



1942

HICKAM BOMBER



AIR FORCE



COMMANDER



To the Officers and Men of Hickam Field:

I wish to extend greetings to all the officers and men stationed at Hickam Field. The Air Force is proud of you — for your courageous action under fire and for your splendid cooperation in the present state of war.

Though the coming year will undoubtedly be a severe test, I know that you will respond in the American way, which is fully sufficient for all circumstances.

CLARENCE L. TINKER,
Major General, U. S. Army,
Commanding



BOMBER

COMMANDER



To the Officers and Men of Hickam Field:

Coming to Hickam Field as Commanding General of the Bomber Command gives me a feeling of pride and pleasure.

In peace time, you men developed within yourselves a high degree of training. Through many hours of practical experience you have gained a knowledge of our technical requirements and functions. Hickam Field has been outstanding in its achievements in the field of sports. The reputation which you men have made for this command while participating in the athletic program has been commendable. December the seventh will never be forgotten. The cool headed way in which you met the occasion, and exercised the initiative and leadership demanded of you is well known to me.

All of us know that there is a tremendous job to be done. No one can predict the future of events, but we are ready to do our utmost as loyal Americans in accomplishing our purpose. This will require a co-operative effort, using our knowledge and equipment. You men have the ability and the training to fulfill any mission you may be given.

My congratulations go to the Editor and his assistants who are responsible for this Souvenir Book, coupled with my thanks for offering me this opportunity to express my observations and convictions.

WILLIS H. HALE,
Brigadier General, U.S.A.,
Commanding.



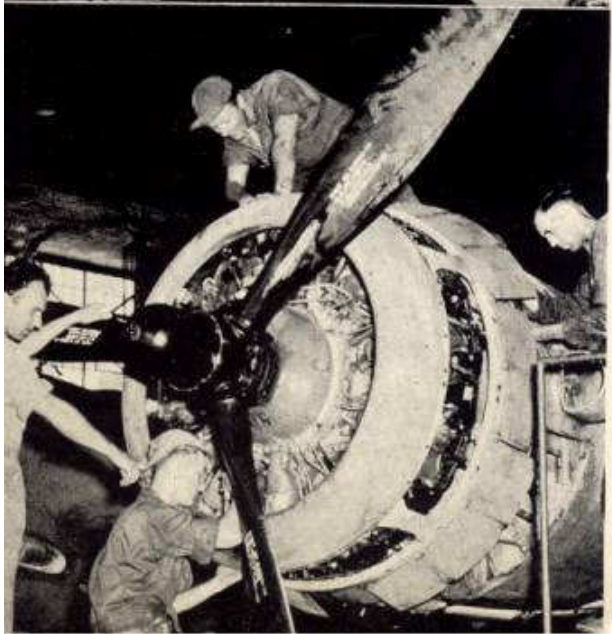
" . . . Greasemonkey

" . . . And Stripes

" . . . Daily Check-up"



Two of a Kind



THE MEN ON THE LINE

It takes a good pilot to fly a modern warplane. But it also takes several men, just as good in their own line, to keep that plane flying. That's where the mechanics of the United States Air Corps shine out in a class by themselves.

"None better in any air corps in any country!", is the phrase that has been used most often to describe these men, and every day, in all four corners of the earth. American mechanics are living up to this reputation.

In the months preceding the attack on Hickam Field, hundreds of mechanics were trained in the Air Corps Technical School located on the post. They were given an approved army course in mechanics and then exposed to the actualities by working as actual members of maintenance and combat crews of the peace time air corps. This schooling and practical training is proving its worth now, as flying schedules have been doubled many times, and more and more airplanes are daily sent aloft.

The air corps mechanic is a familiar sight at any place on Hickam Field. In gray-green coveralls, smeared with grease from an airplane engine, he can be found all hours of the day and night wherever there are planes to fly.



.. Eagles
.. Between The Two

"... Deacons
.. On The Line

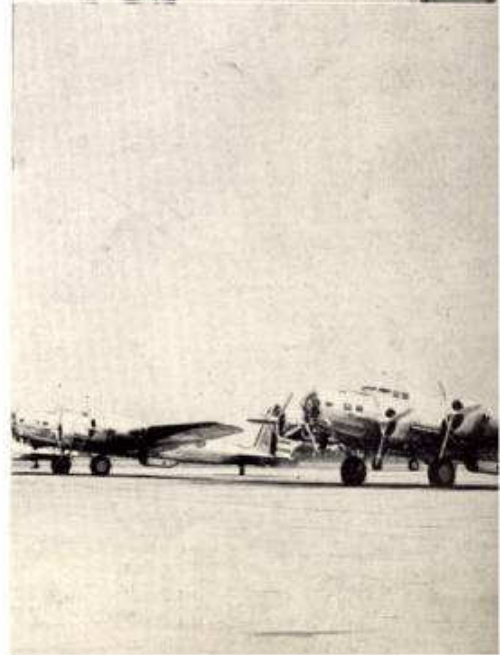
THE MEN ON THE LINE (Cont.) ●

Heading the mechanics of the Air Corps is the squadron line chief. Under him is a crew chief for every airplane in the squadron, and the next step down the echelon, you find the man who does the work. These men eat, sleep, and live with their airplanes, and an excursion across the mat is just like a trip to town. When one ship is flying, the combat crew flies with it, and the remaining ground crew members are often times shifted to another ship where they work until their own particular ship comes down. Then, the endless circle of work starts all over again.

The soldier mechanics are entrusted with all but the most major repairs of the airplanes and their engines. Periodical inspections, daily check-ups, engine changes, and many other important duties fall their lot, and to do this work well, as it is done in the Army Air Corps at Hickam Field, is no small job.

Air mechanics, as they gain more and more experience in aircraft work, are advanced to aerial engineers, crew chiefs, and many other positions which entail more and more responsibility. As they go up the ladder, their pay and rating is advanced accordingly.

In truth, these are the men who really exemplify the slogan, "Keep 'em Flying!"



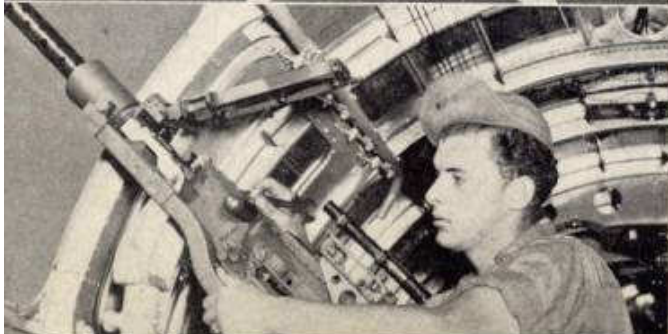


Ready

" The Shack

" Goin' Up

" Check-up



AMORERS

The primary purpose of a bombardment airplane is to fly to an objective, drop its bomb load, and return safely to its base. That is the main reason that this type of plane has been designed with an eye towards bomb load and range, rather than maneuverability, and fighting power. However, that one little qualification, "to return safely to its base" makes some armament necessary.

Bombardment planes, due to their necessarily slower speeds, are often the targets of fighter planes, and as protection against these attacks, we offer the aerial gunner. He mans the high powered machine guns in the bombardment planes, sometimes ground strafing, but most often as a defensive weapon against attacking aircraft.

For the Air Corps soldier, there is more to aerial gunnery than meets the eye. In addition to being able to shoot a plane off his tail at two hundred yards, he must have a complete working knowledge of his weapons. On the ground, he is charged with their repair, maintenance, and loading. Newly developed turrets and sights have made his job surer, but more complicated, and the Air Corps armament man must keep up with all the latest developments.

Aerial machine guns are not the only piece of equipment with which the armorer has to contend. Bomb racks, bomb loading and fusing, tow target reels, are but few of the things that in the daily patrols, must be checked by the "man behind the guns."

Key Man



Ship To Tower

Dit-dab Happy

. . . Mechanics, 10

RADIO

Hickam's bombers must, when they are far over the Pacific on patrol, keep in constant contact with the base on shore, with naval vessels below them, and with other ships in their patrol. The maintaining of this liason between the forces falls the lot of the radio man. He is a flying member of each combat crew, and one of the most vital cogs in the air corps machinery.

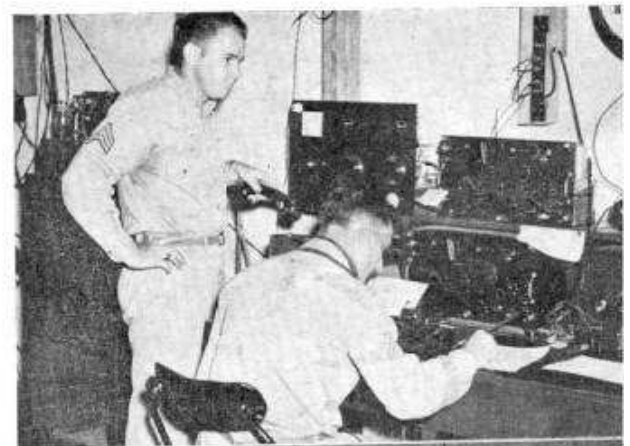
Most of the radio men of Hickam Field were schooled in the radio classes held at Wheeler Field for some years before the out break of the war, while still others were either trained in schools on the coast, or have gained a practical education in their field.

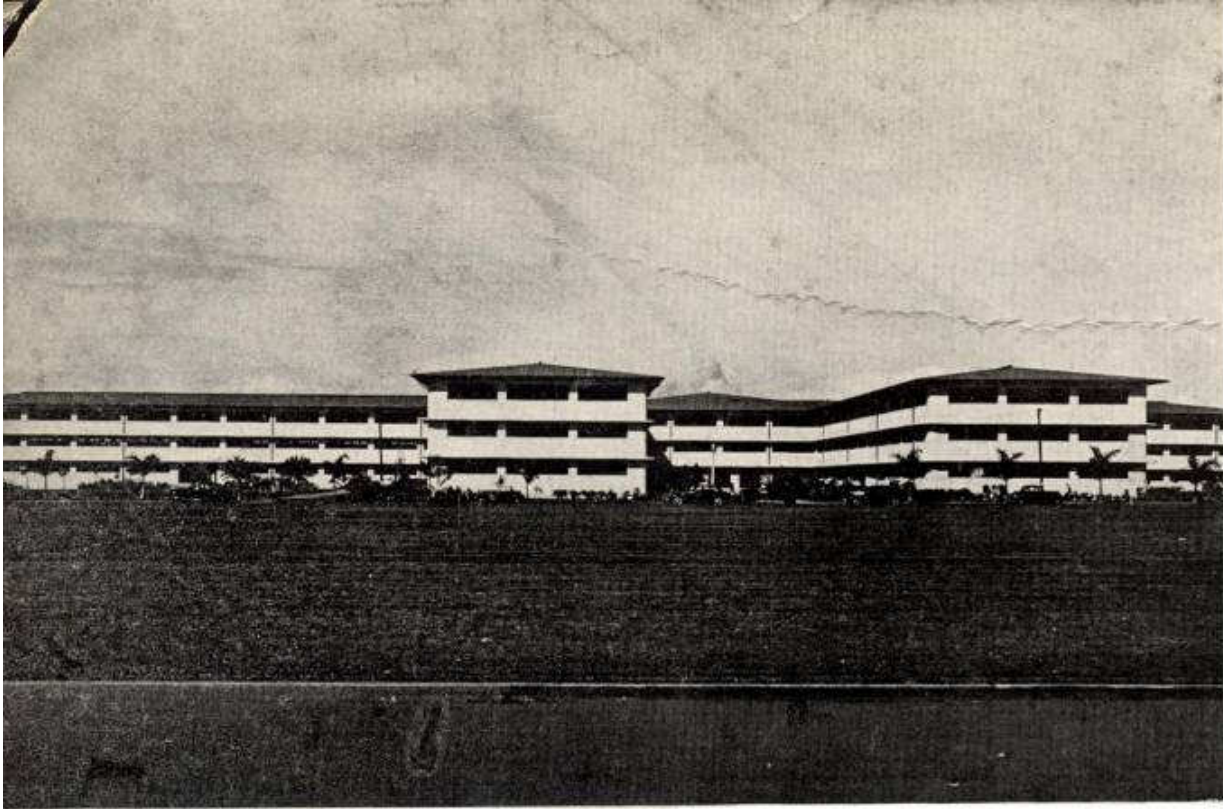
Besides the flying radio men, there are many others on the ground who perform duties just as important. Every squadron has a radio shack in their hangar, and here the "dit-dah" bugs gather to do their daily chores.

All the radio equipment in the flying fortresses must receive daily attention to see that it is in perfect order. Repairs are made after the ship comes down from patrol, or if it is a job that will require a number of days, the part is replaced with another and the repairs finished in the shack while the ship is flying.

In their off duty hours, the radio men spend a "busman's holiday" with their practice sets. They pair off, both with earphone receivers, and practice their code. To be a qualified operator, and an air corps soldier must be able to send and receive sixteen words per minute. On their practice sets, one soldier sends while the other receives, and they change off to give practice on both ends of the line.

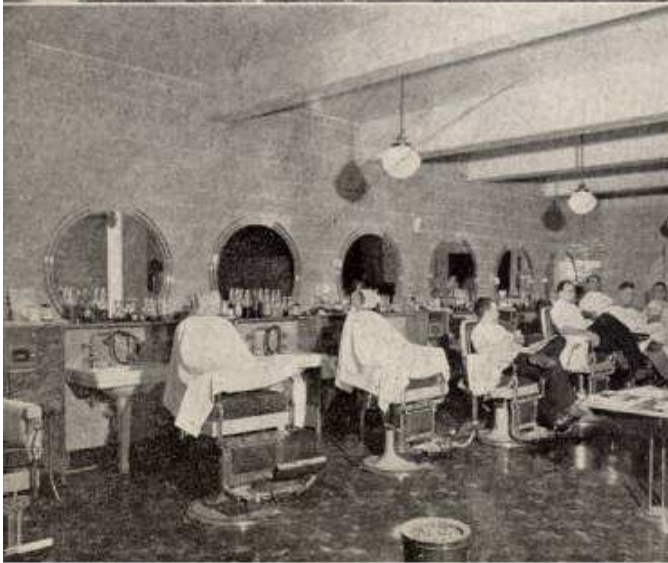
Besides these repair men on the ground, all the control tower operators must be qualified radio men, able to give wireless instructions and govern the traffic above the field.





" Dayroom

" Barber Shop



THE SOLDIERS' HOME AT HICKAM ●

One of the most familiar landmarks of Hickam Field is the multi-winged Air Corps barracks that houses a large proportion of the post personnel. When these barracks are completed, in addition to being the largest barracks in the world, they must also be the most complete. Everything for the convenience of the soldiers must be incorporated in this structure that would fulfill its part in making Hickam Field the most modern Air Base of any in the nation.

When completed, these barracks filled every specification noted, and many more besides.

Included within the nine wings was a mess hall, sufficiently large to accommodate all the occupants of the barracks. To give you a picture of the size of this one room, it has sufficient floor space to easily accommodate six regulation size basketball courts.

