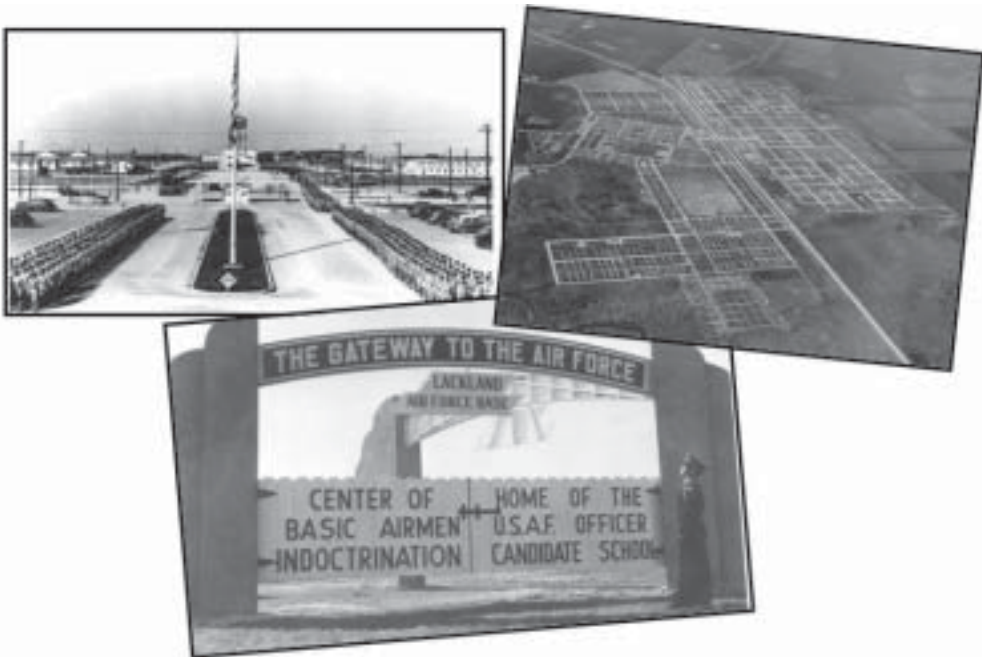


THE MEMORIALIZATION OF LACKLAND STREETS



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Streets of Lackland

The history of Lackland continues and the memorialization of our streets continues to be a shining beacon on the illustrious past of this base and the USAF. From this we shall have a better understanding of where we came from.



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Andrews Avenue: In March 1935, a West Point graduate and air pioneer named Maj Gen Frank Maxwell Andrews became the commander of the newly established General Headquarters Air Force, a major predecessor of today's USAF. General Andrews drew his staff from the ablest air power enthusiasts then in uniform and set out to organize a military establishment capable of effectively employing aircraft in an offensive, strategic warfare role. In 1939, General Andrews wrote a bold letter to the House Military Affairs Committee endorsing an Air Corps Reorganization Bill that, if passed, would put the Air Corps on equal footing with the Army ground forces, with a separate budget and promotion list. This proved too much for those who envisioned the Air Corps as nothing more than "the eyes of the artillery." General Andrews was reassigned to San Antonio and reduced in rank from major general to colonel. Just two years later, having regained his two stars, General Andrews became the first air officer to hold a theater command when he became the commanding general of the Caribbean Defense Command. He went on to become the commander of the European Theater of Operations in World War II until his untimely death on 3 May 1943 in an aircraft accident in Iceland.



Arizona Street: This street is one of the very few Lackland streets bearing its original name from the 1940s. When the base was originally constructed in 1941, the streets located on what is now known as the training side of the base bore the names of the various states and types of trees. Those on the permanent party side of the base carried either a letter or a number, such as Avenue A, First Street, 2d Avenue. The committee elected to retain the name Arizona, which on the surface might seem a strange choice. But in 1954, the name Arizona still carried a stark reminder of the destructive power of military aviation in war.

On 7 December 1941, the American battleship, the USS Arizona, lay at anchor in the famed Battleship Row of Pearl Harbor. The surprise attack by Japanese Kate bombers struck the powder magazines and boilers of the old battleship, sending it down into the offshore mud in one massive explosion. The USS Arizona took with her the lives of 1,103 men, including Rear Admiral Isaac C. Kidd and Captain Franklin Van Falkenburgh.

Arnold Circle: Henry Harley (“Hap”) Arnold is considered the father of the modern U.S. Air Force. Born in Gladwyne, Pennsylvania, in 1886, Arnold graduated from West Point in 1907. In 1911 he transferred to the Aeronautical Division of the Signal Corps. He took flight training from the Wright Brothers and was designated one of the first military aviators in the United States.

Assigned to the Army's first aviation school at College Park, Maryland, Arnold established a world altitude record of 6,540 feet. For his accomplishment Arnold was awarded the first Mackay Trophy in 1912 that acknowledged the most meritorious accomplishments in military aviation.

Following World War I, in which he oversaw the Army's aviation training schools, Arnold became a supporter of Col William (“Billy”) Mitchell. Following Mitchell's court-martial in 1925, Arnold was, in his own words, “exiled” to Fort Riley, Kansas, eventually serving in a variety of posts.



In 1934 Arnold won a second Mackay Trophy for commanding a flight of 10 Martin B-10 bombers from Bolling Field, D.C., to Fairbanks, Alaska, and back. In 1938 he succeeded Maj Gen Oscar Westover, chief of the Air Corps, who was killed in a plane crash. On 20 June 1941, Gen George C. Marshall, Army Chief of Staff, directed the establishment of the Army Air Forces (AAF). General Marshall wanted to resolve the chain of command difficulties and give the air arm a unity of command and authority to manage its own affairs during a period of rapid expansion. He chose Major General Arnold to become the Chief of the AAF.

Throughout World War II, General Arnold was the spokesman for Army aviation. His reputation rests on having built the greatest air force the world has seen. At its zenith, the AAF had approximately 2.5 million personnel, organized into 243 combat groups operating more than 63,000 aircraft. General Arnold became the only aviator to earn the General of the Army (five-star) rank. General Arnold continued to command the Army Air Forces until his retirement in March 1946. General Arnold died in Sonoma, California on 15 January 1950.

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Barnes Avenue most likely takes its name from Vincent E. Barnes, a Massachusetts landowner and aviation enthusiast. In 1927 he leased 51 acres of land to the city of Westfield for \$1.00 a year, with the understanding the city would begin construction of a commercial airport. In the 1940s the Army Air Forces used the airport and renamed it Barnes Air Force Base. Today, the base is collocated with the municipal airport and serves as Barnes Air National Guard Base. However, it is also possible the street is named for 2d Lt Truman S. Barnes who flew with the 339th Fighter Squadron in the Southwest Pacific during World War II. Lieutenant Barnes was one of 15 men with that last name who made their mark during the war as fighter pilots. He was, however, the only Barnes to get five confirmed aerial victories, making him the only Barnes to become an ace. Being an ace or the namesake of a base were two of the main factors used in selecting the names for Lackland's streets in 1954.

Bergstrom Court is named for Capt John August Earl Bergstrom, an Army Air Forces administrative officer assigned to the 19th Bomb Group. In the early morning hours of 8 December 1941, personnel at Clark Field in the Philippine Islands received word that the Japanese forces had just attacked Pearl Harbor. Although preparations began to ready American aircraft for combat, most of the planes were still on the ground when the Japanese forces struck just after noon. Over half the base's 35 B-17s were seriously damaged or destroyed, and most of its P-40s, P-35s, B-10s, and B-18s suffered the same fate. This action, which ushered World War II into the Philippines, also killed 55 people, including Captain Bergstrom. A Texas A&M graduate, Captain Bergstrom received his reserve commission in June 1929. He worked in an Austin bank until called to active duty in 1941, arriving in the Philippines in October 1941. On 3 March 1943, the Army Air Forces renamed Del Valle Field, near Austin, Texas, in his honor.

Bergquist Drive takes its name from Col Ebyling L. Bergquist, former Strategic Air Command (SAC) Command Surgeon. The Minnesota native attended the University of Minnesota and graduated as a Doctor of Medicine. On 1 July 1929, he was commissioned a first lieutenant and placed on active duty in the Medical Corps as an intern. Colonel Bergquist graduated from the Army Medical School and Medical Field Service School in 1932 and the School of Aviation Medicine in 1933.

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As a result, he held the ratings of flight surgeon and aircraft observer (medical). The colonel served as the surgeon for the Troop Carrier Command and was in charge of air evacuation at the time of the Normandy invasion in 1944. On 21 March 1946, Colonel Bergquist was assigned as the SAC Command Surgeon. From May 1947 to November 1948, he took a temporary absence from his SAC duties to study the medical aspects of atomic explosion at the Army Medical Department Research Graduate School. He then resumed his SAC duties at Offutt AFB, Nebraska, where four months later he was killed in an aircraft crash on 12 February 1949. On 28 July 1966, the Offutt hospital was memorialized in honor of Colonel Bergquist. Concurrently, Lackland honored him by naming the street leading from Wilford Hall USAF Medical Center to Military Drive for him.

Biggs Avenue is named for 1st Lt James Berthea (Buster) Biggs. A native Texan, Lieutenant Biggs joined the Army in May 1917 and attended ground training at the University of Texas in Austin. Following his commissioning in 1918, Lieutenant Biggs went to Foggia, Italy, to complete his flight training, after which he joined the 22d Aero Squadron. His introduction to aerial combat came on 1 September 1918, when he flew against the famed "Flying Circus" of Germany's Red Baron, Manfred Von Richthofen. In two months, Lieutenant Biggs downed four enemy aircraft; all the victories, unfortunately, were unofficial because there were no witnesses. The lieutenant's flying career ended abruptly on 27 October 1918 when the De Haviland fighter he was test flying in France crashed for unknown reasons. In January 1925, his home state honored him by giving his name to Biggs Field in El Paso.

Bolling Street is named for Col Raynal Cawthorne Bolling, an air pioneer and Assistant Chief of the Air Service during World War I. Colonel Bolling is credited with starting the New York Air National Guard using Aero Club funds and two rented Callaudet-Gnome aircraft in 1915. The next year he led the first National Guard cross-country formation flight of seven JN-4 airplanes, flying nonstop from Mineola, New York to Princeton, New Jersey.

When World War I broke out, Colonel Bolling entered active duty, quickly rising to become the Assistant Chief of the Air



Service. However, his career came to an abrupt end on 26 March 1918. Traveling by automobile near Amiens, France, he and his driver, Pvt Paul L. Holder, came under attack by German soldiers. Using his sidearm, Colonel Bolling defended himself and the unarmed driver. The colonel died in the fight, while Private Holder was captured and later released by the Germans. Colonel Bolling thus became the first high ranking American killed in action in World War I. A few months after his death, the Army named its airfield in Washington, DC in his honor (1 July 1918).



Bong Avenue takes its name from Maj Richard Ira Bong, America's Ace of Aces. General George C. Kenney, Commander of the Southwest Pacific air forces in World War II, recalled his first meeting with Richard Bong. On 2 July 1942 General Kenney waited in his office at the Fourth Air Force Headquarters in San Francisco, to chew out a young pilot that had been looping the loop around the center span of the Golden Gate Bridge in a P-38 Lightning. While the general reviewed the file, his secretary ushered in a young man General Kenney described as a "little blond-haired Norwegian boy about five

feet six, with a round, pink baby face and the bluest, most innocent eyes-now wide open and a bit scared." Although General Kenney scolded the young pilot, he recognized the characteristics of an excellent P-38 pilot. A short time later, the general sent for Bong to fly under his command in the Southwest Pacific.

In a span just 10 days short of two years, Major Bong compiled an unsurpassed record of aerial combat victories in the South Pacific. Stories were told of Major Bong teaming up with another pilot, Maj Thomas B. McGuire (see McGuire Street), Bong's closest competitor for the Ace of Aces designation, to hunt Japanese fighters while supposedly test flying their Lightnings. In a one month period, while assigned as a staff officer who was neither required nor expected to engage the enemy, Major Bong downed eight Japanese aircraft, his actions earning him the Medal of Honor, personally presented by General MacArthur. The following month, he added four more victories before being

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sent home with 40 confirmed enemy aircraft destroyed, although his unofficial record was much higher. Ironically, on 6 August 1945, Major Bong, the symbol of American capabilities in propeller driven aircraft, died in the crash of a P-80 Shooting Star jet fighter in California. The same day America entered the Atomic Age with the dropping of the atom bomb on Hiroshima, Japan.

Carswell Avenue is named for Maj Horace Seaver Carswell, Jr., a World War II Medal of Honor winner. In October 1944, Major Carswell piloted a lone B-24 Liberator over the Pacific in search of Japanese ships. Spotting a 12 ship convoy protected by 2 destroyers, Major Carswell flew the Liberator in a low bombing attack. As he turned for a second bomb run, surprise was no longer in his favor and the Japanese antiaircraft gunners quickly gained accuracy. With two engines knocked out, a third damaged, and a fuel tank punctured, Major Carswell turned from the convoy and headed for the China coast. Nearing the shore, he ordered a bail out, but one man's chute had been ruined. Ordering all the others out, Major Carswell attempted to make a controlled crash to save the crewman's life. The B-24 exploded on impact, killing both men. For his bravery and dedication to his crew, Major Carswell received the Medal of Honor. On 29 January 1948, Griffiss AFB, near his home town of Ft Worth, Texas, was renamed Carswell in his honor.



Castle Avenue is named for Brig Gen Frederick W. Castle, one of only two general officers to win the Medal of Honor in World War II. On Christmas Eve, 1944, General Castle, assistant commander of Eighth Air Force's 4th Bombardment Wing, served as the air commander for a 2,000 bomber raid on German-occupied Belgium. In mid-flight, General Castle's B-17 developed engine problems. Because of the proximity of friendly ground troops, he ordered the crew to not jettison the bomb load, quickly making the bomber a slow moving target for German fighters. General Castle took the controls of the now burning plane and ordered the crew to bail out as he tried to hold it steady. Another attack by enemy fighters turned the bomber into a fireball which crashed.

The Army Air Forces loss of the young, dynamic general was felt equally by another group of people. The 4th Bombardment Wing was headquartered in Bury St. Edmunds, England, where General Castle was a favorite with the local children. In fact, he hosted a Christmas party for the youngsters each year, but in 1944 had to delay it. He had promised the youngsters they would have the party on his return, but fate and the Germans intervened. To this day, the people of Bury St. Edmunds hold a Christmas Eve party in honor of the beloved American general.



Chanute Street is named for aviation pioneer, Octave Chanute. A native Frenchman, Chanute came to the United States in 1839 at age six when his father, a professor of history, became the vice-president of Jefferson College in Louisiana. A highly successful engineer, Chanute became interested in aviation while on a trip to Europe where the German inventor, Lilienthal, was experimenting with gliders. In the 1890's, Chanute began a series of experiments with gliders along the shores of Lake Michigan. Through these early experiments, Chanute accumulated a great deal of information about aerodynamics, and in 1894, he published a book entitled the Progress in Flying Machines, which covered aviation experimentation from the early proposals of Leonardo Da Vinci to the work of current inventors. Using principals learned in bridge building, Chanute then designed a bi-wing glider in 1896, which served as the prototype for the original Wright Flyer. Becoming a correspondent with the Wrights, Chanute offered them encouragement as well as information for their heavier-than-air flight experiments. Chanute continued his experiments and information collecting until his death in 1910.

In 1917 the Rantoul Aviation Field, Illinois, was renamed in honor of this early air pioneer.

Cheli Lane takes its name from Medal of Honor winner, Maj Ralph Cheli. After enlisting as a flying cadet in 1940, Major Cheli trained at Tulsa, Oklahoma and two Texas bases, Randolph and Kelly. He was commissioned in November 1940 and served with several stateside units until selected to lead a flight of B-25 Mitchell bombers to Brisbane, Australia. There, Major Cheli became one of Kenney's (General George) boys, flying with the 38th Bombardment Group.

