Supplying the medical needs of the thousands of soldiers, whose tireless efforts have been largely responsible for the successful construction of the Ledo Road, is a new hospital, staffed entirely by Negro personnel. Located high in the Naga Hills of North Burma,

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- this one hundred-bed hospital, opened two days before Christmas, is now offering the most complete medical service of any station hospital in Burma.

Chosen to command this unusual organization, the second of its type to be sent overseas, was tall, affable Major Wilbur H. Strickland, a graduate of Lincoln University, Oxford, Pennsylvania, and the Howard University College of Medicine, Washington, D.C. Prior to his entry into the Army in 1942, Major Strickland practiced in Philadelphia, specializing in internal medicine, and was an attending physician at the Mercy and Douglas hospitals in that city. He was one of the original staff members of the first all-Negro hospital in the Army established at Fort Huachuca, Arizona, and was assistant chief of medicine at that hospital at the time of his assignment to activate and command this new hospital.

Activated in August 1943, the organization trained as a unit for one year before leaving the States for the Burma-India theater. The location assigned the hospital was an abandoned Quartermaster road station. Arriving in October of last year, the entire staff, doctors, nurses, technicians and cooks rolled up their sleeves and set to work. Deep drainage ditches were dug to carry off the expected heavy monsoon waters; barracks and wards were constructed with the help of native labor; surplus invasion pipe was salvaged from the pipe line and pressed into use to supply the hospital with water; many of the existing bashes were rebuilt and others condemned and burned.

Out of the ashes grew a station hospital that has no equal in Burma, and one that is a tribute and a credit to the perseverance and ingenuity of these courageous men and women.

Modest Major Strickland asserts: "We are not an unusual organization; we are just another average group of well trained American citizens who all happen to be colored. We are ready and able to do anything that comes within the scope of that training. To the majority of our personnel the inauguration of this hospital represents the fulfillment of an ideal; an ideal that allows free men the opportunity to pursue their chosen occupations, regardless of race or creed. We are proud to have been chosen to serve our country in the capacities for which our training and talents best fit us."

Interesting to note is the fact that the pay allotment rate of this organization for savings and War Bonds averages over seventy-five per cent of their wages. Also a large percentage of the personnel have enrolled in the courses offered by the Armed Forces Institute.

Out of this hospital has grown still another hospital. Utilizing the personnel of this unit as a cadre, the other hospital has been activated and is now attached to Major Strickland's unit while awaiting orders to move on and install their own unit. The chief surgeon, capable and experienced Captain Robert S. Wilkinson, nationally known surgeon, whose contributions to outstanding surgical journals are quoted in Military Surgical Manuals, was picked to head this new unit. Former associated visiting surgeon for the Harlem Valley State Hospital and consulting surgeon for the Harlem Hospital, Captain Wilkinson was a member of Phi Beta Kappa fraternity at Dartmouth College before entering Harvard Medical College.

Although the majority of the troops building and maintaining this toughest of all highways are Negroes, the patients cared for are of a mixed variety. White and Negro patients are treated alike by these highly skilled doctors and nurses.

* * * * *

99th's GIFT TO BOOST
INTERRACIAL GOODWILL

DETROIT, MICHIGAN---Establishment of a fund to provide for an annual award to the person or persons contributing the most toward interracial goodwill was announced February 9, by Truman K. Gibson, Jr., Civilian Aide to the Honorable Henry L. Stimson, Secretary of War. Mr. Gibson said that Mr. Shelton Tappes, recording secretary of Ford Local No. 600, United Automobile Workers of America,

an affiliate of the Congress of Industrial Organizations, has been selected as an administrator representing his Local.

The nucleus of the fund, \$1,000, was contributed by the Ford local.

The award is to be given in the name of the 99th Fighter Squadron which is now fighting as a unit of the 332nd Fighter Group of the 15th Air Force in Italy. The \$1,000 was originally designated as a gift by Local 600 to the 99th Squadron to be used in any manner the members saw fit.

Major George S. Roberts, former commander of the 99th, now deputy commander of the 332nd Fighter Group, has informed Local 600 that the squadron has decided to use the money to provide an annual award for the person or persons who, in the judgment of the administrators, "contributes the most toward racial goodwill and understanding or advancement of the Negro."

As the administrator to represent them, the personnel of the 99th chose Mr. Gibson. Major General John K. Cannon, Commanding General of the 12th Air Force, was chosen by the flyers as their alternate. The two administrators are to choose a third administrator.

The original gift of \$1,000 to the 99th, then designated a pursuit squadron, was a part of the program of Local 600 aimed at boosting the morale of members of the armed forces. Other contributions consisted of furnishing a chapel at the Romulus (Michigan) Air Base, furnishing the foyer of the recreation center at Percy Jones General Hospital, Battle Creek, Michigan, and the purchase of drapes and rugs for the day room of the Naval Training School in Dearborn, Michigan.

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NEITHER BOMBS NOR TANKS
HALTED GALLANT TRUCKERS

WITH ADVANCE SUPPLY FORCES, BELGIUM---The 3524th Quartermaster Truck Company ran into strafings, bombings, and even a German tank when they rushed supplies through to men at the front during the German counter-offensive in the Ardennes. They defied treacherous backroads in the vicinity of Bastogne in accomplishing their mission.

Corporal Russell Shorts, Pennsgrove, New Jersey, one of the truckers, was dispatched on a trip to the hard-fighting Americans in Bastogne when he saw an approaching German Mark IV tank.

"I was riding over a hill beyond Marche when the tank approached in the opposite direction," he said. "I saw the tank before its crew saw me and pulled into a side road until the "stinger" passed. Then I continued my trip."

Another driver of a supply truck, Corporal Willie Strickland of Newman, Georgia, was caught in a Jerry bombing raid.

"They were trying to knock out some bridges," Strickland reported. "The concussion was terrific. I just opened my mouth and kept my fingers crossed."

The men had read a message sent to Advance Section, Communications Zone troops, by Brigadier General Ewart G. Plank, saying that "not one ounce of supplies" would be lost in the counter-offensive. And during three weeks of hell from the air and land, they did not lose an ounce, although they were frequently stymied.

Military police invariably stopped the drivers and told them that it was impossible to get to their destination. Although Bastogne was encircled, they came within several hundred yards of the city in delivering food to the garrison, which for several days was supplied by parcels dropped from the air. One group of drivers came within 300 yards of German troops.

German air raiders came out over the company's headquarters, but were chased away by a barrage of heavy ack-ack. One night, the men of the company had to "hit the dirt" a dozen times before this part of the Luftwaffe was finally driven off.

Several Nazi spies, in American uniforms, were picked up in the vicinity of company headquarters. The unit was alerted to possible paratrooper attack.

One night the Germans continued a bombing assault which they started in the day-time against a bridge near the company area. After losing several planes, they scored a near miss before departing.

American bombers and fighters roared over the camp. Dog fights took place right over the heads of the drivers. Planes burst into flame and fell to the ground. The American bombers never dropped out of formation.

A company spokesman said: "The epic stand of the Eastofne garrison by our fighting men will go down in history, but it must be remembered, too, that it took supplies to keep these men there. That's where the men of supply came in. They never failed in delivering the 'goods.' "

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PRIVATE WHO RESCUED TRAPPED
BUDDIES AWARDED SILVER STAR

WITH U.S. FORCES, WESTERN FRONT---For "gallantry in action," Private First Class William A. Wheatley, of Hardinsburg, Kentucky, has been awarded the Silver Star, Headquarters, European Theater of Operations announced today.

Wheatley is a member of the 57th Ammunition Company, a Negro ordnance unit which was forced to clear out a pocket of Germans before they could set up an ammunition dump. This action took place near the Belgian border last September.

Seeing two of his buddies wounded by the enemy, Wheatley drove his truck into the zone of fire, loaded the men in it, and drove off, all the time being a target for Germans taking refuge in the barn the GIs had surrounded.

When the fighting was over, Wheatley's unit had killed 35 Nazis, wounded three, and captured 13, all members of a crack German SS Division.

* * * * *

ROUTES TWO GERMAN PLANES
WITH NOTHING BUT NERVE

ATLANTIC CITY, NEW JERSEY---Two Jerry fighter pilots will have a lot of explaining to do if word ever gets back to Luftwaffe headquarters of how Captain Henry B. Perry of Thomasville, Georgia, won his Distinguished Flying Cross over Udine, Northern Italy.

As it was, it took a lot of intestinal fortitude on Captain Perry's part. The P-51 pilot, operations officer of the famed 99th Fighter Squadron, which is now a part of the 332nd Fighter Group, was returning from a bomber escort mission, his guns inoperative and useless.

Down below, he spied two crippled Liberators, readying for an attack by two FW-190s, which were hovering overhead.

There wasn't anything else to do but poke his nose in and give the Libs a hand. In he roared, right between the two FW-190s. He turned on them, lining up his useless .50s on them.

They did what he'd fervently prayed they'd do--turn tail and run. Captain Perry stayed around, shepherded the crippled bombers to their base. A few days later he received the DFC.

The 25-year-old Negro pilot turned up here at AAF Redistribution Station No. 1 recently for reassignment, after his first visit home in 18 months.

He'd joined the 99th Squadron in North Africa, in 1943, seen his first action with them on Sicily in August. He's been ~~with them~~ ever since, all through the Italian campaign. He chalked up a probable kill and damaged a Jerry in action over the Anzio beachhead.

All told, the St. Augustine (Raleigh, North Carolina) College graduate has 102 missions, 89 of them divebombing runs in P-40s. He has 215 combat hours.

Worst mission he experienced was a haul to Brux, Czechoslovakia. They were escorting 15th Air Force heavies, and right over the target his P-51's engine started to conk out.

He found that he could only keep it going by repeatedly priming it - this he did, all the way back, a long almost endless trip of 600 miles. It took him three hours, and every minute he was sweating it out, hoping that his engine would keep going.

He's even seen the famed Greek Acropolis, but he had to brave the worst flak he'd ever experienced to get a look at the ruins. It was two days before the British landings in Greece, and his outfit was strafing the Jerry airfields.

Besides the DFC, the young captain wears the Air Medal with one cluster, and three campaign stars on his European Theater ribbon. He is the son of Mr. and Mrs. Robert N. Perry, 519 North Oak Street, Thomasville, Georgia.

* * * * *

FIRE FIGHTERS SUBDUE AMMUNITION DEPOT BLAZE

WITH U.S. SUPPLY FORCES IN FRANCE--Braving exploding shells, the 1234th Fire Fighting Engineers, a Negro unit, recently spent two days and nights fighting a fire in a U.S. Army ammunition depot in France.

The fire was finally overcome without loss of life, although the water froze in the hoses and explosions from giant artillery shells mutilated the equipment.

First Lieutenant Scott Moore, of 1419 Arlington Avenue, Los Angeles, California, is the commanding officer. The unit has kept loss by fires at Army installations to a commendable low level in the Oise Section, Communications Zone, France.

The danger of fires is ever present in the large warehouses, ammunition dumps and oil and gas supply depots. Two sections of the fire-fighting unit are kept on duty at all times. They fight civilian as well as military fires, since civilian fires may spread to military stores or may be used as guides by enemy aircraft in bombing raids.

Equipment is installed in Army trucks and trailers. Hoses, water buckets, nozzles, picks, axes, ropes and chemical containers for smothering gasoline fires are among the items carried.

Before landing on the Normandy beachhead in France, this smoke-eater unit fought fires in invasion supply depots in England.

First Sergeant James E. Nance, of 112 Bainbridge Street, Brooklyn, New York, top-ranking non-commissioned officer, is justly proud of his unit's record.

Other members of the unit include:

ALABAMA: Bessemer--Pvt. Willie Benefield, 2119 St. Louis Avenue.

DISTRICT OF COLUMBIA: Washington--Pvt. Gordon Lee, 476 School St., S.W.

FLORIDA: Camp Belton--Pvt. Dave Dickens, Jr., Route 8.

GEORGIA: Atlanta--Sgt. Paul Sherwood, 301 Fort St., N.E.; Cairo--Pvt. A.W. Daniels, Route 2; Shilch--Cpl. Jesse D. Copeland.

KANSAS: Kansas City--Cpl. John R. Coolidge, 112 Edgerton Ave.

LOUISIANA: Cullen--Pvt. Willie V. Hutcherson,

MICHIGAN: Detroit--Staff-Sgt. Lincoln N. Steele, 994 Hendria St.

NORTH CAROLINA: Elizabeth City--Pfc. Earnest Taylor, 635 Gale St.; Cpl. Earnest L. Mullen, Route 5; Fairmont--Cpl. Daniel C. McQueen, Route 1; Oxford--Sgt. George A. Strater, route 1; Shelby--Pvt. James S. Waddell, route 2; Tryon--Cpl. Clifford McEntyre, Route 1.

OHIO: Columbus--Pvt. Leon R. Morgan, 258 Detroit Ave.

PENNSYLVANIA: Philadelphia--Pfc. David B. Thompson, 519 S. 12th St.

SOUTH CAROLINA: Hookerton--Cpl. Walter Murphy; Newbury--Pvt. James Osbey, 610 South St.; Rock Hill--Sgt. Albert Woodard, 207 Hagin St.

TENNESSEE: Memphis--Cpl. Oscar Nelson, 42 E. Triags Ave.; Savannah--Cpl. James L. Tatum, Route 3; Williston--Cpl. Limmie Simington, Route 1.

TEXAS: Gladewater--Cpl. Laydell Simmins, 108 Cotton St.; Houston--Cpl. John Alexander, 1311 Johnson St.

* * * * *

PORT SOLDIER, CRANE MECHANIC
AWARDED BRONZE STAR MEDALS

WITH U.S. FORCES IN FRANCE---Two Negro soldiers serving in France, one, an expert crane mechanic from Manhattan, Kansas, and the other, a capable platoon sergeant from New Orleans, Louisiana, have been awarded the Bronze Star Medal, Headquarters, European Theater of Operations announced today.