Also included in the soldier's home at Hickam were barber shops, tailor shops, a medical dispensary, a branch Post Exchange, and a recreation room for every squadron which it housed. Sleeping quarters were divided into bays with four bays in every wing. Each wing was occupied by one or more separate organizations, and in the lower floors were also the administrative offices of these squadrons and companies.

Squadroom



Gateway

... Chow!

THE SOLDIER'S HOME (Cont.)

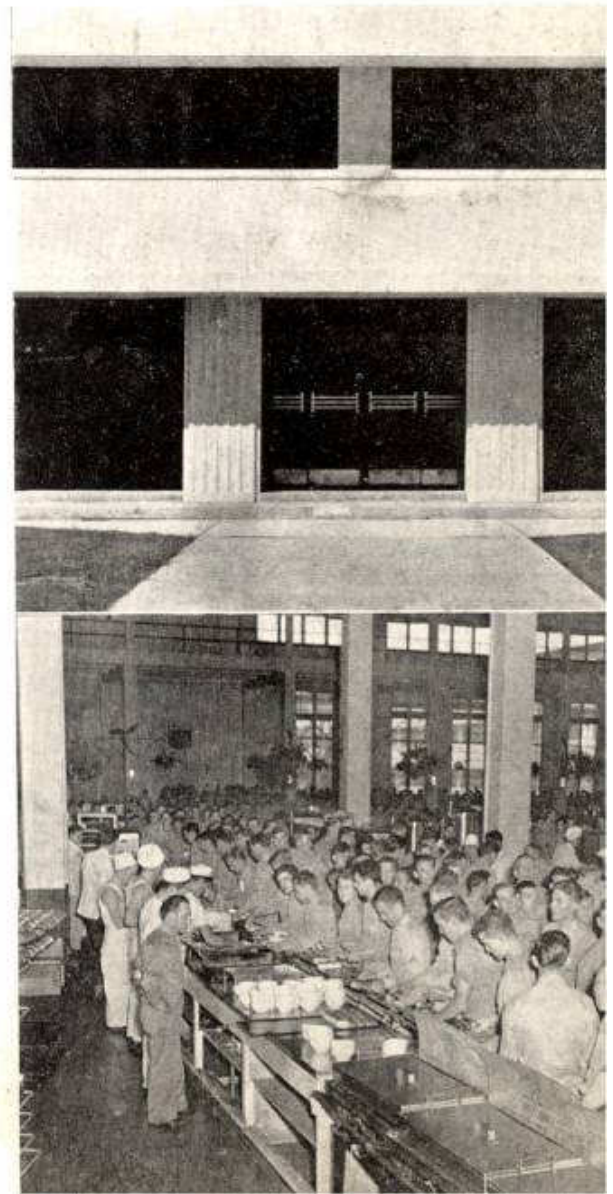
Construction of the Hickam Field barracks started in 1938, shortly after the War Department approved the selection of the site of Hickam Field. Temporary wooden structures were erected to house the advance units of Hickam's complement, but in January, 1940, the first squadron moved into its new home. After that time, organizations moved in as rapidly as each wing was completed.

In August of 1940, the mess hall was opened for the first time, accommodating some 3000 men for the first meal.

Even before the barracks were finally announced complete, every wing was occupied, and when the constructors turned the building over to the army in January of 1941, it was praised as one of the finest in the world.

Even scarred by bomb fragments as it is today, the Hickam Field barracks is still an impressive sight. Since its construction, it has many times proved its worth, and its bomb proof construction saved many lives on J-Day.

With its white streamlined construction, and impressive palm strewn grounds, it has often been dubbed the "Hickam Hotel — under the management of Uncle Sam."



Col. W. E. Farthing



... S-2

.. GHQ

. Draftsman

BASE COMMAND

Shortly after the outbreak of the war, Hickam Field, and the higher headquarters of the Air Corps on Oahu entered their program of centralization with even more vigor than they had in the days of preparation before December 7. One outgrowth of this program was the formation of the Base Command Headquarters.

For the Commanding Officer of this essential organization, the Air Force Commander selected one of the most capable Air Corps Colonels on the island, William E. Farthing. At the time of his appointment as the Base Command CO, Col. Farthing was Commanding Officer of Hickam Field. His record of service on the island is known to a great many men, and he is admired and respected by officers and men alike. In his first tour of duty in Bomberland, he was group Commander, and from there he was assigned to Bellows Field as CO of the windward post. After a period of hectic building there, he was commended for a job well done in the preliminary construction of this base, and was then returned to Hickam Field as the Commanding Officer. He served in this capacity through the hectic days during and following the Air Raid until he was assigned to his present position.

When Col. Farthing went to Base Command, he took with him some key officers of the field. Since his job is essential one of supply, the most important pre-requisite was to get a staff trained in this work. To head his S-4 section, he chose Captain Tremayne, and such enlisted personnel as were necessary for a smooth functioning office. Lt. Dyson, who at the time of the formation of the Command was Post Intelligence Officer, was selected to head the S-2 section.

Certain functions of all the air bases in the Hawaiian Islands are under the supervision of Col. Farthing and his Base Command, comprising one of the most vital cogs in the Air Corps wheel of the Pacific.



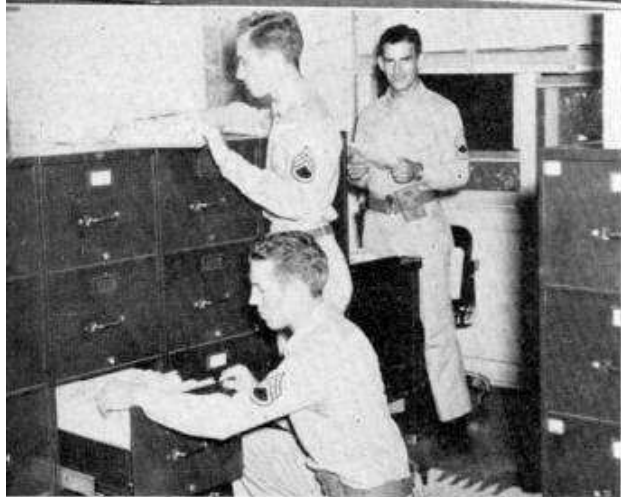


Ye Brain Mill

... Aide-de-Camp

The Files

Message Center



H A F HEADQUARTERS

On November 1st 1940, the Hawaiian Air Force came into being with Major General Frederick L. Martin as its Commanding General. It immediately functioned from its temporary station at Fort Shafter, and signified the advent of a more flexible, larger and more striking Air Force than had heretofore been in Hawaii. It directly controlled and shaped the innumerable assignments of all Air Corps units in the Territory, and fell into stride to meet the demands of the war-clouded future.

Much water passed under the bridge, and on December 18th 1941, the Air Force Command was assumed by then Brigadier General Clarence L. Tinker. He arrived on Hawaiian soil only to find that his reputation for efficiency and outstanding results had preceded him. A short time later he was appointed to the rank of Major General and has since guided his command in that capacity.

On the 5th day of March of this year, the Hawaiian Air Force was appointed the Seventh Air Force. The Seventh Air Force now plays its overwhelmingly, important part in the actuality of today's great conflict. It is the Air Corps of Hawaii; the rough and ready men who serve her. It is the job of our nation's great aircraft plants to "keep 'em rolling off the assembly line." In Hawaii, today, the Seventh Air Force in tune with the great, surging effort, is doing the terrific job of "Keep 'em Flying."

Under Control



Chief Clerk

Any Message?

"... Number, Please

POST OPERATIONS KEY NERVE CENTER

Often mistaken for an information bureau (though unintentionally) Post Operations comes in for a lion's share of the responsibilities involving the smooth functioning of an Army Air Base of such great import as Hickam Field today.

Under the capable leadership of Captain C. C. Cunningham, this intricate nerve center becomes a mere duty as simple as the routine duties of a mess sergeant upon whom falls the task of feeding hungry soldiers; excepting in the case of Post Operations, it is the duty of this office to feed the sensitive nerves of the airways.

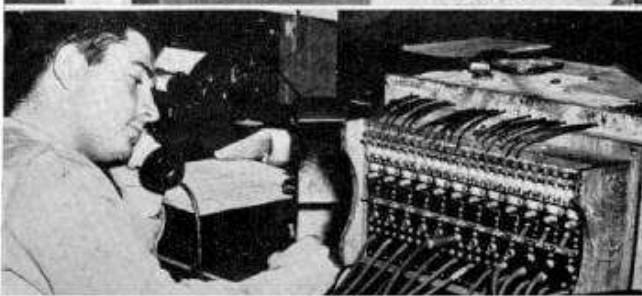
PROMPTNESS, ACCURACY and above all SECRECY are today passwords in this office, made all the more important because of current affairs.

In a large measure, a great deal of credit must be given M. Sgt. M. A. Anderson, chief clerk, who has so capably trained and organized a staff of clerks, dispatchers, and assistants; who handle the minute details necessary of this vital installation.

Aiding M. Sgt. Anderson in a twenty-four work schedule, as assistant chief clerks, are T. Sgt. Albert B. Kreiner, S. Sgt. M. R. Tinsley and Sgt. W. C. Moore.

Another important (and incidentally charming) cog in the efficient work dispatched by Post Operations personnel is Miss Alice Damas, who in the capacity of stenographer enlivens a normally tedious routine.

Hence, while Remembering Pearl Harbor and Hickam Field, Remember your Post Operations Office.



Careful packing



PARACHUTE SECTION



"Safety last" is what they dub the parachute section in the Air Corps — if all else fails, and there is no chance of saving the ship — it's "hit the silk" and save the men. Planes are valuable, and take time to construct, but human lives have another type of value, and far more important than steel and alloy.

Parachute work is one of the most highly specialized phases of the Air Corps. Inspecting, packing, repairing, and testing 'chutes must be put in the hands of men—and women who are conscientious, and above all, careful of what they are doing.

Each Air Depot has a parachute section where all the silk is packed and tested, and each squadron has at least one man in charge of the chutes in the squadron's ships. Before each flight, the squadron silk tender sees that there are sufficient parachutes in every plane to accommodate every member of the crew, and that these chutes are in perfect condition. When a plane comes in from patrol, the squadron chute man again inspects all the chutes, and anyone that shows the slightest signs of having a defect is removed and a good one put in its place.

Defective chutes are sent to the air depot section where they are either tested by dropping them from planes with a dead weight or torn down in the packing rooms and repacked.

All parachutes are given periodic checkings, whether they are turned in by the squadron or not. After they have remained in the ship for a certain length of time without use, they are taken on test hops. With a metal weight, comparable to the weight of a man, they are thrown from the open door after having the rip chord pulled. On the ground, they are gathered up, cleaned and repacked to go back on the ship.

One of the big reasons that the "Caterpillar club" has such a hail and hearty membership today is that very few needed to repeat the ironic words, "If it doesn't work, come back and get another one!"

Patrol pilot





Bulls-eye

Air Minded

Enlargement

Shutter Bugs

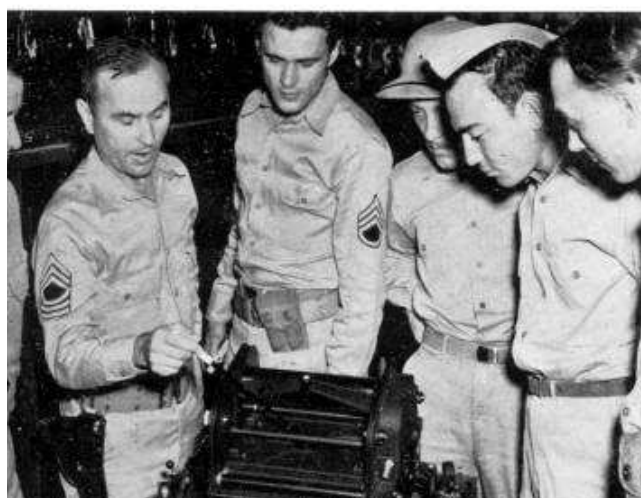


PHOTO LABS

The proof that Hickam Field's Photographic Laboratory is one of the best in the army today is before you with your copy of the Hickam Bomber. All pictures contained in this war souvenir can be credited to Hickam's own lab, and a finer group have never been gathered on the island of Oahu.

Lt. Jack Smart and Master Sgt. Kelland are the two key men responsible for the smooth functioning of the Hickam shutterbugs. Both of these men have a wealth of experience in photographic work behind them, and use it to the best advantage of the men of Hickam Field.

Hickam's photo men are divided into two groups, tactical and base, and each have a definite part in the current war on the axis. To the base lab goes the work for publicity, damaged parts of airplanes, photo-static copies of maps and documents, and a part of the aerial work when it overflows the tactical lab. The tactical men handle the dangerous missions of flying over enemy territory mapping and planning the territory which will guide the planning of future strategies. The key non-commissioned officer in the Tactical lab is Master Sgt. Joe Macek.

All types of photographic equipment and work are handled with the same smooth working precision. Part of the personnel of the lab have been trained to handle movie cameras, all are skilled in the use of speed graphics, some are trained to mix and prepare the chemicals that are used in developing and printing, and still others have been schooled to fill every conceivable job that could be incorporated in a smooth working Air Corps unit.

Pictures for the Bomber were handled under the supervision of Corporal Justin E. Redding, one of the best newspaper cameramen in the Hawaiian Department. Under him were Corporals Jack Cheshire and Steve Constande, both from the tactical lab who hedged in their Bomber work between flying assignments.

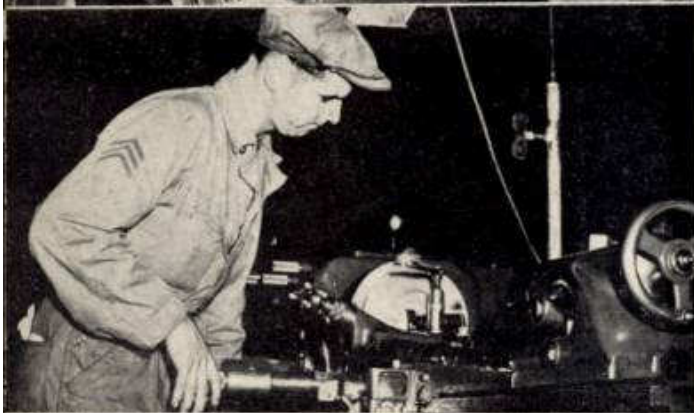
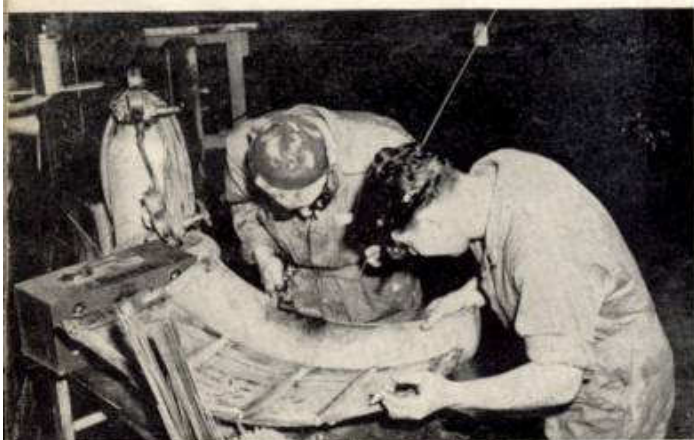
To these three men go the credit for the success of the book.