On 18 August 1943, Major Cheli flew as the lead on a mission to bomb and strafe the Japanese held Dagua airstrip in New Guinea. As the flight approached the target, Japanese Oscar fighters attacked Major Cheli's plane.



With flames leaping from the right wing and engine, Major Cheli remained on course, fearing that to drop from the formation at that point would jeopardize the mission. While his air-speed would have allowed him to climb sufficiently for the crew to bail out, Major Cheli held his position, to lead his flight on a minimum-altitude attack. After the flight destroyed every Japanese plane on the field, Major Cheli instructed his wingman to take over the lead while he tried to ditch in the Pacific. As he approached open water, the B-25's fuel tanks ex-

ploded and the plane crashed. Although Major Cheli survived the crash and was taken prisoner by the Japanese, he died 6 March 1944 when the Japanese ship on which he was being transported to Japan was bombed and sunk. For his dedication to his mission, Major Cheli received the Medal of Honor.

Connally Street is named for Col James Thomas Connally. A native Texan, James Connally entered pilot training at Randolph Field, graduating in 1933. One of his first military duties involved flying the U.S. mail when the Air Corps took over airmail delivery in 1934 due to disputes in the awarding of commercial contracts to civilian agencies. Later, Colonel Connally served a three year stint as an instructor at Randolph, after which he flew the first B-17 to England in 1941. He stayed in England for several weeks to instruct Royal Air Force personnel in its operation. In October 1941, he traveled to the Philippines and the following January earned the Distinguished Flying Cross for his part in the B-17 raids on the Japanese held Jolo Island. He returned to the States, but

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soon found himself back in the Pacific as the commander of the 504th Bombardment Group. On 29 May 1945, Colonel Connally led a flight of B-29s on the first attack against the Japanese industrial complex at Yokohama. Colonel Connally's bomber was one of seven downed when the formation was attacked by 150 Japanese fighters. James Connally AFB, Texas, was named in his honor in January 1951.

Craig Avenue is named for 2d Lt Bruce Kilpatrick Craig, Jr. Born in 1914 to a prominent Alabama family whose male members followed the legal profession and had held public county offices since the earliest days of the state. Bruce however developed early interest in aviation. While attending Dinkins Academy, operated by West Point graduate Col S.M. Dinkins, he formed his own glider club in order to gain experience in flying. In doing so, he earned his private pilot's license prior to high school graduation in 1931. After high school, Bruce Craig attended the Georgia Institute of Technology, distinguishing himself as he earned his bachelor's degree in aeronautical engineering. While in college, he joined the Infantry ROTC unit and was commissioned a second lieutenant in the U.S. Army Reserve upon graduation in 1935. For a short time, Lieutenant Craig worked as an engineer for American Airlines, then in 1939 he became a flight test engineer with Consolidated Aircraft Corporation in San Diego. His duties were to perform flight tests, in a civilian capacity, on B-24 bombers being prepared for shipment to England. On one such flight, Bruce Craig and three other crew members were killed when the controls jammed and the B-24 crashed in San Diego Bay.

Prior to his death, Bruce Craig had applied for a commission in the Army Air Corps. The commission was granted after his death and on 25 August 1941 the airfield in his hometown of Selma, Alabama, was renamed in honor of 2d Lt Bruce K. Craig.

Craw Avenue takes its name from Col Demas Thurlow Craw, one of the very few World War II Air Corps members to earn the Medal of Honor for ground action. Colonel Craw enlisted in the Army at Columbus Barracks, Ohio, on 18 April 1918. Later, after graduating from the U.S. Military Academy as a second lieutenant, the colonel transferred from the infantry to the Air Service in March 1926. He attended flying training at Brooks and Kelly Fields and went on to

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become an instructor pilot. In November 1942, he went to the European Theater with the XII Ground Air Support Command. There, Colonel Craw volunteered to accompany an assault group to French Morocco. The colonel was to pass through the enemy lines and locate the French commander. Under a heavy barrage from shore batteries and low level strafing aircraft, Colonel Craw managed to land and with two others start out for the French headquarters. Enroute, the group came under attack from a hidden machine gun and Colonel Craw was killed.

Dobbins Street is named for Capt Charles M. Dobbins, a World War II transport pilot. Among the people for whom Lackland's streets are named, Captain Dobbins is a rarity. He died in combat as the result of "friendly" fire. On 9 July 1943, C-47 Skytrains from the 52d Troop Carrier Wing based in Tunisia flew Army paratroopers into Sicily in support of the Allied invasion. Captain Dobbins' C-47 made three drops that night. However, due to heavy resistance, the C-47s mounted a second series of drops two days later, 11 July. The decision on the second series had been made that day and too late the Army Air Forces found that Allied naval vessels off Sicily's coast had not been forewarned of the flights. As a result, the troop carriers had to avoid not only heavy enemy antiaircraft fire, but that of the Allied ships in the corridor off the coast. Captain Dobbins threaded his way through the onslaught three times to drop members of the 504th Regimental Combat Team. Unfortunately, as he turned for home after the last drop, he overflew U.S. Navy ships that had just been attacked by enemy air forces. The Navy guns proved highly accurate and Captain Dobbins' C-47 exploded in midair. On 6 February 1950,



Dobbins AFB in his home town of Marietta, Georgia, was named in Capt Charles M. Dobbins' honor.

Ent Circle is named for Maj Gen Uzal Girard Ent. General Ent had a long and distinguished military career. He enlisted in 1917 and served initially with the infantry for two years. In 1919, General Ent was selected to attend the U.S. Military Academy and upon graduation in June 1924 was commissioned a second lieutenant in the Air Service. The next several years were spent in balloon aviation. As a copilot in the 1928 National Balloon Elimination Races, General Ent risked his life to stay with his crippled balloon and brought it to a safe landing after the pilot was killed. His heroic actions earned him the Cheney Award and the Distinguished Flying Cross.

During World War II, General Ent served as commander of the Ninth Air Force Bomber Command. It was during this time that the general planned and directed one of the most costly air raids during the war- the Ploesti oilfield raids in Rumania. What began as a "daylight, low-level mission aimed at a well defended military target" ended with 54 B-24 Liberators and 532 crewmen lost in action. In August 1943, 166 Liberators flew into Rumania on Operation Tidalwave, headed to the Ploesti oilfields following the course set by the chief navigator's plane from the 98th Bombardment Group. Coming to a crossroads, the navigator had to choose one of two sets of railroad tracks that would lead them to their target. The navigator's pilot and General Ent, also aboard the aircraft, disagreed with the young, inexperienced navigator's choice and proceeded to fly the other route.



With the first wave of 60 Liberators close behind, the B-24 headed off in the wrong direction. By the time the two men realized their mistake, the crucial element of surprise had been lost, and the German anti-aircraft began striking with deadly accuracy. Although many of the bombers managed to release their loads over the targets, many more missed as the crews of Liberators fought for their very lives. This first of several raids on the crucial refineries at Ploesti resulted in five Medals of Honor,

the largest number ever awarded for a single military operation. While Operation Tidalwave had proven expensive, its military value could not be overstated. General Ent received the Distinguished Service Cross for his efforts.

In June 1944, General Ent received promotion to major general, but the following October he was seriously injured in a bomber crash and was confined to Brooke General Hospital in San Antonio. In October 1946, General Ent retired. He died 5 March 1948 at the Fitzsimmons General Hospital, Denver, Colorado, just two days after his 48th birthday. Ent AFB in Colorado Springs was named in his honor in 1949.

Fairchild Street is named for Gen Muir Stephen Fairchild, a veteran of both world wars and a vice chief of staff of the USAF. The general began his military career with the Washington National Guard in 1916. A year later he became a flying cadet in California, but completed his flying training in Italy and France. After receiving his wings and commission, General Fairchild flew night bomber missions over Germany for the remainder of World War I. Following the war, the general served in numerous positions before becoming, as a lieutenant colonel, the Secretary of the newly formed Air Staff in June 1941. Two months later he jumped a rank to become a brigadier general and Assistant Chief of Staff of the Air Corps. In March 1942 General Fairchild became the Director of Military Requirements, earning his second star in August of that year. After World War II, General Fairchild put on his third star and became the first commander of Air University. Then, on 27 May 1948, he stepped up to the fourth star as the Vice Chief of Staff of the United States Air Force, a position he held until his death, 17 March 1950, at age 56. The Air Force renamed its base at Spokane, Washington, in General Fairchild's honor on 1 November 1950.



Femoyer Street takes its name from 2d Lt Robert Edward Femoyer, one of only two navigators to win the Medal of Honor in World War II. He entered the military as an enlisted man in the Enlisted Reserve Corps on 11 November 1942. In July 1943, Lieutenant Femoyer became an aviation cadet.

He subsequently failed pilot training, but completed gunnery school in 1944 and later finished navigator school. In September 1944, he went to the European Theater as a member of the 447th Bomber Group. One month later, on 2 November, Lieutenant Femoyer served as the navigator on B-17 "L-Love," one of 500 heavies being sent against a German hydro-generation plant at



Merseberg. The plant, a tough, massively defended target, lay some 500 miles from the B-17's English base. The flight went well until L-Love neared Merseberg and three bursts of flak slammed into the B-17. Lieutenant Femoyer was hit with shrapnel in the back and sides. The badly damaged bomber dropped from the formation and headed back to England. Meanwhile, the lieutenant, knocked to the floor, refused to allow other crewmen to administer the painkilling sedative that would have dulled the severe pain from his wounds. It

was his duty, he said, to guide the stricken bomber past the hundreds of flak gun emplacements that lay in their path home. Unable to sit at his position, Lieutenant Femoyer asked to be propped up so he could see his charts and instruments. For two and a half hours he fought pain and loss of blood to direct the aircraft home. Only after reaching the English coast did Lieutenant Femoyer allow himself to be sedated. He died shortly after L-Love landed safely in England. He was awarded the Medal of Honor posthumously in May 1945.

Ferson Loop bears the name of Col Oliver S. Ferson, a World War I aviator and pioneer in aviation communications. Born in Pittsburgh in 1891, Colonel Ferson enlisted in the Aviation Section in 1917 already an expert in radio telegraphy. The former Navy employee attended various flying courses and was commissioned in October 1917 as a Reserve Military Aviator. Over the next 22 years, Colonel Ferson served in both stateside and overseas locations constantly helping to improve the status of aviation communications. His positions varied from Director of the Department of Communications at Chanute Technical Training School to Commander, 60th Services Squadron, Barksdale Field, Louisiana. He also served several times in Washington, D.C. as a member of the Chief of the Air Service's staff. In 1939, he returned to Washington and in 1941

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became the Director of War Organization and Movement. He held that position at the time of his death by heart attack on 17 May 1942.

Forbes Street is named for Maj Daniel Hugh Forbes, Jr., a test pilot. In June 1942, Major Forbes enlisted in the Army Air Forces as an aviation cadet and went on to become a photo-reconnaissance pilot flying in North Africa. Following a brief return to the States, Major Forbes returned to photo-reconnaissance flying, this time in the Asian-Pacific Theater. After the war, he decided to stay in the Army Air Forces and became a test pilot. On 5 June 1948, the day before his 28th birthday, Major Forbes accompanied his friend and fellow test pilot, Capt Glen Edwards, on a test flight of the YB-49 "Flying Wing," taking off from Muroc AFB (now named Edwards after his friend). The world's largest and longest range aircraft at the time, the YB-49 had no fuselage or tail, thus the name- "Flying Wing". The four man crew had been investigating low power stalls at high altitude, but on this day the "giant wing" went into an end over end spin from which the crew could not recover. The entire crew died instantly when the YB-49 crashed and the Air Force immediately cancelled the contract. In July 1949, the USAF named Forbes AFB in his home state of Kansas in honor of Major Forbes.



Foster Street is named for 1st Lt Arthur L. Foster, a World War I pilot. A native Texan, Arthur Foster originally chose a career in education after graduating from the University of Texas. The choice of becoming a science teacher obviously agreed with him as he became principal of Belviue (Texas) High School prior to 1917. With the outbreak of World War I, Lieutenant Foster joined the Signal Corps in April 1917, and took ground school at Austin, Texas. He went on to additional training at Chanute Field, Illinois, and Gershner Field, Louisiana to earn his commission as a first lieutenant and his pilot's wings. In 1918, Lieutenant Foster was assigned as an instructor at the Imperial Beach Acrobatic School in San Diego, California. Several months later, he went on to March Field as an instructor. After the war, he decided he liked flying better than teaching and

stayed with the service. In 1924, Lieutenant Foster returned to instructor duty, this time at Brooks Field in San Antonio. On the morning of 10 February 1925, Lieutenant Foster took off from Brooks in a Curtiss trainer with student pilot, Maj Lee O. Wright. At approximately 1030 hours, the plane burned and crashed two miles from the field. Both men died instantly. The Army Air Forces named its base in Victoria, Texas, in honor of 1st Lt Arthur L. Foster on 26 January 1942.

Unique among the streets at Lackland is **Foulois Street** as it bears the name of a man who was still living at the time of the memorialization. Maj Gen Benjamin Delahauf Foulois was one of America's foremost aviation pioneers. Enlisting in the Army at age 19 in 1898, General Foulois entered military aviation on the ground floor, flying with Orville Wright during the tests for the first Army plane in 1909. On 2 March 1910, General Foulois became the first military aviator to fly a military aircraft. He was not the first military pilot, since both Lt Frank P. Lahm and Lt Fredric E. Humphreys had soloed in the Wright plane first. However, General Foulois became the first military aviator assigned strictly to flying duties. He was given the Army's only plane and sent to Ft Sam Houston, Texas, with instructions to learn to fly. During this initial period, General Foulois aided in the development of wireless air-to-ground communications and landing wheels instead of struts. In 1914, with the Army possessing less than 20 planes, General Foulois organized the first tactical unit and two years later led the 1st Aero, Squadron during the Mexican Punitive Expedition against the famed bandit, Pancho Villa. Throughout World War I, General Foulois held numerous command positions and in 1931 he became Chief of the Army Air Corps. In the next four years, General Foulois fought a long, hard battle to assert the importance of air power in America's defense. In 1934, General Foulois came under personal attack by the Military Subcommittee and although exonerated of all charges stemming from the air mail fiasco (see Grenier Avenue), General Foulois feared the committee's feelings toward him would damage his beloved Air Corps. He began terminal leave in September 1935 and officially retired 31 December.



However, his service to his country and to his Air Force did not end with his retirement.

General Foulois traveled around the country speaking on the need for preparedness and the importance of military aviation. Few people listened, until Hitler conquered Poland and Western Europe. In 1959, his wife became terminally ill and was confined to the Andrews AFB hospital. The general moved into guest quarters to be near her and following her death, Gen Thomas D. White, Air Force Chief of Staff, invited General Foulois to continue living at Andrews and to undertake a speaking tour on behalf of the Air Force he helped create. While deadly serious about air power, General Foulois also enjoyed a good laugh. The story is told that he once showed up at a luncheon with a sign around his neck that read: "This is General Foulois. He requires two martinis before lunch." It was signed by the Surgeon General. Maj Gen Benjamin D. Foulois died on 25 April 1967 at age 87.