The awards were presented to Staff Sergeant Charles R. McCutcheon, 413 Riley Street, Manhattan, Kansas, and Staff Sergeant Charles Patterson, 2415 LaSalle Street, New Orleans, by Major General Henry S. Aurand, of Chicago, Illinois, Normandy Base Commander. Patterson is a member of the 658th Port Company.

In the words of his official citation, "Staff Sergeant McCutcheon worked untiringly over long hours performing maintenance work, and in the absence of sufficient trained mechanics performed service over and above that which would normally be expected. He helped train inexperienced mechanics and operators, and his leadership, initiative and service was of immeasurable value in enabling this port to keep all cranes operational, thus allowing the port to meet its tonnage discharge goal."

His parents, Mr. and Mrs. Ed McCutcheon, live at the Riley Street address.

According to his citation, "Staff Sergeant Patterson, as platoon sergeant, supervised the accomplishment of the discharge of a Liberty ship containing a cargo of critical heavy lifts during periods of total blackout and under the most difficult conditions, a few miles from the front lines. Sergeant Patterson's coolness and confidence inspired the men of his platoon to perform their duties efficiently, reflecting great credit on himself and the military service."

His wife, Mrs. Morpril Patterson, lives at the LaSalle Street address.

* * * * *

AMMO HANDLERS KEEP SHELLS
MOVING TOWARD FIGHTING FRONT

WITH THE 651st ORDNANCE AMMUNITION COMPANY, FRANCE---In ammo dumps that have turned into swamps of chocolate ooze, soldiers of this Negro unit have worked round the clock for months, to keep a steady flow of "the stuff they shoot" pouring toward our battlefronts.

The great bulk of their ammo supplies head toward the First and Third Armies in Belgium, Luxembourg and Germany.

More than most soldiers, these men understand the meaning of ammunition shortages. "Our supplies," pointed out Sergeant Lucius L. Brown, 402 Regina Street, Mobile, Alabama, "must be at least 30 days ahead of the Armies' demands."

Now, bending all their energies to keep the rail lines radiating from Normandy fully loaded with ammo commitments, these soldiers recall even more gruelling days during the Red Ball Highway Route, when churning convoys of trucks carried the main weight of explosives to the front. Lumbering into the knee-deep mud of their giant dump, the big vehicles cut deeper and deeper into the rolling goo until finally roads through the dump were virtually useless.

Specially trained for their dangerous and painstaking task, these men arrived here shortly after our forces had consolidated their gains in Northern France, and have helped supply ammunition for the Armies' offensives since then.

Names of members of the unit follow:

ALABAMA: America--Pvt. Samuel J. Slaughter, General Delivery; Birmingham--Pvt. Cecil Williams, 6622 - 3rd St.; Pvt. Joseph King, 2111 $\frac{1}{2}$ - 11th Ave.; Castleberry--Pfc. John C. Moncrease, Route 2, Box 12; Fayette--Pvt. Delman J.H. Poe, Box 521; Mobile--Sgt. Lucius L. Brown, 402 Regina St.; Sylacauga--Pfc. James E. Pope, Route 2, Box 55.

CALIFORNIA: Los Angeles--Technical Sgt. Charles White, Route 4, Box 142; Sgt. Eric M. Wilson, 1160 E. 27th St.; San Diego--Cpl. Hilbert N. Mason, 836 Front St.

CONNECTICUT: Bridgeport--Cpl. Paul Edwards, 76 Garden St.

DISTRICT OF COLUMBIA: Washington--Pfc. Garland M. Perry, 409 Half St.; Pvt. Ernest R. Lee, 1223 - 6th St., N.W.

FLORIDA: Gainsville--Pfc. Alphonso L. Lewis, 720 W. Seminary; Indian-town--Cpl. Elbert McIntyre; Jacksonville--Pvt. Thomas Mitchell, Jr., 1118 Duval St.; Sgt. Samuel Brown, 625 W. Ashly St.; Pfc. Calvin G. Johnson, 1651 N. 4th St.; Pfc. Leroy W. Love, 1315 Hill St.

FLORIDA: Jupiter--Pvt. Jacob E. McKenzie, General Delivery; Madison--Pfc. Warren Joseph, General Delivery; Miami--Pvt. Hubert McDonald, 1822 NW 5th Place; Sanford--Pfc. Joshua E. Jones, Route 2, Box 342.

GEORGIA: Atlanta--Pvt. Robert C. Jones, 277 Thurmond St.; Pvt. Leroy Freeman, 910 King St.; Blackshear--Pfc. Richard K. Snells, Route 1, Box 135; Douglasville--Pvt. James H. Anderson, Route 1; Duluth--Pfc. Willie Hiley, Box 112; Hillsburg--Pfc. Curtis Driskell, Route 2, Box 13; Macon--Technical Sgt. Booker T. Green, 81 J Tindell Heights; Patterson--Pfc. General E. Rhem, Box 211; Smithville--Pvt. Eddie Germany, Route 1, Box 58; Valdosta--Cpl. Eddie A. Moody, 812 Patterson St.

ILLINOIS: Argo--Pfc. Otis B. Mallory, 7533 W. 64th St.

INDIANA: Indianapolis--Staff Sgt. James M. Henson, 1222 Cornell Ave.; Pvt. Clifton Shirley, 2254 Martindale Ave.; South Bend--Sgt. John C. Stith, 925 W. Washington.

KENTUCKY: Buechell--Pvt. John E. Merritt, Route 3; Harrodsburg--Technical Sgt. James G. Jackson, 135 Cornishville St.; Lexington--Sgt. John Estill,

503 E. Aspendale; Louisville--Pvt. Horace Green, Jr., 1419 W. Liberty St.; Pfc. Alphonso Lowe, 421 E. Calwell St.; Pvt. Leon H. Blakey, 632 - 10th St.; Manchester--Sgt. William Potter, General Delivery.

LOUISIANA: Lake Providence--Staff Sgt. Herman Wells, General Delivery; Natchitoches--Sgt. Cleveland Hall, Route 3, Box 140; Shreveport--Cpl. Albert Nelson, Route 3, Box 56.

MARYLAND: Annapolis--Cpl. Herman F. Slade, Jr., 1319 Landover St.; Pfc. Charles W. Sharpe, 65 College Creek Terrace; Pvt. John H. Sembly, Jr., College Creek Terrace; Baltimore--Pvt. Richard T. Stokes, 1518 Ashland Ave.; Pvt. George W. Lewis, 1038 W. Laval St.; Pvt. Albert Leach, 1101 N. Mount; Pfc. William T. Scrivens, 614 N. Biddle St.; Staff Sgt. Percy B. Brinkley, 1319 W. Landover.

NORTH CAROLINA: Aberdeen, Sgt. Frank W. Jones, Box 523; Radin--Pvt. Eugene Miller, 703 Marion St.; Charlotte--Pfc. J.E. Neal, 710 S. Cardwell; Edenton--Pvt. Isaiah Hicks, 218 E. Gale St.; Elizabeth--Pvt. George E. Newkirk, General Delivery; Greensboro--Pvt. Eugene Cathey, 1116 Gray St.; Winston Salem--Sgt. Willie L. Crowder, 1904 E. 12th St.; Fair Bluff--Cpl. R.D. Lennon, General Delivery; Greensboro--Sgt. Herman L. Overby, 534 S St.; Gastonia--Pfc. George E. Mickle, Route 1; Guilford College--Cpl. Robert E.L. Jones, Route 1, Box 26; Holly Springs--Cpl. Herbert L. Lucas, Route 1, Box 24; Knightdale--Pvt. James Jones, General Delivery; Henderson--Pvt. Robert S. Jones, 315 Walnut St.; Laurinburg--Staff Sgt. Lawrence Malloy, 215 Dickson St.; New London--Cpl. Fred T. Patterson, Route 2, Box 47 B; Norwood--Pfc. Kenneth I. Fegues, Route 1, Box 199; Raleigh--Pvt. Thomas Hattle, Jr., 1013 Mark St.; Rockingham--Pfc. Marcus Redrick, Route 1; Pfc. Carl L. Robinson, Route 2, Box 238; Salisbury--Pvt. George H. Lysterly, 315 S. West St.; Troutman--Pvt. Fred H. Ramsey, Route 1; Wendell--Pvt. James J. Jones, Route 2, Box 207; Winston Salem--Pvt. Nathaniel S. McMullen, 1220 E. 11th St.; Pvt. Edward Johnson, 936 Byerly St.; Pvt. Clifton J. Cooley, 722 W. 124th St.; Salisbury--Cpl. James M. Jenkins, 318 Hcrch St.

NEW JERSEY: Delair--Sgt. Melvin W. Luff, 7623 Tripoli Ave.; Jersey City--Sgt. Walton A. Phillips, 351 Forrest St.; Pvt. Charles L. Smith, 30 Sackett St.; Pleasantville--Pvt. Floyd Watts, 1415 Langston Ave.

MISSISSIPPI: Aberdeen--Sgt. Henry L. Crump, Route 1, Box 8B; Brookhaven--Pfc. John C. Sanders, Route 3, Box 118; Deliser--Pfc. Clarence McLaughlin, General Delivery; Fayette--Pfc. Lennor Sampson, Route 1, Box 188; Laurel--Pvt. Willie Adams, 162 Chestnut St.; New Augusta--Pfc. Odell Dedeaux, General Delivery; Oakland--Cpl. Eugene Reed, Route 2, Box 12; Laurel--Cpl. Cleveland L. Robinson, General Delivery; Turchola--Pvt. Jesse E. Robinson, Route 2, Box 53.

MISSOURI: St. Louis--Technical Sgt. William Morrissey, Box 611; Sgt. Alphonso Ferguson, 1310 Taylor Ave.; Pfc. Roy Owens, 2320 E. Pine St.

MASSACHUSETTS: Cambridge--Cpl. Joseph R. Davis, 25 Evcent St.; Everett--Pvt. Nelson M. Jones, 50 Harvard St.

NEW YORK: Brooklyn--Pvt. Richard Elliott, 87 Hancock St.; Mount Vernon--Staff Sgt. Lorenzo Thomas, 336 S. 6th Ave.; New York City--Staff Sgt. Napoleon D. Kaiser, 545 W. 150th St.; Sgt. Eustace D. Naylor, 35-38 Mt. Morris; Pfc. Frank Jackson, 281 W. 119th St.; Pfc. Erdman G. Salmon, 206 W. 122nd St.; Pvt. Nestfew Beckett, 129 W. 112th St.; Pvt. Levi Collins, 15 W. 116th St.; Pvt. George V. Isaacs, 48-50 W. 139th St.; Pvt. John Sena, 1001 E. 123rd St.; Pvt. Thomas Taylor, 101 W. 130th St.

OHIO: Cincinnati--Technical Sgt. Alfred Titus, 3032 O'Bryon St.; Sgt. Oscar Ravens, 2716 Park Ave.; Pfc. George Alexander, 434 Armory Ave.; Pfc. Willie M. Browner, 532 Armory Ave.; Pfc. Joel Harris, 1503 Linn St.; Columbus--1st Sgt. George H. Sawyer, 1587 Starr Ave.; Dayton--Cpl. Kenneth Blackburn, 41 Gordon Ave.; Columbus--Pvt. Leon W. Panks, 681 E. Long St.; Pvt. J.C. Lyons, 421 Freeman St.; Pvt. James L. Hadden, 928 4th St.; Springfield--Sgt. Warren G. Clark, 271 Baster Ave.

OKLAHOMA: Muskogee--Pvt. Ocie Edmondson, 200 S. Price St.; Ponca City--
Master Sgt. Wilthian Tucker, 908 S. 12th St.

PENNSYLVANIA: Harrisburg--Sgt. Benjamin B. Hill, 308 Cherry St.; New
Derby--Sgt. Harry G. Rice, General Delivery; Philadelphia--Sgt. Mishe Singleton,
3847 Brandwine St.; Sgt. Evans Riley, 3737 Prown St.; Cpl. Charles E. Hall,
2259 N. 22nd St.; Cpl. Maurice Tibbles, 2024 Wilkins St.; Cpl. Thomas Washington,
3483 Carson St.; Cpl. Calvin C. Carter, 3835 Folsom St.; Cpl. Frank L. Trulear,
1901 N. 18th St.; Pfc. James F. Scurry, 622 N. 39th St.; Pvt. Frederick May,
7220 Saybrook Ave.; Pvt. John Myers, 3834 Mt. Vernon St.; Pvt. Robert Williams,
701 N. 34th St.

SOUTH CAROLINA: Brunson--Pvt. Bocker T. Scott, Route 1, Pox 40; Calhoun
Falls--Cpl. Edgie L. Gray, Route 1, Pox 51; Conway--Pfc. Lon D. McDonald,
General Delivery; Edisto Island--Cpl. Clarence Bennett, General Delivery;
Elloree--Pfc. Fennie Moorer, Route 2, Pox 44; Greenville--Pvt. John Kilgore,
111 Davis Ave.; Cpl. Dennis Rhodes, 102 Davis St.; Verdery, Pfc. Moses Hall,
Route 1, Pox 16 A; Goldsburg--Pfc. Thomas Frazier, 511 W. Pine St.; Latta--
Pfc. John A. Harrison, Route 3, Pox 55; Greenville--Pvt. David Maffett, Jr.,
16 Lindburg Ave.; Union--Cpl. Frank McKanic, General Delivery.

TENNESSEE: Alamo--Pvt. James T. Hardville, Route 2; Knoxville--Pvt. James
Evans, 1112 Calloway St.; Memphis--Pfc. Luther Edwards, 406 Midland Ave.;
Springhill--Pfc. Porter Lockridge, General Delivery; Trenton--Cpl. Doctor F.
Glenn, General Delivery.

TEXAS: Dallas--Cpl. Tim Coleman, Jr., 4921 Dunius St.; Pfc. Clifford
E. Fowler, 2801 Farragut Ave.; Longview--Cpl. Lennie A. Sowell, Route 1,
Pox 41; Teagus--Pvt. Willia Huckaby, Route 1, Pox 1; Terrell--Staff Sgt.
Wilburn G. Sheppard, 405 W. Newton St.