" . . . Smoothing Out

" . . . Steel Lathe

" . . . Dope and Fabric



SHOP WORKERS

For every airplane the Air Corps has in the air, must be at least ten men on the ground, doing work insures safe and efficient flying at all times. These men who handle welding torches, steel lathes, punch and drills are probably the most unglamorized men in the corps, but still, they have a definite and vital part in "Keeping 'em Flying."

To become an accomplished shop worker in the Air Corps takes almost as much time and schooling as it takes to become a pilot. True, the training is not as rigid and so concise, but still it is every bit as important.

Men forming the shop crews of an air corps are usually from the base squadrons—that is they are a part of the tactical squadrons. They are trained mostly by practical experience, and practice the old correspondence school slogan of "earn while you learn."

As well as handling the sheet metal work on airplanes, they turn out many diversified jobs for other parts of the post. Such things as footlocker racks, bunk beds, kitchen equipment, and various and sundry things make up a large part of the daily work of these shops.

Shop men are usually sent to school in the air depot or in the base engineering department for varying lengths of time before they are allowed to work in the more specialized departments.

Shop men are allowed the same opportunity to rise for air mechanics ratings as are the men on the combat maintenance and combat crews of the air corps. They may rise just as high in their department as can mechanics, armorers, and radiomen; and are definitely just as important.

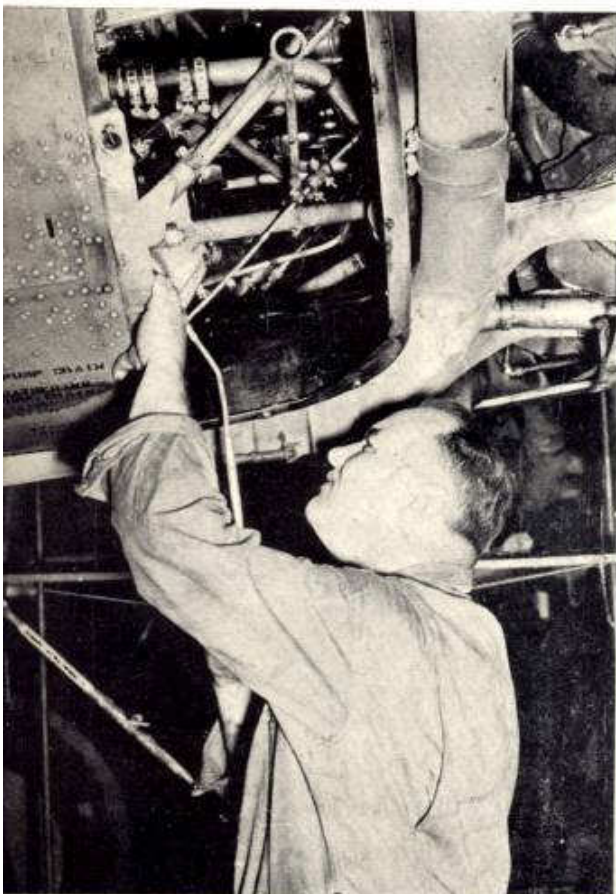
In combat zones, these shop men perform a far more important function in keeping a limited number of ships in constant repair, and since they are sometimes far from air depots, they are called upon to do jobs that are normally done in some other department.



Pencil Pushers

Final check

Tech Orders



TECH INSPECTOR

"Safety first" has always been the motto of the Army Air Corps — never send a ship up without first making absolutely sure that it is technically perfect; that is the job that falls the lot of the Technical Inspection Department.

At Hickam Field, the Tech Inspector's office is made up of a number of officers and enlisted men who are specialists in all types of aircraft maintenance and repair work. Although they do none of this type of work, they are trained to spot mistakes in the work of others.

The Technical Inspector himself is usually a high ranking Air Corps Officer, thoroughly versed in the engineering side of the Air Corps. Under him work all the specialists, selected from engineering offices and combat and maintenance crews of the various squadrons on the field. To be good, these men must be what is known to the average air corpsman as "tech order happy." By that they mean that they thoroughly understand, and can put into practice, all the maintenance and repair orders that are issued through the Air Corps experimental station at Wright Field, Ohio.

Technical orders form a big part of the work of the Tech inspector's office. An accurate and up to date file must be kept on all new orders, and on all types of aircraft. This job is usually allotted to a key non-commissioned officer of the organization.

The men of the technical inspector's office are liable to appear around a ship at any time to check the work of the mechanics. The most likely time to expect them is immediately following one of the periodical inspections to which all military aircrafts are subjected. They test nuts and bolts, check the operation of delicate instruments — in fact they check any and all parts of the ship — merely as a safety precaution.

Jungle Kit



Fighting Tools

Form

TECH SUPPLY

"Who owns all those airplanes that fill the air over Honolulu everyday?" is a question that has been carelessly asked by many joking citizens in the past. Of course, everybody knows they belong to Uncle Sam, but how many of you know just what part of Uncle Sam's Air Corps they are charged to?

In the army, one certain section has to be responsible for the property that they operate, and in the Air Corps, the big ships are charged to the Technical Supply. Technically, the ships belong to the Tech Supply Officer, but actually they are Uncle Sam's.

"Owning" the airplanes is not the only function of the Tech Supply Office. Their main job is to keep the planes in repair. All worn parts are turned into this section and new ones drawn in their place. Also, all special equipment, and the tools with which to repair the planes are the property of this office, and when not in use are kept in the section supply room.

One of the most interesting pieces of equipment handled by the tech supply is the "Jungle Kit." A number of these kits are supplied to every airplane when they are due to fly over jungle country in which they might be forced down. The contents include medical equipment, and the most eye catching number is the big bladed machete, provided both for protection and for use in making ones way through jungle growth.

The Tech Supply section is usually headed by the Engineering Officer, and under him is a trustworthy staff of non-coms and men. The non-coms in charge handles most of the detailed work such as inventories, and drawing of equipment, while the rest of the crew make themselves generally useful in issuing the equipment to the men on the line.





Air Mail

S-4

. . . *File Room*

BOMBER COMMAND AND POST HEADQUARTERS

Two of the busiest places on the field, any hour, day are Bomber Command Headquarters and Post Headquarters. Within these two buildings, we find the center that keeps Hickam Field in the thick of the

At such a large post as Hickam Field, a number of headquarters are needed to keep the tactical and administrative side of things running smoothly. Heading Bomber Command Headquarters is the Commanding Officer of Hickam Field, Colonel William L. Boyd, until recently one of the Chief Commanders. And in the still higher headquarters we find the Commanding General of the Hawaiian Bombardment Command, Brig. Gen. Willis H. Hale. Under these two officers are well trained staffs of both officers and enlisted men who handle all the detail work of operating a complicated bomber base.

Bomber Command Headquarters is the Tactical Headquarters of the field. From behind these imposing walls come the orders that send flying fortresses aloft on dawn patrol and alert missions. For the tactical men of the field, there are officers' sections, enlisted sections, supply officers' sections, and all the rest that complete the picture.

The same is true in Post Headquarters, which instead of being tactical handles the work of the administrative groups, and is purely an administrative headquarters. They deal not with flying bombers, but more with men and the engineering shops that keep these bombers in major repairs.

Another important function of the post is the Defense Headquarters, and so it goes until we find a department just as important, in its functions as the





" . Spotlight
" . Footwork

.. Chaplain Presents
Partners



DANCES

In the days before the war, Hickam's recreation program was one that made every other post in the department envious of the Air Corps. Dances were sponsored by the Hickam Hostess Society every month, and the weeks in between, the "Flying Squadron" group Honolulu descended on Bomberland for one of the ways enjoyed dances.

All dances were arranged under the supervision of the Morale Office, the Chaplains and the Hickam Hostess Society, a group of Hickam's officers' and NCOs' who devoted part of their time to the interest of the Hickam soldiers. An invitation list over two hundred Honolulu girls was kept by the hostess, and for each Hickam dance bids were sent to all these girls. Rather than have to call the girls to attend Hickam dances, they became so popular among Honolulu's populace, that girls were continually calling the Hickam office asking to be put on the invitation list.

For the dances, Hickam's soldiers used the 1st Consolidated Mess Hall, colorfully decorated with streamers and tropical plants native to Hawaii. Island bands and various civilian and service units supplied the music for the dancing.

A feature of every dance was the presentation of leis for door prizes, and also the various contests were held throughout the evening. Jitterbugs, waltzes and others had an opportunity to vie for the prizes, these contests were always the highlights of the evening.

Hickam's leading officers always visited the dance during the course of the evening.

Even after the declaration of war, the Hickam dance did not become a thing of the past. Various units still continue dancing, under the supervision of the Special Services Office.





Digging In

Sandbagging

" . . . And Chow



FATIGUE

There is not a soldier in the army who has not at one time or another dreaded the call of:

"Okay, P. & P. fall out!"

Not that it is particularly back breaking work, but just that it is not the most appealing job in the army, even if it is one of the most vital. P & P stands for police and prison, and in the army, "police" does not mean a cop - it means "clean-up," and someplace back along the line, this type of work has been dubbed fatigue — the name being derived most probably from how a fellow feels after he has spent the whole day trying to see enough people to get excused from a fifteen minute detail.

In the category of "fatigue details" comes a number of things headed by the always unpopular Kitchen Police. This duty is assigned in the air corps for a month's duration, and only those privates on special duty are excused from pulling their regular tour. Also in the fatigue department is post maintenance, i. e. keeping the lawns trimmed, the buildings cleaned, etc. For many years prior to the outbreak of the war, the Air Corps was famous throughout the army for its lawn mower pushing privates. More than one recruit has taken his first episode of "flying time" on the business end of a grass cutter.

With the advent of the new army, first sergeants have gone out of their way to find tricky ways to get soldiers to volunteer for fatigue duty. One instance that was used here was that of the sergeant who asked all men who could do shorthand to fall out. Naturally, they expected to be assigned to office work, so any number of them volunteered their services. Then came the shock when the first sergeant told the corporal:

"March these men to the mess hall — we are 'short-handed on KP's this morning!'"

NCO Club



Dining Out



FIRST THREE GRADERS' CLUB ●

When Hickam Field was first built, the only provisions made for a Non-Commissioned Officers' Club was a wooden frame building on Vickers Avenue. After a year of continuous and riotous operation, this club was the victim of Hickam's first major fire, and the stripers of the air base were temporarily without a club.

However, work on the new club had been started months before, and shortly after the disastrous fire, the new club was ready for an opening. The number of men stationed at Hickam Field warranted far more non-coms than the new club could accommodate, so it was decided to make the new building for first three-graders only, and take the fourth and fifth graders share of the club fund, and established a new club for them. The fund is still being held in abeyance, and will one day be used for its original purpose. Until then, the lower grade NCO's will have to content themselves with the Post Exchange facilities.

The first three graders' club at Hickam is self supporting, and the brunt of the expense of building this beautiful edifice was borne by the men who now use it. It is comfortably built to provide a non-coms' mess, and bar, and also a large ballroom for dancing.

Since the outbreak of the war, the board of directors have turned the club over to various organizations on occasion for the purpose of holding enlisted men's dances.

A board of directors, composed of senior members of the club is the governing body, and this board is headed by the Officer in charge, at present being Lt. James W. Dyson. A steward is hired from the enlisted men of the post, and he keeps all the books for the organization. Civilian mess boys have replaced the soldier help who once made up the staff of the club, and all salaries and expenses are paid from the profits of the club.

Col. Wm. L. Boyd



" . . . Lt. Ingram " . . . Mr. Jacobson " . . . T. Sgt. Mir

GROUP HEADQUARTERS

In the Air Corps, the Group is the parallel of the regiment in a line outfit. Groups may include any number of tactical or base squadrons, under the head of the Group Commander, and perform practically the same function as a regiment. Groups are named after the duty performed by its component parts, i. e. if it is made up of bombardment aircraft and personnel, it is a Bombardment Group, or if it contains only base squadrons, it is a Base Group.

Group Headquarters is usually one of the busiest on the field. They are the next highest headquarters up from the squadrons, and through them must pass all the orders for the squadron's duties. Assignments to patrol areas are handed down to the group Commanders from the Commanding General, and they in turn give them to the tactical squadrons within the group.

Another function of the group headquarters is keeping track of the service records for the personnel of the group. On these service records are spaces for any and all remarks that show the complete picture of a man's service with the armed forces; where he enlisted, how many year's service are behind him; when he was last paid; everything that is important, and above all, must be accurate. Keeping these records straight falls the lot of the Group Personnel Office.

The group is also the lowest air corps component to rate an insignia. The squadrons have their own insignias, but they are for the airplanes alone, and it is the group shield that is worn by the members of the command. Here again, the group compares to the regiment of a line organization. Insignias are of course banned in wartime, but in peace time, they are one of the more colorful things about the army.