Gary Street takes its name from 2d Lt Arthur Edward Gary, one of the first American aviators to die in World War II. Born in San Marcos, Texas, Arthur Gary proved himself a hard worker at an early age. Throughout his childhood, he participated in Boy Scout activities and eventually became the first in the area to attain the coveted Eagle Scout award. After graduating from the local high school where he had been a football star, Lieutenant Gary entered the Southwest Texas State Teachers College in the spring of 1935. In the fall he transferred to Texas A&M, where he became active in intramural boxing. Immediately upon graduation in January 1940, Lieutenant Gary joined the Army's flying cadet program, earning his commission and wings during training at Randolph and Kelly. In October 1941, Lieutenant Gary went to Hawaii with the 30th Bombardment Group where he flew as the copilot of the B-17 "Old 99." On 7 December 1941, Lieutenant Gary waited with his crew to take off on a reconnaissance mission to search for reported Japanese aircraft. As they waited for the pilot, the Japanese attacked and Old 99 was destroyed, killing the entire crew, except Captain Kurtz who went on to become one of America's more illustrious bomber pilots. On 16 May 1953, in conjunction with Armed Forces Day, the USAF renamed San Marcos AFB in honor of 2d Lt Arthur E. Gary, the city's native son.

Gentile Street is named for one of America's top 20 World War II aces, Capt Donald Salvadore Gentile. Captain Gentile, although an American citizen born in Ohio, began his military career with the British Royal Air Force in July 1941. The following year, after the U.S. entered the war, he transferred to the U.S. Army Air Forces.

The captain quickly gained notoriety for his dynamic team-up with Canadian-born Capt John T. Godfrey during combat missions. As they flew into battle, Gentile in the P-51 "Shangri-la" and Godfrey in "Reggie's Reply", the two aces would change positions, alternately attacking the enemy and protecting the other's tail. This system gave Gentile 19.83 official aerial victories and Godfrey 16.33 victories. It also earned them the praise of Winston Churchill, Prime Minister of Great Britain; General H.H. Arnold, Army Air Forces Chief of Staff, and President Franklin D. Roosevelt, who



called Gentile "Captain Courageous." After the war, Captain Gentile took on the demanding task of testing USAF aircraft. On 28 January 1951, he crashed while test flying an F-80 "Shooting Star." Gentile Air Force Station in Ohio was named in his honor.

George Avenue gained its name from Brig Gen Harold H. George, a World War I ace. A native of Niagara Falls, New York, Harold H. George enlisted in the Army in 1917 and six months later earned both his wings and his commission as a second lieutenant. Flying with the 139th Aero Squadron of the American Expeditionary Forces during World War 1, he became an ace with five aerial victories. (This total was later revised and the official count was lowered to 2.49 aircraft.) After the war, General George returned to the United States to serve at March Field, California, where he was called upon to help in the Army Air Service recruiting efforts in the local area. For a brief period in the late 1920's, General George left active duty to serve with the Civilian Conservation Corps. Then, in 1933, he returned to active duty with the 8th Pursuit Group.

Two years later, General George commanded one of two pursuit squadrons in Florida taking part in mock battles to prove the capability of America's air forces to mobilize, resupply, and carry out their combat mission. A few years later, General George took command of the V Interceptor Command, a provisional unit in charge of the aerial defense of the Philippines. Facing severe shortages of aircraft, General George continued to be what Gen George C. Kenney described as a "pain in the Japanese side" right up to the point the command evacuated the Philippines. General George was one of several staff officers

accompanying Gen Douglas MacArthur in the PT boat evacuation to Australia in early 1942. General George was killed on 29 April 1942 when his airplane veered off the runway at Darwin, Australia. On 2 June 1950, the Air Force renamed its base in Victorville, California, in his honor.

Goettler Street is named for World War I Medal of Honor winner, 1st Lt Harold Ernest Goettler. Lieutenant Goettler was the pilot involved in the aerial resupply effort of the U.S. Army's famed "Lost Battalion." In early 1917, Allied morale was dropping. With the withdrawal of the Russians from the war, the Germans had been able to move nearly 80 divisions to the Western Front, where, for the first time, they outnumbered the Allies in both manpower and materiel. In 1918, as Germany drove into France, the Allies finally began a counteroffensive. Some 600 planes in American squadrons, supplemented by 200 Allied planes, operated under the control of Brig Gen Billy Mitchell in support of Gen John J. Pershing's Army offensive.

On 2 October 1918, General Pershing ordered his 77th Division to drive into the Argonne Forest. The 1st and 2d Battalions of the 308th Infantry, with their left flank exposed, were soon cut off and surrounded by a large German force. Known historically as the "Lost Battalion," the units were soon out of food and medical supplies. Half the men were dead or wounded, and supplies, including ammunition, were running dangerously low. On 5 October, the 77th Division contacted Capt Daniel Morse's 50th Observation Squadron to attempt a resupply of the battalion by air. The squadron responded with what is believed to be the first sustained attempt at aerial resupply of ground forces. Flying the DH-4, a much-maligned aircraft dubbed the "Flaming Coffin," the squadron passed through rain and fog to pinpoint the battalion. Intense ground fire downed three DH-4s. On 6 October, a DH-4 flown by Lieutenant Goettler, with 2d Lt Edward R. Bleckley as observer-gunner, tried again to drop food and ammunition into the ravine where the beleaguered battalion held on. The attempt failed and the plane received significant damage from enemy fire. After getting the plane patched, the two airmen returned to the forest in the late afternoon.



Hoping to fly at 1,000 feet, the fog and rain forced the crew into low level runs through heavy enemy barrages. Finally, Lieutenant Goettler dropped to treetop level determined to get the supplies through to the desperate ground forces. German machine guns rained down heavy fire from the cliffs above the ravine as the plane passed. Both men were severely wounded, but Lieutenant Goettler managed to fly the battered plane to a crash landing near the French lines. Both airmen died in the heroic action, thus becoming two of the four airmen to win the Medal of Honor in World War I.

Goodfellow Street takes its name from World War I pilot, 2d Lt John James Goodfellow, Jr. A native of Fort Worth, Texas, Lieutenant Goodfellow attended the University of Texas prior to starting officers training at Leon Springs, Texas, in May 1917. Upon being commissioned, Lieutenant Goodfellow entered flight training in San Diego, earning his wings in August 1917. He then traveled to France, where he joined the 24th Aero Squadron. On 14 September 1918, Lieutenant Goodfellow flew against a superior German force. During the battle, one wing of the Lieutenant's plane was shot away causing him to lose control. Lieutenant Goodfellow died in the ensuing crash. In his honor, on 2 June the U.S. Army named its airfield in San Angelo, Texas, where John Goodfellow had attended high school.

Gott Street is named in honor of 1st Lt Donald Joseph Gott, a World War II Medal of Honor winner. Joining the military reserve in his home state of Connecticut in September 1942, Lieutenant Gott began active duty just 7 months later. After completing flying training in California and Arizona, he received his commission in January 1944. Initially, Lieutenant Gott flew the B-17 Flying Fortresses at Hobbs Field, New Mexico, but soon found himself with the 729th Bombardment Squadron at Deopham Green, England. There, Lieutenant Gott flew 26 combat missions without serious incident. Mission number 27, however, was another story. On 9 November 1944, the 729th mounted a major attack on the German marshalling yards at Saarbruecken.



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Lieutenant Gott was one of several hundred pilots flying against the crucial supply point used by the Germans. As he neared the target, the B-17 took several anti-aircraft hits. Three engines began burning with the flames on number four reaching all the way to the tail section. Despite fire in the cockpit, he and his copilot, 2d Lt William E. Metzger, elected to complete the bomb run before heading for the relative safety of friendly territory. After bombing the target, they managed to get the plane over Allied territory and ordered the crew to bail out. However, the radio operator, badly wounded and unconscious, was unable to jump clear of the still burning plane. At this point, Lieutenants Gott and Metzger (see Metzger Street) decided to try for an emergency landing. The fire proved too much and the aircraft exploded 100 feet from touchdown, killing all three men. For his dedication to both duty and his men, 1st Lt Donald J. Gott received the Medal of Honor.

Grenier Avenue, the small section of roadway running between the base exchange and the credit union, bears the name of a man unique among those for whom Lackland's streets are named. Second Lt Jean D. Grenier was not a Medal of Honor winner, an air pioneer, or aviation great. He was however, a pilot assigned a unique and difficult task during which he paid the ultimate price in the performance of his duties.

In early February 1934, President Franklin D. Roosevelt cancelled the airmail delivery contracts with commercial airlines amid accusations of fraud and conspiracy. Concurrently, the Chief of the Air Corps, Maj Gen Benjamin D. Foulois, agreed to take over the airmail task. Unfortunately, the top Air Corps officials had not realized the extent of the task. The Air Corps had neither the aircraft nor the crews necessary to perform the mission properly as airmail was moved primarily at night under all weather conditions, while Air Corps pilots were basically fair weather flyers without the instrument flying experience needed to fly under winter conditions. Additionally, the vast majority of the aircraft did not possess the instruments needed for night flying on the commercial routes. The President announced the action on 9 February 1934, giving the Air Corps just 10 days



to prepare the aircraft and crews to fly nearly 41,000 miles daily. Of the 262 pilots that would actually fly the mail 214 had less than 25 hours weather instrument flying experience and 231 had less than 50 hours night flying experience.

In the days before the actual takeover of airmail delivery by the Air Service, pilots began practice runs over the mail routes. Lieutenant Grenier and his copilot, Lt Edwin D. White left Cheyenne, Wyoming on a night familiarization flight to Salt Lake City, Utah. When a blinding snowstorm near the midpoint of the route, their A-17 crashed, killing both crew members. Before the Air Corps ceased flying airmail on 1 June 1934, Air Corps pilots had learned a great deal about instrument flying. That education, unfortunately, had cost Lieutenant Grenier and 11 others their lives.

Hartney Avenue received its name from Lt Col Harold E. Hartney, commander of the 1st Pursuit Group the most decorated American combat group in World War I. This tough and cocky Canadian flew with the Royal Flying Corps in combat before being commissioned in the U.S. Army. Between 1915 and 1917 Colonel Hartney claimed five aerial victories and the rather dubious honor of having been shot down by Baron Manfred F. Von Richthofen, Germany's famed "Red Baron." In October 1917, Colonel Hartney joined the U.S. Signal Corps as a major and took command of the 27th Aero Squadron at Toronto, Canada, where the unit was training. In February 1918, Colonel Hartney took the unit to France and entered combat in June as part of the 1st Pursuit Group. In August, Colonel Hartney moved up to take command of the group which included the 27th and four other squadrons.

One of those squadrons was the famed Hat in the Ring (94th Pursuit) Squadron. In fact, at one point Colonel Hartney had under his command both Capt Edward V. Rickenbacker, America's top ace of World War I, and 1st Lt Frank Luke, Jr., the "Arizona Balloon Buster," (see Luke Street) America's second top ace. It was as a direct result of Luke's late evening balloon busting raids that Colonel Hartney instituted night pursuit flying with the 185th Pursuit Squadron. The 185th joined the group on 7 October 1918, and became the first night chase squadron in U.S. aviation history. Despite the squadron getting off to a rough start with 31 sorties during which no enemy aircraft were shot down, Colonel Hartney quickly realized the significance of night flying and pushed his people to learn more. Many of the tactics and strategies developed in those early days of night flying are still in use today.

Harmon Drive takes its name from Capt Ernest Emory Harmon, an early military aviator. A native of Dallas, Texas, Captain Harmon attended Bethany College in West Virginia, graduating in 1913 at age 20. Over the next four years he taught school and coached high school athletics. In 1917 he joined the Reserve Corps and the following year received his commission and wings. Captain Harmon participated in several aviation experiments, including the first "round the rim" flight in 1919. The purpose of the flight was to test the Martin bomber and the Liberty engine. However, it was also to arouse interest in aviation, encourage enlistments in the Air Service, chart routes, and locate landing fields. The flight started on 24 July 1919 at Bolling Field, near Washington, D.C., under the command of Lt Col Rutherford S. Hartz. Second Lt Harmon as assistant pilot and two master signal electricians as mechanics rounded out the crew.



The crew experienced no trouble on the first leg to Hazelhurst Field, New York nor the second to Augusta, Maine. However, on the third day en route to Cleveland the crew ran into a heavy rain storm east of Lake Champlain, New York, forcing them to land. A strut broke, the right wing caught, and the plane went up on its nose, tossing Lieutenant Harmon out over Colonel Hartz's head. The colonel instinctively reached out and grabbed the lieutenant's collar, flipping him over in the air so he landed on his feet rather than his head. A month later, repairs having been made, the flight resumed. Heading west to Washington then south through California, then east through Texas to Florida, finally turning north to arrive back at Boiling Field on 9 November 1919. In all, the flight covered 9,823 miles, a significant accomplishment considering the aircraft of the day.

Captain Harmon became an acknowledged expert in the field of aeronautical engineering and in the 1920's became the chief of the Air Corps' Patent Office. He followed this with numerous assignments in field positions before being reassigned to the Washington, D.C. area. On 27 August 1933 Captain Harmon was killed in the crash of a Douglas O-25C (an observation plane) near Stamford, Connecticut. Sixteen years later the USAF named its base in Newfoundland in his honor on 13 August 1949.

Hawks Avenue was named in honor of Capt Frank Monroe Hawks, an aviation pioneer. Born in 1897, Frank Hawks began his aviation career by enlisting in the Aviation Section Signal Corps in 1917. Following his flying training and commissioning Captain Hawks served as an instructor for several years before being discharged as a captain. However, his return to civilian life did not end his aviation career.

Entering commercial aviation upon his departure from the military, Frank Hawks became known as the "speed ace," setting aerial speed records that would remain unbroken until the advent of the super jet fighters of the 1950's. Just a few of his endeavors included the nonstop east- west record (Los Angeles to New York) of 18 hours, 21 minutes, and 59 seconds in 1929. In the same year, he made a leisurely flight from Los Angeles to New York that took seven days, with an actual flying time of 36 hours and 47 minutes. However, during that trip he became the first man to make a transcontinental glider flight and set the world's glider distance record. Frank Hawks' flights did more than just set records. He taught the world a great deal about the capabilities of the airplane and provided a glimpse of the future of aviation.

Hensley Street is named for Col William N. Hensley, Jr., a World War I balloon pilot. Colonel Hensley began his military career at West Point. Upon graduation he entered balloon training and gained his wings as a Spherical Balloon Pilot in 1918. He flew as an American observer in the British Airship R-44 when it made its trans-Atlantic flight in 1919, thus becoming the first American to cross the Atlantic from the States to Europe nonstop. Serving with the Army Signal Corps in several capacities during the first World War, he rose to the rank of colonel by 1920. Following the war, he reverted to the rank of major and served in several command positions including duty as the Air Officer for the 8th Corps Area Ft Sam Houston, Texas in 1928. During his career Colonel Hensley purchased some land near Dallas which he willed to the city for use as an Air Corps Reserve Officer training field on his death in 1928. On 20 April 1932, the Army Air Corps named the field in honor of Colonel Hensley using it as an airport for Army Airways Reserve Training.

Holloman Street carries the name of Col George Vernon Holloman, a pioneer in guided missiles. After graduating from North Carolina State University, Colonel Holloman joined the Army in 1925. Two years later the 25 year-old lieutenant went to Brooks Field, Texas for aviation training. A short time later he began work on the early guided missiles



that led to the development of the ballistic missile programs of the 1950's. A very competent engineer, Colonel Holloman invented numerous flight controls and instruments for the aircraft of the day and earned the Distinguished Flying Cross for making the first instrument landing flights. Unfortunately, the colonel's career was cut short by a B- 17 crash in Formosa on 19 March 1946. At the time he was serving as the 20th Air Force deputy chief of staff for supply and maintenance. In June 1949, the USAF named the base at Alamogordo, New Mexico in honor of Col George V. Holloman.

Hughes Avenue takes its name from the World War II Medal of Honor winner, 2d Lt Lloyd Herbert Hughes. The 22 year-old lieutenant was one of five men to receive the Medal of Honor for the infamous Ploesti (Rumania) oilfield raid on 1 August 1943. Lieutenant Hughes was the only recipient below the rank of major.