VIRGINIA: Charlottesville--Pfc. William L. Payne, 320 Lankford Ave.; Pfc.
William S. Johnson, 716½ West St.; Emporia--Pfc. Shelton Foone, General Delivery;
New Port News--Pfc. Hubert L. Peoples, 1143 41st St.; Norfolk--Pfc. Joseph R.
Ruff, Jr., 2407 Middle St.; Pfc. John C. Riddick, 912 Gouldland St.; Richmond--
Sgt. Hayes E. Willis, 3000 N. St.; Cpl. Isaac F. Smith, 716 W. Clay St.;
Suffolk--Cpl. Jordan J. Copeland, 308 Johnson Ave.

WEST VIRGINIA: Man--Cpl. Robert H. Moss, General Delivery; Vivian--Pfc.
James L. Lawson, General Delivery.

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BUZZ BOMB BLOWS MEDICS
INTO AIR RAID SHELTER

WITH U.S. SUPPLY FORCES IN BELGIUM---Reversing the usual reactions to
exploding bombs, three medics of the 389th Engineer Regiment were blown into
an air-raid shelter when a Nazi V-weapon exploded near them.

None the worse for the freak life-saving incident, the men, Corporal James
A. Williams, 608 East Rockspring Street, Henderson, North Carolina; Private
First Class Caruso Bell, 721 Baldwin Avenue, Charlotte, North Carolina, and
Private James H. Patrick, 107 Boundary Street, Fayetteville, North Carolina,
were able to report to the battalion aid station and assist in the treatment
of soldiers and civilians injured by the blast.

Without a let-up the men worked hours rendering medical assistance to
over eighty of the victims. Of all persons treated at the dispensary there
were only three who died, and it was said that when they were brought in they
were beyond all human aid.

Lieutenant Colonel Herrol J. Skidmore, commanding officer of the 389th,
after reviewing the havoc wrought by the buzz-bomb three doors from where one
company was billeted, commended the medics for their outstanding performance.

Corporal Williams was inducted November 6, 1942, at Fort Bragg, North Carolina. He was an employee of the Rexall Drug Store, and was active in the dramatic club of the Shiloh Baptist Church and sang in the church choir in Henderson, North Carolina. His wife, Mrs. Marie R. Williams, lives at 2217 F Street, N.W., Washington, D. C.

Private First Class Bell was inducted October 30, 1942, at Fort Bragg, North Carolina. A former recreation park director, Bell lived with his parents, Mr. and Mrs. Julius Fell, at the Baldwin Avenue address.

Private Patrick was inducted November 7, 1942, at Fort Bragg, North Carolina. He was a former shoemaker and taxi-cab driver, and played the piano in the Regimental band. His parents, Mr. and Mrs. Leon Jones, live at the Boundary Street address.

END

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FOR RELEASE
DATE

WAR DEPARTMENT
Bureau of Public Relations
NEWS DIVISION
Washington, D. C.

FOR RELEASE MONDAY, JANUARY 1, 1945

* NOTE TO EDITORS: The following material originates with the Public *
* Relations Officers of United States Army camps, posts, stations and Theaters *
* of War. It concerns the activities of Negro soldiers. The date of release *
* appears above. Similar informative releases will be sent to you weekly. *

THE WAR DEPARTMENT REVIEWS THE
ACTIVITIES OF 701,678 NEGROES IN ALL
ARMS AND BRANCHES OF THE ARMY OF THE
UNITED STATES FOR THE YEAR OF 1944
WITH A SUMMARY OF ITS RELEASES.

JANUARY, 1944

NEGRO SQUADRON IN ITALY ENDS YEAR

ARMY AIR FORCE HEADQUARTERS, NORTH AFRICA---In its six months of operation on this side of the Atlantic, the 99th Fighter Squadron has flown 236 missions of 1,156 sorties (as of December 21, 1943), with the loss of four pilots, two by enemy action, the War Department announced. The squadron left the United States on April 2, 1943, and two months later flew its first combat mission--a bombing raid (skip-bombing) against gun positions on Pantelleria.

Fifteen of the original 28 pilots of the 99th Squadron are still on the job, with nine "Veterans" now back in the United States to help train others. Nineteen replacements have come in since September.

A.S.T.P. AT VIRGINIA STATE

INSTITUTE, WEST VIRGINIA---Since the 3537th Service Unit of the Army Specialized Training Program commenced classes on August 9, 1943, at West Virginia State College, 177 trainees have been enrolled. The unit offers training in basic engineering. After the completion of the three terms of basic engineering, the soldier trainee is sent to another school for advanced engineering, thence back to troops as a specialist.

LIBERIA EXPANDS ARMY

MONROVIA, LIBERIA---Liberia, the only republic in Africa, is seeking to strengthen its national defenses. As the first step in boosting the strength of her existing regular army, the Negro republic is conducting an Officers' Training School at the Barclay Training Center, situated on the outskirts of the capital city of Monrovia. The Center is named after the Honorable Edwin C. Barclay, ex-president of Liberia, who was succeeded on January 5, 1944, by President W.S.V. Tubman. Liberia has 2,000,000 inhabitants and 40,000 square miles. The second of two classes is being conducted with the objective the furnishing of 100 qualified officers to head a proposed army of 2,000. The present military establishment, known as the Frontier Force, consists of about 600 officers and men.

503RD A.A. UNIT CITED

FORT BLISS, TEXAS---The 503rd Antiaircraft Artillery Battalion, which received its basic training at Camp Stewart, Georgia, where the outfit was originally activated on February 10, 1943, recently was cited for unusually rapid progress by Brigadier General Stanley R. Mickelsen, Commanding General of the Antiaircraft Artillery Training Center here.

MORE

DECLASSIFIED

It is a direct offspring of the 369th Coast Artillery Regiment, made up of enlisted men from New York's original National Guard Regiment, of the same designation who were returned from foreign service.

* * * * *

PRE-INDUCTION TRAINING

ST. LOUIS, MISSOURI---Because they took advantage of the Army's pre-induction training program offered at the Washington Technical High School here, 83 St. Louis Negro youths have greatly increased their chances for advancement upon induction, the War Department announced. Of the 83 youths, 67 have already joined the ranks of the Army, with the remaining 16 going to other branches of the armed forces. Graduates of the pre-induction course are reported stationed in Army installations in all theaters of operations.

* * * * *

BISHOP GREGG OVERSEAS

WITH THE FIFTH ARMY, ITALY---Bishop John A. Gregg, of the African Methodist Church, representing the Federal Council of Negro Churches of Christ in America, visited the Fifth Army in Italy. The church leader was requested by the President to tour U.S. war theaters in behalf of 40,000 Negro churches and approximately 6,000,000 church members in America. He met Lieutenant General Mark W. Clark, Commanding General of the Fifth Army, and General Clark's chief of staff, at Fifth Army Headquarters. He visited with, talked to, and saw many troops on the Italian front.

* * * * *

WAC TECHNICIANS TRAIN

FORT HUACHUCA, ARIZONA---A technical course, designed for members of the Women's Army Corps, was inaugurated here at Station Hospital No. 1 on January 8, 1944, with the initial enrollment of 17 Wacs, War Department announced. X-ray, surgical, dental, laboratory, and medical technicians assigned to Fort Huachuca from several camps, make up the first class. The course is scheduled to run from 12 to 16 weeks. A new class will begin each month.

* * * * *

NEGRO CHAPLAIN DIES

U.S. ARMY HEADQUARTERS, SOUTH PACIFIC---Chaplain (First Lieutenant) Joseph D. Taylor, of Abbeyville, South Carolina, the first Negro chaplain casualty reported in this war, died December 18, 1943, in New Guinea, the War Department announced.

* * * * *

BUILD BASE IN ENGLAND

ENGLAND---Construction of a vital "springboard" to Nazi Germany is latest achievement of the aviation engineers who recently captured the hearts of the British Isles with their 200-voice chorus. Despite the fact that the men were working on three 8-hour shifts for several months and on two 10-hour shifts during other periods, they organized the chorus which was to win acclaim in London, Glasgow, Edinburgh, Manchester and elsewhere in Great Britain.

* * * * *

FEBRUARY, 1944

99TH FIGHTER SQUADRON SCORES

ARMY AIR FORCE HEADQUARTERS, NORTH AFRICA---The 99th Fighter Squadron of the Twelfth Air Force destroyed eight planes on January 27, 1944 and four more on January 28, 1944 to bring the total up to thirteen. Captain Charles B. Hall, of Brazil, Indiana, shot down a FW 190 and Messerschmidt 109 on January 28th.

* * * * *

NEGRO NAVIGATION CADETS NEW

HONDO ARMY AIR FIELD, TEXAS---About 24 Negro navigation cadets in training at the Army Air Forces Navigation School of the AAF Training Command will receive their wings on Saturday, February 26, 1944, the War Department announced. As a climax to their tour of training as navigators, the cadets are scheduled for a combat training flight on Monday, February 14. Six C-60 Lockheed Lodestar training planes will be used. In addition to the 24 cadets, 12 pilots, 12 navigator instructors and six crew chiefs will complete the flight personnel.

* * * * *

PARATROOP UNIT JUMPS

FORT BENNING, GEORGIA---Five jumps from transport planes, the first scheduled to take place February 10, 1944, will highlight the fourth week of training for the 555th Parachute Infantry Company, first all-Negro airborne unit of the United States Army, it was announced.

Successful completion of the five scheduled jumps, one at night, will qualify the trainees to wear the silver parachutists' wings and the ten-inch jump boots.

* * * * *

GIVE KIDS YULE PARTY

ENGLAND---One of the most successful of several hundred Christmas parties given for English children by United States Army units stationed in England was that held by a Negro Quartermaster Truck Battalion of the Eighth Air Force Service Command, according to reports received by the War Department. Children were invited through their schools.

There were over 500 children present, many of them accompanied by their parents. They came from six villages scattered within a radius of four miles of this Quartermaster Truck Depot. Two weeks of preparation preceded the party. Every soldier of the battalion contributed to a special "Christmas Party Fund" which was used to purchase toys, candy and other refreshments. Soldiers give away their weekly candy and gum rations at the Station Post Exchange for several weeks in order that some English child might enjoy Christmas the more. "Father Christmas" was impersonated by a 265-pound sergeant, who pleased the audience greatly.

* * * * *

MORTAR RECORD SET

EDGEWOOD ARSENAL, MARYLAND---In a routine demonstration of the 4.2-inch chemical mortar for Army officials, five Negro soldiers of the Fifth Chemical Company recently established a new record, to date, for speed, the War Department reported. The five-man squad fired 20 rounds in 32 seconds. The 4.2-inch mortar is used to fire both smoke and high explosive shells.

The squad was composed of Sergeant Arthur Hayes, of Fort Arthur, Texas; Private First Class Charlie Wilson, of Gard, Alabama; Private First Class Edward James, of Chicago, Illinois; Private First Class Moses Oliver, of Summerton, South Carolina, and Private T.P. Warren, of Fort Pierce, Florida.

* * * * *

SOLDIER CHORISTERS AID

LONDON, ENGLAND---Above 2500 residents of Ulster Province in Ireland and members of the Allied forces in England crowded into the Belfast Assembly Hall recently to hear a United States Army Negro choir which appeared there to assist in a drive to raise funds for the Royal Victorian Hospital. The choir was directed by Staff Sergeant Richard Myles, of Chicago, Illinois. He organized the group among the men of a quartermaster unit stationed in Ulster.

* * * * *

LOUIS TO BOX OVERSEAS

WASHINGTON, D.C.---Sergeant Joseph Louis Barrow, whose recent nation-wide boxing physical fitness tour was well received by an estimated 1,000,000 soldiers will leave soon to continue his series of exhibitions and lectures in theaters of operation, the War Department announced.

Sergeant Barrow and his other uniformed group--five boxers and a trainer-- last month completed a five-month, 20,000-mile tour of more than 100 Army posts, under supervision of the Special Services Division, Army Service Forces.

In addition to Sergeant Barrow, the group included Corporal Walker Smith, who is Welterweight "Sugar" Ray Robinson to boxing fans; Private George (Jackie) Wilson, First Sergeant George Nicholson, Corporal Robert Smith, Sergeant James Edgar and Corporal Robert J. Payne, trainer.

* * * * *

MARCH, 1944

"THE NEGRO SOLDIER" PRODUCED

WASHINGTON, D.C.---In the filming of "The Negro Soldier," the Special Coverage Section of the United States Army Signal Corps visited 30 camps and installations, exposed 114,753 feet of film, combed a half million feet of stock film to find specific material and viewed 100 full length feature films for historical scenes, the War Department revealed.

"The Negro Soldier," supervised by Colonel Frank Capra and written and narrated by Mr. Carlton Moss, was directed by Captain Stuart Heisler. Mr. Dmitri Tiomkin prepared the musical score.

Scheduled for general release about April 15, 1943, "The Negro Soldier" has a running time of 39 minutes. The total length of the film is 3,800 feet. About fifty technicians and supporting players collaborated in making this production what reviewers have rated one of the outstanding films of 1944.

This is the story of the participation of Negro Americans in the various wars engaged in by the United States from Crispus Attucks of the Boston Massacre (March 5, 1770), to Private Robert Brooks, first American soldier of the Armored Force to fall in the Japanese attack on the Philippines (December 8, 1941).

* * * * *

FIFTH ARMY PLACQUE TO UNIT

WITH THE FIFTH ARMY, ITALY---A Negro service unit is the first to be presented with the Fifth Army Plaque, an award of merit established several months ago, the War Department announced. The unit is one of three others which have been similarly recognized for service rendered at the same time.

The award was in recognition of the unit's activities at an important Italian harbor. Each evening during December the service group provided smoke which screened the harbor and its installations from air observations and in many instances performed that function under heavy attacks from enemy aircraft. Using smoke pots and special smoke generators, the men remained on duty throughout the night, keeping vigil against sneak air raids. Lt. Gen. Mark Wayne Clark wrote an accompanying citation.