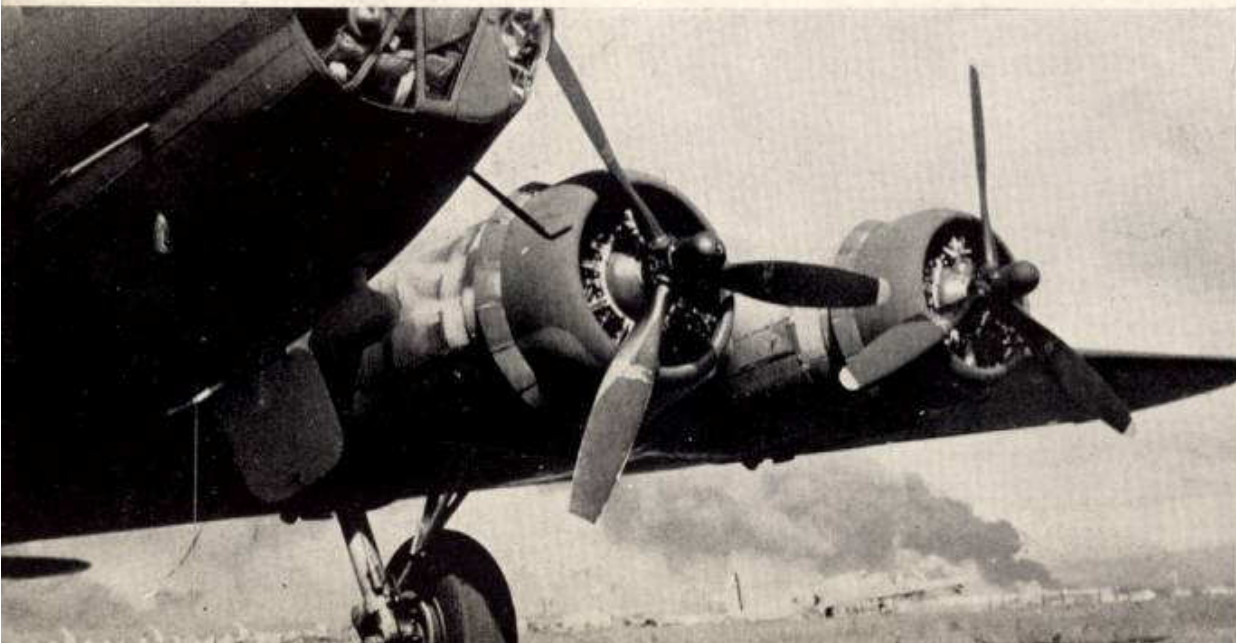


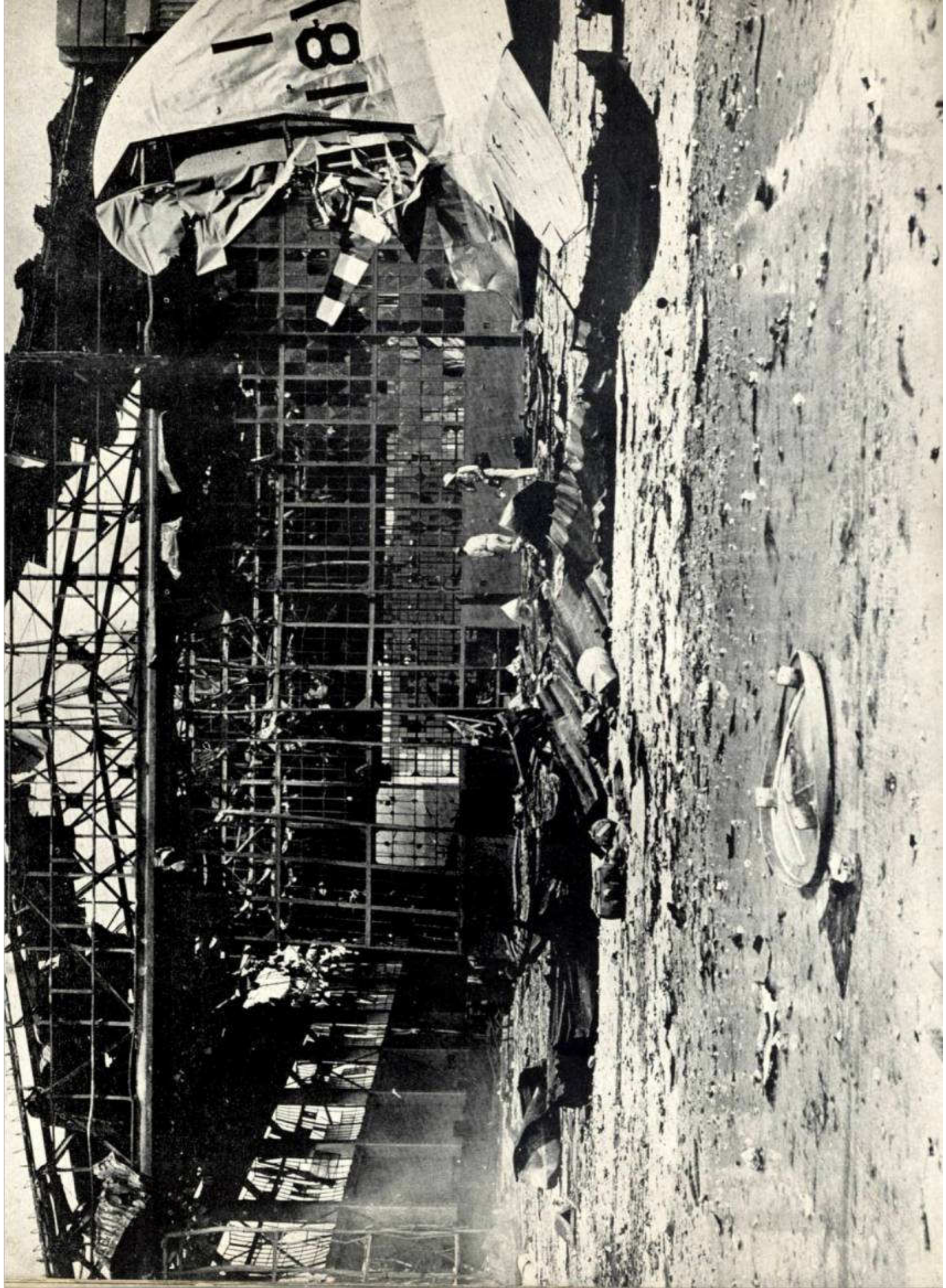
THE JAPS DID THIS



Rear view of wrecked Hangar number eleven in background, at Hickam Field. Notice the two men near hangar, man on left is Capt. Roland D. Boyer, Signal Corps, and Pvt. Lawrence L. Haslett, Signal Corps Photographer. This photo was taken when a Jap plane swooped down—machine gunning the field. Corporal Vincent P. Dargis, Signal Corps Photographer who snapped this photo, ran for cover as soon as the shutter on his camera closed. All were safe. —Signal Corps Photo

Air Corps Photo S/Sgt. Embree





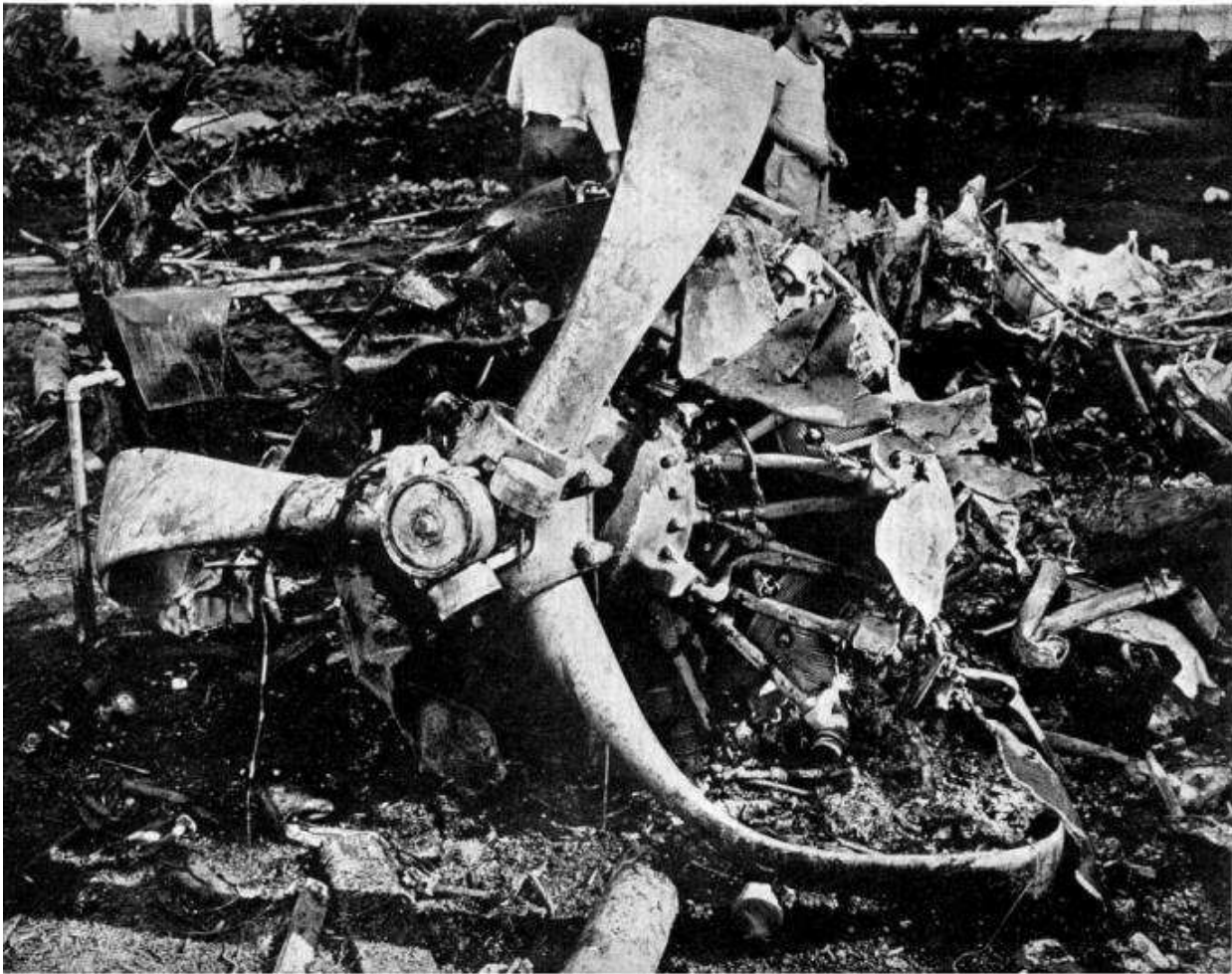


AND
THIS



Wrecked P-40, machine gunned on ground
at Bellows Field, T. H. —Signal Corps Photo

But!
He didn't get away



Japanese plane shot
down in Wahiawa near
C.C.C. Camp, Oahu, T. H.
—Signal Corps Photo



Officers' Club

The Lounge Refreshments Rest Period



OFFICERS' CLUB

Situated at the furthest reaches of the reservation, Hickam Field's Officers' Club is one of the most beautiful in the army today. Its white streamlined structure, set off by the red-tiled Spanish style roof, are in complete keeping with the motif of the rest of the field, and mark it as one of the post's most prominent structures.

The officers' club was built, bought and paid for by the officers who use it. All its commodious furnishings were chosen by a group selected from the club's membership list.

Every officer who is a regular member of the garrison is eligible for membership in the club, and all visiting officers are allowed the use of its facilities. It contains a large dining room, used for the officers' mess, a bar, a ballroom, and a game room, fully equipped with amusement devices to provide the flying officers relaxation on the off duty hours.

In peacetime, the Hickam Officers' club was the scene of regular weekly dances, and numerous parties during the week. Receptions were often held here, and some of the most distinguished officers in the service, including General George C. Marshall, Chief of Staff, and General Van Oyen, Chief of the Dutch Air Force in the East Indies, have been guests of Hickam's commissioned personnel.

A novel feature of the Officers' club during the days before the outbreak of the war was their own little newspaper, "The Mess Kit." It was published every week, and announced the entertainment program for the coming week. This, however, has been discontinued since the war.



... Top-kick

Open For Business

Squadron Clerk



ORDERLY ROOMS

The lowest echelon of army headquarters is the squadron orderly room, throne room of the First Sergeant. This is the office where John Q. Private can go in at any time and tell somebody what he likes and dislikes about his share of the army is being run.

Holding the rating of the number one enlisted man in the outfit, the first sergeant has one of the most difficult, and most thankless jobs in the army. He is the right hand man to the squadron commander, and it is through these men with the diamond "Studded" chevrons, that an officer runs his outfit. All orders of the day are first given to the top-kick who in turn passes them on to the men.

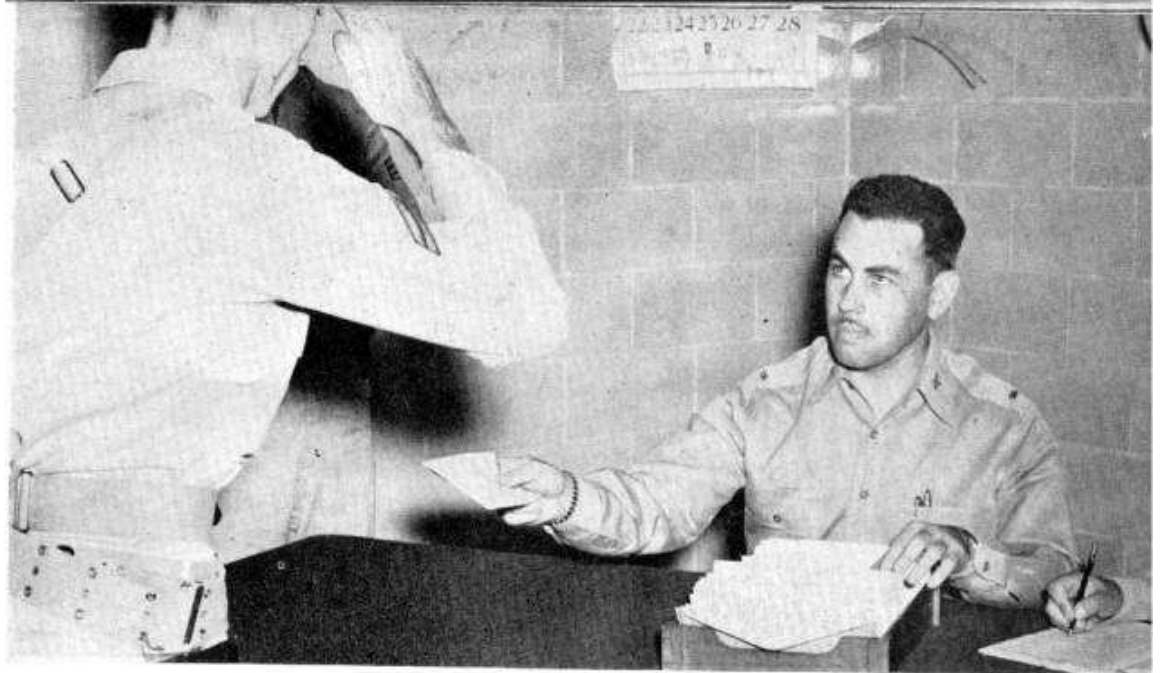
Although the rank of the first sergeant is not the highest obtainable in the enlisted side of the army, only the most responsible and meritorious soldiers are promoted to this job. For a first sergeant, a squadron commander usually chooses a trustworthy non-com who has had plenty of experience in the army and in army ways. He is to be the liaison agent between the officers and the men, and for that reason, must be some one who can be trusted explicitly.

Under the first sergeant in the orderly room is the squadron sergeant major, usually a buck sergeant. To him falls the administrative work, such as making up the squadron pay roll, making entries in service records, and various and sundry duties handed to him by the first soldier.

Besides these two, there is usually one or two clerks to handle the miscellaneous matters pertinent to the smooth functioning of the unit.

Promotions, one of the most important items in the army, are handled for the Groups by the orderly rooms, and are given out upon recommendation of section chiefs, and under the direction of the squadron commander.

AT LAST



Hoping

Hopes Realized

PAY DAY

Ask any soldier what's the most important day in the month, and there can be only one answer — PAY DAY!

And of late, that one day has been becoming more and more popular, thanks to the people and Congress of the United States who are doing their all to see that the American soldier, besides being the best fighting man in the world, is the best paid.

Pay day at Hickam Field means any number of things, but one of the most important to us all is that once again, the local post office's stock of Defense bonds will be depleted. Yes, besides fighting this war, the soldiers of Hickam Field are doing their part to help Uncle Sam pay for it, and each month when they receive their pay, they buy thousands of dollars worth of stock in the future of America.