The raid on the Ploesti oilfields was planned as a low level attack on a key German war resource. What began as a mission of strategic importance ended as a tragically costly operation. From the start the intelligence about the Ploesti defenses was severely lacking. Crews were briefed that only 80 heavy antiaircraft (AA)- and 160 light AA guns protected the refineries. Additionally, the guns were supposedly manned by Rumanian crews, renown for running for cover in an air attack. In actuality, the German's surrounded Ploesti with over 240 88mm heavy AA guns and hundreds of smaller 37mm and 20mm weapons, most manned by experienced Luftwaffe gun crews. This defense combined with several serious mistakes led to a disastrous mission.



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The attack plan called for the first two waves to drop delay-fuzed bombs, thus enabling the subsequent waves to strike the target without flying through an inferno. However, the mission seemed doomed from the start. On 1 August 1943, 178 B-24 Liberators, representing five heavy bombardment groups, lifted off the dirt runways of Benghazi, Libya in northern Africa. The heavily laden bombers were barely airborne when the first of a series of problems that plagued the mission began. A B-24 developed engine problems and turning back, attempted to land on a runway still obscured by the dust of the takeoffs. The bomber slammed into a concrete post killing all but two of the crew. Three hours into the flight 10 bombers had turned back for various problems. Then the lead aircraft, carrying the mission navigator, began behaving peculiarly. As others in the lead formation scattered out of the way, the bomber dove, climbed, and then dove into the sea. Another bomber dropped low searching for survivors but found it could not regain formation altitude and had no choice but to return to Benghazi. This put the B-24 in the lead position and made the young navigator, William Wright the chief navigator for the mission.

Over Rumania, the bombers were to turn at the small town of Floresti, the second of two towns on the route. The Brewery Wagon passed the first town, but Brig Gen Uzal G. Ent, the mission commander, flying in second position on the Teggie Ann, ordered his aircraft to turn at the first town. The rest of the first wave followed General Ent, leaving the lone B-24 as the only plane in the first wave headed for the proper target. Just as the others were realizing their mistake, the Brewery Wagon made its run on Ploesti. A direct hit from an .88mm killed William Wright, the bombardier and seriously wounded the pilot. The pilot salvaged the bombs and crash landed. The real disaster at Ploesti had begun.

The first wave approached from the south instead of the west as planned. Breaking radio silence, General Ent ordered the bombers to take targets of opportunity. Meanwhile, the German guns began firing with deadly accuracy. The first group struck the target designated for the second wave, which reached Ploesti to find not only heavy AA defenses, but their target on fire. The last wave, the 389th Bomb Group, also made a wrong turn but quickly recovered and made their run on the untouched Steauna Romana complex. The 389th suffered the fewest losses. Of 21 attacking planes, six were lost. One of those was piloted by 2d Lt Lloyd Hughes.

Lieutenant Hughes's Liberator took several flak hits as it approached the drop point. The stream of fuel poured from the ruptured bomb bay tank, splashing out from the big plane like a liquid fuze. Lieutenant Hughes, on his bomb run, neither attempted to land nor avoid

the wall of flame that stood in his path. As the bombs fell on the target the Liberator sprouted a sheet of white flame from the left wing. Still in control, Lieutenant Hughes headed for an emergency landing narrowly missing a bridge, but the bomber's wing struck the embankment and sent the plane into a death spin. Surprisingly, two of the crew survived the crash. For his dedication to duty, 2d Lt Lloyd H. Hughes received the Medal of Honor, posthumously.

Jerstad Street takes its name from another of the five Medal of Honor winners in the August 1943 raid on Ploesti; Major John Louis Jerstad. On the day of the raid, Major Jerstad, one of the key planners of the mission, flew as the copilot for Lt Col Addison Baker (commander of the 93d Bomb Group). Aboard the B-24, Hell's Wench, Colonel



Baker and Major Jerstad led the 93d immediately behind General Ent's 376th and thus turned toward Bucharest rather than Ploesti. Colonel Baker, first to realize the mistake, executed an almost right angle turn followed by the rest of his group known collectively as the Traveling Circus. This was no easy feat considering that radio silence was still being maintained and Colonel Baker had no way of warning the tight formation of the upcoming turn. Nonetheless, Hell's Wench now bore down on the target. One of the first obstacles was a balloon barrage. The aircraft struck a cable, which fortunately snapped with- out severely damaging the plane. However, almost

immediately an .88mm shell hit the aircraft's nose. With Hell's Wench burning, the pilot and copilot struggled to keep the plane aloft. Together, they jettisoned the bombs and, while continuing to lead the rest of the group to the target tried to gain sufficient altitude to allow the crew to bail out. Observers stated the B-24s cockpit appeared to be completely engulfed in flames but the craft seemed under control. About 300 feet above the ground Hell's Wench suddenly veered to the ground and exploded. Both Colonel Baker and Major Jerstad were awarded the Medal of Honor posthumously.

Keesler Avenue is named for World War I aviator, 2d Lt Samuel Reeves Keesler, Jr. The native Mississippian joined the Army shortly after completing his education near

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his home town of Greenwood. After officer's training at Fort Oglethorpe, Georgia Lieutenant Keesler went on to Ft Sill, Oklahoma for flight training. A short time later, he traveled to France where he completed gunnery/ observer training prior to joining the 24th Aero Squadron on 26 August 1918.

On 8 October, Lieutenant Keesler teamed up with pilot 1st Lt Harold W. Riley for a reconnaissance flight in a British Sopwith Camel. Shortly after reaching the target area they were attacked by four German Fokkers. Manning the guns, Lieutenant Keesler downed the lead German plane but both crewmen and the Camel were hit. Ignoring his own wounds, Lieutenant Keesler kept firing as the Camel fell. On the ground the young officer managed to hold off the German soldiers for nearly seven hours. His actions so impressed the enemy that after he was captured and taken to a medical dressing station the German soldiers stopped by to see this man that had fought so bravely and fiercely.



The Germans transported Lieutenant Keesler to their field hospital in Lamourie, France. However, the medical treatment proved too late and the officer died of his wounds the following day. Some 31 years later the USAF named its base in Gulfport, Mississippi, in honor of the valiant aviator.

Kelly Drive was the only other street besides Arizona to retain its original name; taken from 2d Lt George Maurice Kelly. Born in London, England, in 1878, George Kelly was educated in his native land prior to traveling to Great Falls, Montana with his family in 1896. A short time later the small-statured young man tried to enlist in the Canadian Mounted Rifles but was refused because of his size. In 1902, he became an American citizen and enlisted in the U.S. Army two years later. After serving in the Philippines, China, and England, Lieutenant Kelly was assigned to the Aviation Battalion at Selfridge Field, Michigan. His interest in aviation grew quickly and in February 1911 he went to San Diego for pilot training with aviation pioneer Glenn H. Curtiss. On 10 May 1911, while attempting to land a Curtiss plane at Ft Sam Houston, Lieutenant Kelly's craft lost a wheel brace and bounced. To avoid hitting

ground troops nearby, Lieutenant Kelly banked sharply left and dove. In the resulting crash he was thrown from the plane and killed, becoming the nation's second military aviation and the Army's first military pilot fatality. His death helped lead to the development of the aircraft seatbelt by the future Chief of Staff of the Army Air Corps, Maj Gen Benjamin D. Foulois (see Foulois Street). On 11 June 1917, the Army named its San Antonio airfield in Lieutenant George M. Kelly's honor.

Kenly Avenue takes its name from Maj Gen William Lacy Kenly, Chief of the Air Service Expeditionary Force in World War I. Born in 1864, the Maryland native attended the U.S. Military Academy and was commissioned in 1889. General Kenly began his military career as an artillery officer, earning the Silver Star during the Spanish-American War in 1898. Then, in 1917 at age 53, General Kenly received pilot training in San Diego prior to going to Europe as commanding officer of the 7th Field Artillery. Throughout the war the general worked closely with the Royal Air Force and eventually became the Chief of the Air Service Expeditionary Force. In 1918, General Kenly was chosen to head the U.S. Military Aviation Division. With 30 years service, General Kenly retired in 1919. Nine years later he died of natural causes at his Washington, D.C. home on 20 January 1928 one month before his sixty-fourth birthday.



Kingsley Drive takes its name from Medal of Honor winner, 2d Lt David Richard Kingsley. By June 1944 the Ploesti, Rumania oilfields and refineries had become one of the best defended targets in German held territory. Just two days after the historic 6 June 1944 landings on the beaches at Normandy, Gen Carl R. Spaatz ordered both the Eighth and Fifteenth Air Forces to keep the denial of oil to Germany as their primary strategic aim. Thus, the oilfields around Ploesti, which provided approximately a quarter of Germany's petroleum, became favored targets. In response to the Fifteenth Air Force's heavy attacks on those fields, the German's came up with a new form of defense that worked quite well. As soon as their forward stations warned of incoming Allied aircraft,

the Germans used the intervening 40 minutes to light hundreds of smoke pots around Ploesti. By the time the bombers arrived most of the target area would be concealed in thick black smoke. Such conditions prevailed on 23 June 1944.

That morning, Fifteenth Air Force launched 761 bombers for Rumania; the force comprised both B-17 Flying Fortresses and B-24 Liberators.

Lieutenant Kingsley flew as a bombardier on a B-17. As they approached the target, the bomber shook under the heavy antiaircraft shelling. With severe damage, the pilot dropped the B-17 from the formation but continued to the target to allow Lieutenant Kingsley to release his bombs. As the bomber turned from the run, eight ME-109 German fighters singled out the crippled plane for attack. Lieutenant Kingsley, his job as bombardier done, turned to aid his wounded crew mates. Administering first aid to the wounded gunner, the lieutenant replaced the man's damaged chute harness with his own. When the pilot ordered the crew to bail out, Lieutenant Kingsley helped the gunner to the door and saw him safely away from the B-17. Lieutenant Kingsley was last seen standing on the bomber's catwalk as the craft fell from the sky. For his bravery and dedication to others, Lieutenant Kingsley received the Medal of Honor posthumously.



Kirtland Street takes its name from Col Roy C. Kirtland, a pioneer of today's USAF. The Montana native enlisted in 1898 at age 24, earning his commission three years later as an infantry officer. Ten years of infantry duty proved enough and Colonel Kirtland transferred to the Aeronautical Division in May 1911. He took flying lessons alongside the man who was to become America's only five-star aviator, Gen Henry H. Arnold. Once qualified for flight, Colonel Kirtland went on to run the U.S. Aviation School and organize a four-motor mechanics regiment in France. As a direct result of the colonel's actions American aviators were able to

get the training needed to fly in World War I combat. In 1938, Colonel Kirtland felt he had had enough of the military life and he retired with over 40 years service. However, the Air Corps had not had enough of him and in 1941 the Army recalled Colonel Kirtland to active duty at the West Coast Training Center, Moffett Field, California. On 2 May 1941, Colonel Kirtland suffered a fatal heart attack. At the age of 67, he was the oldest active pilot in the military. In June 1949, the United States Air Force honored this early pioneer by naming its base in Albuquerque, New Mexico, after him.

Knight Street is named for 1st Lt Raymond Larry Knight, a World War II Medal of Honor winner.

Over a two day span in northern Italy, this native Texan proved both his skill and his bravery as a fighter-bomber pilot. On 24 April 1945, Lieutenant Knight volunteered to lead two other aircraft on a series of low level strafing runs against the heavily defended Ghedi airdrome. Keeping the others up out of anti-aircraft reach, Lieutenant Knight dropped down to find the concealed aircraft and then attacked, destroying five of them. That afternoon he again volunteered, this time to Bergamo for a reconnaissance mission. Over Bergamo, the lieutenant flew low to find the hidden aircraft and then led the attack that destroyed eight of them. The following morning, Lieutenant Knight led another mission to Bergamo. However, his luck ran out as his plane suffered severe damage during the raid. Aware of the critical shortage of aircraft in his unit, Lieutenant Knight elected to try and fly the stricken fighter back to safety. He crashed and died in the mountains of northern Italy.



Ladd Street takes its name from Maj Arthur K. Ladd, a member of the staff of the USAFs predecessor, General Headquarters Air Force. The major entered the Army in 1917 as a field artillery officer, Reserve Corps, at age 27. In July 1920, he received his commission as a second lieutenant in the Air Service while simultaneously being promoted to first lieutenant in the regular Army. Following completion of both pilot and observer training Major Ladd spent several years serving in a variety of Air Service

positions. Then, in March 1935 he was assigned to Langley Field where he became the assistant supply officer for General Headquarters Air Force. On 13 December 1935, Major Ladd was killed in the crash of a fighter en route to Miami, Florida for an air race and aircraft exhibition. On 1 December 1939, the War Department re-named Fairbanks Air Base, Alaska, in honor of the native Texan.

Langley Court is named for Doctor Samuel P. Langley, the man who nearly beat the Wright brothers to aviation fame and glory. Like the famed brothers, Professor Langley, secretary of the Smithsonian Institution, was an inquisitive man of science. In the 1890s he experimented with miniature flying machines, using rubber band power at first, then steam power. In 1896 the professor built a 26-pound steam-powered model which stayed aloft for a minute and a half. Langley corresponded with the Wrights in Ohio and using the interchange of information (see Wright Boulevard), decided to build a machine capable of carrying a person, which he decided to call an aerodrome. Charles M. Manley, a top engineer of the day, built a radial engine, a design years ahead of its time, for the aerodrome.

Twice in late 1903 Professor Langley tried to launch his flying machine from a barge in the Potomac River using a spring catapult. Each time the catapult failed and the craft's wings collapsed. Journalists had believed the 67-year-old professor was the only man with a chance of getting people airborne. When he failed, the negative publicity he received made him stop trying after the second attempt on 8 December 1903. Because of his failures, journalists became convinced that flying was impossible. Thus, they paid little attention when nine days later, Orville Wright flew a powered, controlled flight for the first time in history. Professor Langley died 27 February 1906 firmly convinced his machine could have flown had the catapult not failed. Some years later another aviation pioneer, Glenn H. Curtiss, in a legal battle with the Wrights over patents, flew an aircraft based on Langley's basic design. However, it was later discovered that Curtiss had made a number of significant changes to enable the craft to fly. As a result of Curtiss' flights the



Smithsonian put Langley's aircraft, restored to its original condition, on display; claiming it to be the first aircraft capable of controlled free flight. This so infuriated Orville Wright that he gave the original Wright Flyer to a British museum where it remained for a number of years. Only after the offending sign was removed from the Langley display did Wright allow the Flyer to be displayed at the Smithsonian. On 7 August 1917 the Army named its Aviation Experimental Station and Proving Ground near Hampton, Virginia in honor of Dr. Samuel P. Langley.

Larson Street takes its name from World War II ace, Maj Donald A. Larson. In 1941, Major Larson enlisted in the Army as an aviation cadet at McChord Field, Washington. Following pilot training and commissioning, Major Larson joined the 505th Fighter Squadron at Rice Field, California. In April 1944 the entire squadron moved to Fowimere, England and took up bomber escort duties flying over Germany. On 13 May Major Larson downed his first German fighter. He followed 11 days later with three aerial victories in a single day. Victory number five came on 28 July making him the squadron's second ace. Six days later, on 4 August, Major Larson flew his P-51 on bomber escort over Ulzen, Germany. Enemy fighters attacked and the major claimed his sixth victory just minutes before being shot down and killed. On 15 June 1950, the USAF named its base at Moses Lake, Washington after Maj Donald A. Larson.