* * * * *

ENGINEERS STUDY FRENCH

ENGLAND---When the Allies storm the beaches of Hitler's Fortress Europe, there will be at least twelve Negro soldiers who will be prepared to use the French language. (There are others, but of these twelve there is certainty.) They are members of an engineer battalion stationed in England, and devote one evening per week and other off-duty time, to the study of French.

Phonographs, furnished by the Army Special Services Division to troops throughout the United Kingdom, are used by two officer instructors to facilitate the instruction. The aim is to teach spoken language, and the Army's method of doing this is to supply recordings of the living language. The definition, for working purposes, used by the army is "the noises one makes with the face to get the things one wants done."

* * * * *

PARACHUTE UNIT OPENINGS

WASHINGTON, D.C.---The 555th Parachute Infantry Company, first Negro parachute unit in the United States Army, is now open to volunteers from installations of the Army Ground Forces, the War Department announced. Organized last December, the unit is stationed at Fort Benning, Georgia. Initial volunteers for the enlisted cadre were selected from the 92nd Infantry Division at Fort Huachuca, Arizona, and the Third Army.

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MORE

CIVILIAN TEACHERS HIRED

WASHINGTON, D.C.---The Army needs civilian teachers to replace military personnel as instructors in primary education for illiterate soldiers and expects to employ 3,000 to 5,000 men and women by midsummer, the War Department announced in March. Heretofore, the Army has been using soldier instructors to teach illiterates, but the need for all men possible for more active military assignments has made it imperative to replace soldiers with civilians in Army camp classrooms.

The instruction will be given in special training units established and operated by the Army Service Forces at Army installations throughout the country. Illiterates are sent to these units for instruction in reading, writing, and arithmetic. At present (March), there are 19 such training units, the majority in the South. More were anticipated.

* * * * *

SERGEANT IS DECORATED

HEADQUARTERS, ALASKAN DEPARTMENT---For braving the icy waters of the Bering Sea to rescue a soldier in danger of being crushed between a barge and a freighter, Technician Fourth Grade William Downing, of Nyack, New York, has been awarded the Soldier's Medal, the War Department announced.

* * * * *

TROOPS ADOPT ORPHAN

SOMEWHERE IN ENGLAND---A Negro "blitz" orphan, whose father was lost at sea and whose mother was killed in a bombing raid, has been adopted by a Quartermaster Railhead Company, the War Department learned. The Company arranged to adopt the unfortunate youngster through the Army paper Stars and Stripes.

Named Edwin, the orphan was the first Negro child to be seen by the men of this company since their arrival in England. Edwin has been living with foster parents since he was evacuated from the "blitzed" area. Through the adoption plan, one hundred pounds (about \$400) have been raised by the company to care for his clothing and incidental expenses for the next five years.

When Edwin was brought to see the company, the men greeted him with much enthusiasm. He was made an honorary sergeant and placed in command of the company formation. It was an exciting day for him--the first day he had spent entirely with people of his own color.

* * * * *

NAVIGATORS WIN COMMISSIONS

HONDO ARMY AIR FIELD, TEXAS---Members of the first class in Negro navigation cadets in the history of the United States Army Air Forces received commissions and silver navigator wings at graduation exercises held at Hondo Army Air Field on February 26, 1944, it was announced.

This navigation school of the AAF Training Command began training these pioneer navigators on October 22, 1943, and for 18 weeks the men underwent strenuous and rigorous instruction in all phases of aerial navigation. They are now qualified to guide the course of American bombers to strongholds of the enemy throughout the world.

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APRIL, 1944

NEGRO DIVISION IN SOUTH PACIFIC

WASHINGTON, D.C.---The Ninety-Third Infantry Division, first Negro combat force of the Army Ground Forces larger than a battalion to be reported in the South Pacific, is undergoing jungle training in that theater, the War Department announced Thursday, March 30, 1944.

At the same time, the War Department reported that a battalion of the 24th Infantry Regiment had contacted the enemy in a number of patrol engagements in the Southwest Pacific (Bougainville); and also in the New Hebrides, and New Georgia previously.

* * * * *

AIRCRAFT WARNING UNIT IN SOUTH PACIFIC

U.S. ARMY HEADQUARTERS, SOUTH PACIFIC---An aircraft warning company which maintains constant vigil against Jap planes in the South Pacific is the only such highly-trained outfit operated solely by Negro officers and enlisted men, the War Department reported. So valued is its work that the nature of its operations is a closely-guarded secret.

Commanded by Captain Herbert R. Orr, a graduate in radio engineering from Howard University, Washington, D.C., and former instructor in electronics, at Florida Agricultural and Mechanical College, at Tallahassee, Florida, the company was activated in May, 1942 at Tuskegee, Alabama. The majority of the technicians received training at the Signal Corps School at Fort Monmouth, New Jersey. Most of the remaining personnel came from the Army Fighter Command School at Tuskegee.

* * * * *

UNDER-SECRETARY REVIEWS CASES

WASHINGTON, D.C.---Under-Secretary of War Robert P. Patterson reviewed the case of General Prisoners Frank Fisher, Jr., and Edward R. Lowry (Loury), and determined that they had had a fair trial, and that findings and sentences were legal and supported by weight of evidence, the War Department announced.

The prisoners were convicted of rape on a 17-year-old native girl by courts-martial in New Caledonia. Sentences were reduced by Under-Secretary Patterson from life imprisonment to ten years in the case of Fisher and eight years in the case of Lowry because of facts of circumstances surrounding the commission of the offenses and records of the prisoners.

* * * * *

EIGHT FORM NEW B-25 REPAIR UNIT

MATHER FIELD, CALIFORNIA---Eight trained and experienced Negro mechanics have begun operations on the flight-line at Mather Field, forming the nucleus of an all-Negro maintenance unit which is expected to expand under their instruction, the War Department announced.

The eight mechanics, destined to keep Mitchell medium bombers in the air, commenced their training as aircraft mechanics on the flight-line at the Tuskegee Army Flying School, in Alabama, then went to the mechanics' school at Chanute Field, Rantoul, Illinois.

They also took the familiarization course at the air mechanics' ground school at Mather Field, and finally were ordered to the AAF Flying Detachment, Inglewood, California, for additional training in a school sponsored by the builders of the B-25.

* * * * *

19 AWARDS IN CHINA-BURMA-INDIA

A BASE IN EASTERN INDIA---Nineteen Negro soldiers, serving with units of the Transportation Corps at an eastern India base of the Service of Supply, United States Army Forces in the China-Burma-India Theater of Operations, have been awarded the Purple Heart for wounds sustained during an enemy attack against harbor installations, the War Department reported. The air attack occurred late in 1943.

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VETERAN, 16, AWAITS DISCHARGE

WASHINGTON, D.C.---Just turned 16 years of age, Private Clyde Johnson, Jr., of 312 Dixon Court, S.W., Washington, D.C. has already been "baptised" by fire in Italy. Now he is back in the United States awaiting discharge because of his youth. Private Johnson has been overseas since August 21, 1943, with an aviation engineer depot, where he drove a truck. He was under fire at Beri, Taranto and Foggia, Italy. He entered the service March 5, 1943 and was 16 on January 13, 1944.

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FUTURE BOMBER RADIOMEN APT

SCOTT FIELD, ILLINOIS---High scholastic records have been established in the Army Air Forces Training Command's radio school at Scott Field by Negro students, the War Department announced.

Reports from instructors indicate that these students, who are training to become radiomen in bombers are taking to code and radio mechanics with unusual aptitude. Most of them are graduates of high schools and colleges. A recent graduating class at Scott Field had a Negro honor student, Private William L. Black, of Langston, Oklahoma, whose scholastic average was 94.20. To date, all of the students have fared well in their studies. Their average grade is 84.69 per cent, excellent for any radio student.

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ENGINEERS BUILD HUGE CAMP

HEADQUARTERS, EUROPEAN THEATER OF OPERATIONS---Without the use of bulldozers or other heavy, high-speed equipment, a United States Army Negro engineer unit serving in Great Britain recently completed the construction of a great Army camp in two weeks, the War Department reported. To speed up the work, the unit first laid a flooring of heavy mesh wire over the rain-soaked terrain selected for the camp site. Water was supplies by a clear spring 600 yards from the camp and was set up in three days. Nissen huts were erected to house kitchens, mess halls, shower rooms and post headquarters. Slate rock flooring was laid in tents and pot-bellied stoves installed. An infirmary was completed in a few days.

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BURMA TROOPS PACK AIR SUPPLIES

SOMEWHERE IN INDIA---At an airbase in Assam, far in the rear of the Burma border, Negro troops of a quartermaster truck unit carefully pack about 200 eggs in an Indian-made basket, separating each egg from others in a layer of rice husks. The top is put on the basket and the carton is provided with a fourteen-foot parachute. Soon these eggs will be floating down from a low-flying plane to men in the jungle.

But eggs are not the only things they prepare for air-supply. Food, munitions, fuel and other necessities of modern warfare are skillfully packed so that they can withstand the impact in landing. High octane gasoline, for instance, calls for three parachutes which are attached to one side of a barrel, and a large sack of rice husks which is secured to the other side. Some things, such as rice, staple food of the Chinese Army, is dropped free of parachute. Small arms ammunition and artillery pieces and live pigs add to the variety.

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MAY, 1944

93RD KILL JAPS: BOUGAINVILLE

EMPRESS AUGUSTA BAY, BOUGAINVILLE, SOUTH PACIFIC---A Negro Infantry unit of the 93rd Infantry Division, fighting alongside the veteran American Division at Bougainville, has established a score of 80 Japanese killed and one taken prisoner, the War Department announced.

Technical Sergeant Stephen H. Simpson, 23, Nogales, Arizona, was commended for evacuating a wounded man from the jungle by Major General Raymond G. Lehman, commander of the 93rd Division. He led a patrol, knocked out a machine-gun and five Japs; lost three men. One of the first casualties was Staff Sergeant Sammy H. Black, Houston, Texas. He was awarded the Purple Heart.

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ACTRESS LAUDS C-B-I--G Is

SOMEWHERE IN BURMA---Miss Paulette Goddard, film actress, praised Negro G Is on Ledo Road, constructing the main artery between India and China by saying: "I think they're tops. They deserve a lot of credit for what they have done." Miss Goddard toured there entertaining troops.

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NAVIGATOR-BOMBARDIERS PROGRESS

ROSWELL ARMY AIR FIELD, ROSWELL, NEW MEXICO---Twenty-four Negro officers are now undergoing bombardier training at this field, having completed navigation, the War Department announced. Completion of the course at Roswell, after the Hondo Field course in navigation, will give the officers dual-rating. The group is posting good grades, comparing favorably with the academic level of the past classes, according to officers in charge of the bombardier training.

Of the twenty-four Negro trainees, who range in age from 20 to 27, six hold college degrees, while another twelve have some college credit. As soldiers, the twenty-one second lieutenants and three flight officers rate high, scholastically and in personal appearance.

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AIR CHIEF SEES FIGHTER GROUP

HEADQUARTERS, 12TH FIGHTER COMMAND, ITALY---Negro Fighter Group located here was inspected by Lt. Gen. Ira C. Eaker, Mediterranean Allied Air Force Commander, and his executive officer. The inspected wing includes Lt. Col. Benjamin O. Davis, Jr., of Washington, D.C., who commands the group. The group is a component part of the Coastal Air Force, engaged in the protection of convoys, and intercepts and destroys enemy aircraft, installations and shipping in the Italian Theater.

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SOLDIER SHOW PLAYS IRAN, U.S.S.R.

WITH THE U.S. ARMY FORCES IN MIDDLE EAST---American Negro troops in Iran, key to the supplies-life-line to Russia for the United States, presented a soldier hit-show of the Persian Gulf Command with "Hallelujah Chorus." The show is scheduled for the U.S.S.R. by way of returning the courtesy of seeing Russian performers.

The production was written and directed by Technical Sergeant Harold W. Arberg, of Montclair, New Jersey, and contumed by Lieutenant Sophie Tripodi, Army Nurse Corps, of Stamford, Connecticut. At one performance the chorus sang the newly-adapted Russian National anthem and received an ovation.

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FIJIAN GUERILLAS STAB JAPS

WITH THE U.S. ARMY TROOPS IN SOUTH PACIFIC---Swift, bloody stabs at the Japanese lines on Bougainville, under cover of the jungle night, are the specialty of Fijian troops serving with American forces. Their forays have had a marked effect on enemy morale.

Habituated to the jungle for centuries, led by their own and Allied officers, Fijian have proved tough soldiers and expert marksmen. Fijian casualties in sporadic clashes with the Japanese have been extremely light.

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664,066 NEGROES IN ARMY END OF FEBRUARY

WASHINGTON, D.C.---The number of Negroes serving in the Army was 664,066 as of February 29, 1944, an increase of 81,205 over the August 31, 1943 total of 582,861, the War Department reported.

There were 77,335 Negroes assigned to the Air Corps and an increase of 593 commissioned officers, the report revealed. Of the increase noted in the six-month period, the greatest change occurred in the number of Negroes serving overseas.

A partial breakdown follows:

Infantry	44,022
Coast and Field Artillery	50,955
Cavalry	9,043
Engineers	106,514
Air Forces	77,335
All Others	376,195
	<u>664,066*</u>
Serving Overseas	284,664*

*Includes officer grades, nurses, WACs, medical aides and enlisted men.

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THIRD CLASS OF NEGRO PARATROOPERS

FORT BENNING, GEORGIA---Fifty enlisted men, the third class of Negro paratroopers to reach the advance stage of training at the Parachute School, Fort Benning, Georgia, are scheduled to make their five qualifying jumps from planes this week, the War Department announced.

Ten Negro commissioned officers are presently serving with the 555th. Additional personnel accepted for the company have already entered the primary phases of parachute school training.