The Finance Detachment is the only organization on the field which makes any bones about pay day. To them it means bringing to an exact balance hundreds of thousands of dollars paid to a large number of men in many different organizations. "With the additional twenty-percent foreign service pay for all the enlisted and officer personnel of the spot, another headache is added to the ever growing number of the Finance men. And from all appearances, the base pay will soon be changed, disrupting an established system.

Noticeable about the Finance Detachment of Hickam Field is that they were the first organization on the post to adopt the use of the recently established Technician Grades for enlisted men. Their new chevrons remain the same as the old non-com stripes, but in the arch have the large letter "T."



"Prohibition"



Smoking Pleasure

Sweets

Chevrons Sown

POST EXCHANGE

The army's interpretation of the old style "General Store" is the Post Exchange. Here a soldier can buy everything from shaving soap to steam rollers, and at prices that are below the usual retail values of community business establishments. The reason for this is that the Post Exchange is a non-profit organization, its only aim being to clear expenses. Naturally with the huge volume of business, there is some profit, but this money is returned to the men through their recreation fund, or through premiums on stock in the store, which is owned by organizations.

Under the Post Exchange come all the business houses of the post. The tailor shop, retail store, restaurants, beer gardens, and shoe repair shop all are a part of this army merchants association. Heading the corporation is the Post Exchange Officer and the Post Exchange steward. Under these two men are the workings of the business district of the army post.

Hickam's Post Exchange has established several branches, located conveniently for all members of the post. There are two retail stores carrying general items, and one branch restaurant serving soft drinks and light lunches. In the Main PX building is the main restaurant which has been blacked out so that it can be open for business during the evening hours. It employs a large staff of cooks and waitresses, and serves hundreds of soldiers during their business hours.

In peacetime, the Post Exchange had a standing agreement with the Honolulu merchants, whereby the privileges of the Post Exchange were extended to almost any business house in the islands.



Well Supplied



SUPPLY ROOMS

One of the most important sections of an Air Corps Squadron is its supply room. Through this busy office go all a soldier's personal equipment, and since the war, the additional item of arms has, in most instances, been charged to this department. All this property is kept on a strict receipt basis, and every item must be accounted for. If it is not in the stock that covers the shelves, there must be a receipt showing that it has been issued for use.

Clothing is the most important item handled by the supply section, and the issue of this has become more complex in the past two years. At one time, each soldier was given a cash allowance for clothes, and could draw all the uniforms and miscellaneous apparel he needed against this allowance. That system, however, has been done away with, and now clothes are issued on an exchange basis. The new recruit is given an initial allowance of every item, and as these become worn, he may turn them in, drawing new ones in their place.

There are also some items that are issued to soldiers that still remain actual government property, and must be returned when not in use. Such things as gun and holster, beds and bedding, etc. are issued on what is called a "form 33," the individual equipment record of a soldier. If and when a soldier is discharged, he must return all this equipment, or prove that it was lost in action. Otherwise, he will be charged with it, and the value will be taken from his pay.

The Quartermaster of the South Sector of Oahu operates a large laundry that is for the use of all the enlisted men of that section. Individual laundries are collected through the supply room, and the supply personnel keep records so that each soldier might be charged for the service at the end of each pay period.

The supply section of a squadron is headed by a supply sergeant, a competent non-commissioned officer who is the right hand man to the supply officer, the man who is responsible for all the equipment.

Checking

And Checking





" . . . Sandbagging

" . . . And Cbow



FATIGUE

There is not a soldier in the army who has at one time or another dreaded the call of:

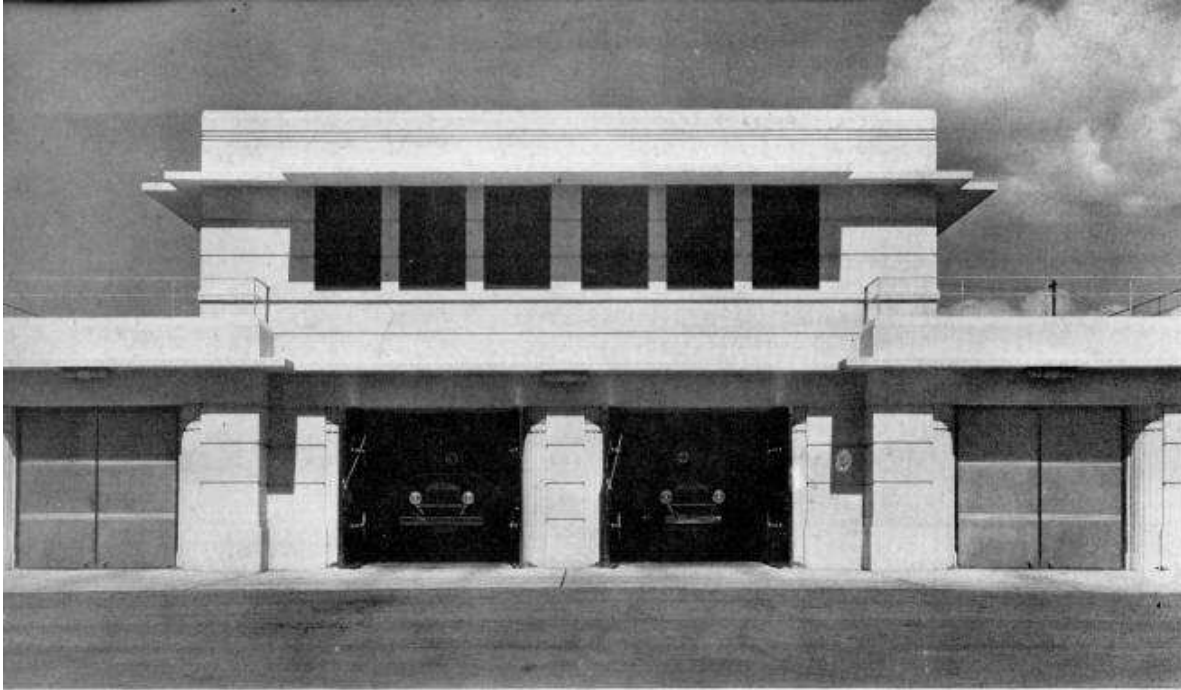
"Okay, P. & P. fall out!"

Not that it is particularly back breaking work, just that it is not the most appealing job in the army if it is one of the most vital. P & P stands for police detail, and in the army, "police" does not mean — it means "clean-up," and someplace back of the line, this type of work has been dubbed fatigue duty, the name being derived most probably from how a fellow soldier feels after he has spent the whole day trying to see to it that the people he has to get excused from a fifteen minute detail

In the category of "fatigue details" comes a number of things headed by the always un-popular Kitchen Police. This duty is assigned in the air corps for a month at a time, and only those privates on special duty are exempt from pulling their regular tour. Also in the fatigue detail is post maintenance, i. e. keeping the lawns trimmed, the buildings cleaned, etc. For many years prior to the break of the war, the Air Corps was famous throughout the army for its lawn mower pushing privates. Most of the time one recruit has taken his first episode of "flying to the business end of a grass cutter.

With the advent of the new army, first sergeants have gone out of their way to find tricky ways to get privates to volunteer for fatigue duty. One instance that was used here was that of the sergeant who asked the privates who could do shorthand to fall out. Naturally, the privates expected to be assigned to office work, so any number of them volunteered their services. Then came the day when the first sergeant told the corporal:

"March these men to the mess hall — we are handing on KP's this morning!"

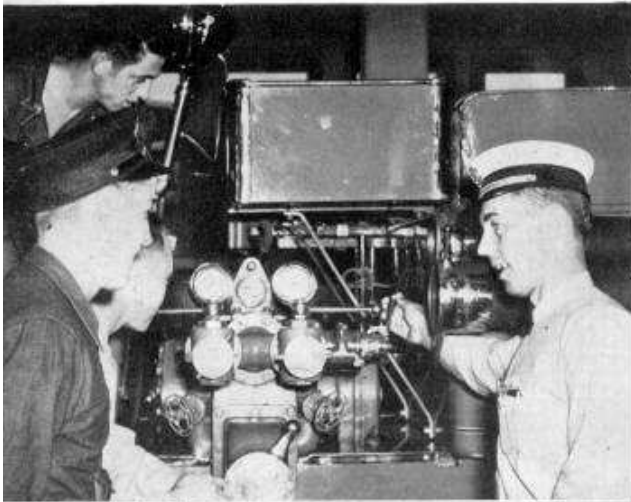


" *Fire House*

... *Fire Chief*

... *Fire Fighters*

" *Let's Go*



FIRE DEPARTMENT

Covering the largest fire district in the United States; that is the job of the Hickam Fire Department. And that is the job that earned Hickam Field's fire Chief the title of the "Flying Fire Chief." Included in the area of the Hickam Fire Department are all the Air Corps fields on outlying islands, and although the Hickam fire wagons are not called to extinguish blazes on Maui or Molokai, these two places are still under their jurisdiction.

Head of the Hickam smoke eaters is one of the heroes of the air raid at Hickam Field, Mr. William L. Benedict. Three times wounded during the attack, he still carried on until he was sure that all the fires were under control, and it was not until he was carried to the hospital by his own men that he left the scene.

Hickam's firemen have received the best schooling possible. For several months before the war, two men were sent to active duty with the Honolulu Fire Department. There they became an actual member of the fire fighting crews, and took a part in all the training and actual alarms. Their training there was a great aid to them when they were put to actual tests on large scale blazes.

Mr. Benedict's boast has always been that he was here to prevent fires first, and then fight them if they developed despite all precautions. He was once an enlisted man on the field, first, with the maintenance crew of an airplane and later as a part of the enlisted personnel of the fire department. The authorities were not long in recognizing his ability in this line, and they discharged him and placed him on civil service rolls as the fire chief of Hickam. In this position, he won the praise of every officer of the field.

Besides being charged with the fighting of fires, the Hickam smoke eaters have charge of one of the main air raid alarms on the post, and for this reason and others, must necessarily be always on the alert.



... A Signal



... Ladders Up



... Man From Mars



... Chief Watches



... Red Wagon



... All Over



... Refills



Insurance Headache



Underground

J-DAY

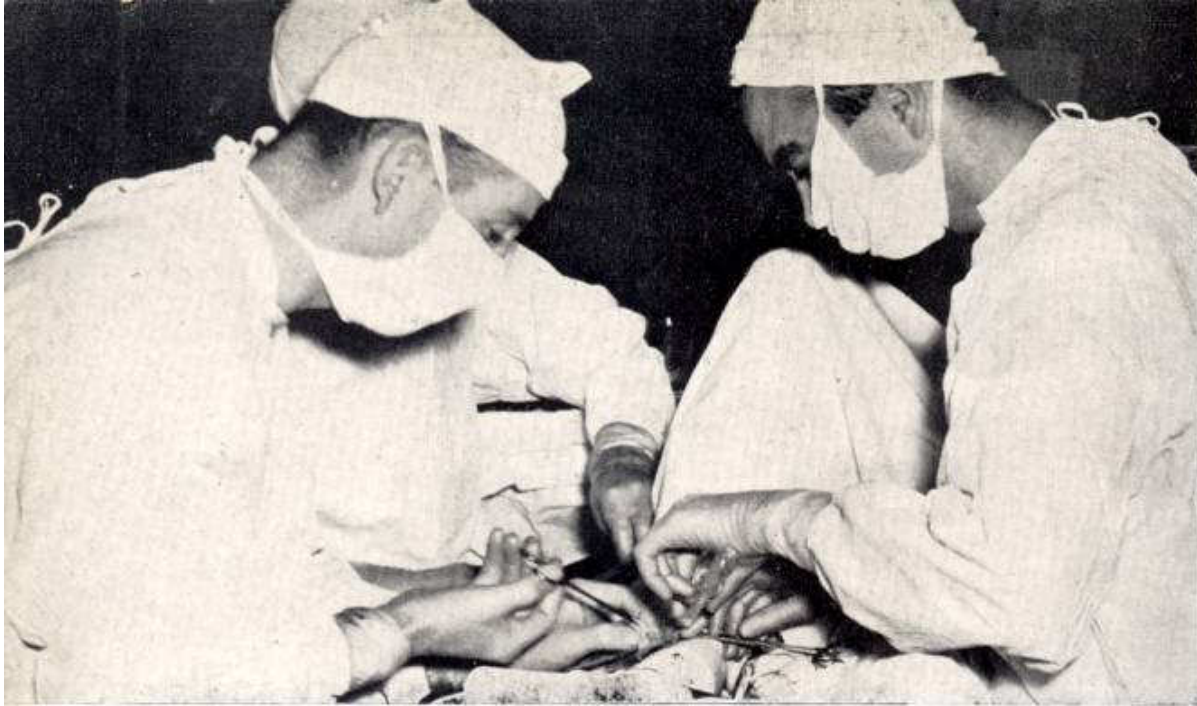
When the jap dropped his load of eggs on Hickam Field Sunday, December 7, 1941, among other things, he left a headache for the automobile insurance agencies. As shown in the picture on this page, some of the civilian cars owned by personnel of the post were not all together unscathed, and the wily Tokyokel did not confine his bombing and strafing to military objectives.

In the days following the raid, bomb shelters became a common habitat for the Hickam soldiers, and men schooled in the use of tools and airplane engines were introduced at the intricacies of a pick and shovel. Bomb shelters were constructed at vantage points all over the field, and after a harrowing Sunday morning, the men were not at all reluctant to get in them during a raid.

The damage done by the raiding force of the Japanese navy, though not what you would call negligible, was for the most part superficial, and even before the last slant-eye had left the air above us, our own planes were operating, and hangar crews were rolling out bombers between bomb craters. The rapid manner in which Hickam's soldiers slipped back into routine duties after the raid is typical of the American soldier. No time was lost in weeping or complaining; rather they just started cleaning up, and making sure that "next time, they'll get a warm reception!"

The Japanese airmen did not make a hit and run raid from which they escaped unscathed. As a matter of fact, from official reports, over half of their ships failed to return to their carrier bases. Hickam's ground crews accounted for a number, the Navy others, and the Marines still more. When the final total had been arrived at, forty-one jap ships were down on American soil, and forty-one pilots were either killed or captured, and would never again fly the colors of the rising sun against the U.S.





" . . . Time Exposure



" . . . Pick Up
" . . . Wider, Please
" . . . Portraits



MEDICS

Proven underfire, and tested in actual combat, Hickam's medical corps is one of the finest in the Air Corp today. They were put to a supreme test J-Day, and they passed that test with flying colors, and not a loss of a point!