Lowry Court is named for 1st Lt Francis Brown Lowry, the only Colorado airman killed in action in World War I. Born in Denver in 1895, Lieutenant Lowry graduated from Ann Arbor University (now part of the University of Michigan) with a degree in engineering in 1917. He then entered the Air Service and attended Photographic Observers School at Ft Ridge, Virginia. Upon graduation as a qualified observer, Lieutenant Lowry went to France in September 1917 to fly with the 91st Aero Squadron. One year later on 26 September 1918, with 22 flights to his credit, Lieutenant Lowry flew as the observer on a crucial reconnaissance flight over German lines near Crepion, France. The aircraft was hit and destroyed by heavy ground fire, killing both crewmen. The Army promoted Lieutenant Lowry to first lieutenant posthumously. In June 1949, the USAF renamed its base in his hometown in his honor.

Luke Boulevard gets its name from World War I Medal of Honor winner and ace, 2d Lt Frank Luke, Jr. Arizona-born Frank Luke, Jr., enlisted in the Signal Corps in 1917. Following flying training at the University of Texas in Austin he was commissioned on 23 January 1918. He then joined the 27th Aero squadron in combat in France.

Due to his quick temper, high self- confidence, and disregard for military rules, he quickly found himself isolated from the others in the squadron, and flew as a lone wolf. On 16 August 1918, Luke flew his Spad into combat for the first time, but because he flew off from the formation his claim to have shot down a German plane was unwitnessed and earned him the nickname "The Arizona Boaster." The nickname quickly changed when Lieutenant Luke backed up his boasting and became one of the most celebrated American aces.

During the Meuse-Argonne campaign, American pursuit fighters were highly successful in eliminating German observation balloons. The tightly guarded balloons were not easy targets and for a lone fighter to tackle a balloon was little more than heroic madness. Lieutenant Luke ignored these risks and became the premier "balloon buster" of the American Air Service, flaming 14 during September 1918. On 13 September, the brash young pilot upped his balloon score by three, the last being spotted at dusk. Lieutenant Luke discovered the best time to attack balloons was at sunset and set out to convince the group commander who feared landing a fast Spad at night was too risky. Luke's insistence and Col Billy Mitchell's desire for a new way of destroying balloons led to the lighting of airfields for night flying.



The only departure from his lone wolf ventures was when Luke flew with a kindred spirit in the 27th Squadron, 1st Lt Joseph F. Wehner, who was killed in action, 18 September. It was on this day that Luke turned in perhaps the greatest single performance by an American pilot in the war. Taking off in the late afternoon with his flying partner Wehner, the pair destroyed two balloons over St. Mihiel. The two pilots immediately encountered a flight of Fokkers. Two German's pounced on Luke's tail, but he turned and shot down both Fokkers. During the dogfight, however, Lieutenant Wehner was killed. The distraught Luke headed home but spotted some French Spads chasing a German reconnaissance plane. Lieutenant Luke joined in the fray and downed the German

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plane. Thus, in the space of little more than 10 minutes, Luke had downed two balloons, two Fokkers, and a reconnaissance plane.

Fearing the affect Wehner's death would have on him, Luke's commander ordered him to take leave. A few days later, however, the commander was astonished to see a combat report filed by Frank Luke. The restless young man had cut short his leave to return to action. Luke's fierce determination was getting more and more difficult to handle and his squadron commander was at the point of grounding him. Luke however, pleaded to go on a balloon hunt alone and the group commander agreed if Luke did not take off before dusk. With the late starting time the commander believed by the time Luke reached the balloon the Fokkers would have left for home.

Just before dusk Luke took off and flew over the headquarters, dropping a note that read: "Watch for burning balloons. Luke." Within an hour, Luke had exploded three balloons and shot down two Fokkers. During the last balloon attack, however, Luke was wounded and his plane badly damaged by ground fire. Forced to land, Luke was quickly surrounded by German troops calling for his surrender. Luke instead opened fire with his .45 automatic and fought until he died.

In just 17 days, the intrepid Frank Luke became the second leading ace of World War I, being credited with four aircraft and fourteen balloons. Posthumously, the "Arizona Balloon Buster" became the first American flyer to win the Medal of Honor.



MacDill Drive is named for Col Leslie MacDill, a World War I aviator and air pioneer. Illinois-born Leslie MacDill joined the Army in April 1912 at age 23. He had graduated from Hanover College, Indiana, in 1909 and obtained his master's degree at Indiana University in 1911. Although he joined as a coastal artillery officer, Colonel MacDill switched to the Aviation Section in 1914 and soon after became a pilot. Immediately upon graduating from the San Diego flight school, Colonel MacDill went to France where he commanded the aerial gunnery school. He helped pave the way for flying cadets to train in Europe during World War I

After the war the colonel went back to school for the Army; first to the Massachusetts Institute of Technology and then on to several senior service schools. In 1935, Colonel MacDill joined the General Staff Corps in Washington, D.C. Three years later Colonel MacDill died when his North American BC-1 crashed in Anacostia, D.C. on 8 November 1938. On 1 December 1939, the Army named its airfield in Tampa., Florida in honor of this air pioneer.

Mathies Street takes its name from Scotland-born SSgt Archibald Mathies, a World War II Medal of Honor winner. Born in 1918, Archibald Mathies left his native Scotland and settled in the eastern part of the United States. In 1940, he enlisted in the regular Army and was immediately attached to the Headquarters Squadron, 8th Pursuit Wing. A short time later he took airplane mechanics training at Chanute Field, followed by an assignment to the 1st Air Support Command. On 8 December 1943, Sergeant Mathies headed back to England where he eventually received an assignment to the 510th Bombardment Squadron, 351st Bombardment Group, as an engineer-gunner on a B-17.



On 20 February 1944, Sergeant Mathies flew his second combat mission, a heavy bombardment attack on Leipzig, Germany. During the raid, the B-17 was attacked by a squadron of enemy fighters. After staving off the fighters from the ball turret, Sergeant Mathies found himself on an aircraft with the pilot wounded and unconscious, the copilot dead, most of the rest of the crew injured, and the bomber badly damaged. Nevertheless, Sergeant Mathies teamed up with the navigator, 2d Lt Walter E. Truemper, to right the plane and fly it back to England. Once over their home station, the other members of the crew were ordered to bail out,

leaving Mathies, Truemper, and the wounded pilot. After viewing the stricken bomber from another aircraft, the 510th commander decided the plane could not be landed by an inexperienced crew and ordered the craft abandoned. Both men stated the pilot was still alive and could not be safely parachuted from the plane. Both men refused to desert the injured pilot. They were then told to attempt a landing, but after two unsuccessful attempts the B-17 crashed into an open field killing all three men. For his bravery

and dedication to his fellow crewmen, SSgt Archibald Mathies was awarded the Medal of Honor posthumously.

Maxwell Street is named for 2d Lt William Calvin Maxwell, an early aviator. Although born in Mississippi, William Maxwell grew up in the Atmore, Alabama, area. With America entering World War I, Maxwell enlisted in May 1917 at Ft McPherson, Georgia. He was initially assigned to the 5th Company, 7th Provisional Training Regiment, but before the end of the year Maxwell switched to flying training. Taking his ground school in Atlanta, he then went to Kelly Field for flight training, receiving both his commission and his wings in April 1918.



Although he had enlisted to fight for his country, Lieutenant Maxwell remained stateside throughout World War I. However, in mid-1920, the Army sent him to the 3d Aero Squadron at Camp Stotsenberg in Luzon, Philippines. His military career ended abruptly a few months later.

On 12 August 1920, Lieutenant Maxwell took off from Camp Stotsenberg for Manila. En route the plane developed severe engine problems and the lieutenant looked for a place to land. As he nosed toward the ground he spotted a sugar plantation and began a gliding approach for an emergency landing. Just seconds before he would have touched down, Maxwell saw several children directly in his path. Turning sharply to avoid them, he slammed the plane into a flagpole and died instantly.

Two years later, on the day before what would have been William C. Maxwell's thirtieth birthday, the Army Air Service named its airfield in Montgomery, Alabama in honor of the pilot who sacrificed his life to avoid hitting children.

McChord Street takes its name from Col William Caldwell McChord, an early aviator and air pioneer. Born four days after Christmas in 1881, McChord grew up in Lebanon, Kentucky. Selecting a military career early in his life, he attended the U.S. Military Academy and was commissioned a cavalry officer in June 1907. Eleven years later, Lieutenant McChord attended flight training at Rockwell Field, California and earned a junior aviator rating in May 1918.

Following bombardier training at Ellington Field, Texas, Lieutenant McChord commanded Park Field, Tennessee and then Gerster Field, Louisiana. Promoted to Captain, he became the Commandant of the Air Corps Technical School at Chanute Field in 1922, a position he held until 1928. Colonel McChord served in several other command positions before joining the newly formed General Headquarters Air Force in October 1935, first as a Plans Division officer, then as the Chief of the Training and Operations Division of the Army Air Corps.



On 18 August 1937, Colonel McChord took off from Bolling Field enroute to Randolph Field piloting an A-17. Over Maidens, Virginia the aircraft developed problems and the colonel attempted an emergency landing. Colonel McChord died in the resulting crash. On 17 December 1937, the Air Corps renamed the old Pierce County Airport in Tacoma, Washington in honor of Col William C. McChord.

McGuire Street is named for America's second leading ace of all time, Maj Thomas Buchanan McGuire, Jr. Major McGuire entered the service as an aviation cadet 12 July 1941 and received his commission on 2 February 1942 after flight training at Corsicana Field, Randolph Field, and Kelly Field in Texas. Between 16 February 1943 and 7 March 1943, Major McGuire received combat training in the P-38 and seven days later left the States to join the 9th Fighter Squadron in the Pacific.

When McGuire arrived in the Pacific he initially served with a unit of the 49th Fighter Group. Also flying with that group was a pilot by the name of Richard I. Bong (see Bong Avenue), who at the time had eight aerial victories. McGuire quickly proved himself a fine pilot but he seemed destined to remain eight victories behind the man who was to become America's top ace. Whenever Bong was away from combat, McGuire was also out of action for various reasons. He once told Gen George Kenney, " . . . when this war is over, theyll call me Eight Behind McGuire." However, with his move into the commander position in the 431st, the slender, little major quickly began mounting up his score. He proved to be an excellent teacher and conscientiously looked after green pilots. Although his victory total lagged behind that of Bong, it became



obvious that he might overtake the top ace when the word was passed that Bong was to be taken out of combat. By this point Bong had been sent back to the States for a rest and then returned to the Philippines where he served as an instructor. He was supposed to teach, not fight- except in self defense. Since the Japanese still operated in the air over the Philippines, Bong found ample opportunity to defend himself. In fact between 10 October and 15 November 1944, the top ace added eight victories.

Although competing to be the top ace, McGuire and Bong often teamed up to go "Nip hunting." However, when Major Bong's official total reached 40, 14 more than that claimed by Capt Edward V. Rickenbacker, the top ace of World War I, General Kenney decided to take him out of combat. That same day Kenney informed McGuire that he was also grounded. Despite his protests, McGuire understood that the general wanted Bong to reach the States and receive a hero's welcome as the top ace. Had McGuire kept flying while Bong sailed back to America, he might well have surpassed the 40 mark before Major Bong reached the States. On 25-26 December 1944, for example, McGuire shot down seven Japanese aircraft, at times being outnumbered in the air four to one. He received the Medal of Honor for his courageous actions.

On 7 January 1945, the day after Bong received a ticker tape parade in New York, McGuire went back into action. A number of stories abound about the major's last flight, but it is generally accepted that he voluntarily led a P-38 fighter sweep over Los Negros Island. As the flight passed over the jungle, they spotted a single Japanese fighter known to American pilots as an Oscar. The lone Japanese pilot, aware he could not outrun the P-38s, turned to fight. McGuire's confidence was high, for on his own P-38 the Pudgy V (down for maintenance that day) he had blocked out sufficient room for 42 victory signs. For whatever reason, the major ordered the flight not to drop their fuel tanks, a common practice on entering aerial combat. However, as McGuire banked to turn, his P-38 stalled at low altitude and crashed into the jungle below. Word of his death spread quickly, but many people had a hard time believing the man they called "the Iron Major from Hades Squadron" was dead.

In January 1948, the Air Force renamed the Fort Dix Army Air Field in Major McGuire's home state of New Jersey in honor of America's second leading ace of all time.

Menoher Street takes its name from Maj Gen Charles Thomas Menoher, Director of the Air Service after World War I. Pennsylvania-born Charles Menoher began his military career at the U.S. Military Academy, graduating in 1886 as a 24-year-old artillery officer. General Menoher spent much of his early service with the infantry, including being the commander of the Rainbow (42d) Division during World War I. In December 1918, he became the Director of the Air Service where he spent two and a half years fighting severe manning cuts. During this time, General Menoher headed a board that recommended against creating a separate air arm in the Army. This immediately caused friction with his second in command, Col William Mitchell, one of the staunchest supporters of a separate air force. The friction became so intense that General Menoher asked the Chief of Staff to remove Colonel Mitchell. When he was refused, the general asked for his own reassignment. He left to take command of the Hawaiian Department until his retirement five years later on 20 March 1926, just one month after the outspoken Billy Mitchell resigned following his court-martial. General Menoher died at his home in Washington, D.C., on 11 August 1930.



Metzger Street bears the name of 2d Lt William Edward Metzger, Jr., a World War II Medal of Honor winner. Like many World War II aviators, Metzger began his career by enlisting in 1942. A year later he entered aviation cadet status and was commissioned in August 1943. After several assignments, primarily for training, he left the States for the European theater in October 1944. At Deopham, England, he joined the 729th Bombardment Squadron, where he became the copilot for 1st Lt Donald J. Gott (see Gott Street), an experienced B-17 pilot with 26 combat missions to his credit. On 9 November 1944, they flew against the German marshalling yards at Saarbruecken. As they approached the target, the B-17 began taking damaging anti-aircraft hits. With three engines damaged beyond control

and flames from the fourth reaching as far back as the tail section, the bomber was in trouble. Flares in the cockpit ignited and fueled by free flowing hydraulic fluid from damaged lines fire raged through the plane. The interphone became useless and the radio operator's arm had been severed below the elbow. Faced with the imminent explosion of the aircraft and death of the entire crew, Gott and Metzger quickly conferred. Something had to be done to save the unconscious radio operator, but the lack of a static line made a decision easy for the two. They decided to fly the aircraft to friendly territory and attempt a crash landing. Since they were over their target, they released their bombs and headed for Allied territory. Once over friendly ground, Metzger personally informed all crew members to bail out. He elected to stay and help land the stricken bomber. With only one engine running normally and the danger of explosion steadily increasing, the two pilots banked into an open field. Still 100 feet in the air the bomber crashed, and exploded before disintegrating. All three men were killed. For his loyalty to the crew and his determination to complete the task set before him, Lieutenant Metzger received the Medal of Honor, posthumously.



Nellis Street takes its name from 1st Lt William Harrell Nellis, a World War II P-47 pilot. Born in 1916, William Nellis entered adulthood during America's Great Depression. Thus, it was not until 1942 that he completed high school, graduating from Las Vegas High in Nevada. In December 1942, he enlisted in the Reserve Corps as an aviation cadet. After training at three fields in Georgia, he was appointed a flight officer in January 1944 and sent to England. There, Nellis joined the 513th Fighter Squadron at Ashford in March 1944. As a P-47 Thunderbolt pilot he participated in the air attacks preparatory to the D-Day invasion of Normandy. By December 1944, he had flown 68 missions, ranging from close air support to armed reconnaissance and dive bombing strikes. The lieutenant was with the 513th when it flew to the aid of the beleaguered garrison at Bastogne, Belgium caught in the German counter-offensive leading to the Battle of the Bulge. On 27 December, Lt Nellis took off on his sixty-ninth and final mission to attack German concentration of forces within 10 miles of Bastogne.