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JUNE, 1944

CHAPLAIN GETS SILVER STAR; PURPLE HEART

MEDITERRANEAN HEADQUARTERS---For gallantry displayed on Anzio beachhead between January 27 and February 25, 1944, a Negro Chaplain has been awarded the Silver Star, War Department announced. He aided in the rescue of two wounded men despite shellfire and raced 500 yards to put out a fire in a Quartermaster ammunition dump. Chaplain (Captain) James L. Jones, 2711 Thomas Ave., Dallas, Texas, is a graduate of Wiley College and Drew Theological Seminary, Madison, New Jersey. Chaplain Jones also received the Purple Heart award.

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D-DAY, JUNE 6, 1944

GENERAL EISENHOWER COMMENDS TWO NEGRO UNITS FOR D-DAY

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCES---Two Negro units in the United States Forces have received special commendation by General Dwight D. Eisenhower, Supreme Commander of Allied Expeditionary Forces and Commanding General of U.S. Army Forces, for meritorious services in the invasion of France, the War Department announced.

The first of two letters sent by the Supreme Commander follows:

"To the Commanding Officer, officers and men of -- antiaircraft balloon battalion:

"The Commanding Officer, First United States Army, has brought to my attention the splendid manner in which you have carried out your mission during the period of June 6 to July 10, 1944.

"Your battalion landed in France on June 6 under artillery, machine-gun and rifle fire. Despite the losses sustained, the battalion carried out its mission with courage and determination, and proved an important element to the air defense team. The cheerfulness and devotion to duty of officers and men have been commented on by the personnel of other units.

"This report is most gratifying to me. I commend you and the officers and men of your battalion for your fine effort which has merited the praise of all who have observed it."

The second letter follows:

"Commanding Officer, officers and men of -- Quartermaster Truck Company-- I have received from the Commanding General, First United States Army, a report of your exceptionally fine work during the landing in France and the period of a month subsequent thereto. This report confirms my own observations.

"You landed under enemy machine-gun and artillery fire which caused losses in men and equipment. Nevertheless, you salvaged most of your equipment at once and within three days 90 per cent of your vehicles were operating on a 24-hour basis, a scale which was maintained for five weeks. During this time you continued the delivery of essential supplies. I want you to know that I appreciate your splendid work. Your accomplishments are a source of gratification to me and to your Army commander."

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NEGRO SOLDIER CITED FOR HEROISM

HEADQUARTERS, EUROPEAN THEATER OF OPERATIONS---A story of a modest Negro American soldier's heroism was released when Corporal Waverly B. Woodson, Jr., of 1235 North 58th Street, Philadelphia, Pennsylvania, was cited by his commanding officer for extraordinary bravery on D-Day.

A former pre-medical student at Lincoln University, Cpl. Woodson, although suffering from shrapnel wounds, helped treat more than 200 casualties on the invasion beaches of France midst heavy enemy shelling. He also gave artificial respiration to three men who had been pulled from the English Channel. None of the casualties died.

The Philadelphia soldier's story of heroism was left to his buddies to tell. Following an investigation by the commanding officer, Lieutenant Colonel Leon J. Reed, chief of an Antiaircraft Artillery Barrage Balloon battalion, a recommendation for an appropriate award has been made.

At about 9:30 a.m. on D-Day Cpl. Woodson was wounded by shrapnel when the LST in which he was riding was damaged by a floating mine near the shore. The ship was under continuous mortar and machine-gun fire and was finally beached.

Cpl. Woodson, along with three other enlisted men and an officer, went over the side of the LST onto the beach where they planned to set up a first aid station. The shrapnel wound, which he had not noticed, was dressed by a member of the party. All other participants said that Cpl. Woodson began caring for the wounded as a member of the group at 10 a.m. and remained on duty treating wounds ranging from bullet abrasions to intestinal wounds, until relieved at 4 p.m. the next day.

When they were relieved Cpl. Woodson found himself without bedding and started down the beach to acquire blankets. He was called by a group of soldiers who had been completing a landing operation by a rope attached to an LST out in the harbor and anchored to the beach. The rope had broken and three of the men attempting to land had been submerged. Cpl. Woodson's Red Cross brassard attracted the soldiers on the beach and they called him to assist in giving artificial respiration, which he did. The three joined their companions after his treatment. Cpl. Woodson was then sent to the hospital for further treatment of his wound.

Cpl. Woodson's father and mother live in Philadelphia where Mr. Woodson has been an employee of the post office 23 years. He has a brother in the Air Force, now stationed in Texas.

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SERGEANT RESCUES BUDDIES

WITH U.S. ARMY FORCES ON BOUGAINVILLE---Trapped by the enemy while on patrol, Sergeant James Johnston, of Albany, Georgia, second in command of a group of infantrymen, swam through a hail of bullets to bring aid to his buddies on the Japanese-infested island of Bougainville, the War Department announced.

The Negro doughboy succeeded in carrying out his mission though he received four bullet wounds. His patrol, composed of soldiers from the 24th Infantry Regiment, was forced to seek cover when it attempted to cross the Mavavia River.

With his patrol divided by the river, Sergeant Johnston, who had not yet crossed, concluded that all would be annihilated unless substantial aid arrived, as murderous machine-gun fire made a withdrawal impossible. He saw just one possibility of getting aid--by way of the nearby ocean.

Braving machine-gun and automatic rifle fire, the sergeant ran to the beach. He was shot in the hand, but gained the water, where he was hit three more times while swimming. When he reached friendly territory, the patrol leader crawled ashore and told his story.

Tanks and infantrymen, brought up on LCTs (Landing Craft, Tanks), knocked out three enemy pillboxes and enabled the patrol to withdraw to safety. Two members of the rescue party were killed and two wounded. An undetermined number of the Japanese were wiped out.

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FIRES PERFECT SCORE WITH CARBINE

FORT SILL, OKLAHOMA---Private First Class Oscar Simms, Austin, Texas, at a rifle firing session recorded a score of 199 out of a possible 200 with the M-30 Garand carbine. But when the score was about to be entered in his service record, his officers expressed doubt that it was possible for Simms to score such a brilliant mark, especially with the light carbine.

So Private Simms went once more with a group of officers and enlisted rifle experts to Fort Sill's East Range. This time he hit the bull's eye on every round to record a perfect mark of 200 from the prone, standing and kneeling positions, firing at 100- and 200-yard distances.

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JULY, 1944

NEGRO CASUALTIES HEAVY IN INVASION

WASHINGTON, D.C.---The War Department announced that Negro troops were being used in the invasion. A statement on their participation follows: "Pictures sent back from the invasion front, which have been widely published, clearly show the presence of Negro troops. Of course, we don't announce units in an operation. That is made by the unit commander when he thinks it proper. Except for making public the larger elements participating in the invasion. General Eisenhower has made no announcement giving the composition of his forces. But on the beaches, Negro combat engineers and other Negro troops, among those unloading the ships and handling the supplies on shore, did their duty excellently under fire in this zone of heavy combat. And they suffered many casualties."

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TO DEDICATE FIELD FOR DSC MAN

FORT BENNING, GEORGIA---Dedication of the George Watson Memorial Field on the grounds of the Reception Center at Fort Benning will be held on July 4, Colonel John P. Edgerly, Commanding Officer of the Reception Center, announced June 27.

The Field is a memorial to Private George Watson, Quartermaster Corps, first Fort Benning Reception Center inductee to receive the Distinguished Service Cross for conspicuous gallantry in a combat zone. Private Watson, who was inducted September 1, 1942, from Birmingham, Alabama, lost his life in Pordoch Harbor, New Guinea, on March 8, 1943. He had assisted several men to safety on a raft from their sinking boat. Then, overcome by exhaustion, he was pulled under and drowned by the suction of the craft.

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CAPTAIN PETTY HEADS NURSE TRAINING

FORT DOUGLAS, UTAH---Establishment at Fort Huachuca, Arizona, of the first basic training center for Negro nurses in the Ninth Service Command was announced by Major General David McCoach, Jr., Commanding General, from his headquarters at Fort Douglas, Utah.

The initial training class - four to six weeks in length - will have an enrollment of 135 nurses, all of whom were recently commissioned second lieutenants.

Captain Mary L. Petty, Illinois, first Negro nurse with the Army Nurse Corps to hold a captaincy and highest ranking Negro nurse in the Ninth Service Command, will supervise the schooling.

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B-29 BASES BUILT BY ENGINEERS

HEADQUARTERS, XX BOMBER COMMAND, Somewhere in India---Twenty-three thousand cubic yards of concrete poured into a parking apron for B-29 Superfortresses in a single month--this is the achievement of a Negro battalion of U.S. Army Engineers, a unit that made its contribution to the XX Bomber Command's aerial offensive against Japan.

When the Bomber Command began establishing bases for its huge bombers in India, one of the outfits called upon to aid in the undertaking was a separate battalion of Engineers, which had been working for six months on the Ledo Road, vital supply route being hacked through the jungles and mountains between India and China. The unit on leaving for overseas service in August, 1943, had been known simply as a "labor battalion." Its members had been trained for heavy construction work, the "hard muscle" tasks of maintaining airports and roads and performing other arduous laboring assignments. The unit immediately began the task of laying thousands of feet of concrete.

But during their service on the Ledo Road, these men had become specialists in many types of work and had executed almost "impossible" assignments. When they were called to help build bases for the B-29 Superfortress, they accepted it. It was a rush job, to be completed in a month. Materials were short. They accomplished it.

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MORE

RACES LIVE AND WORK TOGETHER FOR VICTORY

HEADQUARTERS, AIR SERVICE COMMAND, U.S. STRATEGIC AIR FORCES IN EUROPE--- Negro and white troops are living and working together in the all-out effort to defeat the Nazi regime, reported Brigadier General Benjamin O. Davis, of the Inspector General's Department, following a recent tour through a Quartermaster trucking station in the European Theater of Operations.

This station, commanded for the past year by Lieutenant Colonel Ellington D. Golden, of Paris, Illinois, has been outstanding, not only for its efficient and democratic administration, but also for its amazing record in the hauling of tons of bombs earmarked for enemy territory.

Colonel Golden believes that every man is a soldier regardless of race, and he has endeavored to instill that ideal into his junior officers and enlisted men. No officer can remain on his station without striving to carry out the principles of this ideal. As a result, his troops are helping not a little in making the Allied Air Forces the master of European skies.

General Davis was accompanied on his tour by Captain William Towner, of 3252 Decatur Street, New York City, acting aide, and Mr. Carlton Ross, also of New York City, member of the Special Coverage Section, Army Pictorial Service.

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NEGRO DOING ORDNANCE JOB

HEADQUARTERS, EUROPEAN THEATER OF OPERATIONS---In supplying the fabulous amount of ammunition needed by our fighting units, Negro Ordnance troops are handling considerably more than half the total Ordnance job in the European Theater of Operations, the War Department announced.

Trained for technical duties in Ordnance Supply, these troops also are doing their part in the combat zones as well as at the many base supply units in the United Kingdom. They are serving under their own non-commissioned officers and, in many cases, under Negro officers who have earned commissions in the U.S. Army Ordnance Department.

"These troops are performing very efficiently both here and on the continent," according to Lieutenant Colonel John B. Goodell, Chief of Ammunition Supply in the office of Major General Henry B. Saylor, Chief Ordnance Officer. "They have been with us a long while and we are proud of their work on this important and exacting task of ammunition supply," he added.

Another Ordnance function at which Negro troops are serving in the ETO is the supply of vehicles, including tanks, armored cars and trucks of all types which Ordnance must bring forward in a never-ending stream to replace combat losses. Negro troops on the continent maintain an uninterrupted flow of the machines needed by our fighting forces.

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VET'S FAMILY GETS \$468

BERKSHIRE, KANSAS---Technical Sergeant Tulley B. Bond, 52-year-old veteran of Junction City, Kansas, receives a total of \$468 monthly in Army pay and allotments. His wife and ten children reside in Junction City where two sons are serving overseas with the armed forces. At present, Bond is assigned to a Military Police unit in Fort Worth, Texas.

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JOE LOUIS AND PARTY MEET PEERAGE

HEADQUARTERS, EUROPEAN THEATER OF OPERATIONS---Staff Sergeant Joe Louis Barrow, world heavyweight boxing champion, and his troupe of fistic exhibitionists recently met Viscount Leverhulme and troops of the Allied Nations at a tea reception held in the British Council in a large English city, the War Department reported. The champion toured United States Army installations in the United Kingdom.

British, French, Polish, Chinese and Russian soldiers attended the reception, which was widely acclaimed in the English press. Sergeant Louis was introduced as the first man of the Allied team to knock out a Nazi--a reference to his one-round plastering of Max Schmeling in 1937.

Lord Leverhulme asked for and got Sergeant Louis' autograph for his granddaughter. It was the high point in a busy day for the champion who had been touring wards of the United States Army and Navy hospitals greeting wounded men evacuated from France. Later, he and his troupe gave a boxing exhibition for 4,000 United States and British troops.

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NOTE

NEGRO CONSTITUTES NINE PERCENT OF FORCES

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCES---American Negro soldiers, now constituting nine percent of U.S. troops in Normandy, are contributing generously to the Allied effort, the War Department announced. Before D-Day, troops of color made up eight percent of the American Forces in the European Theaters of Operations.

True to the indomitable spirit of the American soldier, Negro fighting men are doing an excellent job in the many operational phases assigned to them. Major General Cecil R. Moore, Chief Engineer, European Theater of Operations, recently stated that Negro soldiers have played a major role during the past two years in the accomplishment of Engineer tasks, especially in the Aviation Engineer battalions. General Moore said that men of a battalion had volunteered their free time, for six weeks in order to expedite special programs of construction

Dump truck companies, general service regiments, and Ordnance units are performing most commendable service. The Ordnance Department has reported that more than half the total troops handling ammunition are Negro soldiers, and they are doing an efficient job.

An engineer fire fighting company is credited with saving millions of dollars worth of such vital supplies as gasoline, paint, lumber and other stocks in depots of the United Kingdom.