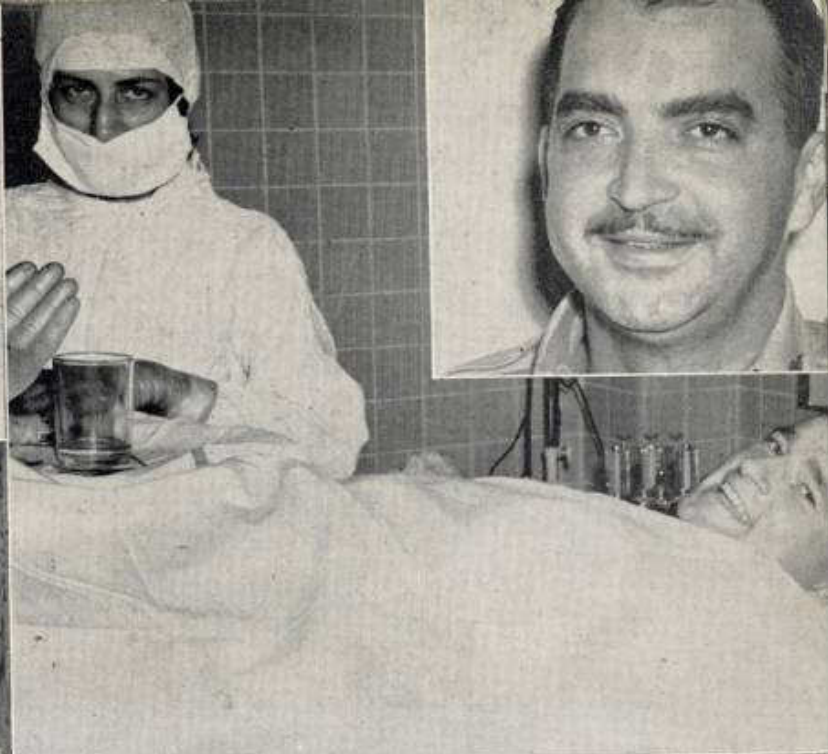
Nerve center for the Hickam medical corps is the white walled, red crossed hospital, situated in the heart of the field. Here a well trained staff of surgeons, nurses and enlisted men take care of the daily and emergency needs of thousands of air corps soldiers.

Heading the list of the medical men and women on Bomberland is Major Richard Lane, Flight Surgeon in charge of the Hickam Hospital. Under him, the well trained staff work smoothly and efficiently, meeting every problem that arises with cool precision. Nothing is too small or too great to receive the special attention of the "medics."

When the raiding force of the Jap Naval air arm struck at Hickam, the Hospital quite naturally was not fully prepared for such a major disaster. All available personnel was pressed into service, even those who had just come off night duty at seven that morning. When the first casualties started coming in, they found the staff hurriedly prepared and waiting. Surgeons were ready for the numerous emergency operations to remove bomb fragments, and ambulances carried to the general hospital those cases which were too serious to be treated right at the front line.

The bombing of Hickam Field marked the first time in the history of the United States that army nurses had been on the front line of battle. Always before they had been in evacuation hospitals at least ten miles behind the line. But despite the heavy burden that was placed on their shoulders, they did their work in such a manner as to win the praise and admiration of all the officers and men of the post.

"..... Pain Killer
"..... Injuries Received
"..... Friend Indeed



"..... Good Mixer
"..... Thumbs Up



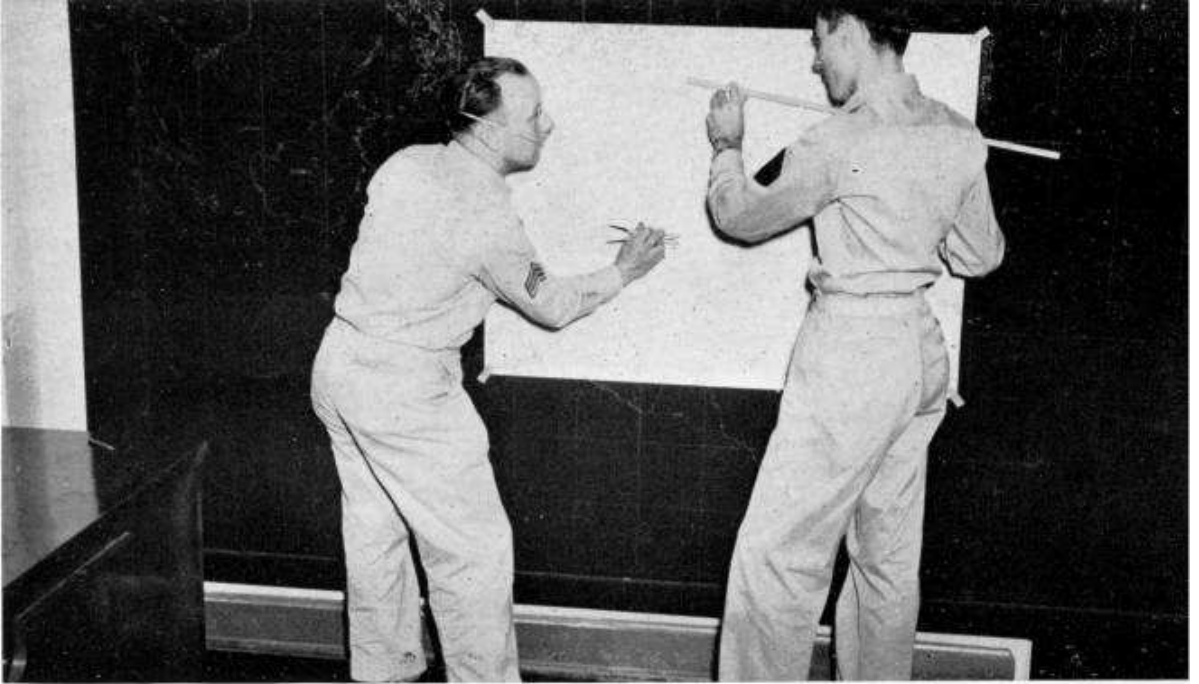
"..... Wartime Cooks
"..... Pulsating



"..... Another KP
"..... Our Hospital



Plotting



Flight Orders

Relaying

Drafting

BOMBER COMMAND

One of the busiest offices on the field is Bomber Command Operations. Through this office are cleared all the flights for the planes of the Hawaiian Bomber Command, each ship being recorded as to its destination, length of flight, and specific mission.

Liason is another important function of this office. Coordination is vitally necessary in the running of a successful war, and that coordination must take in all the component parts of a fighting unit. Through the Hickam Bomber Command S-3, the flight of the flying forts are cleared with the navy, with the coast artillery, and with all the other branches concerned. When a flight of planes soars high over an American anti-aircraft post, even though they are too high to be recognized, they are not fired on by the American artillery because they have definite information that those planes will be there at a certain appointed time. But let them appear an hour late, and they will most certainly be challenged before they are allowed to pass over head in peace. This is all part of the function of S-3.

Similarly, when Hickam's bombers encounter a naval formation at sea, they know they will not have to unload their cargo of deadly eggs, because it is the navy on patrol. They have this information on their flight orders, entered by the Bomber Command Operations Office.

Bomber Command Operations are in continual contact with all Hickam forces in the air. On patrol missions, the pilots send in regular period reports, giving their position, the situation, and other information that would interest their commander. These reports are in turn given to the Commanding General by the operations officer, and through such a system, one man can keep tabs on any number of aircraft.





... Sgt. Thorpe



War Birds
... Fly By Night

" Ready & Waiting
" Spotting

CONTROL TOWER

Meet the men who had a ringside seat at an air raid! The men who man Hickam Field's control tower, the traffic cops of the airplanes, had the best view of the entire raid, but ask any of them what went on, and you'll probably get a blank stare. They were far too busy to worry about a few bombs and a multitude of flying bullets!

During the raid, a flight of American ships appeared on the scene, and since they were unarmed, it was the job of the Hickam control tower to give them landing instructions and get them on the ground as quickly as possible — no small job under ordinary conditions. But, they got them down, and afterwards expressed the opinion that it was all in a days work.

The control tower must keep tabs on all air craft landing, taking off, and in the air at all times. Their busiest hours are when the patrols leave in the morning, and when they start to return. Each ship must wait its turn to take off, and shoots down the runway only after it has gained permission from the tower. When ships are coming in, they get in the traffic circle above the tower, peering off and landing as soon as they receive orders to do so.

Control tower work is under the supervision of a communications officer, and is manned by radio technicians from the enlisted ranks. The outstanding prerequisite of a control tower operator is that he have a cool head under all conditions, and after landing a flight of bomber during an air raid, there is none who doubt this quality in the men of Hickam Field.

Pilots coming in for landings, and going out on patrol get most of their information from the tower. Wind velocity, weather conditions, frequency for the day's flying, and various and sundry other bits of information that are necessary in the routine patrols are passed on to the pilots by these key men.





Lt. George

Lt. Young

"

S. Sgt. Henderson

"

Sgt. Whedbee

INTELLIGENCE

Putting into a widely read publication the story of a highly confidential office is a task that would stump any writer. The intelligence office of Hickam Field is one unit that probably knows more, and tells less about the war than any other single department. Maybe that is where they get the title "intelligence," for it is they who release the posters warning the soldiers to see all and say nothing.

Combat intelligence, and counter espionage as handled by the Post Intelligence office of Hickam Field is a complex job indeed, and one that defies explaining. Since the first bomb dropped on Hickam Field, they have been busy preparing confidential reports, damage analysis, reports on the capabilities of enemy air craft, and various and sundry items that are of vital importance in the winning of the war.

Periodic intelligence summaries are prepared by this office for the commanding officer, laying before him the situation as it has developed since the last report hour, and as it stands at the time of the report.

Besides this necessary work, the Post Intelligence office must keep tabs on hundreds of civilian workers as part of their counter-espionage system. Accurate files are kept on all pertinent data, ready for the immediate use by any authority.

It was the Intelligence Office that made the first report on the raid at Hickam Field, and relayed it to the Commanding General of the Hawaiian Department, through the field officials, and eventually on to the War Department in Washington. The journal kept by this office, which has its first entry marked at 8:00 AM 7 December 1941, will undoubtedly rest in the historical archives in Washington when this war is finished. At anytime, the authors of future histories will be able to trace the progress of the war from the first shot through to the signing of the armistice by merely consulting the journal prepared by the intelligence office.





Peep, Peep



*"... Down Under
"... Listening In
"... Drilling 'em*



MOTOR POOL

Even a flying outfit like the men of Hickam Field have to resort in no small proportions to the motorized equipment of the ground-gripping army, and it is in this department that the motor pool of Bomberland fills the bill. Trucks, jeeps, peeps, and squeaks, in any number at any appointed hour is the order of the day for the men who keep 'em rolling to keep 'em flying.

During the blitz, the men of motor transportation made an enviable record for themselves. Ambulances were needed to go right into the middle of the bombs and bullets and recover wounded to be taken to the hospital, and these men, one and all, with no thought of their personal safety, went right in, and most of them came out, with their job well accomplished. When their trucks were shot out from under them, they didn't seek shelter—rather they went looking for another truck, and so it went until the field was back on a routine basis.

Motor transportation in the army is a vital, and to the uninitiated, a complex business. Hundreds of vehicles of all sizes and descriptions from the bouncing "peeps" to the lumbering heavy duty trucks must be accounted for at all hours of the day. The necessary machinery for this tabulating is set up within the motor pool, with a highly trained staff of dispatchers and drivers. When a truck is on call, the driver reports early in the morning, picks up his dispatch and goes where he is assigned. When the job is complete, and he is released, he again reports to the motor pool with his dispatch signed, and his vehicle in for servicing.

In wartime, motor transportation becomes more and more complex. Tire rationing, gas rationing, and all the rest of the restrictions must be taken into consideration, and the days work planned to get the most use out of the least rubber and gasoline.

... Capt. Hoffman

Lt. Gresh

The Hunter



The Slugger

Tuner-upper



Oil



Squad Car, 1910

Teletypers



SIGNAL CORPS

Communications are the life lines of an army, and the Signal Corps is charged with the job of putting these communications through. Hickam's Signal Corps, under the supervision of Lt. Colonel Church accomplished this job under actual war conditions in the least possible time, and with the fullest measure of efficiency.

In the midst of the J-Day bombing, Hickam's regular communications lines were in some places disrupted, causing a delay that could not be tolerated. Again, in the typical army way, the Signal Corps men went about their duties with no thought of their personal safety, getting the lines up and establishing communications so that Hickam could get back at their attackers.

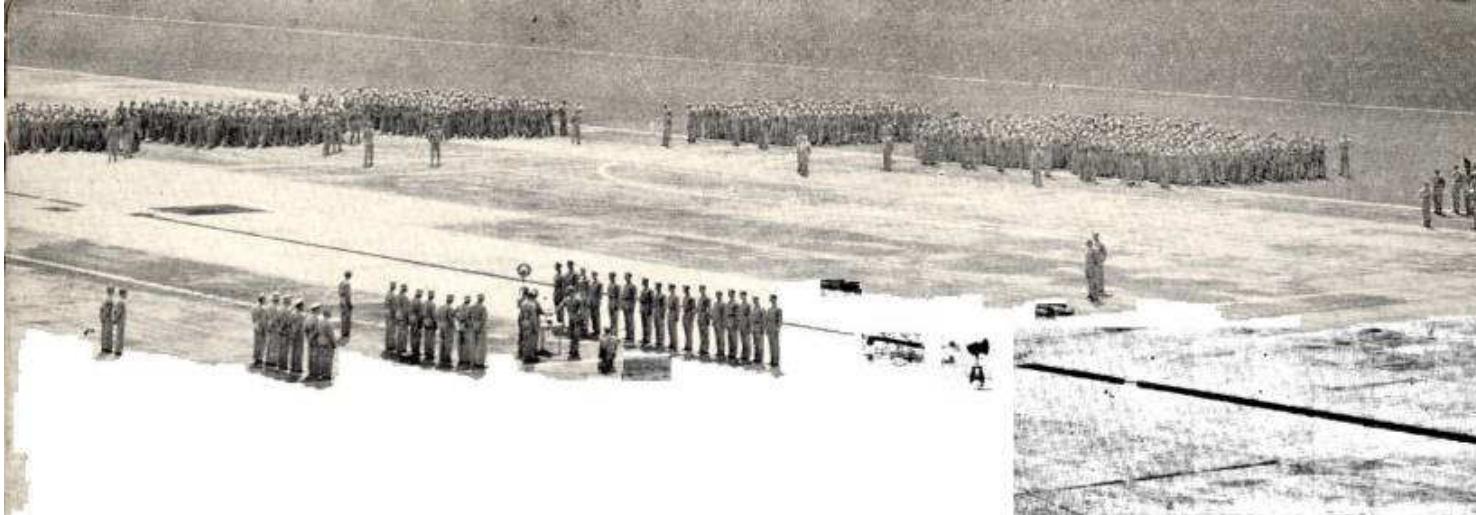
One of the interesting sidelights of the Signal Corps' part in the air raid was the story of little Miss Delores Bush, six year old daughter of Warrant Officer Gerald Bush of the local Signal platoon. As the telephone men were removing wire from a storage depot, Miss Bush, in her own small way, tried to help. As one of the heavy reels was pulled down from the bin, it slipped from the hands of the lineman, falling across the legs of Delores. She was rushed to the hospital where it was discovered that she had suffered a fracture of her right limb. After she was patched up and returned to her mother, she was awarded the warrant of an honorary sergeant in the Signal Corps.