Over the nearby country of Luxembourg, Lieutenant Nellis was shot down and killed. On 20 May 1950, the USAF renamed its base at Las Vegas, Nevada, in honor of 1st Lt William R. Nellis.

Olmsted Street received its name from 2d Lt Robert Stanford Olmsted, an early Army balloonist. Lieutenant Olmsted became an engineer after graduating from Tufts University and Boston College. Armed with a master's degree, he worked in numerous jobs prior to joining the Signal Corps in 1917 at age 31 and served in France during World War I. After the war Lieutenant Olmsted joined the engineering section of the Balloon and Airship Division working on the development of military balloons. In July 1923, he piloted an Army S-6 balloon to victory in the National Balloon Race. The following September, the lieutenant teamed with Gordon Bennett as a U.S. representative in the international races in Belgium. Unfortunately, both men were killed on 23 September 1923 when lightning struck their balloon over Holland. On 11 March 1948, the Air Force named Olmsted Air Force Base, Pennsylvania in honor of this pioneer of military balloon aviation.



Patrick Street bears the name of Maj Gen Mason Matthews Patrick, former Chief of the Army Air Service. Graduating from West Point in 1886, General Patrick entered the military as an engineer. In 1892, he returned to West Point to teach that specialty. Over the next several years, General Patrick held numerous engineering positions before Gen John J. Pershing selected him in 1918 to command the combined Air Service of the American Expeditionary Force. Three years later the general was chosen to be the Chief of the Army Air Service. At this point, General Patrick, feeling he would exercise better command if he knew how to fly, proceeded to take flight training. Under General Patrick's guidance, the Air Service established a large training center (now called Randolph AFB) in San Antonio, Texas and experimental facilities at Wright Field, Ohio (now known as the Air Force Institute of Technology). Both facilities were designed to enhance training for Army pilots. In 1924, General

Patrick gave the go ahead for the first round-the-world flight, a feat accomplished by a team of Army pilots flying specially built Douglas Liberty bombers. Two years later, the Air Service Chief recommended legislation that changed the Air Service to the Army Air Corps. This action has been credited with laying the foundation for the subsequent creation of the United States Air Force 21 years later in 1947. General Patrick retired on 12 December 1927 after nearly 41 years of military service. In August 1950, eight years after his death, the USAF named Patrick AFB near Cocoa Beach, Florida in honor of this Air Force leader.



Pease Street gets its name from Capt Harl Pease, Jr., a Medal of Honor-winning B-17 pilot. Like many World War II aviators, Harl Pease entered the military as a flying cadet in September 1939. After attending the Alabama School of Aeronautics, he entered preflight training. Following this he took primary training at Randolph Field and advanced training at Kelly Field, both located near San Antonio, Texas. On 21 June 1940, Harl Pease was commissioned a second lieutenant in the Air Reserve and given his pilot wings. Immediately, Lieutenant Pease received the call to active duty with an assignment to the 93d Bombardment Squadron, 19th Bombardment Group at March Field, California. In May 1941, Pease participated in the first mass flight of B-17's from California to Hawaii. He returned to the States in November and flew in the first mass flight of B-17's from New Mexico to Clark Field, Philippines. Subsequently, in March 1942, Lieutenant Pease moved to Australia as the transportation officer to handle the evacuation from Java.

Just as all bomber pilots in World War II, Captain Pease flew whatever type of mission was needed: evacuations, bombing runs, strafing, or reconnaissance. On 6 August 1942, he made an emergency landing in Australia after one of his B-17's engines failed during a bombing mission over New Guinea. Aware that his squadron needed every available aircraft the following day for a heavy assault on the Japanese airdrome near Rabaul, New Britain, the captain selected the most serviceable aircraft available at the emergency field and prepared it for combat, despite being told the plane was unfit for combat. With three hours rest, Captain Pease took off

with the rest of his squadron on 7 August. Throughout the long flight to the target, the captain managed to keep his unserviceable B-17 in formation. When the formation was intercepted prior to reaching the target, Captain Pease held the B-17 on track while his crew manned the guns to down several Japanese Zeros. After dropping the bombs on target, the entire formation headed for cloud cover to shake their attackers. Captain Pease, experiencing difficulty due to combat damage, fell behind and was unable to make the cloud cover. Japanese fighters pressed the attack and ignited one of the bomber's fuel tanks. Although the aircraft was seen to drop the tank, Captain Pease and his crew never returned to Port Moresby. For his actions Captain Pease was awarded the Medal of Honor, posthumously. In 1957, the USAF named Pease Air Force Base, New Hampshire in honor of the state's native son.



Pepperrell Street is unique in that it is one of two streets on Lackland memorializing people who, during their life, had no apparent connection with aviation; the other being Stewart Street. Pepperrell takes its name from Sir William Pepperrell, the earliest born of any of those for whom Lackland's streets are named. Born in 1696, William Pepperrell grew up to be a colonial merchant, militia officer, and public official. At the age of 16, he enlisted in the militia and a short time later joined his father's shipbuilding and mercantile business. In 1721, Pepperrell was named to the Maine colony council, a position he held until his death 38 years later. However, he filled those 38 years with a great deal of activity. In 1726, Pepperrell was elected to the Massachusetts General Court and four years later became its chief justice. He quickly studied law and became a very capable judge. With his father's death in 1734, William Pepperrell became one of New England's richest and most powerful men. Ten years later at the outbreak of the War of Austrian Succession, also called King George's War, Pepperrell went to the service of his king, being appointed commander of the land forces in the Louisberg expedition. On 30 April 1745, he took charge of the siege on the French fortress at Cape Breton where he captured the grand battery of 30 heavy cannon and turned it on the fort, forcing a French surrender. In November 1746, as a reward, King

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George made William Pepperrell a baronet, the first native American colonist to be so honored by the King of England. Sir William rose to the rank of lieutenant general prior to his death in 1759. Fort Pepperrell, Newfoundland, became Pepperrell AFB in the 1950s; because of this precedent the name was selected for use at Lackland.

Perrin Street was eliminated during the construction of Lackland's new permanent party dormitories. However, the man for whom the street was named had one of the closest connections to San Antonio and Texas military aviation. Many of Lt Col Elmer Daniel Perrin's relatives still reside in the local area.



Colonel Perrin was born on the family farm five miles southwest of Boerne, Texas, just a few miles northwest of San Antonio. He spent his boyhood on the farm, attending the local country school and then went on to high school in the city. After graduation, he attended Texas A&M for a few months, but the death of his parents forced him to assume the responsibility of caring for and educating his nine brothers and sisters. On 27 October 1917, he enlisted in the Signal Enlisted Reserve Corps, serving with the 49th Company, 13th Training Battalion, until 4 July 1918. The next day he was appointed a

second lieutenant in the Army Air Service. Lieutenant Perrin served until 31 October 1919, was briefly discharged and then reentered aviation service on 1 July 1920. From then on, Colonel Perrin served at a number of installations in a number of positions. A great many of his duties were related to training as he was a command pilot and combat observer. On 31 May 1934, Colonel Perrin returned from duties in the Philippines to serve as the commanding officer of the 41st School Squadron and flying instructor for the 43d School Squadron at Kelly Field. He then became station engineering officer for Duncan Field (part of what is now Kelly AFB). Colonel Perrin moved in 1939 to become the district supervisor, Eastern Air Corps Procurement District, and Air Corps representative to the Glenn L. Martin Company Baltimore, Maryland. It was in this capacity that Colonel Perrin met his death on 21 June 1941.

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On a Saturday afternoon, Colonel Perrin and A.J. Bowman, a civilian Army inspector, took off from the Glenn L. Martin airport in Baltimore in a brand new bomber. About a half mile from the airport the twin-engine B-26 Marauder crashed and burned, killing both men. In 1941, the Army Air Forces named its training base near Sherman, Texas, in honor of this dedicated aviator.

Pucket Street takes its name from World War II Medal of Honor winner, 1st Lt Donald Dale Pucket. Lieutenant Pucket joined the Enlisted Reserve Corps in June 1942 and became an aviation cadet five months later, eventually qualifying as a multi-engine bomber pilot. On 17 April 1944, Lieutenant Pucket left the States to join the 343d Bombardment Squadron in Lecce, Italy as a B-24 pilot. A few months later, on 9 July 1944, Lieutenant Pucket piloted a B-24 in a bombing mission against the vital German oilfields in Ploesti, Rumania. Just after "bombs away" the plane received heavy and direct hits from the anti-aircraft guns around the target. One crewmember died instantly and six others received severe wounds. Lieutenant Pucket fought to steady the big bomber and once getting it under control turned the controls over to his copilot. Quickly surveying the damage, he found two engines out, gas leaking, and numerous fires. Of greatest concern was the standing fuel and hydraulic fluid flooding the bomb bay. The young pilot hand cranked the bomb bay doors open to release the gas and then jettisoned the guns and loose equipment in hopes of lightening the bomber's load. Still losing altitude, Pucket retook the controls and ordered the crew to bail out. Three crewmen, due to either fear or shock, refused to jump. Lieutenant Pucket ordered everyone else out. Ignoring the rest of his crew's pleas to abandon the three and jump to safety, Pucket remained at the controls. All four men died when the badly damaged bomber crashed into a mountain. America honored the young pilot's dedication and personal sacrifice with the Medal of Honor.

Randolph Avenue carries the name of Capt William Millican Randolph, an aviation pioneer. This native Texan began military service shortly after graduating from Texas A&M by enlisting in the 2d Texas Infantry in 1916. After seeing service on the Mexican border, he became one of the first to enter officers training in Leon Springs, Texas.

Commissioned as an infantry officer in 1917, Captain Randolph applied for and received pilot training in 1918. Completing flight training, the captain transferred to the Air Service in 1919. He later served as the commanding officer of the 25th Bombardment Squadron for three years (1924-27) before returning to Kelly AFB as the adjutant of the Air Corps Flying School. Captain Randolph died in an AT-4 crash while attempting a take off from Gorman Field, Texas on 17 February 1928. The following September, the Army Air Corps named its field north of San Antonio in honor of this early air pioneer.



Reese Street is named for 1st Lt Augustus Frank Reese, a World War II P-38 pilot. A native of Josephine, Texas Lieutenant Reese enlisted in the Army Air Corps in February 1941, following his graduation from Texas Technical College. By November of that year the aggressive young man had worked his way up to master sergeant. He was then selected for flight training and earned his wings and his commission in Stockton, California. During the next few months he flew coastal patrols in a P-38 from Payne Field, Washington. Reese then traveled to North Africa to join the 94th Pursuit Squadron. On 14 May 1943 he volunteered for an attack mission on supply trains at Cagliari, Sardinia. After completing a highly successful strafing and bombing run, Lieutenant Reese turned for a second strafing run and was killed when the P-38 crashed. In November 1954, the Air Force renamed Lubbock AFB in his home state of Texas in his honor.

Sarnoski Street takes its name from the World War II Medal of Honor winner, 2d Lt Joseph Raymond Sarnoski. Although the street bears his name, his entire B-17 crew deserves memorialization. Pennsylvania-born Joseph Sarnoski enlisted in 1936 and became a highly proficient B-17 bombardier. Shortly after Pearl Harbor, he went to the Pacific theater where his actions against the enemy earned him the Silver Star and the Air Medal. It also earned him a battlefield commission on 24 May 1943. At the time, Lieutenant Sarnoski served on a B-17 crew known as the Eager Beavers, renown for volunteering for any mission that looked like a good

fight. The other Eager Beavers included: Capt Jay Zeamer, Jr., pilot; 1st Lt Johnny Britton, copilot; 2d Lt Ruby Johnston, navigator; Sgt Johnny Able, top turret gunner/ flight engineer; Sgt William Vaughan, radio operator; Sgt William Kendrick, side gunner/photographer; and Sgt "Pudge" Pugh, tail gunner.



On 16 June 1943, the Eager Beavers volunteered for a crucial reconnaissance mission to the Japanese fighter strip at Buka, Solomon Islands. Flying at 28,000 feet, the unescorted B-17 spotted enemy fighters launched to intercept them. While they could have justifiably turned away because of the lack of fighter cover, the crew started their photographic run. An estimated 15 to 20 fighters came at the bomber head on and Lieutenant Sarnoski, at the nose gun, downed the first one. Sergeant Able, up top, took out a second fighter. A Japanese round cut the oxygen line, however, and Captain Zeamer dove to 18,000 feet while the gunners gasped and kept firing. As he pulled out of the dive, the captain spotted a fighter closing from the left. He banked and sighted in the fixed .50 caliber machine gun specially mounted outside his cockpit window for just such occasions taking out the third fighter. Just then another frontal attack slammed a 20mm shell into the bombardier's compartment, located immediately below the main flight deck. The bursting shell knocked Lieutenant Sarnoski back into the cableway with a severe stomach wound and sent shards of shrapnel upward into Captain Zeamer's legs. As Lieutenant Britton took over the controls, Lieutenant Sarnoski crawled back to his gun and sent off a long straight burst to down fighter number four before he died of his wounds. Meanwhile, Sergeant Vaughan had his radio shot away from his face causing severe wounds. Captain Zeamer was hit again, now suffering injury to his arms as well. In the back, Sergeant Pugh alternated between firing the tail gun and running forward to give first aid. After nearly 40 minutes the Japanese gave up, having lost five fighters and suffering damage to most of the others.

While Sergeants Kendrick and Pugh attended to the wounded, Sergeant Able took over the controls. Flying a B-17 for the first time in his life, he kept the sun to his back and headed in the general direction of home, 580 miles away. No radio,

no compass, no brakes, and no flap controls, with one man dead and five seriously wounded the Eager Beavers had a long way to go, but they had gotten their pictures and the Japanese lost five fighters.

Captain Zeamer awoke occasionally, giving directions as he recognized islands and reefs. Finally, when the coast of New Guinea came into view, Zeamer came to and Britton recovered sufficiently to retake his seat from Sergeant Able. With the pilot using one arm on the wheel and the copilot operating the foot controls, the B-17 settled on the runway using every bit of the 7,000 foot length. There had been no time to circle the field or worry about landing into the wind, so the landing had been less than ideal, but they were home.

When Sergeant Pugh saw the wind cone pointing in the same direction in which they had landed, without hesitation he marched into the control tower and proceeded to yell at the astonished sergeant, "What the hell is the idea of having that wind sock pointing the wrong way?" The sergeant took one look at Pugh and knew if he said Captain Zeamer had landed with the wind, an unpardonable action with the B-17, Sergeant Pugh would have socked him. "Okay, Pudge," he said consolingly, "I'll fix it right."

For their actions, Lieutenant Sarnoski and Captain Zeamer received the Medal of Honor. The remainder of the crew received the Distinguished Service Cross, second only to the Medal of Honor in prestige.

Scott Drive takes its name from Corporal Frank S. Scott, the nation's first enlisted aviation fatality. Born New Year's Day 1884 in Braddock, Pennsylvania, Frank Scott experienced a rough time for the first few years of his life. At age five his parents were killed in the famed Johnstown Flood. As an orphan, he was shifted about, but he managed to complete his public schooling and become a skilled mechanic in the process. In 1908, Scott enlisted in the field artillery and three years later transferred to the Signal Corps. There, his first job involved the releasing of weather test balloons. Being a skilled mechanic, it was only natural that Corporal Scott would begin working on



airplanes. He quickly became the chief mechanic for the Wright Type-B biplanes. On 28 September 1912, Corporal Scott hitched a ride with Lt L.C. Rockfield aboard the biplane. The plane crashed on landing at College Park, Maryland, killing Corporal Scott, making him the first enlisted aviation fatality. In 1917, the Army named its airfield in Illinois in his honor.