There are two Negro Signal Construction Battalions in Normandy that have attracted praise from all who have inspected signal installations there. These units did a grand job of rehabilitating German communication lines and instruments for use, and, in the process, captured a number of prisoners.

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AUGUST, 1944

QUEEN VISITS LIEUTENANT

HEADQUARTERS, AIR SERVICE COMMAND, U.S. STRATEGIC AIR FORCES IN EUROPE---"All of you are so very brave and we are so proud that you are fighting for us." These are the inspiring words by Her Majesty, Queen Elizabeth of England, that cheered Second Lieutenant James A. Bowman, of 6520 Evans Avenue, Chicago, Illinois, a patient in a U.S. General Hospital, located somewhere in the British Isles.

Lieut. Bowman, 25-year-old officer of a combat engineering regiment, landed in France 14 days after D-Day. He said he was never so surprised since he won a \$57 wrist watch on a Chicago amateur program. He was an outstanding football player at Fisk, Nashville, and worries about returning to action; whether the slight stiffness of his left arm will harm his piano-playing.

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SIGNALMEN HARD

ALONG THE LEDO ROAD, BURMA---Men of the Signal Corps construction units keep the forces of Lieutenant General Joseph A. Stilwell's forces in communication with all elements as they follow the road which will link to the Burma Road life-line into China. They also help the engineering outfits, and have been known to volunteer in emergencies. They have prevented logs floating downstream from knocking out a bridge, diving into the raging torrents during a monsoon to fasten a winch on uprooted trees in the waters. They long most to "cut in" on a line and talk to their sweethearts--wishful thinking.

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BOOTY SALVAGED

CHERBOURG, FRANCE---An all-Negro Quartermaster unit has set up a huge clearing house for Nazi booty in an abandoned French lumber warehouse at Cherbourg. This is a treasure trove of Wehrmacht ordnance and other supplies for U.S. Army salvage crews. Material is enormous and equipment good. Some will be used against them, some by prisoners of war and some for Fighting French and the rest for volunteers in labor battalions.

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MINES UNPLANTED

WITH THE U.S. TROOPS IN FRANCE---Engineering units clear the invasion coast of deadly, hidden mines following the initial waves. Going over the ground with a large, flat, electrical device resembling a frying pan on the end of a stock, these Negro outfits detect the hidden mines by electrical device attached to earphones. Once found, another man digs them up and neutralizes the mine.

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GENERAL PRAISES GIs

HEADQUARTERS, EUROPEAN THEATER OF OPERATIONS---Brigadier General Benjamin O. Davis, of the Inspector General's Department, covered 300 miles of liberated territory and reported: "There appears to be more harmony and lack of racial friction in the combat zone than is found behind the lines." It was the general's ninth visit to France in his trip to Normandy and his second to front line installations.

"I am thoroughly pleased with the performance and the conditions under which Negro troops are operating here, especially their performance under fire," the general declared. "Nobody knows except the men in the front lines how important it is for them to keep up their excellent records," he added.

He also revealed that commanding officers had related several instances of heroism which indicated unusual valor among Negro troops.

A number of film shorts of Negro soldiers in combat are being produced under the direction of Major H.A.T. Freeland, who is being assisted by Mr. Carlton Moss, special adviser; Major Charles Dollard, of the Morale Services Division, ASF; Captain J.W. Coppersmith, and Flight Officer C.M. Bennett, of the Army Pictorial Service, U.S. Signal Corps.

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REBUILT MINDS, BODIES

SOMEWHERE IN ENGLAND---Medical rehabilitation here in a U.S. Rehabilitation Center embraces the latest ideas of advanced medical science and psychology.

The plan, developed after a survey of British convalescent depots, rehabilitation centers and RAF depots, revolves around medical science assuming responsibility for diagnosis, treatment, physical training, and a review of basic military training to refit the soldier for active duty by rehabilitating his body and mind from a convalescent condition to duty condition.

The medical corps has dropped all reference to race and places each patient in a category determined only by the nature of his particular injury. However, for administrative purposes, designation of race appears on the personal card for each soldier. "Therapy is designed to restore mental, physical and morale and is carefully planned for all patients."

All soldiers are referred to as "trainees" rather than patients, and are placed in one of the training battalions and quartered in barracks rather than wards, according to their branch of service.

Specialists are given work as clerks, typists, acting first sergeants, or mechanics. Only requisite ability. Statistics show that this experiment has been more than successful. About 70 percent of the trainees have been returned to field duty within 60 days, 12 percent have been returned to non-combat assignments while the rest have remained hospitalized.

A large staff and much equipment have been assembled. The place exactly simulates a training camp back in the States, complete with parade grounds, movie houses, work shops, obstacle courses, and usual medical rooms and clinics.

Well-trained and battle-hardened officers and men instruct the trainees in daily classes in all branches of the service. Physical training instructors give daily exercises and lead marches. The trainees regain confidence hereby weekly examinations are given each trainee by a staff medical officer who observes the progress of the individual cases and prescribes additional treatment and exercise.

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NEGROES IN ARMY

WASHINGTON, D.C.---There are 698,911 Negroes serving in the Army on June 6, 1944, the War Department says. An increase of 34,845 above February 29, 1944, total of 664,066. Sharp increase in number of Negroes assigned to overseas

theaters, with other principal increases occurring in components of the ASF.
Since August 31, 1943, the Army had accepted 116,050 additions to its Negro personnel.

Following is a partial breakdown:

Infantry	44,869
Coast and Field Artillery	38,517
Cavalry	1,473
Engineers	128,789
Air Corps	79,027
All Others	<u>406,236</u>

Total 698,911

Commissioned Officers	5,957
Including:	
Dental Corps Officers	102
Nurses	213
Other Medical Corps	
Officers	508
Chaplains	239
Serving Overseas	361,456

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CHAPLAIN CARRIES ON

ATLANTIC CITY, NEW JERSEY---Chaplain (First Lieutenant) Harold Charles, of Newport, Rhode Island, dressed in fatigue suit and helmet, stood up to his waist in the blue waters of the Mediterranean outside Bizerte, and baptized 18 men. They were Negro and white American soldiers. He described this in Atlantic City, at an England General Hospital, and he said it was one of the finest lessons of the war; that men of both races could not only fight together but could make a place for each other in the world--could give and take.

Chaplain Charles served with the 2nd Corps Combat Engineers from the time they landed at Anzio. He landed with them on the beachheads, walked with them while they cleared the mine fields, tended them at the aid stations, and went out with them on the night patrols. He was with them at Salerno.

He dug foxholes and lived in them; he buried the dead, and he ministered to 1,500 men--Catholic, Jew, and Protestant, all of them. He climbed the cliffs, and he gave them medical as well as spiritual aid. One day, at Anzio, he was standing beside a jeep, he said, he heard a German artillery shell coming. He hit the dirt and rolled over, and then he remembered nothing else. He was taken to an aid station, badly injured. He was evacuated to a hospital in Africa and then returned to the States.

Hospitalized, he continued to counsel his men by V-mail. He has two brothers who are officers serving in the Pacific area and a sister of the Army Nurse Corps in New Guinea. Prior to entering the service, he was pastor of the Mt. Zion A.M.E. Church in Newport.

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TRANSPORTATION MEN WORTHY

WITH U.S. FORCES IN FRANCE---The high morale of Negro members of the first Transportation Corps truck company to land on the beaches of France has been praised again and again by commanders of field units, War Department said.

Their commanding officer said: "Much of their work has been under fire, and their record since D-Day shows why they were chosen to be the first truckers on the continent." To illustrate high morale and loyalty to the outfit, he cited the fact that Sergeant John W. Brown, of Indianapolis, Indiana, although shot in the shoulder, received first aid and was told to evacuate.

"I've been with these guys too long, he replied, "to let a little bullet keep me away when my outfit HAS ITS BIG EVENING." He remained and was soon working again on schedule.

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AID SAIPAN FIGHT

AN ADVANCED 7th AAF BASE IN THE MARIANAS---For untiring devotion to duty and for courage under fire during the bitter battle of Saipan, Negro soldiers

of the 7th AAF aviation squadron won high praise from officers, pilots and aircraft technicians, the War Department said.

The commanding officer of the 7th AAF fighter plane unit said that fine and courageous work of the squadron contributed greatly toward the successful conquest of Saipan.

The squadron arrived in the Mariana on June 26, D-Day plus 11. It was subjected to a bombing raid the first night. The next day it landed and immediately launched the important work of aiding the 7th AAF fighter plane squadrons.

Through these early days of the operation, the squadron worked in constant danger from snipers. The men were under frequent bombing attacks and underwent one shelling from Jap guns on a neighboring island. Most of them worked from 10 to 12 hours a day--sometimes longer. Working in shifts, they kept all details operating throughout the day and night.

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DECORATED

BOUGAINVILLE, NORTHERN SOLOMONS---Staff Sergeant Retnchild R. Webb, of Indianapolis, Indiana, has been awarded the Silver Star for heroic achievement and gallantry in action against the enemy at Bougainville on May 17, 1944.

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PROMOTED

WITH THE 93rd DIVISION IN THE SOUTHWEST PACIFIC---First Lieutenants William R. Freeman, New York City, and Alanano L. Williams, Crawfordville, Indiana, have been promoted to the rank of captain. Both have been assigned duties as company commanders.

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WIRE CREW

WITH THE 15th AIR FORCE SERVICE COMMAND, ITALY---A Negro Signal Construction Battalion, composed of men who never before did the same type of work, operating under the 15th Air Force in its offensive against European targets, broke all records.

The outfit installed and maintained 2,300 miles of open wire, 500 miles of field wire and 100 miles of cable in their first four months in Italy.

A training program which saw the battalion in 14 days of hard work string 25 miles of wire over rough country set then up for the actual job. This was eight days under the previous time record for such a task. It helped in North Africa and in Italy.

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GI EDUCATION

BALTIMORE, MARYLAND---At Holabird Signal Department, Baltimore, an interesting experiment in Army education has reached its first anniversary with a record of outstanding success. The 1342d Service Unit, Special Training Unit, is engaged in educating illiterate soldiers by bringing them up to the fourth grade level, which is the minimum standard of the Army.

Only 12 weeks are permitted for this task, even in cases of total illiteracy, but it is noteworthy that the unit has succeeded in cutting the period down to eight weeks.

The Army theory of educating troops is 100 percent "realistic." The pupils of 1342 Su-STU, composed of Negro trainees are full grown men, often holding good jobs and supporting families despite the handicap of illiteracy, and they are treated as men rather than as backward children.

Their instructors, with the exception of the officers, are all Negroes, many of them with advanced degrees from leading universities. These instructors approach their task in a novel way--teaching the whole first and its component parts later.

They first teach the men how basic words and syllables look on paper and later they teach the letters that compose them. Grammar and spelling are treated very lightly. Working English rather than academic English is the goal. Posters,

drawings, "flash" cards, film slides and motion pictures are in daily use and most of these materials are produced in the unit's own art shop.

Arithmetic is similarly taught by the direct and realistic method. Military problems are worked out, even in simplest forms of addition and subtraction.

Basic instruction from these methods might carry over into other fields of elementary education.

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RECORD OUT

WASHINGTON, D.C.---The General of the Armies, John J. Pershing, in his capacity as Chairman of the American Battle Monuments Commission, announces the publication of summaries of World War operations of four more divisions, including the 92nd (Buffalo) Division, which fought under his command in France.

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DUCKS EXPERT

HEADQUARTERS, ADVANCE SECTION COMMUNICATIONS ZONE, FRANCE---Untried by actual large scale operations before D-Day, both men and machines of a Negro amphibian truck company working on the Normandy beaches are now seasoned veterans.

When the men drove their "ducks", huge seagoing trucks which carry up to three tons of supplies, from landing craft in France, scarcely a week after invasion day, they were faced with supplying vital ammunition and food to their fighting companions ahead.

Beside the regular supply service, men of the unit used their machines to salvage rations from sinking ships in the harbor and to distribute rations to crews of craft beached by storms.

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SEPTEMBER, 1944

MPs IN LONDON

HEADQUARTERS, EUROPEAN THEATER OF OPERATIONS---In London, the world's largest city, white and Negro military police patrol the streets, operate the radio patrol jeeps together in perfect harmony. Company "A" of an MP battalion has personnel selected from representative best type of men available in units, and are chosen on basis of their military experience and above-average intelligence. The pairs of white and Negro MPs have become a familiar sight to Londoners. Their beats carry them into areas like the Soho district, along the Piccadilly sector, in the East End, the West End, and all major railway terminals. They exhibit a fine spirit of comradeship under their arrangement.

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MARKSMEN SHOOT

SACRAMENTO AIR DEPOT, MCCLELLAN FIELD, CALIFORNIA---A new marksmanship record for Sacramento Air Service Command military units was established recently as 98.3 percent of the McClellan Field's Negro squadron qualified on the rifle range at Folsom. Score: 12 experts; 58 sharpshooters, and the remainder marksmen. Previous squadron record qualification mark was 82 percent.

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NEGRO SOLDIERS PLAYING FINE SUPPORTING ROLE IN INVASION

HEADQUARTERS, EUROPEAN THEATER OF OPERATIONS---The part being played by Negro soldiers, drafted from the fields of the South, the colleges, and the offices of the North, the docks of the Pacific, and the streets of midwestern cities, is gaining favorable comment as a result of the way they are conducting themselves. During the present invasion of France, they have performed excellently in a supporting role, and, in some cases, as the principals.

Negro field artillery units, trained in Oklahoma camps, have done well for themselves in actual battle, and have received the praise of the commanding general of the theater. These lads, firing the 155-mm "Long Tom" have fired

their shells with exceedingly high accuracy in support of infantry advances. They have supplemented the splendid work of other Negro field artillery units which took part in supporting infantry advance in the North African campaign.