After their lines had been established, it marked only the beginning of the work for the Signal Corps. There was the story of persevering the switchboard operators who stayed on their posts seemingly endless hours, with thousands of calls going through their boards every hour. Line men were constantly on call, repairing lines that were severed or damaged in various and sundry ways. The teletype operators stayed on their posts, relaying the news of new developments from one headquarters to another, and sending and taking orders for the Commanding Generals. Field switchboards were set up in the most inconvenient places, so that every outpost might have a line of communication with the Command Post.

Col. Church

Message Completed





Atb. R.



BASEBALL HALL of FAME

B.

G. H.



Johnny Lopinski



B.



Ralph "Pepper" Martin

innie Coli





The Whistle

Shooting Stars

... In The Bag

BASKETBALL

Hickam's second shot at the Hawaiian Department basketball crown was cut off before it began, when Tojo and Company dropped their load of explosives in our back yard. The Sector-Navy league was set for a gala opening, of all days, Monday, December 8, 1941. However, a terse order issued from Hawaiian Department Headquarters on the morning of that day said the league opening had been "postponed indefinitely."

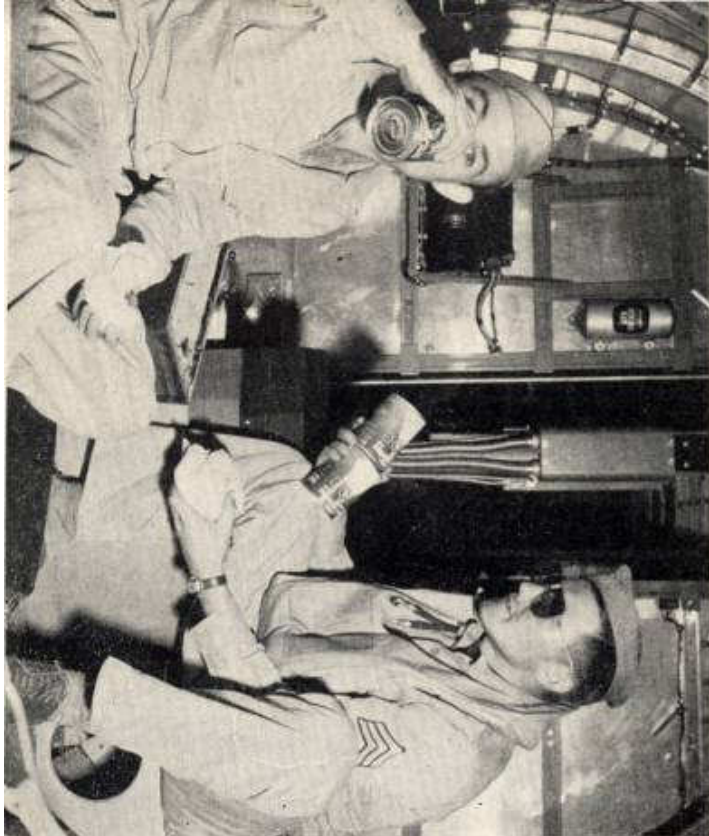
In the first year Hickam vied for service basketball honors on Oahu, they met with no small degree of success despite working under numerous handicaps. At the start of the season, Hickam had barely completed its move from Luke Field, but despite the turmoil, Lt. "Ike" Wintermute gathered together a team and entered the league. When the final dust had cleared from the play-off series, Hickam was in second place, led only by Fort Kamehameha. Later in the season, however, Hickam quintet administered the Kam Warrior a 69-13 shellacing!

In their second year of competition, the Hawaiian Department basketball picture was predominately the blue and gold of the Air Corps. During the course of the season, Hickam lost only one game in the Sector Navy league season, won a play-off series from Fort Shafter, won two out of three games from the Field Artillery at Schofield and copped the Hawaiian Department crown.

In an exhibition game during the Coca-Cola tourney in Honolulu, the Bombers met and defeated Fresno State College from California.

Lt. John McDavid was the coach of this wonder team from Hickam Field, and won praise in sporting circles throughout the island.

EACH DAWN THEY FLY



Upper left: An Army Bomber on patrol in the Pacific. This bomber will check the identity of the ship seen below. Center: Dawn over the Blue Pacific. Upper right: Sgt. L. John E. "Yank" Henry, Pilot, and his co-pilot, 2nd Lt. Robert Lewis, look over the others in the dawn flight check in after a mission has been completed. Lower left: Sgt. James Weaver (left) and Major Donart (right) take time out for "chow." The drink is Hawaii's famed pineapple juice. Lower right: Harold W. Peal, expert gunner (aerial) from Nashville, Tenn. He is a two-year vet of the war lanes.

—All pictures by Hawaiian Air Force.



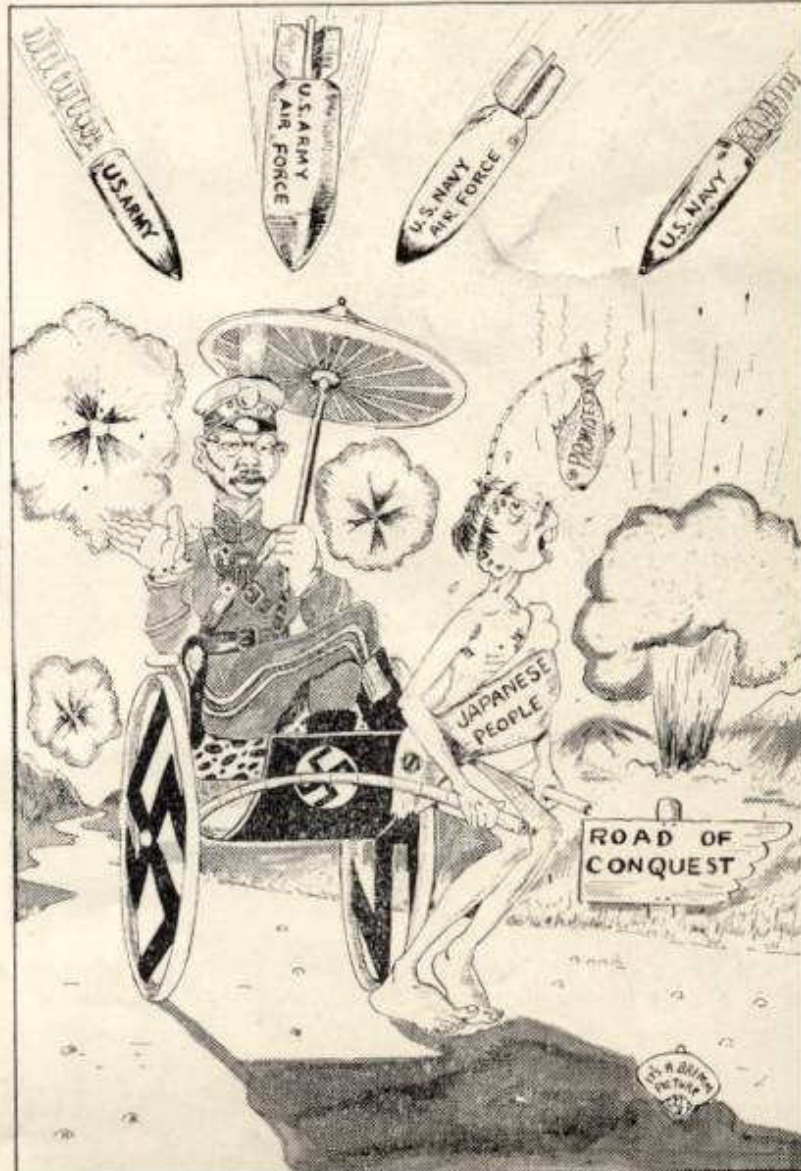
"As Hickam's Artist Sees It"

"I SEE BY THE PAPERS



"Gentlemen, we are in grave danger of peace!"

GREEN PASTURES



"Whattsa I'm ain 17"

TOTAL WAR



"She's looking for her Japanese houseboy who ran away with her silverware."



Efficiency
 "... Loading Up
 "... Before & After

GROUND DEFENSE

One day in the spring of 1941, Hickam Field was invaded. This usually peaceful Air Corps center awoke one morning to find a battalion of infantry marching on the field, pitch their tents, and generally make themselves at home.

For weeks after the invasion, the large parade grounds of Hickam were dotted with infantrymen and Air Corpsmen engaged in learning the use and principle of light and heavy machine guns, rifles, and all the equipment and principles that are necessary for an efficient ground defense unit.

As a part of their training, the air corpsmen were taken to the firing ranges where they had a chance to put in actual practice the principles they had been studying for the past weeks. Firing at ground targets and air towed sleeves developed their eye, and accounted in no small manner for their accuracy against the raiding Japs planes December 7.

Climax of the ground defense training was the retreat parade held jointly by the trainees and the infantry instructors. The infantry band supplied the marching strains, and Hickam's soldiers lined the parade ground for what was to most of them, their first formal retreat parade.

Colonel Jenna, now Hawaiian Department Morale Officer, was the officer in charge of the Ground Defense instruction.

For the second class in ground defense, the Air Corps non-coms who had received instruction with the first group acted as instructors, and a new group of 500 Hickamites became acquainted with the weapons of infantry war. This training of air corps men enabled the line outfits of the islands to release many men who would have been used to guard Hickam's installations. The air corps men themselves took over, and showed that besides "keeping 'em flying" they could be line soldiers if the occasion demanded.

Wishful Thinking



GUARD

Guard duty in the army is one of the first tastes the average recruit has of army ways. One of the first duties assigned a new soldier is walking post, and not one in the new army of today gets through recruit camp without a thorough knowledge of the "General Orders" of guard.

Hickam's guards are all the more vital in that they have hundreds of thousands of dollars worth of precious airplane to look after. Even the snappy looking soldiers who watch the main gate, at least two miles from the nearest ship, have their eye peeled for the safety of Uncle Sam's flying stock. No one is passed on the field unless he has a pass, and proven business here. Recognizing all the passes that are issued in war time, and still causing little or no delay to their bearers is just a part of the duty of the post protectors.

Airplane guards take up their stations as soon as a ship comes in from a day's flying and is deserted by its crew. In the hours from dusk to dawn, it is "his" ship, and a booming "HALT" will greet anyone who dares come any closer than the prescribed limits.

Also coming into the growing duties of the guard detachment with the outbreak of the war was the placing of sentries on the vital utility installations. If it were not for the ever watchful sentries, saboteurs could easily slip onto such a large reservation as Hickam Field, and we would be confronted with the same problem that France was many months ago — a war from within.

More recently coming under the supervision of the Officer of the Guard was the charge of all the Ground Defense posts which must be kept ready for action and well manned twenty-four hours each day. At the instant of the sounding of an air raid alarm, these gun crews unsheath their weapons and have them ready for action at the drop of a bomb.

Guards on duty are the men most familiar with the army character, the "Officer of the Day." During his tour, the OD must inspect the guard, and he earns the title of the most challenged man on the post.

Gang Buster





Four Down — One To Go

HICKAM'S HEROES

Hickam Field Sunday, December 7, 1941, was a field in which every man was a hero — doing a hero's job whether he realized it or not.

On this page, we have not tried to name any specific men as the real heroes of the day; we have only picked a few of the more outstanding, and given them the recognition which should go to every man on the field.

Among those pictured on this page are Lt. Welch, at the time of the raid a member of the Wheeler Field Command, but since stationed at Hickam. From his pursuit ship, he accounted for four Jap planes, more than any other one man in the islands.

Major Lane

MacNeill

... Sgts. R. D. Smith and R. A. Collins

... Lts. Cooper and Eberenz

... Fire Chief Benedict





SILVER STAR

AND

PURPLE HEART AWARD

GORDON A. BLAKE
ELMER P. ROSE
FREDERICK C. HALLOR
FELIX J. LUKOSUS
GEORGE G. DUDLEY
LEONARD BLACKMON
WILLIAM M. BRYANT
HARRY O. HILL
FURMAN C. MARTIN, JR.
GLEN R. ROSEBERRY
FRANK R. DALLAS
BERT J. JORDAN
WALTER H. SMITH
CHARLES W. WELLS
JOSEPH T. MOORE
JAMES H. REILLY
HAROLD H. GWYNNE
LEO R. COALE
WALTER A. HAMMOND
KENNETH E. ADAMS
BLAKE C. WALLSHOUSE
JOEL J. BOERSEMA
ROBERT T. BYRD
NEWBA ROSS
ALLAN J. WEBER
RUSSELL O. MCKRAY
FRANK B. HELMS
LEONARD M. BARNES, JR.
ALFRED W. BROUGHTON
FRANCIS R. BUSH
CHARLES P. CLENDENNING
MELVIN J. LANTIS
JAMES A. RADER
LEO A. ROY
WILLIAM G. WORKMAN
JACK P. HOPKINS
WALTER S. SMITH
THEODORE V. HOBBIIE
KENNETH A. GRADLE
EWALD A. KOCH
VIRGIL A. GREEN
BEN ODETTE
LOUIS PENVEN
MALCOM D. SACKETT
GEORGE S. SNYDER
MARSTON C. REED
JOHN F. BAUER
HENRY C. SANDERS
WILLIAM W. NEAL
RAYMOND MAYO
ARTHUR E. DAVID
JAMES C. STANFIELD
ANTHONY T. TRAVALINE
JOHN TYLESHEVSKI
ROBERT D. HAMRICK
LEONARD G. LUCKEY
WALLACE F. PICKARD
JOHN J. MEEHAN
MICHAEL J. PIRGA
CLINTON D. BAER
ROBERT E. BAIRD
SEYMOUR BLUTT
NORMAN M. BOUTIN
ROY W. BYERS
CHARLES S. CLAGUE
ALLEN D. DAVIS
SPENCER L. DAVIS
JOSEPH R. DRISNER
WILLIAM WATSON
WILLIAM A. OATES
RAYMOND L. MENTZ

JOE F. WILSON
CLARENCE C. MORRISON
HARRY NEWMAN
DONALD A. KERN
WALTER A. BARASHA
CLARENCE E. STINSON
CLARENCE A. VAN WIRT
CHARLES R. HEINHORST
DARREL W. MINTZ
FOREST A. OLTMAN
HERMAN T. RANDALL
HOWARD BALDWIN
EUGENE C. COX
CLARK D. HAGAN
RICHARD A. LARSON
ROTH J. NARRAMORE
THOMAS E. ROBERTS
HAROLD E. SWINNEY
CHARLES F. VIEBROCK
DONALD D. ADAMS
ROBERT E. BLOOM
GEORGE W. MOSALL
ROBERT G. REDDICK
SAM H. WILSON
DONALD E. WIMBISCUS
LOID W. ANDERSEN
DOUGLAS L. BROWN
BERT E. BYRD, JR.
CARMEL R. CALDERON
CARLO A. CALEMINE
ROBERT P. DAMSKY
FREDERICK R. JONES
CECIL E. KING
LOUIS W. MENGE
ROBERT F. NOLAN
MARVIN OLSEN
JOSEPH J. PANEK
EUGENE R. RAY
WALTER H. ROCKMAN
RUBERTO B. RODRIGUEZ
WILLIAM R. THORNHILL
PAUL N. TOMKINS
GARRETT C. TYRA
JAMES S. ALTAMARE
HAROLD H. HAWKINS
JOHN N. KRISON
WALTER LAPIE
JULIUS B. SIDAK
THOMAS E. BRADSHAW
NORMAN A. SMITH
JOSEPH L. VIERS
STANTON H. ENCHELMAYER
LAWRENCE B. HOWLAND
ISAAC H. PULLEY, JR.
JAMES E. DINAGEN
HAROLD LENBURG
JAMES H. McROBERTS
EDWIN ROBERTS
KENNETH H. WEST
EPWIN B. CASEBOLT
LAWRENCE B. VELARDE
BERT LEE, JR.
VERNON D. TOMLINSON
MELVIN L. HALL
OWEN E. LONGEST
WALTER E. STEPHANIK
G. C. BEALE
HOMER R. TAYLOR
ROBERT TRAVIS
FLOYD A. NORTHAM