Seville Drive is named for Maj Louis Joseph Seville, a Korean War Medal of Honor winner. Commissioned on 10 July 1942 in the Officers' Reserve Corps, Major Seville entered active duty the following month. A B-26 Marauder pilot, Major Seville saw combat in the European theater during World War II. Quickly demonstrating his proficiency, he was selected to participate in the first low-level attack ever attempted by B-26 bombers. After the war, Major Seville returned to the States and was processed for separation. He was relieved from active duty on 5 November 1945. On 10 July 1946, the Army recalled him to active duty where he served in several positions until being sent to the Philippines in September 1948. In November he assumed command of the 67th Fighter-Bomber Squadron. Soon after the outbreak of hostilities in Korea, Major Seville's unit was ordered to Japan's Ashiya Air Base. From there the 67th began flying combat missions to Korea.

On 5 August 1950, Major Seville led a small formation of P-51 Mustangs into southern Korea to assist American ground forces defending the Pusan perimeter. When he spotted several well camouflaged enemy trucks near Hamchang, he dove in a strafing run. The armored trucks returned fire, hitting the Mustang repeatedly. Ignoring the fact that he could abandon the aircraft or possibly crash land and survive, Major Seville pressed the attack. The P-51 began losing engine coolant, requiring the major to make a quick landing if he was to survive. Disregarding his wingman's advice to head home, he radioed: "No! I'm going to get that bastard." He turned and dove directly into the trucks with all guns blazing. The P-51 exploded in a ball of fire on impact, killing the major instantly. His actions greatly reduced the enemy threat to the ground forces. And for his selfless act, Major Seville posthumously received the Medal of Honor.



Selfridge Boulevard takes its name from America's first military aviation casualty, 1st Lt Thomas Etholen Selfridge. Lieutenant Selfridge was a true aviation pioneer. On his own he became one of the first military men to learn to fly, taking his first solo in an aircraft built by the famed American inventor, Alexander Graham Bell, in 1908. Due to his initiative and experience, Lieutenant Selfridge was chosen to fly as an observer during the Army acceptance flights for the Wright Flyer.



The last test flight was scheduled for September 17, 1908. At stake was the award of a \$25,000 government contract to build the first military aircraft. That morning Orville Wright carefully inspected every nut and bolt, paying particular attention to the new, thin wood propellers. Square and flat like the oars of a ship, the propellers were eight inches longer than any used previously and Orville wanted everything just right for the acceptance flight. For the preceding 14 days, Orville had astonished the professional observers by the apparent ease with which he flew lazy eights over the field. Every flight, landing and takeoff had proven flawless. Now, Orville prepared to fly the crucial test flight; one that would convince the military to purchase the Wright's flying machine. Nearby, stood Lieutenant Selfridge. While seen as the most logical choice, Selfridge seemed disturbed by the act of flying. Lieutenant Benjamin D. Foulois later observed that Lt Selfridge was nervous and tense during earlier balloon flights, but as a dedicated officer, he did what was necessary to further aviation.

At just after five, Orville Wright and Lt Selfridge climbed aboard the Flyer 3. The craft sat on a launching trolley on a monorail with a derrick behind and a downward tilting track in front. Atop the derrick sat a weight connected by a rope to a cable that ran down the derrick through a series of pulleys to the front of the launching trolley. As the weight dropped, the cable pulled the Flyer 3, with its propellers turning, down the track and into the air. Airborne, Orville flew three passes over the field to the awe of onlookers below. Then, on the fourth pass disaster struck. The starboard propeller cracked longitudinally, which caused it to flatten in pitch and lose thrust. As Orville Wright fought for control, the wildly vibrating propeller caught a guy wire. The wire snapped and then wrapped itself around the propeller

which then shattered. The plane, robbed of any lift, nosed over and crashed into the field.

Ground observers found both men buried beneath the plane's wreckage. Orville Wright's left hip was broken along with several ribs, and a large gash in his cheek bled profusely. He would eventually recover. Lieutenant Selfridge, however, was not as fortunate. Although heard to mutter, "Get this thing off my back," Lieutenant Selfridge lapsed into a coma from which he never recovered. While he had hoped to gain fame as a designer, Lieutenant Thomas E. Selfridge became a statistic, the first military man to die in an aviation accident. The Army named its air base in Michigan, the state Lieutenant Selfridge called home, in his honor. It currently serves as an Air National Guard base.

Shaw Drive is named for World War I aviator, 2d Lt Erwin David Shaw. A native of South Carolina, Erwin Shaw attended the University of Georgia prior to enlisting in the Army in September 1917. Following aviation training at Ohio State, Lieutenant Shaw went to England as part of the American Expeditionary Force (AEF) of World War 1. In April 1918, he was attached to the Royal Air Force. Through the RAF, Lieutenant Shaw received advanced flight training at Oxford and in Scotland, before going to France. On his arrival in France, the Lieutenant became one of the first Americans to see aerial combat in the First World War. He went on to fly alongside such famed aviators as Col Elliot W. Springs and Maj Fiorello La Guardia (the future mayor of New York City) in the 148th Pursuit Squadron.

On 9 July 1918, Lieutenant Shaw flew a reconnaissance mission in the British-built Bristol fighter. As he headed back, he was attacked by three German fighters. Although he managed to shoot down one, the other two decimated his fighter. Lieutenant Shaw is the only American buried in the British National Cemetery in Grandcourt, France.

On 13 January 1948, the USAF honored this early combat aviator by naming its base near Sumter, South Carolina, in honor of 2d Lt Erwin D. Shaw.

Sheppard Street gets its name from a man whose fame came not from being an aviator, but from his actions in the U.S. Senate. Texas Senator Morris T. Sheppard served as the chairman of the Senate Military Affairs Committee from 1933 until his death in 1941. Born in a small Texas town in 1875, Morris Sheppard attended

local schools before enrolling at the University of Texas Law School. He completed his legal studies at the Yale Law School, graduating in 1898. He then set up a private practice in Texarkana, Texas. Just four years later, Morris Sheppard entered national politics when he succeeded his father, John L. Sheppard, as a Texas representative in the House of Representatives. Ten years later, he was appointed to the United States Senate to replace the retiring Joseph W. Bailey.

Although best known as the author of the famous 18th Amendment that prohibited alcoholic beverages, Senator Sheppard was also known as a strong advocate of American military preparedness. He became the chairman of the Senate Military Affairs Committee in 1933 and worked closely with the Army Chief of Staff, Gen George C. Marshall, to expand the military. Senator Sheppard was instrumental in getting both the Selective Service Act and the Lend Lease Act passed in 1941. The first of these established the military draft system for inducting Americans into the military by conscription. The second provided American support for the British in their fight against Germany. Convinced war was inevitable, Senator Sheppard pushed hard for military preparedness in the years before World War II. On 9 April 1941, Senator Sheppard died, ending the longest career of continuous service in Congress to date. Just 8 days after the Senator's death, General Marshall announced he would name the Army's new training field north of Wichita Falls, Texas in honor of Senator Morris Sheppard, one of the military's strongest congressional supporters.

Spence Street takes its name from Lt Thomas Lewis Spence, a World War I pilot. Unfortunately, research has revealed little about Lieutenant Spence, except he was born in the Thomasville, Georgia area. The Spence family donated land near Moultrie, Georgia for Army use in the mid- 1930's and in 1941 Spence Army Air Field came into being. During World War II, the base served as one of several contract flying training locations.

Stewart Street takes its name from a man with absolutely no connection with aviation, Lachlan Stewart. In the late 1800's, Lachlan Stewart, an old sea captain, bought a piece of land known as Stony Lonesome, New York, near the United States Military Academy, better known as West Point. Years later, Lachlan Stewart's descendent, Samuel L. Stewart, donated the land to the city of Newburgh for use as a municipal airport. In 1942, the city offered the deed for Stony Lonesome to the Federal government for \$1.00 to train West Point cadets in aviation training. The official transfer occurred on 29 October 1941, with the understanding the Army would name the field in honor of Lachlan

Stewart. The United States Air Force later controlled Stewart AFB for many years.

Tinker Street bears the name of World War II Army Air Forces leader, Maj Gen Clarence Leonard Tinker. Although born in Elgin, Kansas in 1887, Clarence Tinker grew up in Pawhuska, Oklahoma Indian Territory. The one-eighth Osage Indian attended the Wentworth Military Academy in Lexington, Missouri prior to entering the infantry as a second lieutenant in 1912. In 1919, the Army sent General Tinker to the Polytechnic High School in Riverside, California to study professional military sciences and tactics. Soon after, he entered aviation and quickly earned a reputation as a dedicated military aviator. In September 1926, General Tinker earned the Soldier's Medal when he reentered a burning aircraft to save the life of a Navy officer who had been flying with him.



Over the next few years, General Tinker served in numerous command positions, including commanding the 17th Pursuit Squadron during the ill-fated Air Corps air mail fiasco of 1934. President Roosevelt ordered the military to take over air mail deliveries from commercial contractors. General Tinker warned officials that military pilots were not trained for the type of flying air mail deliveries required. His concern proved well- founded as 12 flyers lost their lives in the attempt to fly the mail.

During World War II, General Tinker commanded the Hawaii-based Seventh Air Force. He conceived the attack on the Japanese ships in the Battle of Midway, 4-6 June 1942. The following day, 7 June, General Tinker led a formation of early model B-24s on an attack of the retreating Japanese ships. The general's LB-30 was last seen out of control and he presumably crashed in the sea. On 14 October 1942, the Army Air Forces named the base in Oklahoma City, Oklahoma, after Maj Gen Clarence L. Tinker.

Truemper Street gets its name from 2d Lt Walter Edward Truemper a Medal of Honor-winning B-17 navigator. After enlisting as a private in June 1942,

Lieutenant Truemper was selected for aviation training and moved to aviation cadet status in November 1942. In August the following year he received his commission after completing preflight training at Ellington Field, gunnery training at Harlingen, and navigator (advanced) training at Hondo, all in Texas. Upon being commissioned, Lieutenant Truemper was immediately called to extended active duty and assigned to the 796th Bombardment Squadron. He left the States on 8 December 1943 and joined the 510th Bombardment Squadron as a B-17 navigator in England. On 20 February 1944, Lieutenant Truemper flew his second and last combat mission.

On that day, Lieutenant Truemper served as the navigator for a mission to Leipzig, Germany. During the bomb run the aircraft was attacked by a squadron of enemy fighters. The lieutenant teamed up with SSgt Archibald Mathies (see Mathies Street), the ball turret gunner, to right the badly damaged plane and fly it back to England as the severely wounded pilot was unconscious and the copilot was dead. Once over the home station of Polebrook, England Lieutenant Truemper ordered the remaining crew members to bail out. He and Sergeant Mathies then attempted to land the plane in order to save the life of the wounded pilot. The 510th commander, observing the B-17 from another bomber, ordered the men to abandon the craft, stating that an experienced crew could not land a plane so badly damaged. Both Lieutenant Truemper and Sergeant Mathies refused. The pilot was still alive, but any attempt to bail out would surely end his life, thus both men adamantly insisted on being allowed to attempt a landing. They made two attempts but had to fly around. On the third attempt the B-17 crashed into an open field killing all three men. For his bravery and dedication to his fellow crewmen, Lieutenant Walter E. Truemper received the Medal of Honor posthumously.



Tyndall Street takes the name of 1st Lt Frank Benjamin Tyndall, a World War I pilot. Born in Sewalls Point, Fort Pierce, Florida in 1894, Frank Tyndall began his military career with the Florida National Guard. In 1916 he accepted a commission in the regular Army where one of his first duties was that of a Reserve Officer

Training Corps instructor at Georgia Technical College. As the American Expeditionary Force began gearing up for the war in Europe, the Army sent Lieutenant Tyndall to France for pilot training and combat duty.

Upon completion of pilot training, Lieutenant Tyndall became the commander of the 22d Aero Squadron. During 1918 he led his squadron in the St. Mihiel and Meuse-Argonne Offensives. Following the aerial combat tactics of the day, the lieutenant teamed up with other pilots of his squadron and was directly involved in downing four German planes. For his leadership and actions during this time, Lieutenant Tyndall was awarded the Silver Star.



In June 1919 Lieutenant Tyndall returned to the States for duty as the Inspection and Engineer Officer at Mitchel Field in New York. He followed this with command duties at Kelly Field, Texas, and McCook Field, Ohio. Then, in mid-1923 he began a three year stint as commander of the 6th Pursuit Squadron in Hawaii. In 1926, he returned to duties as the procurement inspector at the Curtiss Airplane Factory in New York. He left there in January 1928 to become the operations officer for the 2d Bombardment Group at Langley Field, Virginia. Lieutenant Tyndall died in the crash of a P-1 on 15 July 1930 near Mooresville, North Carolina. Eleven years later, on 13 June 1941, the Army named its new airfield in Panama City, Florida, in his honor.

Vance Street is named for the World War II Medal of Honor winner, Lt Col Leon Robert Vance, Jr. A native of Enid, Oklahoma, Colonel Vance began his military career in 1935 as a U.S. Military Academy cadet. Following graduation he spent a year in the regular Army before transferring to the Air Corps in 1940. After completing his flight training, Colonel Vance served in many positions, including instructor duty at several Texas bases. Finally, in November 1943 he was assigned as the deputy group commander of the 489th Bombardment Group in Utah. There, he assisted in training group personnel and then accompanied the group to Europe in April 1944.

The following month on 5 June 1944, Colonel Vance flew as the Group Air Commander for a group of B-17s against defended enemy coastal positions near Wimereux, France. On this, his second combat flight, Colonel Vance was severely injured. As the craft approached the target, anti-aircraft fire began striking with deadly accuracy. The plane's pilot was killed and several of the other crewmembers were seriously wounded, including Colonel Vance whose right leg had been nearly severed. With three engines out and the aircraft at stall speed, Colonel Vance, unable to climb into the copilot's seat, put the aircraft into a glide to maintain speed while seated on the floor. In this manner he held the B-17 steady while the crew bailed out. Believing one man still on board, Colonel Vance used his hands on the foot pedals and looked out the side window to make a crash landing in the English Channel. After being blown free from the wreckage, Colonel Vance searched the area for the man he believed had still been on the plane (actually everyone had bailed out). Colonel Vance was found 50 minutes later, valiantly swimming for the English coast. On 26 July 1944, Colonel Vance was evacuated to the States. Unfortunately, the aircraft disappeared without a trace between Iceland and Newfoundland. On 9 July 1949, the USAF named Vance AFB in his hometown of Enid in his honor.



Walker Street takes its name from Brig Gen Kenneth Newton Walker, one of only two aviators to win the Medal of Honor while holding general officer rank. Although the general enlisted in 1917 and was commissioned in 1918, he did not see combat in the First World War. General Walker spent the first few years of military service as an instructor pilot at various fields in Texas and Oklahoma. Then, in December 1922, he left the States for duty in the Philippines as the commanding officer for air intelligence. Like most young officers of the day, General Walker performed a variety of duties simultaneously: post supply officer, adjutant, depot inspector, property officer, and pilot. Also, as with most officers during the inter-war years, General Walker's progress through the ranks was not quick. He spent 15 years in the lieutenant ranks, but after making captain in 1935,



his promotions came much faster. Just seven years later, he achieved star rank with his promotion to brigadier general on 17 June 1942.

The following month, General Walker left the States for duty in the Asiatic-Pacific Theater of Operations, where he commanded the Fifth Bomber Command. In late 1942, General George Kenney ordered General Walker to stop flying combat missions. The previous evening General Walker had returned from a reconnaissance mission with three feet gone from the left wing of his B-17. The plane had struck a tree

trying to fly under low clouds to search for Japanese barges on the New Guinea coast. General Walker claimed he had to fly along once in a while to see how his crews were doing. General Kenney countered that he should run his outfit from his headquarters and that on an aircraft he was excess baggage. General Kenney later confided that he felt General Walker was the best bombardment commander he had and he wanted to keep him alive and well so that the planning and direction would be good allowing the outfit minimal losses.