On the beachheads in Normandy, Negro quartermasters have put aside their boxes of rations and supplies, and taken up their rifles and 50 calibre truck-mounted machineguns to fire on low-flying German aircraft. And then, as if nothing happened, went back to their work. Other quartermaster units hauling high octane gasoline, or ammunition, and even troops, have carried their precious cargo safely up to the front. Their dying comrades did not stay them from accomplishing their assigned tasks.

Negro ordnance units have maintained a constant supply of ammunition. The courage of these men is not dimmed by the fact that their initial engagement with death found them "scared to death," but once that was over with, they reacted like seasoned troopers. The port battalion units have unloaded their cargo under fire with the same deliberateness. The war is proving the Negro soldier's courage under fire.

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AIR MEDAL TO RECONNAISSANCE MEN

WITH THE 93rd INFANTRY DIVISION IN THE SOUTHWEST PACIFIC AREA---First Lieutenant Darryl C. Bishop of Houston, Texas and Second Lieutenant Octave J. Rainey of New Orleans, Louisiana, were recently awarded the Air Medal for meritorious achievement against the enemy at Bougainville, Northern Solomon Islands. Between the period from March 28 through May 31, 1944, they accomplished dangerous and important reconnaissance missions, target practice and artillery fire adjustment. The citations accompanying the awards said that services rendered by these pilots reflect great credit upon themselves and the military service.

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CRACK CREW FILMED

FORT HUACHUCA, ARIZONA---When the War Department ordered the Engineer Board at Fort Belvoir, Virginia, to select the most proficient Bailey bridge building crew in the Army to make a training film on its construction, the Board unhesitatingly chose the 1316th Engineer Regiment, now stationed there. The 1316th is composed of Negro troops recently hailed as a "secret weapon", the portable panel-type Bailey bridge is credited by experts as being one of the major factors in Allied successes in the Tunisian, Sicilian and Italian campaigns. It is a variety of giant "erector set", and was invented by Donald Coleman Bailey, a British ministry of supply worker. It has been used to some extent for about five years, and has proven itself in combat.

Chief value of the bridge is its ability to make otherwise impassable ditches or raging waters roadways. Four men and a bulldozer operate it rapidly. It is portable.

Site selected by the Board to make the film was Yuma, Arizona. Shooting schedule was 28 days, portraying in the picture all phases of the operation of the Bailey bridge. Despite delays caused by bad weather, companies "B" and "F" of the battalion completed the instruction film four days ahead of time. It is used throughout the Army for teaching purposes.

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GUARD "SUPER RACE"

HEADQUARTERS, ADVANCED SECTION, COMMUNICATIONS ZONE, FRANCE---The myth of the great Nazi "super" race is taking a beating every day from a company of Negro soldiers. The latter guard German prisoners of war in an area which the same Nazis once used as a concentration camp. And to make matters more ironical these soldiers of color directed the Nazis to build their own stockades in the camp, clean up debris left by Nazi efforts to escape flying drives of the First and Third Armies.

A U.S. Army correspondent found these things when he visited the former German concentration camp. A QM service company which landed in England in 1942 were walking guard over Nazi prisoners of war, who total about 4,000 in number. Originally the camp was built for French "internees" and was studded with thick walls and gun emplacements. These proved futile before the Allied advance. Fleeing, the Nazis left much material.

Prisoners built emplacements for .50 calibre machines to be manned by Negro troops. Elsewhere, Negro troops armed with carbines kept vigil over Nazis who loaded food supplies for Allied troops who were defeating their comrades.

The "Superman" claim is a shallow dream of the past and the Nazis have to swallow the bitter pill of serving under the very soldiers whom they tried to belittle to the citizens of French towns.

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DELIVER MAIL

SOMEWHERE IN ENGLAND---Mail comes to servicemen overseas from an APO, Army Post Office. A team composed of one officer and ten specially trained men, often former civil postal employees, make up the average APO staff.

At a large base in England there is an APO large enough to require the services of two Army postal units, and one of these has been on the job more than two years.

Army authorities know that mail is one of the leading morale-builders. Mail is delivered to the front lines in combat zones, and collected from there. Money order and foreign-coin conversion tables are among the services supplied. Christmas is the busiest season.

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OCTOBER, 1944

"RED BALL" CITED

HEADQUARTERS, EUROPEAN THEATER OF OPERATIONS---On behalf of General Eisenhower, Major General E.S. Hughes, decorated Corporal Robert F. Bradley, of Lynchburg, Virginia, Negro truck driver of the Army's famed "Red Ball Highway", with a Bronze Star Medal, and lauded the work of the thousands of Negro quartermaster truck drivers who are hauling vital front-line supplies over this 400-mile one-way loop, day and night, to the fighting fronts. It was awarded in symbol of all drivers.

Sixty percent of the drivers are Negroes. Stopping a huge convoy on the outskirts of Paris, Major General Hughes pinned the decoration on Corporal Bradley, in a surprise ceremony which caught the entire trucking group unaware. He told them that he would have liked to present all of them with medals, but that "Bradley was chosen as a representative of the whole Red Ball Highway, including the men who repair the roads and bridges, put up the telephone wires and do all the service work in the rear.

"General Eisenhower realizes that you men seldom get the same recognition as soldiers in the front line and wants you to know that the part you're playing is vital. His message is for every man engaged on this vast project; the troops at the front couldn't do without you."

The Motor Transport Brigade initiated the Red Ball Highway in August to meet the needs for swifter delivery of supplies to the First and Third Armies in their drive towards Germany.

Major General Frank Ross, Chief of Transportation, Communications Zone, disclosed that the route is four times the length of the Burma Road, and that in its first 26 days of operation it hauled and delivered more than 200,000 tons of supplies to advance depots, where front-line units pick it up with their hauling units.

Speedier supply became acutely necessary when Lieutenant General George S. Patton's Third Army broke through at St. Lo, and began moving with lightning-like rapidity through France. And so the Red Ball Highway came into existence, with thousands of truck drivers pulling 24-hour a day shifts, as the long convoys rolled across specially designated one-way military highways through France.

The vast line has become the biggest chain of supply being maintained by U.S. forces today.

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PURPLE HEARTS FOR 92nd

WITH THE FIFTH ARMY, ITALY---Nine wounded Negro infantrymen from the 92nd Infantry Division, now fighting with the Fifth Army, and one of their officers were recently awarded Purple Hearts by Lieutenant General Mark W. Clark, who pinned the medals on them in their wards at the 56th Evacuation Hospital, the

War Department disclosed.

Among the first casualties of the Division, which was committed to the front line late in August, the Negro doughboys were told by the Fifth Army Commander that their unit had discharged itself well in its initial battle experience. General Clark asked each one the circumstances and nature of his wounds and wished him a speedy recovery.

Several of the wounded men reminded the General that they had heard his talk to them at the front the day they went into action.

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MEDALS TO 93rd

WITH THE 93rd INFANTRY DIVISION IN THE SOUTHWEST PACIFIC---Private William A. Dyson, Jr., of Athens, Georgia, and Staff Sergeant Marcellus T. Cook, of Long Island, New York, have been awarded the Bronze Star Medal for meritorious service against the enemy at Bougainville, Solomon Islands, July 5, 1944, the War Department announced.

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FIRST AA UNIT IN NEW GUINEA

SOMEWHERE IN NEW GUINEA---The first Negro Antiaircraft Artillery unit to blast Japanese planes from the New Guinea skies recently completed its first year overseas. Camp Stewart, Georgia, was the place of activation and training for the unit. After a year overseas, morale of the officers and enlisted men of the organization is high, according to the antiaircraft command to which the battalion is assigned. Over 75 percent of the men have been awarded the Good Conduct Medal. Two have received the Purple Heart.

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NEGRO TANK BATTALION IN FRANCE

HEADQUARTERS, EUROPEAN THEATER OF OPERATIONS---An all-Negro tank unit which recently arrived in the European Theater of Operations, is adding its armored might to the Allied assault against Fortress Germany, the War Department announced. This front-line combat unit was the first Negro tank battalion to arrive in the ETO and is under the command of Lieutenant Colonel Paul L. Bates of Boonton, New Jersey, who refused a promotion to remain with what he terms "One of the best tank battalions in the war."

Colonel Bates, a former all-American football player and oil company executive, has moulded together a top flight fighting unit that is led by a group of ten white and 31 Negro officers.

During the maneuvers in Louisiana in April 1943, at which time Lieutenant General George S. Patton was commander of all armored units, this tank battalion made one of the highest efficiency records ever compiled by a tank outfit. The outfit was activated on April 1, 1942 at Camp Claiborne, Louisiana, and also commended them for demonstration of exceptional ability and efficiency. In September 1943, they were ordered to Camp Hood, Texas, where they served as school troops. From there it was to the Port of Embarkation and England.

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TANK DESTROYERS IN ETO

HEADQUARTERS, EUROPEAN THEATER OF OPERATIONS---Pride and eagerness for combat stem unbridled from a Tank Destroyer outfit, which recently arrived in France, the War Department announced. Lieutenant Colonel Frank S. Pritchard of Lansing, Michigan, is the unit's commander. His outfit is comprised of six white staff officers, about 30 Negro officers and a complement of Negro enlisted men.

Its spirit buoyed by the distinction of being the first Negro TD outfit to land on foreign soil, the unit was activated at Camp Carson, Colorado on August 25, 1942. It was transferred to Camp Bowie, Texas, in December, 1942 for basic training. From there the battalion went to Camp Hood, Texas, the Tank Destroyer School, for its advance training, and later acted as school troops. Colonel Pritchard subsequently assumed command of the battalion and led the unit through the Louisiana maneuvers in February 1944.

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MORE

COMMISSION 93rd SOLDIER

WITH THE 93rd INFANTRY DIVISION IN THE SOUTHWEST PACIFIC AREA---The first enlisted men of the 93rd Infantry Division to be commissioned on the field was First Sergeant Ewel Polk, of 315 South Medio Drive, Los Angeles, California, who received the honor as the result of meritorious service against the enemy.

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OFFICER IS HERO

WITH THE 93rd DIVISION IN THE SOUTHWEST PACIFIC---Elements of the 93rd Division were engaged in surrounding and destroying an enemy force which had pinned down friendly troops of another unit on an undisclosed island in the South Pacific. The Japs were dug in on the forward slope of a hill, around the base of which ran a stream.

The commanding officer ordered First Lieutenant Harry C. Robinson of Harrisburg, Pennsylvania, to organize a patrol consisting of one other officer, five enlisted men and three news photographers and assigned him the mission of securing information, a particularly dangerous mission.

Having killed about 21 Japs without losing a man, the patrol completed its mission and returned to headquarters. Lieutenant Robinson is a former student of Lincoln University in Pennsylvania and South Carolina State where he was an outstanding athlete.

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NOVEMBER, 1944

UNIT MAKES BEACH SAFE

WITH U. S. FORCES IN FRANCE---Mine detector squads of a general service engineer regiment operating on the Normandy beachheads removed the amazing total of 2742 mines and booby-traps in eight days, August 4 to 12, the War Department announced.

The existence of these pernicious devices proved that danger and death lurked on the beaches for sometime after D-Day to hamper the work of Negro Quartermaster and port battalion units which worked furiously to keep supplies flowing to the First and Third Armies.

Making the beaches safe for the working groups was a big job, but the Negro engineers pitched in with all they had. The success of their efforts was reflected in the gigantic strides made by American forces following the breakthrough at St. Lo.

Now they are starring in another role in the great drama of this war as it is being unfolded over the rolling terrain of France, for this regiment has been doing its share in putting the French railroads back in shape for operations. Thus, the lengthy American supply lines are being further augmented by railroad rolling stock.

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CRACK NEGRO ARTILLERY UNIT IN FIGHT

ALONG THE SEIGFRIED LINE---Nestled among majestic hills rising from beautiful valleys are the well-camouflaged guns of a Negro 155-mm howitzer battalion which has hurled nearly two million pounds of steel into German defenses since July 10, when it fired its first round at Nazi installations on the Normandy Peninsula.

These guns are now firing again, from a spot where "just over those hills, lies Germany." From their successful missions on the Brittany Peninsula, the Crozon Peninsula, and that formidable German defensive fight at La Hève du Puits, which changed hands four times before the Americans finally took it for keeps. These troops have fought their way across France, leaving behind them amazing stories about the deadly accuracy of their weapons and of individual heroism. U.S. Doughboys like to tell how First Sergeant Joseph Hamilton, of Brooklyn, New York, erroneously reported as being in another outfit by starry-eyed war correspondents, cleaned up a nest of four German machineguns, single-handedly, and won the Silver Star.

The battalion was activated at Camp Gruber, Oklahoma on August 5, 1942, and was part of the 333rd Regiment. It was redesignated in March 1943. On July 8, 1944, it sailed for France, landed on a beach on July 9, and moved into position on July 10, at 1855 hours (6:55 p.m.). Three hours and ten minutes later, it

MORE

opened fire, beginning a record which runs like a movie thriller.

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NINE THERAPY AIDES COMMISSIONED

FORT HUACHUCA, ARIZONA---The first Army-trained Negro physical therapy aides were commissioned as second lieutenants, medical department at Fort Huachuca, Arizona, upon their graduation October 20, from the Ninth Service Command's School for Physical Therapy and Medical Technicians, the War Department announced. Prior to the graduation of the class, made up of six enlisted members of the Women's Army Corps, and three civilian cadets, only three Negro women held commissions in the Army as physical therapy aides.

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CRACK MEDICAL SANITARY UNIT CITED

A U.S. GENERAL HOSPITAL, ENGLAND---A crack Negro Medical Sanitary Company has received commendations from Lieutenant General John C.H. Lee, Deputy Commander of the European Theater of Operations, and Brigadier General Charles O. Thrasher, Base Section Commander, for meritorious services before D-Day in Northern France, the War Department reported.

This unit aided in the evacuation of casualties suffered by our troops when they were attacked by German E-boats during pre-invasion maneuvers. On D-Day and for sometime after these soldiers of the Medical Corps worked day and night with little food and less sleep, transferring battle wounded from the Normandy beaches to hospital trains and ambulances.