MERION L. MASON
BERNICE P. McLEOD
JAMES V. EDMUNDSON
THOMAS L. DALY
GEORGE B. SPARKS
FRANK W. BOWEN
THOMAS A. YARBROUGH
CARL W. FULLER
WILLIAM E. IRONS
HARRY S. BRISSENDEN
HAROLD L. HENLEY
FRED R. CONNER
CHARLES W. CRAIG
JEROME A. EVEN
SHERWOOD D. KING
BRUCE B. S. BARKER
ELMER ANDERSON
ROBERT W. RAY
MATHIAS E. DONAT
THEODORE C. LUCZYK
LEITH C. MORGAN
CHARLES W. BARTLETT
VERNON W. EVAN
IVAN C. LEWIS
ALBERT C. McCALL, JR.
CHARLES E. NAREHOOD
CHARLES P. POTTERFIELD
JACK A. WILLIAMS
PAUL T. BOWSHER, JR.
KENNETH A. FULLER
JOHN P. HOLLOWAY
WILLIAM H. HUDSON
JAMES F. JONES
EDGAR L. PHILLIPS
LEROY B. POUNCEY
RALPH G. PASCHALL
GEORGE T. DWYRE
LOREN A. STODDARD
JACK O. EHRKE
BONNIE V. NABORS
CHARLES R. MIDDLEAUGH
REUBEN A. CARR
ROBERT J. HASSLEY
JOSEPH P. MISZCZUK
PAUL MUCHA
HENRY H. REILY
ROBERT E. BLAIR
IVAN C. DUBOIS
RALPH A. REDBURN
GEORGE A. BAKER
HOWARD F. COOPER
GEORGE E. BOYD
PHILIP K. HEAD
RALPH T. ULLRICH
MELVIN F. HOOPER
EDWIN K. LYLE
JAMES M. TOLEN
JOE O. WRIGHT
JAMES B. ELLICK
EDWARD J. GUDINAS
GERALD R. HEFFELFINGER
CHARLES W. HODDER
RALPH KELLY
TOMMIE W. YEARGAN
RALPH W. YOUNG
ANDREW N. ZEOCK
PASQUALE BASILE
CHARLES S. BROOKS, JR.
PAUL D. ROBERTSON
MACK MONTEAN

RAYMOND A. BUNN
GEORGE O. BUSHEY
CHARLES R. DAGON
WILLIAM T. DUVALL
ROBERT E. FLEMING
EDWIN FRAZIER
ALOIS H. FREIMUTH
RICHARD S. GARRETY
TURNER G. HARREL
LOUIS JORDA, JR.
WALTER L. KAMINSKI
WILLIAM F. LUNDGREN
WARREN LYON
MICHAEL MATOUKA
JACK P. McGUIRE
FRANK McKELROY
KENNETH L. MOUGIN
DONALD H. PETERSON
WILLIAM H. PETERSON
ROBERT L. PICKEREL
HARRY C. RAINEY
DONALD L. RALPH
BERNARD D. SBRACCIA
LOUIS J. SCALZO
ANTHONY L. SESODY
JOHN W. LYNCH
PELL R. MANN
JAMES S. MINNICH
ROY T. POPE
PAUL D. REBER
VICTAR O. SCHWARTZKOPF
JOSEPH P. SEALS
JOE B. STANLEY
R. X. CHABOLOWSKI
FRANK G. CHAPLICK
GEORGE J. GABIK
EVAN L. GRIFFITHS
EDWARD L. GIMMELT
ELBERT E. HOWELL
CHARLES C. KUROPATWA
JOHN P. LOOS
MICHAEL M. PRANIEWICZ
WILLIAM A. STANLEY
HENRY E. THOLKE
CHARLES L. UHLENBURG
HERBRY AUBREY
GRADY E. EXUM
CHESLEY A. ISAAC
JOHN D. DeBLANC
ALPHONSE J. SAMUELVICH
HOWARD C. WARD
VAUGHN E. WOLFE
LUDWIG C. WOLFERT, JR.
BENJAMIN J. XERRI
DONALD E. TOBIAS
ROBERT L. TURNBULL
ALFORD W. ALLEN
JACK L. BOIS
ERWIN E. CROCKER
ROBERT P. DIETTERICK
HOWARD E. GAUMER
SIDNEY GODLEY
KENNETH O. HILLIS
ROBERT F. HINTERLITER
JEROME J. HONS
THOMAS R. JOHNSON
PHELPS W. KING
JOSEPH P. ORAVETZ
PAUL MITCHELL
JOHN LOPINSKY
ROBERT W. McCELLAN



Bundles for Tokyo

Straight Shooter

Everything's Here

ORDNANCE

Ordnance Companies of the Army are charged with the repair and maintenance of all fire arms and explosives, and when attached to an Air Corps field, handle all the "eggs" that will some day blast a victory for the Allied nations. Being an Ordnance man at one of the largest airdromes in the Air Corps, and one that is in the heart of the combat zone is no small job, but Hickam Field has hundreds of them who fill every qualification.

One of their first tasks as the air raid began was to get guns and ammunitions out to the ground crews, so our air drome defense units could function. The ordnance leaders thought they had made fast time when they arrived at their storage depot approximately five minutes after the first bomb landed in Pearl Harbor, but they were amazed to see most of their company there ahead of them busily issuing out anti-aircraft machine guns and great quantities of ammunitions. They soon established an adequate ground defense, armed and with enough ammunition for the repulsion of a lengthy attack.

When this matter was taken care of, they turned their attention to loading the ships on the lines, pushing the old sand-filled practice bombs out of the way, and put hundreds of pounds of TNT into the bombays of the waiting bombers. Anyone's idea of the unhealthiest job in the world would be ferrying six hundred pounds of condensed thunder through an air raid, but that was just the job that faced them, and while the attack was still at its height, they loaded a plane, and sent it into the air.

The work of the ordnance crew is aided in no small proportions by their own familiar brand of "jeep," the little yellow bugs that have equipment to handle bombs just as a dump truck can carry dirt. A rush call to the ordnance CP will bring any number of these pint-sized crane cars out into the open and rushing from the bomb dump to the hangar line.





Coffee and

Capt. Simpson & Staff

"... Have You Read ...

... Admit One



MORALE OFFICE

"Morale is that certain something that keeps you going after your legs have told you that you are licked," and keeping up that spirit is the job of the Morale Office (more recently re-named, the Special Services Office.) At Hickam Field, that job is not at all difficult, since the morale here has always been at the Highest level, but it is still one of the most important offices on the field just maintaining that high morale.

Hickam Field's Special Services Officer is Captain Howard Simpson, and to him falls the responsibility of providing adequate recreational facilities for hundreds of men. All the dances, operation of the theater, providing special shows for the men on their off duty hours, and various and sundry other items are placed on his desk.

Hickam's theater, though only a makeshift affair before the outbreak of the war, was put out of commission during the air raid, and as soon as things settled down, the establishing of a new theater was the first thought of the Morale officer. A new site and new equipment was secured, and the men of Hickam only missed their movies for a period of approximately a week. Now they have three shows daily, featuring all the first run pictures of the local theaters, and at a price that comes within the bounds of even a twenty-one dollar a month private—if you can find one of these rare specimens.

Another feature of the Morale Office at Hickam, and one that is unique to this post, is the functioning of a coffee and doughnut truck. This truck leaves the office early every morning, fully supplied with steaming coffee and fresh doughnuts to be distributed free to all the men on gun posts and other stations away from the center of things. This big black wagon has become a familiar and popular sight to hundreds of men on the post.



Tires!



Plenty of Everything

Pleasant

QUARTERMASTER

The men of the quartermaster are the first ones to start work on an army post, and the last ones to leave when the site is abandoned. Like the old squib for the housewife, "The army works from sun to sun, but the QM's work is never done."

Duties of the quartermaster are many and varied, and begin as soon as a site for an army post or air field is selected. In the first case, there is a special branch of the QM known as the construction Quartermaster which is charged with building the post. They design buildings, or have them designed, supervise construction work, and give the final approval before a structure is turned over to the Commanding General.

Another duty of the quartermaster is the upkeep of utilities of an army post. With a large, sprawling post such as Hickam, that requires miles and miles of lighting facilities, unending water mains and the like, it requires a large staff of highly trained men.

Supply is another branch to which the army is indebted to the quartermaster. Everything from the issuance of buttons to two ton trucks comes under the direction of the Quartermaster General. When the flagpole needs painting, when someone wants a sign painted, it's "call the quartermaster," and as soon as possible, the job is done.

One of the biggest jobs of the quartermaster on an army post is handling transportation. They have charge of all the motor pool facilities, and must keep accurate tabs on hundreds of motor vehicles every day.

Another branch of the quartermaster is the establishing and maintenance of an adequate fire department, and the success of the Hickam QM in this department was more than proved during the air raid.



SPORTS

Bombers Win Seven Major Army Titles

OUTSTANDING ARMY OFFICERS HEAD HICKAM'S ATHLETIC TEAMS

Much of the success of Hickam's teams in their athletic battles with other posts of the islands can be accredited to some expert coaching turned in by officers of the post. Heading the list of Hickam coaches is Lt. Col. LaVerne "Blondie" Saunders, baseball mentor who has won more titles than any other coach on the field.

Others to whom a large measure of praise must be accredited include Lt. John McDavid, coach of the "wonder" basketball team of 1940-41; Capt. C. P. Vansant, coach of the Department baseball winners in 1941; Colonel E. Moore, coach of two championship winning track squads; Col. R. Beam, first baseball coach in Bomberland and Lt. "Ike" Wintermute, first basketball mentor of Hickam.

For the most part, the coaches of Hickam's athletic teams were former stars in their own right. Many of them hold records in their own particular sport that still stand in the school they attended. Colonel E. "Mickey" Moore holds a record for the 100 yard dash at West Point that has not been equaled since his graduation.

Other of Hickam's coaches have records as bright as that of Colonel Moore. Colonel Saunders, at the time of his school days at the Academy was known as one of the army's best all-around athletes.

COP CUPS IN SERVICE TRACK, BASEBALL, AND BASKETBALL LEAGUES

In the two years of Hickam Field's participation in service sports in the Hawaiian Department, its teams brought home to the trophy chest seven major titles.

South Sector track, South Sector-Navy, and Hawaiian Department baseball, and South Sector - Navy basketball were all won by Bomber teams in 1940, the first year of competition for this post. In 1941, the basketball team went on to cop the Department Crown, the track team repeated in the South Sector meet, and a Hickam Group team won the South Sector-Navy and Department baseball championships.

Hickam's athletic program was set in motion almost before the last man had vacated old Luke Field, and the first basketball team went into action in the Sector-Navy League before the field was three months old. This first basketball team, coached by Lt. "Ike" Wintermute was the only Hickam team in a major sport that did not win a title.

When the war broke, Hickam's group teams were grooming for the coming season, and weighing their material against last season's results seemed sure of another successful year in 1942. However, with the passing of December 7, 1941, they entered a much bigger game, but still proved they were champs through and through, and could produce another winning team!

LEAGUE PLANS FOILED

South Sector-Navy League officials picked a fateful day for the opening of the 1941-42 basketball season. The stage had been set for a gala opening of this conflict for Monday, December 8, but the day before, and ensuing events caused an "indefinite" postponement of this athletic battle in favor of a larger scale contest, for considerably more than a silver cup. But in both cases, we were fighting for something we already had — the Sector-Navy cup in basketball — and our way of life in America!

Plans for the re-opening of sports competition among service personnel on Oahu have been dropped, but the soldiers still find time during off duty hours for a game of baseball or a set of tennis. The Special Services office of the field provides plenty of athletic equipment to be used by the men. Although the competition is not as keen, it still fills the bill for an athletic minded army.

From now on, it's Hickam first in war, as well as in sports!





Footstep

and Over

Service

ankettes

Perfect

*Ye Editor
Staff Artist*

*The Little Corporal
Production Line*

HICKAM HIGHLIGHTS

Hickam Highlights, Hickam Field's first and only newspaper was first founded March 15, 1940, and since that time has become an integral part of the Bomber Command in Hawaii.

The first editor was Technical Sergeant Albert "Foghorn" Kreiner who pulled the first edition off the mimeograph machine just fifteen days after he arrived in the islands. As the paper met with more and bigger successes, the staff was enlarged until it included staff artist Joe Brimm, Roland K. McCoskrie, Joe McCarthy, James McCall, Frank Zyzneski, Paul Scott, Joe Haver, Jack Bunting, and a host of others who have come and gone since the first edition.

Hickam Highlights has always been strictly a soldier's newspaper, edited by and for the soldiers of the post: It has been praised by some very big names, and has been run down by some just as big — but still it has managed to survive every trial.

Colonel H. W. Ferguson has been the supervising officer since the first edition, and his loyal assistance has been the main factor in keeping the paper going through every crisis.


Many thought the Hickam Highlights would fold in favor of more important jobs when the war broke suddenly in Hickam's backyard; however, the first war edition appeared on schedule and was hailed with as much, if not more enthusiasm than any edition before it.

The present staff consists of Sgt. McCoskrie as editor, Sgt. Brimm as the Staff artist, Corporal Zyzneski as assistant editor and mimeographer, and Mrs. Norris and Miss Kalama as stenographers.

The present staff is trying to make good the words of our first boast — "As long as there is Hickam Field, there will be Hickam Highlights!"



To You Our Fallen



The Barracks now are silent -
Where once your laughter rang,
The steel guitar is broken -
Where around your bunks we sang.
As the stars give way to morning -
In Oahu's cloud swept sky,
Old Glory's proudly waving there -
Seeped in heroes' crimson dye!

Can you hear us, there in heaven -
As the Dawn Patrol takes flight?
On silvery wings your memory soars -
In Holy Freedom's fight!
The Kona wind blows softly now,
The Palu trees whisper low -
But all America will remember,
Whence came this Dastards blow!

Let the Nipponese remember this,
As they cringe beneath the sky -
At Hickam's flaming vengeance,
For You, the first to die!

Joe Brumm

— It is for us, then, to be here dedicated to the great task remaining before us — that from these honored dead we take increased devotion to that cause for which they gave the last full measure of devotion —