At noon on 5 January 1943, six B-17s and six B-24s struck the shipping in Rabaul (New Britain) Harbor. The aircraft hit ten Japanese ships, sinking one and leaving six on fire. However, as the bombers pulled away they were intercepted by 15 Japanese fighters. Two of the bombers were subsequently missing; one of them bearing General Walker. Returning crews stated that the plane was last seen 25 miles south of Rabaul, losing altitude, with an engine on fire and two fighters on its tail. General Kenney ordered an aerial search. The report came in that General Walker's plane was down on a reef in the Trobriand Islands. General Kenney informed General MacArthur that as soon as General Walker returned he was going to reprimand him and send him to Australia for mandatory leave. General MacArthur said "All right, George, but if he doesn't come back, I'm going to send his name in to Washington recommending him for a Congressional Medal of Honor." The next morning rescue crews picked up a B-17 crew in the Trobriands, but it was not General Walker's crew.

True to his word, General MacArthur recommended General Walker for the Medal of Honor. His devotion to duty, leadership, and personal valor were deserving of the honor. On 25 March 1943, President Franklin D. Roosevelt presented General Walker's posthumous Medal of Honor to his son, Kenneth N. Walker, Jr., in a White House ceremony.

Wilbur and Orville Wright Boulevard obviously memorializes the famed brothers from Dayton, Ohio. If one were to ask about the Wright brothers, the most common response would indicate they were bicycle makers from Dayton who invented the airplane. However, man's first powered, controlled flight did not just happen, but rather culminated years of serious scientific work by two very dedicated men. Wilbur, born in 1867, was the elder by four years. He was the quiet and studious one, much of this manner having resulted from a serious sports injury at 18 years of age that ruined his teeth and left him withdrawn and in pain for several years. Orville, outgoing and spontaneous, was no less the scholar, but he excelled in areas such as mathematics, geometry, and mechanics.

The Wright's early development was greatly influenced by their parents. Their father Bishop Milton Wright of the United Brethren in Christ Church, gave the young boys a deep sense of honor, integrity, dignity, and, above all, respect for others. Their mother, Susan Catherine Wright, gave Orville and Wilbur a natural love of curiosity, a desire to understand how and why things worked as they did. She encouraged them to seek the answers to such questions. From such a background arose two creative and dedicated inventors.

Following his sports injury, Wilbur abandoned his plans to attend the Yale Divinity School, choosing instead to stay at home and bury himself in reading and study. Meanwhile, Orville became greatly interested in printing, eventually building his own press and publishing his own paper. When Wilbur was 21, he began to emerge from his self-imposed isolation and with his vast intellectual background began offering Orville ideas on making desired improvements in the press, but the larger newspapers drove the Wrights out of the business. Fortunately, Orville became



fascinated by the newfangled "safety bicycle," a two-wheeled bicycle with tires of the same size. Before long both brothers were involved in the selling, servicing, and repair of bicycles. Over the next few years their business grew rapidly and the Wrights discovered they needed to design and build their own machines to keep up with the demand. In 1894, Wilbur read of the experiments of Otto Lilienthal and his manned gliders. The spark struck by those early efforts of a German engineer slowly began to burn as the success of the bicycle business gave the Wrights both money and freedom to pursue other interests. By 1899 Wilbur wrote to the Smithsonian Institution, announcing he was about to embark on a systematic study of the feasibility of flight for man. He basically asked the Institution to send all the information it had on the experiments conducted by others. Just days later the Smithsonian replied with an abundance of published works and the Wright brothers aerial study was underway. As their study proceeded, the Wrights reviewed the works of such notables as Thomas Edison, Henry Ford, and Octave Chanute. They entered into a long lasting correspondence with Chanute, exchanging information and encouragement. Initially it appeared the Wrights merely intended to conduct a systematic study rather than develop any kind of flying machine, but as they worked the ideas began to flow. They studied aerodynamics and wind effects; even going so far as to build a wind tunnel in their shop in Dayton. By December 1903, the brothers were ready. They had experimented with gliders and now had designed a flying machine. They selected the village of



Kitty Hawk, North Carolina as the most suitable area for tests. In particular, they chose a sand dune area known as Kill Devil Hills. On 14 December, Wilbur, on the toss of a coin, took the pilot's seat to attempt powered, controlled flight. However, the slight breeze and what Wilbur later called a technical error resulted in an immediate crash. With repairs made, the Wrights waited for the weather to improve before trying again. Finally, Orville took the controls on 17 December 1903 and history was made with a sustained (12 seconds), controlled (he did not crash) flight covering 120 feet. The brothers then took turns

and by the last flight of the day, Wilbur managed to stay aloft 59 seconds covering a distance of 852 feet. The wood framed biplane was 40 feet 4 inches wide, 21 feet long, 8 feet high, and weighed 605 pounds. A rough landing on the last flight and a sudden gust of wind that turned the craft over severely damaged the Flyer, suspending further testing until a new plane was constructed in early 1904. The rest, as they say, is history.

On 30 May 1912, Wilbur Wright died from complications with typhoid fever. Orville lived another 36 years; long enough to see their invention employed with military might in two world wars, wingspans exceeding the length of his first flight and flight at supersonic speeds. He died at age 77, on 30 January 1948.

Wurtsmith Street bears the name of World War II 13th Air Force commander, Maj Gen Paul Bernard Wurtsmith. General Wurtsmith was born in Detroit, Michigan, in 1906. There he attended a local college, earning a degree in engineering. In August 1927, he enlisted in the Army Air Corps as a flying cadet. After earning his wings and commission in 1928, General Wurtsmith joined the 94th Pursuit Squadron, the famed World War I "Hat in the Ring" Squadron, at nearby Selfridge Field. Over the next 13 years, he served in numerous instructor and command positions before taking command of the 49th Pursuit Group in Australia in December 1941. Between March 1942 and January 1943, General Wurtsmith's fighters downed 78 enemy aircraft. Then, in 1943 General Wurtsmith took command of the 5th Fighter Group. General George Kenney, commander of the Pacific Air Forces, assigned two officers to General Wurtsmith's personal staff to keep them out of combat. The two officers were Lt Col Thomas J. Lynch and Capt Richard I. Bong, at the time America's top two aces. Although trying to keep a rein on the two, General Wurtsmith secretly took pride in their continued aerial victories while on his staff. Captain Bong went on to become America's Ace of Aces with 40 confirmed victories. General Wurtsmith returned to Selfridge Field and on 13 September 1946 he was killed in a B-25 crash enroute to MacDill Field, Florida. In February 1953, the USAF named Wurtsmith AFB in Oscoda, Michigan, in honor of the state's native son.



Streets of Lackland



Yount Circle bears the name of Lt Gen Barton K. Yount, father of Air Training Command. A West Point graduate, General Yount transferred to the Signal Corps Aviation Section in 1917 and learned to fly. He served in World War I and earned the Victory Medal. During World War II, General Yount commanded the Flying Training Command. While in that position, he played an instrumental role in allowing women to fly for the Army Air Forces as air service pilots. In October 1942 he accepted the 319th AAF Flying Training Detachment, not only the first all-women squadron, but the first women to go through AAF flying training.

General Yount also chose to allow women to test fly aircraft, a decision that led to much controversy. However, his decision greatly aided the flight test program. Many male pilots were unwilling to accept these dangerous missions. Female pilots not only proved themselves very capable of conducting such test flights, but added immeasurably to the wealth of knowledge needed to further aircraft development.

In 1943, General Yount became the first commander of the new Air Training Command, a position he held until his retirement in 1946. General Yount died on 11 July 1949 in Phoenix, Arizona.



Streets of Lackland

Frank Dorwin Lackland

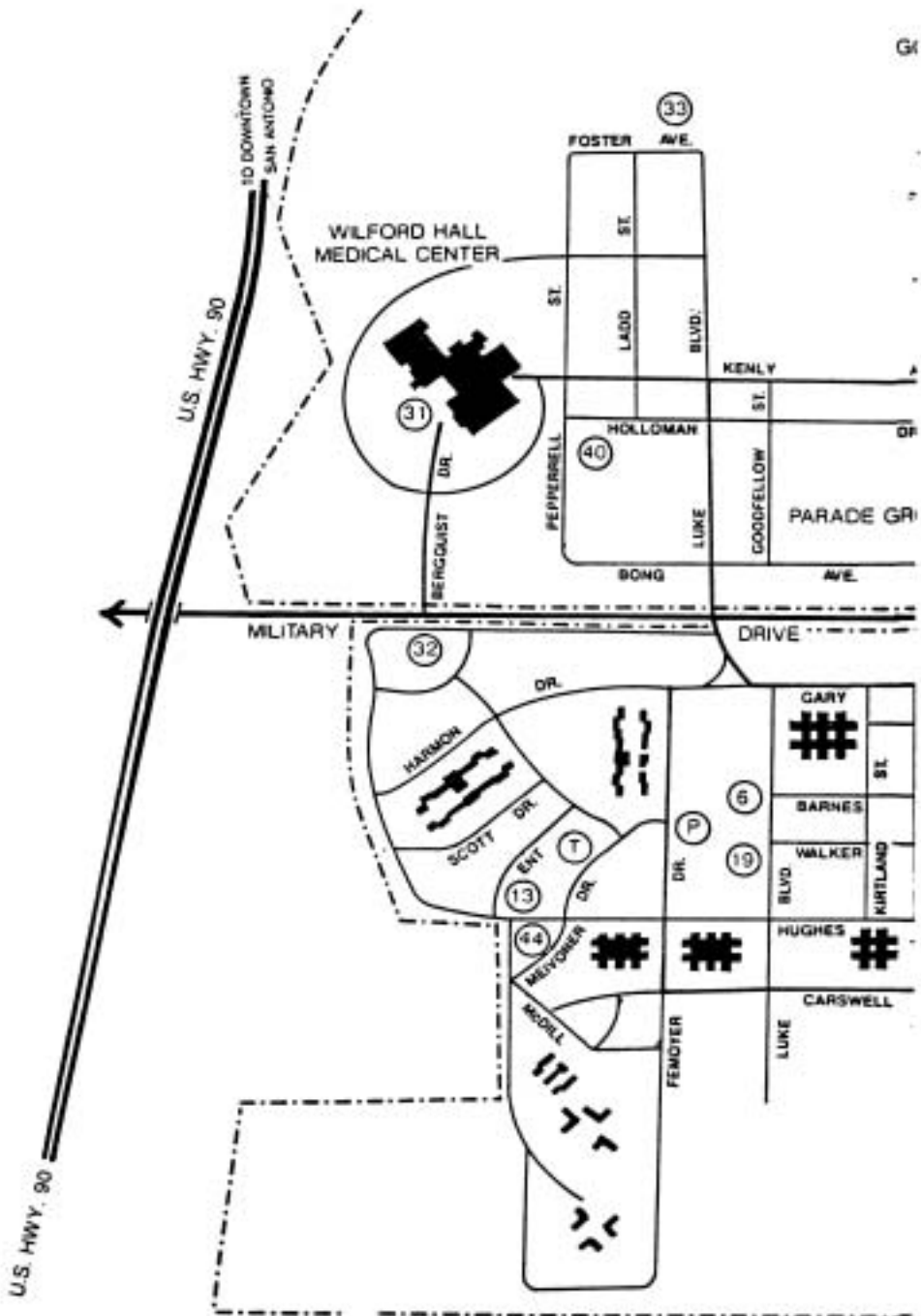
Brigadier General

1884-1943

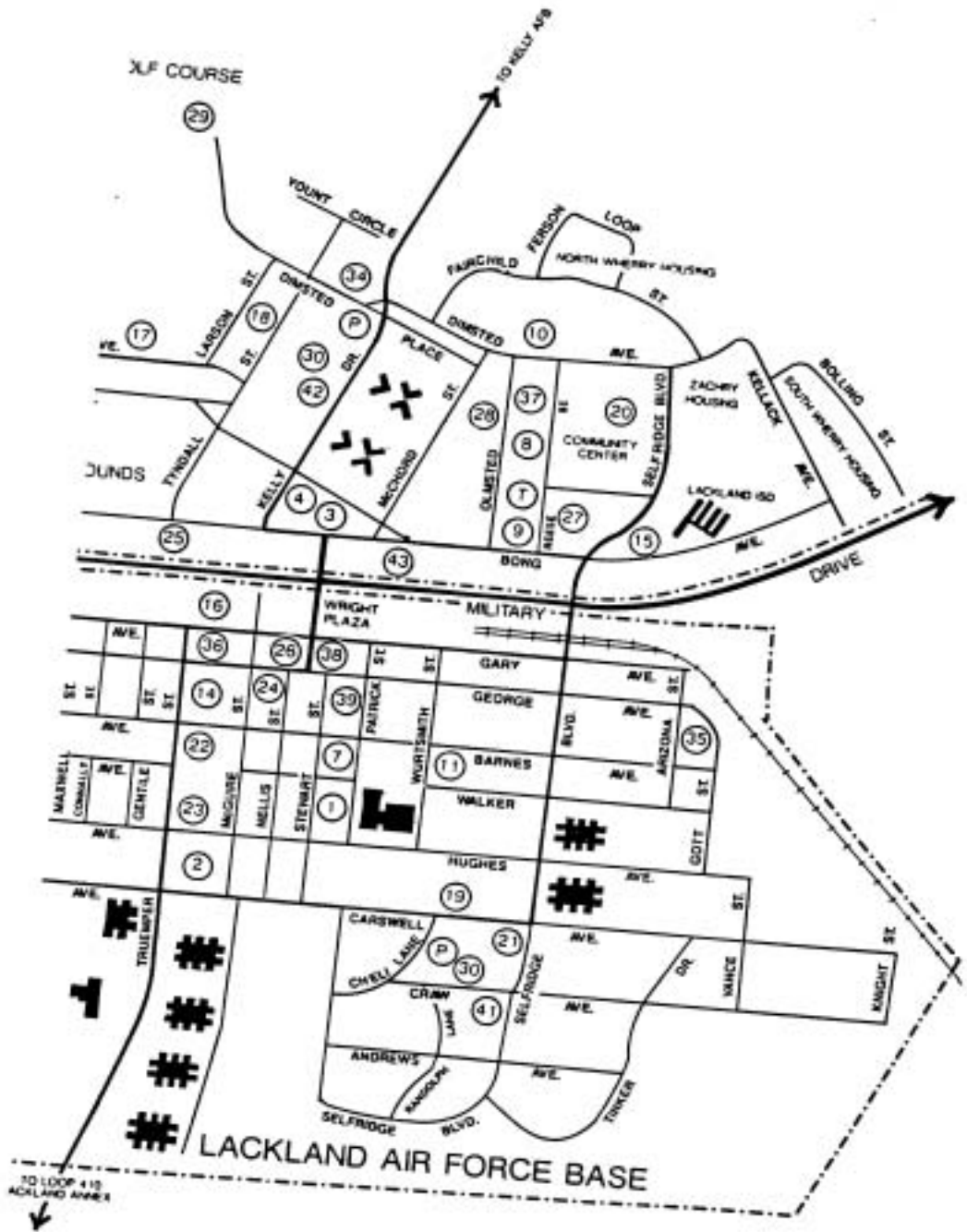


Brigadier General Frank Dorwin Lackland was one of the early airmen who pioneered military flying. Throughout his career he envisioned a major training base located in the low range of hills overlooking Kelly Field. By the time he retired in 1942, he saw his dream realized in what was then known as the Aviation Cadet Center at San Antonio. This center on 4 July 1947 was named Lackland Air Force Base in his honor.

Streets of Lackland



Streets of Lackland



Streets of Lackland



37th Training Wing Office of History & Research
Lackland AFB, TX
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