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NURSES ARRIVE IN ETO

A U.S. ARMY STATION HOSPITAL, ENGLAND---In the oldest hospital in the United Kingdom, commanded by Colonel John C. Clun of Yonkers, New York, the first Negro nurses to arrive in the European Theater of Operations are now on duty, the War Department reported. On September 16, 1944, the 63 nurses reported at the 1700 bed hospital. Captain Mary L. Petty, the chief nurse from Chicago, Illinois, appointed 16 nurses to take charge of wards and assigned others to the operating room. With seven years nursing experience Captain Petty is being trained as surgical supervisor. At present she is serving as assistant chief nurse.

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NEGROES "WIRE" 3rd ARMY

WITH THE THIRD U.S. ARMY NEAR METZ---"This is Army headquarters" comes the voice over the wire, and another call is through to its destination, and nine times out of ten that call was made over the wires strung by the Signal Construction Battalion. The unit of companies of Negro communications experts, who have followed the Third Army drive, in its march across France, have strung out most of the vast network of communications lines which link the forces of the Third Army. The battalion landed in France on June 23, and has moved up to the Luxembourg border, stringing wire all the while. Recently when the Third Army was pushing its way to the outskirts of embattled Metz, the Signal crews were strung out right behind the Army armored units. Their work has been a decided aid to the maintaining of communications between various Third Army units, and headquarters. The unit has been commended by ranking officials for its performances.

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MEDICS DOING A BANK-UP JOB

WITH THE FIRST U.S. ARMY IN BELGIUM---There are four companies of Negro ambulance drivers attached to a medical battalion, which are now doing the same tremendous job with the First Army in Belgium which they did while back in France, after their landing on a Normandy beachhead on June 29, and crossing the Belgian border on September 14. These four companies are handling the evacuations for the First Army, and taking the patients back to hospitals of the Advanced Section Communications Zone, and the battalion is the farthest forward of the Negro units with the First Army by regular assignment.

NEGRO WAR CORRESPONDENT LEAVES FOR ITALY

PARIS, FRANCE---Roi Ottley, was correspondent for PM and Liberty Magazine, and author of the best seller "New World A-Coming," has left Paris for London, from whence he will depart for Italy, Russia and China in his present assignment, after having covered phases of the campaign in northern France.

Ottley is a native of New York and a 1929 graduate of the University of Michigan. He is married to the former Miss Gladys Tarr. He came to England on June 30, and to France on July 6. In August he went back to England, and returned to the continent in September. His current assignment will take him back to the U.S. by way of the Pacific, after covering the China-Burma-India Theater of Operations.

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QUEEN ELIZABETH GREET'S GI

During the training period in England, Corporal Robert T. Coursoy, a Negro soldier from Peoria, Illinois, had a pleasant experience. The truck convoy was drawn to one side to allow a limousine to pass. It, however, stopped and a lady with an officer and soldier chauffeur stepped out. The corporal and three other soldiers were called over and introduced to Queen Elizabeth of England, who expressed her thanks for their service.

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TWO IN ANGLO-AMERICAN FILM

UNITED KINGDOM BASE---Two Negro soldiers, Technician Fourth Grade Paul S. Johnson, Childress, Texas, and Private Henry C. Meadows, 28, Philadelphia, Pennsylvania, appeared in an Anglo-American film depicting the liberation of Europe, being produced at one of the British film studios.

The soldiers played the parts of truck drivers. The film is under the supervision of SHAEF Motion Picture Division and will be released to the general public.

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CHAPLAIN PUBLISHES BOOK

UNITED KINGDOM BASE, ENGLAND---Chaplain W.H. Perkins, (Captain) of Philadelphia, Pennsylvania, recently published a book depicting the complete story of the United States Army Negro Chorus that he organized. Chaplain Perkins, came overseas in October 1942 with a quartermaster battalion. He organized a glee club from members of this unit and broadcast over BBC with Corporal J.L. Hunter of Birmingham, Alabama, as director.

In January of 1943 he joined an engineer aviation battalion. In addition to his regular duties as chaplain, he was appointed to organize a 200-voice chorus to sing with the London Symphony orchestra. The chorus appeared at the Albert Hall, London, England with Roland Hays and gained world-wide attention. Last week, in appreciation of the Army personnel who participated in the development of the chorus and the singers, a 117-page leather-bound book came off the press sponsored by Chaplain Perkins. It is titled "I Can Tell the World", from the song that he sang with the chorus.

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TANKS WITH 3rd ARMY LANDED BY FORMER ATHLETES

When the newly arrived Tank battalion goes into battle the "left hook" will be thrown by First Lieutenant Charles L. Gates, 2007 E. 24th Terrace Street, Kansas City, Missouri, formerly physical education director for grammar and high schools. Lieutenant Gates now commands the assault platoon that is equipped with the wallop packing "105" howitzer.

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DECEMBER, 1944

TANK DESTROYERS WITH 95th DIVISION

WITH THE U.S. THIRD ARMY IN FRANCE---The first U.S. tank destroyer battalion made up of Negro soldiers has already seen action with Major General Harry L.

Twaddle's tough 95th Infantry Division, which figured in the capture of the German fortress city of Metz.

Commanded by Lieutenant Colonel Frank S. Pritchard, 2535 Forrest Avenue, Lansing, Michigan and composed of four companies completely staffed by Negro officers, the unit completed its trek from the Normandy Peninsula, the day prior to the fall of Metz. It had been awaiting orders to move to the front since October 8, when it landed in France.

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TANK UNIT IN FRANCE HAS DEATHS

WITH THE U.S. THIRD ARMY---The War Department has officially released information on the first deaths in the all-Negro 761st Tank Battalion, now pushing its way into the Reichland, with Lieutenant General George S. Patton's Third U.S. Army. The first deaths reported were those of Private Clifford C. Adams, Miami, Florida; Second Lieutenant Kenneth W. Coleman, Washington, D.C., and First Sergeant Samuel J. Turley, Bronx, New York. Private Adams was a member of the medical detachment, and the other two men were from "C" Company.

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TURN "ACK-ACKS" ON PILLBOXES

WITH THE U.S. THIRD ARMY---Using quadruple firing guns and 40-mm "ack-ack" guns, capable of firing 2500 rounds per minute, a group of Negro gunners of the 452nd Antiaircraft Artillery Battalion, have been directing their guns at the German positions facing the drive of the Third Army in the area between Metz and Nancy, as this army drove forward toward the German border after taking Metz.

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STARS FOR BUFFALOES

WITH THE FIFTH ARMY, ITALY---Bronze Star Medals now decorate the breasts of five more heroic members of the 92nd "Buffalo" Infantry Division, now in action with Lieutenant General Mark W. Clark's Fifth Army in Italy, the War Department reported. The honored doughboys are Staff Sergeant Handy James of Newport News, Virginia; Sergeant Clarence H. Palmer of Durham, North Carolina; Corporal Floyd Jones of New York City; Corporal Richard A. Warr, of Memphis, Tennessee, and Private Matthew Ragland of Buffalo, New York.

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TANKMEN TAKE FOUR TOWNS NEAR METZ

WITH THE THIRD U.S. ARMY IN THE METZ AREA---Spearheading a task drive of the 26th "Yankee" Division which jumped off November 8, the all-Negro 761st Tank Battalion now in action with the U.S. Army captured four important towns, secured two bridge crossings and successfully battered its way through the strongly defended Forest de Bride, the War Department announced.

The Negro tankmen were committed to action following the 26th Division's capture of Metz, which never before fell to direct assault in modern times. They lunged into the battle with such ferocity and courage that Captain Irvin McHenry of Leavenworth, Kansas, received the nickname of "The Bronze Devil," and Staff Sergeant Reuben Rivers of Route 1, Box 27, Tecumseh, Oklahoma, received the Silver Star for routing nearly 300 Germans. A dozen members of the medical detachment were cited for heroism under fire.

A captured German officer, after having had a taste of the Negro tankmen and their work, said: "So far as fighting is concerned, I have never before seen such bravery except once before, and that was on the Russian front."

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SAVE AMMO IN "HELL"

WITH THE 96th DIVISION, SOMEWHERE IN THE PHILIPPINES---Negro soldiers have played an important role in the landings in the Philippines, the War Department revealed. Two members of an amphibious tractor unit attached to the 96th Division distinguished themselves by entering an ammunition dump which had caught fire and saved from destruction three huge amphibious trucks loaded with mortar and artillery shells.

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616th BOMB SQUADRON FLIES 300 DAYS SAFELY

GODMAN FIELD, FORT KNOX, KENTUCKY---Few organizations in the Army Air Force can boast of the flying safety record set by the 616th Bomb Squadron, stationed at Godman Field, Kentucky, a base of the First Air Force. This squadron, part of an all-Negro 477th Bomb Group, has flown over 300 days without an accident of any kind. Squadron Engineering Officer, First Lieutenant Clarence E. Lewis, Dayton, Ohio, gave credit to the line personnel who, through their expert maintenance, thorough checking, and perseverance did the job.

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ENGINEERS CLEAR MINES

HEADQUARTERS, 1349th ENGINEER REGIMENT, ENGLAND---Although hazards were great, Negro engineers, without a single casualty, inspected and removed live mines, booby traps, hand grenades and Bazooka, howitzer and rifle shells from 10,000 acres. The job was accomplished in six weeks. These acres, former pasture land, were secured from the British and used by U.S. forces during pre-invasion days as a training area. The demolition job was supervised by First Lieutenant Robert W. Patterson, 24, Denver, Colorado.

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ARMY'S NEGRO STRENGTH

WASHINGTON, D.C.---At the end of September, 701,678 Negroes were carried on Army rolls, the War Department reported. In the seven-month period between February 29, 1944, and September 30, 1944, the Negro strength increased 37,612. The report revealed an increase of 49,912 soldiers of color assigned to overseas stations in the three-month period following June 30, 1944. A slight decrease in commissioned personnel and slight increases in the Infantry and Engineers were noted during this same period.

Following is a partial breakdown of Negro strength as of September 30:

Infantry	49,483
Coast and Field Artillery	36,302
Cavalry	867
Engineers	133,180
Air Corps	73,686
All Others	<u>408,160</u>
Total	701,678
Commissioned Officers	5,804
Including:	
Dental Corps Officers	101
Nurses	247
Other Medical Corps Officers	463
Chaplains	236
Serving Overseas	411,368

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CHRISTMAS WITH THE 332nd FIGHTER GROUP IN ITALY, 1944

WITH THE 15th AAF IN ITALY---It's Christmas evening here and the chapel is filled. A hush settled over the crowd and the chaplain, Captain Cyrus W. Perry, Box 7, Stateville, North Carolina, is speaking, "The Lord is our Shining Light, follow him," . . . Here is where your boys, your sons, your husbands and your brothers have come to worship. This is the place we come to pay our respect to our Maker. The chaplain rises and requests us to bow our heads in prayer. Quietly and with dignity he asks the Lord for his blessings and guidance. Softly, as if from Heaven itself, the organ music comes to your ears. It is here, in this old brick building which used to be a stable, that your boys, your sons and husbands overseas, come to ask forgiveness and for strength and courage. It is here that their prayers are offered for a better world and an early return to the loved ones they left behind.

Sitting there, our thoughts race back to childhood. . . to the time we stole apples from Mrs. Green's orchard, grapes from the neighbors' vineyard, or to that time when we took that extra piece of pie that our mothers have told us we could not have. We think of how our mothers and our fathers, she in her long old-fashioned "Sunday-go-to-meeting" dress, and he in his stiff white collar and best Sunday

suit, took us to church and how we used to sit so proudly erect until finally we fell asleep in mother's lap. We remember how we would take our little sister's hand and take her to church to attend Sunday School. We smile and think of how comfortable mother's lap was when we were too tired to listen any longer. . . .

The chaplain's voice returned to us, "Bless the boys upon whose breasts the silver wings are worn, Bless those boys whose job it is to keep 'em flying. Bless our Commanding Officers and those who are our leaders, give them strength and courage and assist them in making their decisions. . . our thoughts race back over the day and the days previous to today. Yes, we have much to be thankful for . . . A peaceful and serene expression passes over the faces of us all. Here, we need not think of the war, the guns, the airplanes, the mud and filth, the horrors and death. All of that is shut out of our minds . . . this is the chapel . . . our chapel . . . our place of worship.

This could be the big and beautiful church on Madison Street, or it could be the little red church by a rural road. The chaplain could be the local pastor. Reverend Jones, or it could be the parish priest, Father O'Malley . . . "Blessed be those who are no longer with us" . . . our thoughts turn back the ever-moving hands of the clock of time and we think of those who are gone . . . Mac, Judy, Bob and Joe . . . good fellows, all of them . . . young and eager, full of life and glad of the opportunity to do something so that they might return to the board sidewalks of New York and their home just around the corner, or to the green splashed countryside of the middlewest where their homes are nestled between the beautiful rolling hills of Wisconsin, Michigan, Iowa and Indiana. They were all just like us, we are all the same over here. We think alike, act alike, we do a lot of things alike, combat does that to you. As we stand here singing the old religious hymns, we recall how we used to stand just like this in the church back home years ago . . . our little gowns, white collars, with long black bows, each lock of hair combed neatly in place . . . The sun would come through the windows just as it does here . . . Gosh, it is beautiful . . .

"May the Lord watch between me and thee" . . . remember those words? We remember, they mean so much to us over here. We think of our loved ones whom we left behind. We can almost see them, standing there so bravely by the white picket fence or framed in the doorway of the house that we used to live in, all of us trying so hard not to cry . . . a lump rises in our throats . . . Yes, we have much to be thankful for . . . we have you and you mean a lot to us over here . . . You who are waiting for us at home . . . so patiently waiting . . . The organ again softly breaks the silence with a chord of final benediction. We all rise quietly and depart from our chapel, each of us resolved within ourselves to go forth to our tasks with new enlightenment and all of us with a solemn prayer in our hearts, "Lord, make us better men with each new day" . . . Amen . . .

END

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